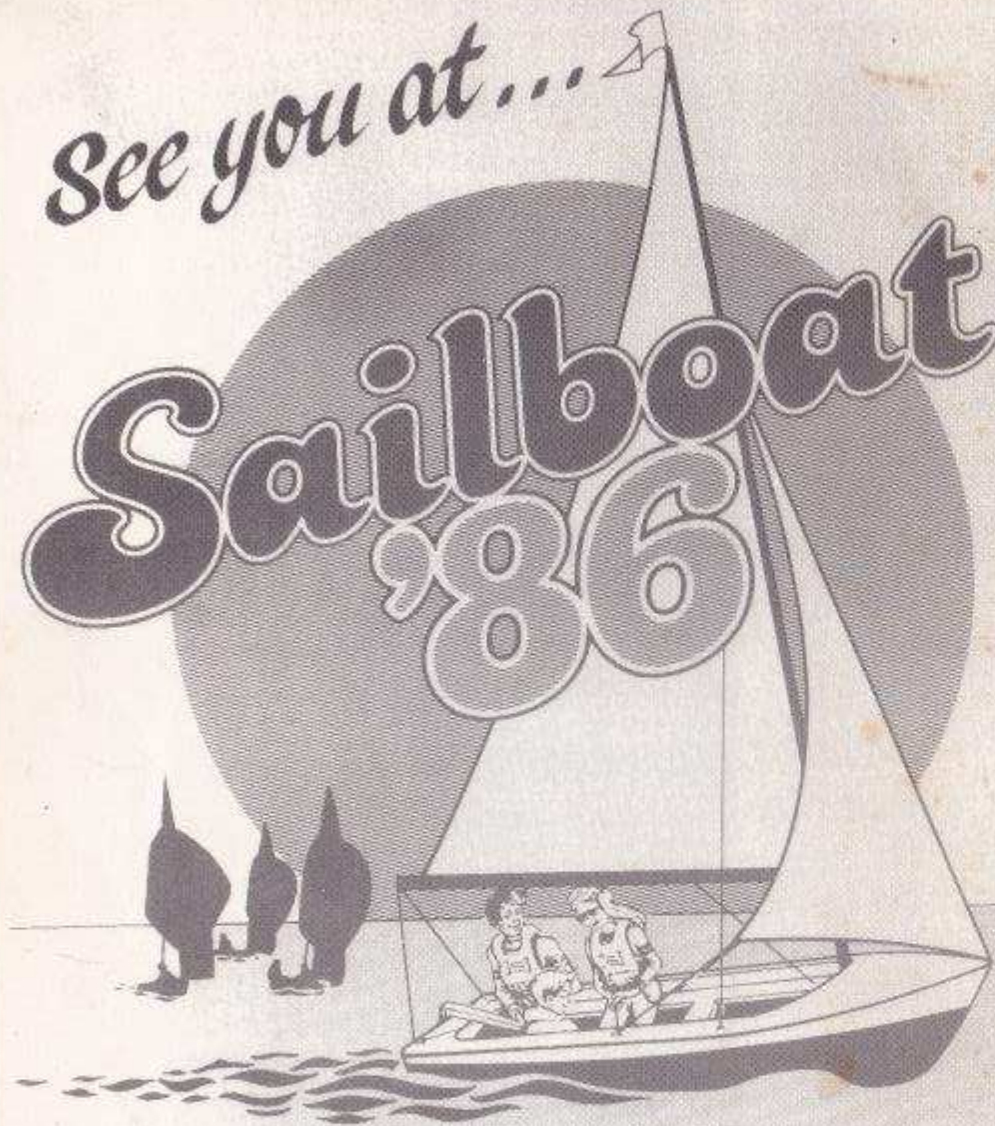


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Sailboat '86



The RYA Dinghy Show
Supported by Yachts & Yachting

Crystal Palace
8th & 9th March 1986

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HALO

DECEMBER 1985

ISSUE 35



NEWSLETTER OF THE MIRACLE ASSOCIATION

MIRACLE FITTINGS AND EQUIPMENT

MIRACLE FITTINGS

Kicking Strap Kit	(c01) £ 5.85	Mainsail Outhaul Kit	(c02) £ 4.00
Jibsheet Camcleat (Plastic)	(c03) £ 2.13	S.S. Rudder Fittings(Full Set with screws)	(c05) £11.35
" " (Alloy)	(c04) £ 3.73	Mainsail Downhaul Kit	(c90) £ 1.35
Tiller Extension & Universal Jc.	(c06) £ 5.00	2.Ssw.S.S.Shrouds x 12' 11" long	(c07) £ 8.00
Shroud Adjusters,Pin Rack	pair (c09) £ 3.47	2.Ssw.S.S.Forestay x 12' 8" long	(c08) £ 4.00
S.S.Hook for Spinnaker Vang	(c22) £ 1.05	Mast Sheeve Box Mount	(c23) £ .44
SELF BAILERS		Mast Sheeve Box complete with screws.	(c24) £ 1.70
Elvstrom Super Mini	(c10) £17.32	Rope Main Halyard (prestretched) (39' /12m. long)	(c25) £ 3.00
Elvstrom Super Neston	(c11) £19.94	Wire Main Halyard with rope tail. (19' 6" Wire + Rope)	(c26) £ 8.00
Holt Golden Bailer	(c12) £ 6.50	Rope Jib Halyard (prestretched) (29' /9m. long)	(c27) £ 2.45
Holt Advanced S.S. Bailer	(c13) £20.25	Wire Jib Halyard & rope tail. (15' 2" Wire + Rope)	(c28) £ 6.85
Mainsheet in Bam Polyester Rope	(c14) £ 3.30	Wire Strap for Decksweeper Jib. (5" long)	(c29) £ 1.00
Jibsheet in Bam Polyester Rope	(c15) £ 3.30	Highfield Jib Tension Lever (inc.screws)	(c30) £ 7.55
Mainsheet Block (Black Plastic)	(c16) £ 1.40	S.S. Shackles - Med. or Small.	(c31) £ .60
Mainsheet Block (heavy Duty)	(c17) £ 2.47	Jib Stock 1" Alloy x 4' 6". (inc. £4.00 Carr.)	(c32) £12.45
Mainsheet Block & Becket (Plastic)	(c18) £ 1.84	Inspection Hatch Cover & Seal	(c33) £ 2.55
Mainsheet Block & Becket (Heavy Duty)	(c19) £ 2.95	Transom Flap Kit with Template etc.	(c34) £ 8.00
S.S. Mainsheet Track Slide	(c20) £ 1.00	Centreboard in Marine Ply. (Unpainted)	(c35) £24.60
Mainsheet Ratchet Block (Cruising)	(c21) £10.60	Laminated Centreboard-	(c36) £66.72
Spinnaker Chute and Sock (inc.Template).	(c37) £29.50	Rudder Blade/Marine Ply. (Unpainted)	(c39) £11.41
Spinnaker Pole with Piston Ends. (inc. £4 Carr.)	(c38) £21.00	S.S. Hook for Spinnaker Vang	(c22) £ 1.05

MIRACLE SPINNAKERS & SPINNAKER KITS

The S.S. Phase 2 Spinnaker System is based on experience and success in Championship and Club Racing to give safety & high performance in all conditions.

COMPLETE KITS include Alloy Piston End Pole, Chute with Sock, Quality Fittings, Ropes, Screws and detailed Instructions for Easy Fitting to existing boats. **NOTE:- Spinnaker NOT included to allow for your own choice from our list below.**

STANDARD KIT	(c40) £68.68	SUPER KIT with Ball Bearing Blocks.	(c41) £73.00
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Note:- Carriage for Spinnaker Kits - (c43) £5.00

SPINNAKERS

Dolphin Spinnaker in Nylon	(c44) £48.94	Dolphin Spinnaker in Superior N5146	(c45) £59.00
Holt Spinnaker in Nylon	(c46) £70.00	Holt Spinnaker in Super Dycac	(c47) £83.00
Banks Spinnaker in Super Nylon	(c48) £120.00	All Spinnakers fitted with Patch & Numbers.	

MIRACLE RACING SAILS

Highest Quality Racing Sails as proved by many leading Miracle Sailors to Championship Winning Designs & Cut with Decksweeper Jib and Hot Cut Leech recommended as an option. All Mainsails supplied with Sailbag, Battens & Fitted with Sailnumbers.

Jack Holt Super Mainsail -	(c50) £118.00	Decksweeper Jib -	(c51) £49.00	Main & Jib -	(c52) £165.00
Bruce Banks Dacron Mainsail -	(c53) £165.42	Decksweeper Jib -	(c54) £66.15	Main & Jib -	(c55) £128.50

Details of cheaper Sails for Cruising or Training supplied on request. Extra charge for Window in Jib - (c) £8.00

MIRACLE BOAT COVERS

	Unroofed Nylon	15oz.PVC. Nylon	12oz.PVC. Polyester.	18oz.PVC. Nylon	12oz. Canvas	15oz. Canvas	Suberb Moven Blue Acrylic for the fastidious
Flat	(c61) £34.00	(c71) £42.68	(c62) £43.00	(c63) £43.94	(c64) £46.54	(c72) £78.00	(c73) £86.11
Overbow	(c65) £44.00	(c66) £51.93	(c67) £52.65	(c68) £54.72	(c69) £59.87		
Undercover	(c70) £39.48						

MIRACLE ROAD TRAILER

Miracle 200 Trailer in Galvanised Steel with Independent Suspension, Mast Support and Rubber Mudguards (Ex Works Price) (c80) £155.00

MIRACLE LAUNCHING TROLLEY

Heavy Duty Galvanised Steel (Ex works prices) With Solid Tyres - (c81) £58.00 ??? With Pneumatic Tyres ?? (c82) £69.00?

Prices correct at time of printing but please telephone or send a stamp for up to date details of latest products

PLEASE NOTE:- The above prices include VAT & Postage except where stated. **NOTE:- MINIMUM ORDER LEVEL £3.00**

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 PRINTING: Design To Print, 35 Landon Road, Coventry.

EDITORIAL

Another season nearly over and 1986 only just round the corner. Whilst you are all busy sorting out Christmas presents, stuffing yourselves with turkey etc, try and think about your 1985 event, let me have the details so it can be included in the '86 Year Book.

John Wilson the Membership Secretary, now provides me with the labels with your names and addresses on. He has all the Association Members on his computer file. If anyone objects to their name being held on such a file please contact John and he will remove your name and address from his computer. Whilst on the subject of addresses please advise John of any change of address or if your particular address is incorrect or incomplete.

It was decided at a Committee Meeting held at Draycote Water S.C. to stop the present "Draw Competition" currently being held in "Halo" owing to the lack of interest it was decided to suspend the present Draw (a spinnaker kindly presented by Bell Woodworking) and raffle it at the Hoveringham Meeting in 1986. All those who have sent in their 50p will have their names added to the Hoveringham raffle.

At the Draycote Meeting we discussed the '86 Nationals. It was mentioned that it would be an advantage to promote the Association at future Dinghy Shows if a video was taken of the Nationals. Surely we have a member who is also a video enthusiast, who would love to spend a week at Ullswater filming the racing types. If so please contact our Secretary Peter Gibbo.

How nice to receive an article from Phil Twining. Phil was editor of the "Halo" for a period of time.

We now have a new Chairman, he is Richard Smale of the Worthing Club. Our thanks to Dennis Southwell for all the hard work he unselfishly put in on our behalf.

I thought it would be an ideal opportunity to list the Chairmen to date. Thanks to Peter Gibb for this information.

CHAIRMAN OF THE MIRACLE ASSOCIATION - Since its Start

CHAIRMAN	YEARS	OTHER INTERESTS
Bernard Gray	1974 - 1977	Cruising, Running B.G. Boat Gear.
Bob Ferguson	1977 - 1978	Cruising, Birdwatching, Painting.
Frank Webber	1978 - 1980	
Jim Perkins	1980 - 1983	Steam Engines, Photography, Camping.
Dennis Southwell	1983 - 1985	Race Officer & Safety Coxswain (Leigh S.C.)

Happy Sailing in 1986.

Jim Perkins

FRONT COVER: Mid Warwickshire Yacht Club.
 Photograph by Jim Perkins.

Chairman's Notes.

Upon taking over as chairman, I should first like to thank Dennis Southwell on the Association's behalf for all the hard work he has put in over the last couple of years as your chairman. I was very pleased when he agreed to stay on the committee in order to assist with the running of the Nationals at Ullswater.

I also wish to thank Peter Skilton and Warren Hodgkinson for their efforts over the past years, both having now stepped down from the committee. In Peter Davistock (Trophy Officer) and Mike Dobbs (Publicity Officer), we have two very able replacements. Peter Stewart and Mike Smith have also joined the committee and will take an active part in the technical sub-committee.

Bub Ferguson has very kindly agreed to become our Commodore for a second term, specifically to assist me with examining the possibilities for the Miracle and the Association now that the Mirror group has closed their Products Department. We have had a very useful meeting with John Holt (Managing Director of Jack Holts) who explained that Bell Woodcocking Ltd have been granted a two year franchise by Holts (and hold the copyright) for the sailing of the Miracle and for the publicity. The selling of the plans only, for instance, is not a possibility for the time being. I hope further information will be forthcoming over the next few months and a full report will be given at the A.G.M. At our meeting, John Holt mentioned the possibility of developing a GRP Miracle and your comments on this would be appreciated. Holts are at present developing a GRP Mirror mould and, if this is successful, a Miracle GRP mould will almost certainly follow.

Another interesting topic that the committee will be examining in detail is the feasibility of fixing spreaders to the mast. This follows the proposition at the last A.G.M. deferred for a year such that our technical sub-committee can carry out tests at Draycote. However, your views on this subject would again be appreciated, so that the pros and cons can be fully aired before the A.G.M. So please do not forget to send in your comments on this issue and on the GRP Miracle to Jim Perkins for inclusion in the next Mail.

The Committee is again planning to run both the N.E.C. Exhibition in Birmingham and the RYA Dinghy Exhibition at Crystal Palace and we should be pleased to see you at the stands, so come and have a chat. Preparations are now well under way for Ullswater and no doubt further details will be found elsewhere.

Finally, I should like to add my congratulations to Graeme Castle and Sarah Hockliffe on retaining the National Championship title and to Phil Seaden and Linda Harrison for winning the recent Inland Championship at Draycote.

RICHARD SMALE.

PEARSON'S PAGE

Synonymous with sailing, there appear to be a lot of amateur beer and wine makers about. Maybe it is because with attention to boat speed, tuning and fitting all the latest go faster goodies, these amateurs do not find time to go to the pub. Along with several of these I recently went for an exploration of the Rhine Valley growers to see how the professionals did it. (make wine) I distinctly remember getting on the ferry at Felixstowe. The wine festivals in different parts of the Rhine Valley were fabulous and the wine tastings numerous. We went for a trip up the river in a rather large river cruiser (or was it a hover). One thing that I did notice was the absence of dinghies, plenty of sailboards. Please excuse my aside, but I think if you haven't tried one of these trips you have missed out. Measurers please note and up date your Guides. The new weight limit on meals delete 7kgs and add 7.5kgs, Rule 80.

Win Johnson of Sutton Singher S.C. is our latest addition to the list of Measurers. Miracle sailors in the Yeovil area please note. The Association will again be at the N.E.C. in 1986. Please do attend and see a wonderful show with the Dinghy Exhibition even larger. Watch out for your exhibition. Most of your officers will be in attendance during the course of the week commencing February 19th 1986.

As discussed at the A.G.M. at Llandovery, a mast has been fitted with spreaders, and tests are taking place. The emphasis is on SAFETY and MCU to improve the boat's performance and maybe get rid of mast failures.

Sailmakers are again trying to improve our sails, and this without regard to our rules. Any obvious addition should be reported, i.e. 'flutter patches', rather large reinforcement patches at the corners of the sails and cunningham eyes. All the above are out of class. Be observant to maintain our one design image.

The season is now over and this is rather sad, but I shall now be looking forward to the festive season and drinking all your health with my home made wines and beers.

Happy New Year. Hope to see you all at the N.E.C.

TOM PEARSON.

EDITOR'S NOTE: So that is your secret - venue for the '87 Nationals.

MIRACLE CLUBS No 8

I.C.I. (Slough).

The Thames Valley abounds in gravel pits and being close to the river they fill with water to form lakes, which in time take on a natural look and merge with the countryside. Water front find homes there, fish seem to arrive as if by magic and in no time at all they become the mecca of all water sports enthusiasts. So it was in 1958 the Recreation Club of the I.C.I. Paints Division saw the opportunity to branch out into sailing on a newly dug gravel pit a quarter of a mile east of Maidenhead.

With great enthusiasm and hours of voluntary work club house, pens, slipway and pontoons were added to establish a one class (Enterprise) Club. In 1971 a need for more members opened the Club to Associates not employed by I.C.I. and a most friendly relationship between Full and Associate members was quickly established. The Mirror dinghy was adopted followed by Laser and Miracle in 1976. The Mirror declined in popularity and was replaced by the Topper Class with board sailing having an ever growing following. Whilst the Miracle fleet is the smallest with fourteen boats, there is an enthusiastic turnout for races and good competition sailing.

To establish a close family atmosphere in the Club, pursuit racing was introduced and became so popular it is now used for all the series racing. It has the attraction of giving both an overall Champion and Class Champion in the same series and is particularly suitable for small clubs. We also adopted a scoring system devised by Bryan Willis at 'Queen Mary' in 1973. This gives a small personal handicap which is automatically adjusted throughout the series. We find that the best helmsmen always wins in the end but he has to fight a little harder for the honour. The 'not-so-good' are given eternal hope to battle on to the end of the series and interest heightens to the last race.

I.C.I. have a very ambitious training programme. Apart from the R.Y.A. training course with qualified instructors, there is a 'Racing 85' course which is intended to encourage the beginners into racing and a couple of days have been set aside for a 'Taste for Sailing' to give the curious an idea of what sailing is all about. For the would be board sailors a training and racing programme has been arranged for the warmer weather.

The original Club House is now looking a little the worse for wear and dreams are turning into plans for more up to date facilities in keeping with the increasing membership. Hopefully within the next two years we should see a new Club House with a touch of luxury.


This season we hope to put our usual strong challenge in the Miracle Nationals and the ever increasing supporters contingent surely says a lot for the social side.

Eric Jonas.

SOUTHWESTERNS


HAZE SAILS

AREN'T JUST SAILS TALK

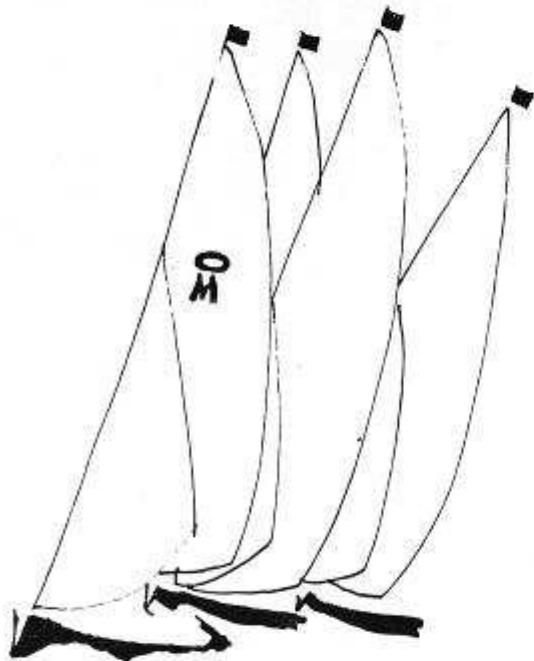


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SOUTHWESTERNS.

After two previous years of calm weather for our Open, this year the visitors arrived to breezy, sunny conditions. With a turnout of 13 boats (quite an achievement for S.B.S.C.!), 4 of which were visitors, the sailors looked set for quite exciting racing. Once again the visitors showed us the way round, with Phil Sowden leading and John Wilson not far behind.

Sunday saw a more gusty day. Phil Sowden having to borrow T.Best's Miracle for the first race, but even after a late start managed to plough through the fleet coming in second with John Wilson first. Not everyone felt the urge to race this or the second race, so with a few capsizees from club boats the visitors again left S.B.S.C. standing (or floundering) and took first three places with Phil Sowden winning.

Our lake is in a very picturesque spot with excellent facilities. So next year make a visit you're weekend break in Somerset. The Saturday evening was enjoyably spent sampling the local beer/cider and playing skittles. Finishing off with a few songs accompanied by our own resident minstrel, Nigel, and his one man percussion band and 'halpers'.

Thanks to all who helped to make the weekend a success and to those visitors who travelled down to Yeovil from afar. Hope to see you all next June.

Results

- 1st. P.Sowden/G. Jones - ICI, Slough
- 2nd. J.Wilson/H. Evans - Bartley
- 3rd. D.Beere/M.Killey - ICI, Slough
- 4th. V.Johnston/I.Johnston - S.B.S.C.
- 5th. D. Greenslade/K. Greenslade - S.B.S.C.
- 6th. C.Back/A.Back - S.B.S.C.
- 7th. T.Best/P.Killey - ICI, Slough
- 8th. T.Harrison/S.Kelly - S.B.S.C.
- 9th. J.Bayes/R.Bayes - S.B.S.C.
- 10th. C.Rogers/P.Rogers - S.B.S.C.
- 11th. A.Pike/M.Pike - S.B.S.C.
- 12th. J.Rofe/J.Rofe - S.B.S.C.
- 13th. A.Beecham/B.Beecham - S.B.S.C.

Vic Johnstone.

1985 MIRACLE NATIONAL CHAMPIONSHIP

The Miracle National Championship was hosted by Llandudno Sailing Club from July 21st to 26th and attracted an entry of 50 boats.

The practice race was held in a gusty force 4 offshore wind with a shore based start and finish line. John Wilson and Hilary Evans were the early leaders from David and Ian Southwell. A brilliant second beat by Dave Fitton and Peter Cooke brought them to the front and although John Wilson temporarily regained the lead, their superior spinnaker handling took them through yet again to open a good lead. With John Wilson capsizing at the penultimate mark and David Southwell failing to cross the finish line, Andrew and Matthew Parkinson finished second from Eamon Duthbert and Andy Chester.

As all racing was blown off on the Monday, two races were held on the following day. The first race was held in a force 2-3 westerly and was led away by Dave Fitton, who had opened up a gap of a minute at the windward mark. Phil Souder and Gordon Jones were next round, but in so doing hit the mark and thereby let Andy Parkinson through to chase Dave Fitton. By the end of the offwind legs, Andy Parkinson had considerably reduced the gap, with Graeme Castle and Sarah Hookcliffe close behind. On the next beat, Eamon Duthbert took a flier by going out to sea and into the strongest current and rounded the windward mark in front of Graeme Castle, Dave Fitton and Andy Parkinson. Meanwhile, Derek Beere and Michelle Killay were having an excellent race in fifth position just behind the leaders, but well clear of the chasing pack. On the final beat, Eamon Duthbert again went out to sea but this time to no avail. Graeme Castle close covered first Andy Parkinson and then Dave Fitton, but Dave slipped through by coming further inshore to win from Graeme. Derek Beere came from nowhere and at great speed to pip Andy Parkinson for third place with Eamon Duthbert relegated to fifth. Malcolm and Mark Lunn in sixth place led the rest of the fleet home.

By the afternoon, the wind had increased to a force 6 for the second race. Problems in anchoring the committee boat involved a general recall and a long delay. Some competitors decided to call it a day at this point and, with the retirements during the race, only about half the fleet finished. First to the windward mark yet again was Dave Fitton with Harry Yule-Smith and Mark Bennett close behind. On the second reach, Phil Souder hoisted his spinnaker to improve several places, but not before Graeme Castle did the same to gain the lead at the leeward mark from Phil Souder. Graeme Castle now extended his lead continuously for the remainder of the race to win from Phil Souder, who defended his position from Dave Fitton, with Andy Parkinson fourth and Harry Yule-Smith fifth.

Wednesday dawned with considerably less wind, much to the relief of many of the competitors. Graeme Castle made an excellent start and pulled out a good lead on the long leg against the current, with Phil Souder in second place. As the boats tacked for the mark, it became apparent that the leaders had oversteered the mark, but, even so, Graeme Castle rounded first with Andy Parkinson, Derek Beere and Dave Fitton now in very close

attendance. On the first reach, most of the fleet went down current and had to drop their spinnakers to make the wing mark. By this time, Dave Fitton had moved up to third, and as the four leaders started the second reach, the wind shifted to a northerly direction making it a beat up to the leeward mark. Andy Parkinson passed Graeme Castle and opened up a sizeable lead. What was then supposed to be a beat, run and beat turned into three reaching legs and, with the very strong current, the first and third of these legs were endless. On the last of these legs, and whilst passing boats a lap behind, Andy Parkinson suddenly ran out of wind and could only watch helplessly as Graeme Castle spinnakered past him further inshore to take the winning gun. Dave Fitton finished third in front of Derek Beere, whilst Malcolm Lunn was passed on the line by Phil Souder for fifth place. It soon became apparent that the remainder of the fleet were battling to finish within the time limit of one hour after the leader and in the dying wind many competitors in fact failed to finish.

The fourth race on Thursday was postponed until 1.45p.m. to allow the sea mist to clear. However, the conditions then became ideal with sunshine and a steady force 3 north westerly. Andy Parkinson made a good start and led at the windward mark from Malcolm Lunn, Graeme Castle and Tim and Chris Gibbs. At the end of the offwind legs, Andy Parkinson had extended his lead with Graeme Castle now second and Dave Fitton third. By the end of the second beat, Graeme Castle had disappeared from the reckoning leaving Malcolm Lunn and Dave Fitton contesting second place. As the race progressed, Andy Parkinson slowly extended his lead with Malcolm Lunn getting the better of Dave Fitton and with Phil Souder now clear in fourth place. On the final beat, Dave Fitton tried all he knew to pass Malcolm Lunn, but just failed due to some good close covering. Further down the fleet, Andrew Smith and Vaughan Freshwater passed Tim Gibbs for fifth place. The laying of a separate finish mark confused many of the main bunch and some failed to return to finish properly. At this stage, a number of competitors were still only counting one result from the first race!

The final race on Friday was again postponed due to sea mist until 2.15p.m. At this point, Graeme Castle, Andy Parkinson and Dave Fitton were all in contention, although Graeme knew that a third place in the final race would clinch the championship, whatever the other results were. At last, David Southwell showed his usual form by leading the fleet at the first mark in a good force 4 from Dave Fitton, Andy Parkinson and Graeme Castle. Unfortunately, Dave Fitton capsized at the gybe mark to leave Graeme Castle well clear in third place. By the end of the second lap, Andy Parkinson had passed David Southwell by coming inshore to escape the current and Dave Fitton had recovered to fourth place. In his attempt to catch Graeme Castle, Dave Fitton then hoisted his spinnaker on a very close reach and capsized yet again. The order then remained unchanged to the finish, with Phil Souder winning his own private battle with Malcolm Lunn for fourth place in the race and fourth place overall. The result meant that Graeme Castle and Sarah Hookcliffe are the Miracle National Champions for the second year running, and this time by the closest of margins from Andy Parkinson and Dave Fitton.

Richard Smale.

national results national results national results national results

ORGANISED BY LLANDUDNO SAILING CLUB

SAIL NO.	BOAT NAME	SPEC. AWARD	RACE POSITION						POINTS		
			1	2	3	4	5	6	TOTAL	WITH DISCARD	
1	2922	SHERE KHAN	....	02	01	01	07	03	00	13.5	6.5
2	3433	DOUBLE GIN	B...	04	04	02	01	01	00	11.5	7.5
3	3021	HIDE-N-SEEK	....	01	03	03	03	R	00	60.75	9.75
4	3220	TIK TAK TOO	....	10	02	05	04	04	00	25	15
5	2766	FIRST OFF THE MARK	..D.	06	06	06	02	05	00	25	19
6	3402	VINDICATOR	....	07	05	09	08	10	00	39	29
7	0316	PAULA	..D.	03	14	04	R	14	00	86	35
8	3496	DEAD RINGER	B...	16	09	R	05	06	00	87	36
9	0562	ASTERIX	..D.	14	11	07	18	08	00	58	40
10	3345		....	09	10	15	R	07	00	92	41
11	3107	SWEET & INNOCENT	....	05	R	08	22	09	00	95	44
12	2905	NITRAM	A...	15	08	10	R	12	00	96	45
13	3383	MERLIN	....	X	07	17	23	02	00	101	49
14	0541	QUICKSILVER	B...	19	12	R	06	13	00	101	50
15	2610	LOUISE TOO	..D.	12	13	12	36	15	00	80	52
16	3330	BLUE FLAME	..D.	17	15	11	R	11	00	105	54
17	0124	HOT DOG	....	30	19	13	13	19	00	94	64
18	1685	PIE EYED ROLLER	..D.	21	17	R	12	20	00	121	70
19	3210		....	32	16	R	17	18	00	134	83
20	2194	JODY	....	38	21	25	16	25	00	125	87
21	1955	QUI CEST CA	....	27	Z	16	14	31	00	141	88
22	3323	NUTCRACKER	....	08	R	R	19	17	00	146	95
23	2755	BARGAIN HUNTER	..D.	11	R	R	09	24	00	146	95
24	1669	AMARYLLIS	..D.	13	R	R	10	22	00	147	96
25	3470	WITCH OF WAVE	..C.	23	R	19	21	33	00	147	96
26	3332	TOUS LES TROIS	..D.	31	R	24	15	28	00	149	98
27	3464	HYPERTENSION	....	24	R	R	11	16	00	153	102
28	0829	ALI BABA	....	22	R	23	20	39	00	155	104
29	3200	WOODSTOCK	A...	18	R	18	R	27	00	165	114
30	2079	HOLY MACKEREL	....	35	20	R	26	34	00	166	115
31	1854	ALPHA 11	....	43	Z	14	25	36	00	171	118
32	3460	TEE BEE	..D.	26	R	20	R	23	00	171	120
33	2445	THE SAINT	..D.	42	16	R	29	32	00	172	121
34	1176	MEMORY	..D.	39	R	21	33	30	00	174	123
35	1812	RED DEVIL	..D.	25	R	26	34	38	00	174	123
36	2791	LULU BELLE	....	33	Z	R	24	26	00	187	134
37	0439	BONZER	....	34	R	R	32	29	00	197	146
38	3381	GANDOLF	..D.	46	22	R	37	41	00	197	146
39	2874	OKUBUMS	..D.	R	Z	22	31	42	00	199	146
40	0263	BLUEJAYS	..D.	29	R	R	R	21	00	203	152
41	3027	CONY	..DE	41	R	R	27	35	00	205	154
42	2664	ZANTHOS	....	36	R	R	28	40	00	206	155
43	3389	ARAWA	..DE	40	Z	R	39	37	00	220	167
44	3114	PUSSYFOOT	..D.	45	Z	R	Z	Z	00	225	172
45	0948	H5	....	37	R	R	35	R	00	225	174
46	3390	SUNRAY	....	44	Z	R	30	R	00	229	176
47	1619	SLOANE RANGER	B...	20	R	Z	Z	Z	00	230	177
48	0404	BOBBER	....	28	R	R	Z	Z	00	235	183
49	3450	COCK A HOOP	..D.	47	R	R	40	R	00	240	189
50	0483	STOWAWAY TOO	....	Z	R	Z	38	Z	00	248	195

R = Retired X = Disqualified Z = Did not sail

SAIL NO.	BOAT NAME	CLUB	HELM	CREW
0124	HOT DOG	ICI	....	STEVE FISCHER R. FISCHER
0263	BLUEJAYS	WORTHING	..D.	FRANK RIDDLE SIMON RIDDLE
0316	PAULA	ICI	..D.	DEREK BEERE MICHELLE KILLEY
0404	BOBBER	DRAYCOTE	....	R. MORRIS J. NEWELL
0439	BONZER	SHROPSHIRE	....	H.ASTLEY-JONES P.ASTLEY-JONES
0483	STOWAWAY TOO	LOUGHTON	....	A.T.BROWN S.C.BROWN
0541	QUICKSILVER	OLTON MERE	B...	TIM GIBBS CHRIS GIBBS
0562	ASTERIX	BARTLEY	..D.	JOHN WILSON HILARY EVANS
0829	ALI BABA	ICI	....	BRIAN JONES ALEX JONES
0948	H5	HASTINGS	....	JOHN STEVENS CARRI BROWN
1176	MEMORY	GUTTON BING.	..D.	V.JOHNSTON C. JOHNSTON
1619	SLOANE RANGER	LOUGHTON	B...	SIMON HADLEY CARL WILSON
1669	AMARYLLIS	BARTLEY	..D.	DENNIS CROWE JANE BOWEN
1685	PIE EYED ROLLER	LEIGH	..D.	P. CUTHBERT N. CRITCHELY
1812	RED DEVIL	WORTHING	..D.	LAURIE KIMMINR MARCUS KIMMINR
1854	ALPHA 11	SOUTH CERNIE	....	D. KILLINGER TREVOR JENKS
1955	QUI CEST CA	MID MARKS	....	STEVE VINCENT MARTIN SEATON
2079	HOLY MACKEREL	THAMESMEAD	....	DAVID T.HUDSON JACKIE C.HUDSON
2194	JODY	ROYAL CINQU	....	NICK LOCKHART MATT TEAK
2323	NUTCRACKER	LEIGH	....	PAUL S.FITTON JULIE BUCKLEY
2445	THE SAINT	CRAWLEY	..D.	MIKE DOBBS JEAN DOBBS
2610	LOUISE TOO	WIGAN	..D.	NORMAN MCKEAND JOHN MCKEAND
2684	ZANTHOS	HASTINGS	....	N.HIGGINS S. HARDY
2755	BARGAIN HUNTER	WIGAN	..D.	ROY PLATFORD JOHN DEANE
2766	FIRST OFF THE MARK	WIGAN	..D.	MALCOLM LUNN MARK LUNN
2791	LULU BELLE	SHROPSHIRE	....	COLIN SMITH S. ASTLEY-JONES
2874	OKUBUMS	BRIT STEEL	..D.	JOHN RODERICK JOSEPH RODERICK
2905	NITRAM	DRAYCOTE	A...	PAUL HUETT MARTIN HUETT
2922	SHERE KHAN	CASTAWAYS	....	G.T.CASTLE S.A. HOCKLIFFE
3021	HIDE-N-SEEK	LEIGH	....	D.FITTON P. COOKE
3027	CONY	HOVERINGHAM	..DE	C.W.TELFORD W. SMITH
3107	SWEET & INNOCENT	LEIGH	....	E.CUTHBERT A. CHESTER
3114	PUSSYFOOT	COLWYN	..D.	M.TOMKINS J. MOORE
3200	WOODSTOCK	DRAYCOTE	A...	ALISTAIR JONES ELAINE HOUGHTON
3210	COUNTDOWN	....	....	P.BAVERSTOCK D. RAINES
3220	TIK TAK TOO	ICI	....	PHIL SOWDEN GORDON JONAS
3330	BLUE FLAME	DRAYCOTE	..D.	H.BARLOW G. HUETT
3333	TOUS LES TROIS	MID MARKS	..D.	T.W.PEARSON P. HAYWOOD
3345		DRAYCOTE	....	PETER STEWART MS C. HAUGHTON
3381	GANDOLF	COLWYN	..D.	J.D.NEWLAND MARTIN GRADY
3383	MERLIN	LEIGH	....	DAVID SOUTHWELL IAN SOUTHWELL
3388	ARAWA	CRAWLEY	..DE	BOB FERGUSON VERA FERGUSON
3390	SUNRAY	SHROPSHIRE	....	P.J.KNIGHT C.M.KNIGHT
3402	VINDICATOR	NORTH LINES	....	H.YULE-SMITH MARK SENKITT
3433	DOUBLE GIN	DRAYCOTE	B...	ANDY PARKINSON MATTHEW PARKINSON
3450	COCK A HOOP	UPTON WARREN	..D.	JOHN COX KEN BESTON
3460	TEE BEE	ICI	..D.	TONY BEST ANDREW TAYLOR
3464	HYPERTENSION	MID MARKS	....	ROBIN RICE CLAIRE BOWEN
3470	WITCH OF WAVE	DRAYCOTE	..C.	ANN FELL MC S HABERFIELD
3496	DEAD RINGER	HOVERINGHAM	....	ANDREW SMITH V. FRESHWATER

FRANK RIDDLE

national results national results

The crew race was held on Wednesday afternoon in hardly any wind at all and resulted in a very good win for John McKeand with Dad as crew from his closest rival Mark Lunn, again with Dad as crew. The single handed race unfortunately had to be cancelled due to the sea mist on the last two days delaying the start of the championship races.

Other trophy winners:

Under 16 helm : Alistair Jones (Draycote S.C.)

Under 18 helm : Andrew Smith (Hoveringham S.C.)

Masters : Malcolm Lunn (Wigan S.C.)

Youngest Crew : Simon Riddle (Worthing Y.C.)

Top up trophy : C.Telford and Mike Smith (Hoveringham S.C.)

First Lady Helm : Ann Fell (Draycote S.C.)

Improvers prizes:

Race 2 : (Mike and Jean Dobbs (Drauley Mariners)
J. Neuland and Martin Crady (Colwyn S.C.)

Race 3 : D. Killinger and Trevor Jenks (South Cerne S.C.)

Race 4 : P.J. and C.M. Knight (Shropshire S.C.)

Race 5 : Norman and John McKeand (Wigan S.C.)

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WORTHING

On Saturday the wind was blowing a steady F6 with a rolling swell but not too much for Mark Sennitt to joist Harry Yule-Smith's spinnaker in Vindicator. This convincingly secured him a first but he did tell me later 'a couple of times we filled her up to the gunwales'. What I didn't tell Harry was we also tried the kite but could only manage a slight lift off the tide as most the time we were turtle! The rest with more discretion kept them in the cuts giving Simon Hadley and Carl Willson in 1619 (Sloan Ranger) second with Robin Muiridge and Tony Knight in 2963 (Jiberish) third.

Sunday's conditions were less severe but with rhythmic windshifts to test the helm. Derek Beere and Michelle Killy in 316 went away from the fleet in fine style (I think she has a brother Jean Claude!!!). Phil Sowden and Linda Harrison in Tik Tak Too were second forcing Harry Yule-Smith and Mark Sennitt into third position.

The final race saw many positions change. The Riddles in Bluejays 263 established an early lead from 3220 and Geoff and his son Fraser Dean in 3497. A windshift saw this order reverse with a long hard fought battle between Tik Tak Too and the Dean's develop and at the finish line less than two seconds separated them. Phil once again being forced into second place with 263 third.

Indeed, it's good to see three different winners in a series and the final result was not secured until the last two seconds of the last race. We all enjoyed it!

Final Results:

		RACE			OVERALL		
M.Lincs.S.C.	H.Yule-Smith/M.Sennitt	M3402 Vindicator	1	3	RTD	1	
ICI, Slough	P.Sowden/L.Harrison	M3220 Tik Tak Too	DNS	2	2	2	
W.Y.C.	G.Dean/F.Dean	M3497		RTD	4	1	3
Loughton & Steeplebay	S.Hadley/C.Willson	M1619 Sloane Ranger	2	7	4	4	
ICI, Slough	D.Beere/M.Killy	M316 Paula	DNS	1	7	5	
W.Y.C.	R.Bush/V.Bush	M2599 It'll never Catch On.	5	5	9	6	

Frank Riddle.

BARTLEY OPEN MEETING

A blustery fresh north westerly made testing conditions for both crews and boats at the Miracle Open Meeting at Bartley Sailing Club on the 1st September. An entry of 20 Miracles, 9 from the home club and the rest from clubs as far apart as Leigh in Lancashire and ICI (Slough) near London, combined with 11 Graduates to make this the most successful Open meeting in the short life of the club. A fitting occasion to celebrate the opening of the fine new clubhouse.

The first race saw Derek Beere and Michelle Killey taking an early lead with Alistair Jones and Elaine Houghton on their heels. John Wilson and Hilary Evans, after a poor start, managed inexplicably to capsize within 200 yards of the start and completed the first lap in seventh position. Paul and Martin Huett also started badly but by flying their spinnaker at every opportunity, managed to pull back from fourth to first by the third lap. The early capsize served only to spur John and Hilary to greater efforts and by the third lap they had worked back to second position within striking distance of Paul and Martin whose lack of weight was to prove their undoing. With only half a lap to go they were swamped while flying their spinnaker which allowed John and Hilary past just in time to take the gun.

In the second race John and Hilary had no more lapses of concentration and managed to hold their lead from start to finish. Alistair and Elaine again started very well finishing the first lap in second position - there's definitely budding talent there! - but by the end of the race Paul and Martin were back in second position. Harry Barlow, crewed by Paul and Martin's Dad, used their extra weight to advantage and followed them over the line.

The last race saw the emergence of Eamon Luthbert and Andy Chester at the front of the fleet having been unable to find their way through in the previous two races. However, it was John and Hilary who completed the first lap ahead closely followed by Eamon and Andy. This was to be the pattern for the remaining laps though Eamon and Andy did manage to lead the fleet briefly after shadowing John on the run and squeezing inside at the mark. On the line, John and Hilary had hung on to their lead with Eamon and Andy second and Harry and Geoff third. Peter Stewart and Caroline Houghton challenged closely to pick up a fourth position which, with their fourth in the second race, they were unlucky to only achieve a fifth overall.

Overall Results:

- 1st. John Wilson and Hilary Evans - Bartley S.C.
- 2nd. Paul and Martin Huett - Draycote Water S.C.
- 3rd. Harry Barlow and Geoff Huett - Draycote Water S.C.
- 4th. Eamon Luthbert and Andy Chester - Leigh S.C.
- 5th. Peter Stewart and Caroline Houghton - Draycote Water S.C.
- 6th. Derek Beere and Michelle Killey - ICI (Slough) S.C.
- 7th. Alistair Jones and Elaine Houghton - Draycote Water S.C.
- 8th. Andy Beston and Joanne Bassett - Bartley S.C.

ICI (SLOUGH)

This year a change from Saturday to Sunday racing was made as it was thought that this would attract a larger entry. However, it was not so and the entries dropped from fifteen last year to ten this year. Perhaps it was the weather forecast of gales all round the coast, but on our duck pond it was gusty and challenging but manageable.

An eight leg course provided a wide variety of conditions and wind shifts. In the first race Phil Sowden lost his way and dropped a couple of places letting John Wilson into the lead, whilst Phil battled back he never really recovered and the race finished with John Wilson first, Phil second and Steve Fischer third.

The second race was even more gusty and a broken rudder in the third lap put John Wilson out of the race. Derek Beere tried to bail the water out of a swamped boat with his spinnaker pulling hard when his mast folded up. Phil Sowden and Steven Fischer showed us how it should be done by coming first and second but for the rest of us it was more a question of survival than spectacular sailing.

As four helmsmen were contending for first place the last race was kept a long six laps which just about creased me, though the fit seemed to take it in their stride. Phil Sowden led all the way with John Wilson second and Derek Beere third.

It gave us great pleasure to have visitors from Bartley, South Cerney and Loughton Steeple Bay but what a pleasant surprise to see Janet and Richard Smale, who thought not fit enough to sail, here all the way from Worthing to watch and give us their support.

Final places :-

- 1st. Phil Sowden and Linda Harrison - ICI (Slough)
- 2nd. John Wilson and Hilary Evans - Bartley S.C.
- 3rd. Steve Fischer and Andrew Taylor - ICI (Slough)

Eric Jonas.

JOHN WILSON



"Are you sure that
last mark was in Port?"

PICTURE

PAGE.



Harry Barlow, (Draycote Water).

Photographs by Jim Perkins

Taken at Redditch 1985.

YOUTH & JUNIOR.

This weekend of Miracle Racing combined the Youth and Junior Championships and the 'Puddleduck' Championship. In addition there was an evening race for 'Veteran' helms handicapped by more than 40 years. The Youth and Junior, three race, series was held on Saturday and only attracted five competing crews.

Unusually, for this most miserable of summers, they were favoured by warm sunshine and a pleasant force 2 southeasterly wind. The wind direction dictated a course with one long beat and three close spinnaker reaches calling for a lot of concentration.

In the first race Paul and Martin Huett in 2905 (Nitram) established an early lead over the other boats and held this without being seriously challenged until the wind strength dropped on the last lap. A struggle for second place between Simon and Richard Paish in 1458 (Paws) and Alistair Jones and Matthew Parkinson in 3200 (Woodstock) quickly developed. As the wind died away to a whisper in the final stages, Paish and Jones together with, the defending Junior Champion, Andy Bestor and Denise Reynolds, in 3492 (Toodleoo), drew level with the leader at the start of the last beat. After some nailbiting tension in drifting conditions, the line honours went to Paws. The fifth boat 3204 (El Carin) crewed by Diane Crosby and Nicola Reby was caught at a sheltered mark when the wind died away and after persevering for a further two legs in still conditions eventually gave up and paddled home.

During lunchtime the wind swung 180 degrees to blow fresh and true from the other end of the pond permitting the same course to be sailed in the reverse direction. Nitram (2905) was a clear leader right from the start and held this position throughout. Paws (1458) looked set to take a second place but failed, as windward boat, to keep clear of Woodstock (3200) in the final lap, and lost out whilst completing penalty turns. At the finish, however, Toodleoo was second with Woodstock third after a keenly fought struggle up the final leg to the line.

All the silverware hung on the result of the final race and the conditions remained ideal for sailors and spectators alike. Generally speaking when the spinnakers were flying all these boats had similar speed off-wind but what counted on this small pond was getting it up as soon as possible and leaving it pulling until the very last moment with smooth handling on the gybes. In this department both Paul Huett and Alistair Jones excelled but the shifty wind on the beats gave plenty of chances for the other boats and the leader's position and lower rankings in this race changed hands several times, keeping everyone in suspense until the finish.

The final placings were:

- 1st. (Youth Champions 1985) Paul Huett/Martin Huett - DRAYCOTE
- 2nd. (Junior Champions 1985) Andy Bestor/Denise Reynolds - BARTLEY
- 3rd. Simon Paish/Richard Paish - SEAS
- 4th. Alistair Jones/Matthew Parkinson - DRAYCOTE
- 5th. Diane Crosby/Nicola Reby - SCALINE DAM

The Veterans' race was won by Paul Huett's father, Geoff, ably advised by his youngest son, Martin.

The 'Puddleduck' open Championship was sailed on Sunday in the more typical 'summer' conditions of grey skies and intermittent rain. This trophy was contested by 15 boats including some of the most skilful helms in the Miracle Association. Most of the Youth and Junior fleet stayed overnight to try their skills alongside the best.

A southerly light breeze produced a course comprising two short beats across the width of the pond linked by a series of runs and reaches without any byes required.

Mike and Daniel Rimmer, newcomers to Mirale Association racing, sailing 883 (Skimble Skamble) and Graeme Castle and Sarah Hockliffe in 2922 (Share Kahn) both made cracking starts in the first race from opposite ends of the line. These boats together with 3107 (Sweet and Innocent) sailed by Canon Cuthbert and Chris Gibbs arrived at the first mark together. At the second windward mark of the first lap the three leaders had been split by 3220 (Tictaktoo) sailed by Phillip Souden and Linda Harrison and 3383 (Merlin) sailed by brothers, David and Ian Southwell. A wind swing turned the second beat into a very close fetch and Graeme Castle and Dave Fitton, sailing with a scratch crew, showed fine skill in carrying their spinnakers where other boats feared to go. As the race developed, Castle pulled away, closely dogged by Cuthbert who was prevented from getting ahead by close tactical cover from the leading boat. Andrea Smith and Adrian Hodgkinson in 3496 sailed a first class race, and were always battling with the leaders.

Eventually, Cuthbert settled for his second place and lost touch with the winning boat on the fourth lap. Harry Yule-Smith was involved in a port/starboard incident with Warren Hodgkinson and both boats subsequently retired. The race became somewhat professional and the course was shortened with the two leading boats finishing well ahead of their nearest challengers.

Only 13 boats started in the second race which was modified to give an additional third beat in each round. The first beat to the windward mark was 2905 (Miriam) Paul and Martin Huett followed closely by Castle, Souden and Cuthbert. Behind them came the rest of the fleet rounding together and hoisting their spinnakers simultaneously. Alistair Jones, 3203 (Woodstock) showed a surprising turn of speed to pull through into second position at the next mark. This mark was close to the supporters stand and provided a good deal of excitement for the spectators. Annabel Yule-Smith sailing 1202 (Chris Cross) did what others only just avoided doing and came in contact with 3492 (Toodleoo) absolving herself later with a 200 deg. penalty turn.

At the end of a hectic first lap Paul Huett still held his lead over the ever persistent Canon Cuthbert. These two pulled clear of the fleet and sailed in close cover situations throughout the race.

On subsequent laps, Cuthbert continued to press for an opening but, the Youth Champion of the previous day gave hot quarter and again Cuthbert had to settle for second place. Southwell's boat was third across the finishing line followed by Souden and then Castle who had mixed fortunes at the leeward mark on lap 3 when his spinnaker jammed, delayed his rounding and allowed several boats to pull through.

At the start of the final race the points positions were so close that any of five boats could win overall. Castle was first to the windward mark and on this occasion was followed by Harry Yule-Smith and Mark Bennett in 3402 (Vindicator). Huett was third and Souden behind him. Cuthbert was not with the leaders at this stage, but, two short beats later at the

end of the first lap, positions had changed and yet again Cuthbert was attacking for second spot. As it became clear that Castle had sailed himself into a commanding position, the interest in the race settled on the second place which was held in turn by Vindicator and Miriam, but, Sweet and Innocent had claimed it for her own and Canon Cuthbert proved entirely consistent with yet another second place. This consistency earned him second place overall and his crew reflected somewhat ruefully that but for a last minute amendment to the sailing instructions to allow a discard rather than all three to count, this result would have won them the trophy.

The final positions were :

	Race 1	Race 2	Race 3	Total
2922 G.Castle/S.Hockliffe - CASTAWAYS	3/4	5	3/4	1.1/2
3107 C.Cuthbert/C.Gibbs - LEIGH	2	2	2	2
2905 P.Huett/M.Huett - DRAYCOTE	6	3/4	5	5.3/4
3220 P.Souden/L.Harrison - ICI	3	4	3	6
3383 D.Southwell/I.Southwell - LEIGH	5	3	7	8
3496 A.Smith/A.Hodgkinson - HOWERINGHAM	4	6	6	10
3402 H.Yule-Smith/A.Sennitt - M.L.S.C. HD(15)	7	4	4	11
853 M.Rimmer/D.Rimmer - M.L.S.C.	7	8	9	15
3200 A.Jones/M.Parkinson - DRAYCOTE	9	9	8	17
3492 A.Boston/D.Reynolds - BARTLEY	10	11	10	20
1202 A.Yule-Smith/D.Buckley - M.L.S.C.	11	10	11	21
1998 D.Fitton/I.Doyley - LEIGH	8	DNS(15)	DNS(15)	23
1458 S.Paish/R.Paish - SEGAS	12	12	DNS(15)	24
2770 E.Hardman/M.Tuining - M.L.S.C.	13	13	12	25
3493 W. & M. Hodgkinson - HOWERINGHAM HD(15)	DNS(15)	DNS(15)	DNS(15)	30

Peter Skilton.

Wilsonian

17 Miracles entered the Wilsonian Sailing Club

Open meeting on September 22nd. In sunny conditions, with a variable force wind, Simon Paish crewed by father Richard, established a good lead in the first race. Second place was contested for most of the race between Simon Hadley and Paul Absolon, with Hadley being successful and Martin Jessop finishing strongly to take third place by a whisper.

The second race saw the first three places duplicated with M.Williams of Loughton Steeple Bay Sailing Club fourth. Although Paish went on to win the last race as well, second place was hotly disputed between the two L.S.B.S.C. boats, with Williams taking second place ahead of Hadley.

Simon Paish emerged as a worthy winner of Wilsonian's Open meeting. Other places were as follows :-

- 1st. Simon and Richard Paish 1458 - Segas S.C.
- 2nd. Simon Hadley and Paul Willson 3556 - Loughton Steeple Bay S.C.
- 3rd. Martin and Yvonne Jessop 2110 - Wilsonian S.C.
- 4th. M.Williams and G.Jackson 2511 - Loughton Steeple Bay S.C.
- 5th. Paul Absolon and Sandra Crompton 2150 - Wilsonian S.C.
- 6th. John and Sue Smith 3024 - Wilsonian S.C.

CODGER'S CUP

A superbly well set course encouraged the verybest from the veteran competing helms. The unbiased line brought port and starboard starters into early conflict tightening the group as each sought clear air. Huett took a long port tack and looked well placed to round the windward mark first but Paish had the edge and led the way. Even so the fleet were still closed up and in the third leg there was little advantage to anyone. The second beat began to take its toll in the freshening easterly wind blowing from the Humber. Paish maintained his lead but was still hotly pursued by 3200 and Geoff Huett. The shy reach proved difficult, but the leading boats persisted with their spinnakers and began to pull ahead of the fleet. Huett, in third place, was quicker resetting the spinnaker at the gybe and pulled more closely to the second boat leaving Paish a six boat margin for the first time. Huett moved inside for water but had to give way to 3200 who broke the overlap. Skilton closed the fleet and, although in fourth position, began to shake out the cobwebs and sail more efficiently. Cool heads and precise sail setting kept the three lead boats ahead on the three spinnaker legs and after two circuits the racing remained close.

The third beat found the wind steadying and dropping to a force 2. Huett rounded second after some close sailing against 3200. Geoff was then clear to chase the leading boat but with only two laps to go and six boat lengths between them, there was no room for mistakes or sloppy spinnaker handling. The battle on the reach was between Paish and Huett with the other dinghies dropping away out of threatening distance. The leaders could afford time out for a covering match with Geoff looking for gaps in Richard's defence, but Richard kept the edge rounding first, leaving the battle to continue yet again on the spinnaker legs.

The final beat - Again Paish lead first with Huett hoping to find a way through. There seemed little chance and a disheartened Huett settled for following a strategy that was doomed to failure. A slight shift in wind direction and force gave Huett heart to look again and he finally moved ahead with a disbelieving Paish failing to cover and losing the race by two boat lengths.

Phil Twining.

'SOUTHERNS'

The Miracle Southern Area Championships of 1985 were hosted by Loughton Steeple Bay Sailing Club on the river Blackwater in Essex on 14th and 15th September.

A creditable number of 17 boats turned out in spite of a forecast of very strong to gale force winds. The group was made up of 8 home boats and 9 visitors.

The practice race on Saturday morning was held in strong westerly winds on an olympic type course. It soon became a battle between D.Beere, Miracle 316, and R.Paish, Miracle 1458, until R.Paish lost his jib halyard and was forced to retire, leaving D.Beere to finish first and S.Hadley second in Miracle 3566.

Saturday afternoon saw the first points race, held in similar conditions. P.Sowden took a commanding lead in Miracle 3220 which he held until the finish. R. Paish was second and D.Beere third.

Sunday morning brought brighter conditions and a slight easing of the wind strength. P.Sowden made too good a start and had to return to start again. S.Hadley took the lead around the first two marks and then had to retire with a broken centreboard. P.Sowden took the lead and held it to the finish, thereby retaining the trophy with a race to spare.

The last race on Sunday afternoon saw a battle between R.Paish and S.Hadley after D.Beere had been forced to retire with a broken jib halyard. After a close tussle S.Hadley narrowly beat R.Paish on the line with D.Killinger finishing third.

The meeting was an exciting two days in testing conditions and in spite of broken masts etc. seems to have been enjoyed by all.

Results:

<u>Sail No.</u>	<u>Name</u>	<u>Club</u>	<u>Position</u>
3220	P. Sowden	ICI, Slough	1st
1458	R. Paish	Segas	2nd
3566	S. Hadley	Loughton Steeple Bay	3rd
2180	P. Absolon	Wilsonian	4th
316	D. Beere	ICI, Slough	5th
1854	D. Killinger	South Cerney	6th

Simon Hadley.

POST BAG

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London. SE9
Tel: 859 1255

Dear Jim,

The early bird gets the worm, so here's warning of our
MIRACLE/PACER Open next year.

APRIL 27th at Southmere Lake, Belvedere Road, London SE2.

3 races - First race 11.00a.m. Race fee £3.00

Details from Sailing Secretary : Paul Mudds, Fleet Captain : David Hudson,
44 Eltham Hill, 33 Warland Road,
London, SE9. Plumstead, SE18.
Tel: 01-859-1255 Tel: 01-854-2861

Please give it a big splash in the next 'HALO'.

Many thanks,
Paul Mudds.

EDITOR'S NOTE: Fleet Captains and Race organisers, in order to
get the Year Book out on time, please can we have the details
of your Open or whatever by the latest 20th January.

11a King Edward Avenue,
Broadstairs,
Kent. CT10 1PH

28th October 1985.

Dear Jim,

I wonder if you would be kind enough to mention the fact that
Broadstairs Sailing Club would welcome any Miracle owners who would
be willing to sail in the waters here close to the North Foreland.

I can promise some exciting sailing in the very changeable
conditions experienced here, ask the Mirror sailors who do the
Kent Travellers Circuit!

We somehow get up to three boats then someone sells their boat
then we are back to two boats, i.e. Wat Name NM 1043 and Lebató NM 2684.
Then nearest Miracle club to us is Redoubt which I believe is well
supported.

At the moment we sail in the Handicap fleet with two Toppers,
a 420 (active) another 420 (not quite so active) and a Wayfarer plus
the occasional Enterprise.

The consensus of the majority of the younger members is that the
Miracle is the ideal boat for youngsters moving from Mirrors to eventual
Fireball types. Also the boat is very kindly to old timers like me, 40
plus and my good lady who admits to being half a century !! We have
sailed most of the races this year trying to sell the boat to other
members. In spite of favourable reactions no new owners have turned up
despite some promises that they would be buying Miracles.

So if you will be good enough to include us on the list of clubs
who are willing to accept Miracles, I would be most grateful. I and
The Boat are very well known in the Thanet area, so any more plugs for
the Miracle would be appreciated.

Yours sincerely,

Edward J. Temple. NM 1043

NOTICE BOARD

1986

NATIONAL CHAMPIONSHIPS

The Date: 26th July - August 1st

The Venue: Ullswater Y.C.

The Price: £30 per boat. £29 if entry is received
not later than 26th June.

CAMPING

Limited accommodation for tents only will be available adjacent to the
clubhouse and may be booked in the New Year from Peter Gibb, Club Secretary.

CARAVANS AND DORMOBILES

These are only authorised by the Lake District Parks Board on registered
sites.

Full details of sites for Touring Caravans, Dormobiles and Tents are available
in a booklet: "Sites for Touring Caravans and Tents - (21st Edition)", price
50p available from: The Cumbria Tourist Board, Ashleigh, Windermere, LA23 2AD.
From whom details of Bed & Breakfast and Self Catering Accommodation may also
be obtained.

N.B. It is recommended to book at least 6 months in advance.

An invitation is also extended to all the non racing members who would like
to spend a week cruising on Ullswater, sail amongst the beautiful scenery
during the day whilst the racing is in progress and join in the social
activities at night!

IT IS YOUR ASSOCIATION HELP MAKE THIS A WEEK TO REMEMBER!

THE COMMITTEE WISH TO POINT OUT THAT THE VIEWS EXPRESSED IN THIS NEWSLETTER
ARE THOSE OF INDIVIDUAL CONTRIBUTORS AND NOT NECESSARILY THE VIEWS OF THE
ASSOCIATION. THE ASSOCIATION, ITS OFFICIALS OR INDIVIDUALS CANNOT BE HELD
RESPONSIBLE IN ANY WAY FOR THE INFORMATION PUBLISHED IN THIS NEWSLETTER.

SPECIAL NOTICE

Mr. J. Perkins,
122 Yarrington Road,
Willenhall Wood,
Coventry. CV3 3EU.

The Atkinson Sail Company,
Higher Mills Loft,
Bridge Street,
Bury, Lancs. BL9 6HH
Tel: 061-764-5530
6th August 1985.

Dear Sir,

Miracle Sails

As you are probably aware, we have recently had a problem with our Miracle sails being found out of measurement. Accordingly I would be very grateful if you could publish a note in Halo asking any of your members who have our sails with leech reinforcing triangles, to please get in touch with us to arrange for the sails to be returned for correction.

Yours sincerely,

Keith Atkinson.

FOR SALE & WANTED

FOR SALE - MIRACLE 3313

Exceptionally well built (exhibited at Crystal Palace Show 1983) with no nail deck, stainless steel throughout and ball bearing blocks. Winter garage stored. Offered complete with two suits of sails (Storer and Bax / Jack Holt), spinnaker, boom-up cover, launching trolley and heavy duty road trailer designed to take second boat. £1,100 o.n.o. Contact Ralph Settattree 021-449-6996 or Peter Gibbs (builder) 021-744-1672

MIRACLE BITS - Mast (Hole) £30
Mahogany laminated centreboard . . . £30
Mahogany laminated rudder . . . £20
Red Dolphin Spinnaker (almost new) £20

Peter Wareham.
Reigate 43299

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CEWINNINTRO...
PHYTAKINREC...
ORDBREAKINWOR...
LDBEATINSTOR...
RARBAXSAILS**

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STORRAR & BAX SAILMAKERS
21A/23 COAST RD., HEATON, NEWCASTLE UPON TYNE, NE7 7RN
TEL: NEWCASTLE UPON TYNE (0632) 661037