

MIRACLE

NEWSLETTER OF THE MIRACLE ASSOCIATION

Issue No. 7 October 1977

A LETTER FROM YOUR NEW CHAIRMAN

Those members from I.C.I. Sailing Club and I.P.C. Yacht Club who knew Bernard Gray had no hesitation in nominating him the Chairman for our first Miracle Association Meeting at Ranelagh Sailing Club, Putney. I remember him saying that we should accept the rules and measurements of the Association and we would sort out the anomalies later. Well, he has done it. There are a few items to tidy up, but he did what he set out to do - get the Association off the ground. Not only has he given up a lot of his spare time to the Association, his family have also been very much involved. I know they have enjoyed this experience because the Miracle is a family boat. Thank you Bernard for all your hard work and we shall rely on you for your guidance in the future!

Well, what of the future? To start with we 'goofed' over the date of the Annual General Meeting this year. Next year it will be held during the Nationals as in 1976. The venue for the 1978 Nationals will, subject to confirmation, be at Ullswater and last from Monday to Friday. The Northerns will be at North Lincs. Sailing Club, the West Midlands at Shropshire Sailing Club and the Southerns at Sovereign Sailing Club. All dates have yet to be confirmed.

We would like to run a Miracle rally or rallies. Are there any offers? Anywhere in the United Kingdom?

I would like to remind you that the Miracle is a one design boat. Paul Barrett ensured we kept to this idea and we shall miss his valuable advice on the Committee this year. I know at times he made himself a little unpopular by 'sticking to the book'! He was right and we have appreciated his efforts to make us keep to the rules.

Lastly, this is your Association and to make it a success we need your support. Comments and suggestions for next year's programme would be much appreciated.

Bob Ferguson
EDITOR

NEWSLETTER

I am pleased to announce that Elaine Ireland has offered to become the Newsletter Editor for HALO. Elaine has sailed a number of different boats and I understand that her family will shortly be purchasing a Miracle. To help make her job easier and make the Newsletter more interesting with facts and information it is important for all Miracle owners to send to Elaine, race reports, hints and tips, articles, and anything which may be of interest to other Miracle owners.

PLEASE SEND ANY ARTICLES THAT YOU MAY HAVE TO:-

MISS ELAINE IRELAND
15 PADDOCK GARDEN
WANNOCK
POLEGATE
SUSSEX

THE MIRACLE COMMITTEE

Since our last issue there have been a number of changes in the composition and addresses of the Committee, and in particular we welcome Frank Webber, Stan Lubner, Peter Gough and Phillip Twining who are newly elected members.

BOB FERGUSON (Chairman),
15 Hazelwood Grove,
Sanderstead,
South Croydon,
Surrey.
Telephone: 01-657-4110 (Home)
01-623-7100
extension 2142 (Bus.)

PETER MUTT (Hon. Secretary),
Miracle Association,
79 Conden Road,
London, NW1 9NE.
Telephone: 01-267-4455 extension 572

JOHN CONWAY-JONES (Special Projects)
100 Upton Court Road, See SPS,
Slough,
SL3 7NA.
Telephone: 01-752-4988 (Home)

SAN BROOKES (Hon. Treasurer),
9 Cross Lane,
Bexley,
Kent.
Telephone: 01-481-3434 (Bus.)

BERNARD GRAY
58 Seeleys Road,
Beaconsfield,
Ducks.

PHILIP TWINING (Publicity Officer),
The Nansie,
Ulceby,
South Humberside.

PETER GOUGH (Measuring Assistant),
8 Leighton Way,
Epsom,
Surrey.

BRYAN MATHEWS (Measuring Assistant),
51 Ernest Grove,
Beckenham,
Kent.

FRANK WEBBER
81 Fulmead Road,
Reading,
Berkshire.

ERIC KAY (Measuring Secretary),
18 The Thatchings,
Folegate,
East Sussex.
Telephone: Battle 3322 (Bus.)

STAN LUBNER (Measuring Assistant),
"Isair Ris",
Green Lane,
Barrow-on-Humber,
South Humberside.

REGISTERED MIRACLE FLEETS

<u>Fleet No.</u>	<u>Club and Location</u>	<u>Fleet Captain</u>
1	I.P.C. Y.C., Iver, Bucks	Len Lunley, 39 Bevens Road, Hillingdon, Uxbridge, Middlesex.
2	Redoubt Sailing Club	Wilf Hills, 7 Castle Bay, Folkestone, Kent.
3	Wilsonian Sailing Club	San Brookes, 9 Cross Lane, Bexley, Kent.
4	Sovereign Sailing Club	Eric Kay, 18 The Thatchings, Folegate, East Sussex.
5	I.C.I. (Slough) Sailing Club, Tarrylow	Bernard Gray, 58 Seeleys Road, Beaconsfield, Bucks
6	Draycote Water Sailing Club	Dennis Weedon, 298 Alleanley Old Road, Coventry.
7	Shropshire Sailing Club	Graham Miller, Stonehouse, Picklepost, Church Stratton, Salop.
8	Loch Ard Sailing Club	Brian Morris, "Brooklands", Firpark, Cambusbarrow, Stirling, Scotland.
9	Crawley Mariners Yacht Club	Roy Hooper, 11 Chesterton Close, East Grinstead, Sussex.
10	Thames Sailing Club	Peter Gough, 8 Leighton Way, Epsom, Surrey.
15	Redditch Sailing Club	J. G. Wilson, 151 Finghall Road, Bromsgrove, Worcs.
16	Sutton Bingham Sailing Club	A. P. Brown, 73 St. Marys Crescent, Yeovil, Somerset.
18	Newhaven and Seaford Sailing Club	Paul Shearman, 6 Pripton Close, Seaford, Sussex.

MIRACLE ASSOCIATION 1977 ANNUAL GENERAL MEETING HELD AT BARCLAYS BANK SPORTS CLUB 7TH JULY

The meeting was opened by the Chairman at 7.50.p.m. The Chairman welcomed everybody to the second Miracle Association Annual General Meeting.

1). Minutes of the Annual General Meeting held at Datchet Water Sailing Club on 17th July 1976

The Chairman advised the meeting that last year's minutes had been circulated to the members and asked for someone to move that these were an accurate record of what took place. Mr. R. Ferguson proposed and Mr. F. Webber seconded. A vote was taken which was unanimous.

2). Matters Arising

The Chairman reported that there were no matters arising except the auditing of the accounts which will be done under the Treasurers Report.

3). Chairman's and Officer's Reports

The Chairman gave a brief but comprehensive summary of the Association's activities over the last year and told the meeting that nearly 2000 Miracles have now been sold. He pointed out that the sales of the Miracle were equally, if not better, than the sales of the Lasers which sold last year 800 in the United Kingdom. He pointed out that the very first National Championship last year attracted nearly 60 boats which had not been equalled by any other class in their first Championship. The Miracle is now becoming more and more spread throughout the world with good fleets in Australia, Bahrain, Holland, Malta and Ireland. He reported that the Committee had had very active correspondence with the RYA regarding the "YR" and emphasized that it is important for all Miracle clubs to make a return to the RYA when the forms are sent out in October or November. The Chairman explained that although the newsletter had improved there is still very much room for better quality articles, etc., it should also be sent more regularly. The handbook, which has been promised, is still not in the stage of nearing completion as is the Guide to Measurers. He explained that the problem is that not enough people are becoming involved in the Association and it needs a little help from more members. The Chairman finished his report by telling the meeting that due to pressure of work he is standing down from being Chairman. He offered himself for re-election as a Committee Member.

*Fortsmouth Yardstick Number

A report on Measurers by Paul Barrett

Paul told the meeting that he had travelled to many Open Meetings and Championships last year and this year and has seen many boats which are taking advantage of the rules. He told the meeting that there will be scrutineering at Eastbourne similar to last year's scrutineering. Boats which do not conform will be asked to correct them prior to the Championship races. Mr. B. Matthews asked whether the rudder packing and centreboard case packing could be explained more carefully in the building instructions so as to reduce slop. The Chairman reported that this would be included in the handbook and would be dangerous to be included in the building instructions.

4). Treasurer's Report

Sam Brookes, the Treasurer, told the meeting the following:-

- Income and expenditure account covers the Association's first financial period of about 18 months from inauguration to 31.12.76.
- We had 386 members and finished the year with a healthy surplus of £1,125.41.
- This may seem a high figure but it only results from the very generous provision of facilities by the Daily Mirror Group, especially on the secretarial and clerical side, and also in the provision and distribution of our newsletter.
- I am happy to tell you that the building of reserves is continuing this year and our surplus position now stands at around £2,300; so that we are establishing a sound base from which to expand our activities.
- Membership position in the current year, immediately before this meeting, is 390 (386 at end of last year), and we still have another six months recruiting before 1977 ends.
- Apart from thanking members for their support I must also record thanks to both the Daily Mirror Group for their direct financial assistance by way of grant (177) and Newton Crum Insurance for their donation (178).

Interim Draft Accounts to 7.7.77. for Annual General Meeting 7.7.77.

<u>Income</u>	<u>£</u>
Subscriptions received (390 @ £3)	1,170
(183 New)	
(207 Renewals)	
Donation from Newton Crum Insurance	323
Bank Interest Received	
Subsidy from Mirror Group Newspapers Limited	50
	<hr/>
	1,549

Cont/.....

<u>Expenditure</u>	<u>£</u>
Postages	20
Stationary	6
Publicity	68
Newsletter	-
Trophies	162
Sundries	89
	<hr/>
	345
Excess Income over Expenditure.	1,204
Surplus Forward	1,125
	<hr/>
	2,329
Represented by: Bank	1,299
Treasury Stock	1,030
	<hr/>
	2,329

The Chairman asked for someone to move the Treasurer's Report and this was proposed by Mr. R. Ferguson and seconded by Mr. P. Barrett. A vote was taken on this which was unanimous.

5). Proposals for Changes to Association Rules

1. Proposed by Mr. P. Barrett. Seconded by Mr. R. Ferguson.

"That Rule 7 (d) be changed to provide for voting by proxy at Association General Meetings". After a discussion Mr. F. Webber proposed an amendment which was seconded by Mr. K. Price. The amended rule to read "That Rule 7 (d) be changed to provide for voting by proxy at Association General Meetings subject to the Chairman being notified in advance of the meeting on the prescribed proxy form and that the Chairman be required to notify the meeting prior to the proxya' being used". A vote was taken on this amendment and 15 were for and 7 against. Amendment carried. The Chairman then asked for a vote on the amended proposal and 12 were for and 13 against. Proposal not carried.

6). Proposals for Changes to Measurement Rules

1. Proposed by Mr. B. Matthews. Seconded by Mr. S. Brookes.

"That under Rule 8 - Permitted Extras - Two wood knees may be screwed and bonded to the bottom and chine panels and to the forward end of the centreboard case; one to be fixed to each side, for the purpose of preventing excessive flexing of the centreboard case. The maximum vertical and lateral dimension of each knee shall be 9" and maximum thickness 1/2". After a discussion it was proposed by Mr. Jacobs and seconded by Mr. F. Webber that an amendment be made. This should read as follows. "That under Rule 8 - Permitted Extras - Two wood knees may be screwed and bonded to the bottom and chine panels and to the forward end of the centreboard case; one to be fixed to each side, for the purpose of preventing excessive flexing of the centreboard case".

The actual dimensions to be advised by the Committee. A vote was taken for this amendment and 20 were for and none against. Amendment carried. The Chairman then asked for a vote on the amended proposal. 20 for and 2 against. Amended proposal carried.

2. Proposed by Mr. K. Price. Seconded by Mr. P. Sowden.

"The leading and bottom edge of the centreboard may be protected by a strip of optional material not exceeding 1/2" x 1/4" (6.3mm. x 6.3mm.) in cross section". After an amendment was proposed by Mr. P. Gough and seconded by Mr. E. Heap that this be altered to "The leading and bottom edge of the centreboard or rudder may be protected by a strip of optional material not exceeding 10mm. in cross section and that this must be done in such a way so as not to alter the overall dimensions of the centreboard and rudder. A vote was taken which was 22 for and 1 against. Amendment carried. The Chairman then asked for a vote on the amended proposal. 23 for and 1 against. Amended proposal carried.

3. Proposed by Mr. E. Kay. Seconded by Mr. S. Brookes.

"That two strengthening blocks of triangular shape be fitted between the top inside edge of the transom and each side deck, the length of each sides of the block to be a maximum length of 160mm. x 25mm. thick". Mr. P. Barrett proposed an amendment, seconded by Mr. S. Brookes. "That two strengthening blocks of triangular shape be fitted between the top inside edge of the transom and each side deck, the length of the shorter two sides of the block to be a maximum length of 160mm. and 25mm. thick". A vote was taken which was 17 for and none against. Amendment carried. The Chairman then asked for a vote on the amended proposal. 16 for and 1 against. Motion carried.

4. Proposed by Mr. E. Jonas. Seconded by Mr. S. Gray.

"In the interest of increased safety in reducing the tendency for the Miracle to turn turtle on capsizing it is proposed that

Cont/.....

internal buoyancy material may be fitted inside the mast". After a discussion the Chairman asked for a vote which was 12 for and 6 against. With the Chairmans' casting vote in favour the motion was carried.

5. Proposed by Mr. P. Barrett. Seconded by Mrs. G. Barrett.

"A maximum of four wooden support blocks be allowed behind the stowage bulkhead. These blocks to be fixed to the hull and bulkhead only and not to be larger than one inch square and four inches long". After a discussion Mr. Goldsack proposed an amendment which was seconded by Mr. P. Sowden. "A maximum of four wooden support blocks be allowed forward side of the stowage bulkhead. These blocks to be fixed to the hull and bulkhead only and not to be larger than one inch square and four inches long". A vote was taken on this amendment which was 23 for and none against. The Chairman then asked for a vote on the amended proposal which was 24 for and none against. Amended proposal carried.

6. Proposed by Mr. B. Matthews. Seconded by Mr. S. Brookes.

"That under Rule 8 - Permitted Extras - One or two wood blocks may be screwed and/or bonded to the top of the central spine adjacent to the mast foot in order to limit movement of the mast at this point. The mast heel fitting as supplied must not be modified in any way nor may adjustable track or fittings be used". After a short discussion a vote was taken. 14 for and 1 against. Proposal carried.

7. Proposed by Mr. P. Barrett. Seconded by Mr. M. Platt.

"That the rules of measurement and construction be changed to allow a spinnaker with an optional through deck spinnaker chute, and the necessary fittings for hoisting and sheeting it. The chute to be sealed so as not to impair the forward buoyancy tank. The measurements necessary to control the spinnaker to be formulated and issued by the Association Committee in collaboration with the Copyright Holders". After a long discussion with many points of view being put forward the Chairman called for a vote which was 6 for and 17 against. Proposal not carried.

8. Proposed by Mr. B. Matthews. Seconded by Mr. S. Brookes.

"Spinnaker - In order that the following objective may be achieved:-

1. Unity of Class interest and effort
2. Greatest and quickest expansion and class numbers
3. Perpetuation of the strict one design concept
4. Maintenance of minimum costs

The Class Association shall not consider any proposal to adopt a spinnaker during a period of 5 years from the date of this years' Annual General Meeting (1977). After a very long discussion a vote was called for. 11 were for and 10 were against. Proposal not carried.

9. Proposed by Mr. B. Matthews. Seconded by Mr. S. Brookes.

"Sail measurements - Foresail - The designer and copyright holder shall be consulted in order to review and improve the design of the foresail (jib) bearing in mind the following requirements:-

The Chairman suggested that as this proposal was split into A B and C covering different points the Chairman asked for a separate vote on each.

- A. Revise and clarify luff wire, head and tack construction and measurements
- B. Increase area principally in the lower part of the sail
- C. Omit the red tape from the leach

- A. The Chairman explained that this proposal had already been discussed at the last Committee Meeting and action was being taken to clarify the situation. A vote was taken which was unanimous for the proposal
- B. After a discussion a vote was taken. 6 were for and 13 against. Proposal not carried
- C. After a very long discussion a vote was taken. 14 were for and 3 against. Proposal carried.

10. The Chairman explained that due to an error in printing the proposal regarding the measuring of the sail insignia had not been included on the sheets. The Chairman explained that because of the procedures of measuring, the measuring method needs to be altered and that the Committee should be given the authority by the meeting to correct the measuring of the sail insignia. A vote was taken which was 23 for and none against. Proposal carried.

7). Proposals from Members

The Chairman explained that there had been no proposals from members.

8). Election of Officers

The Chairman explained that Mr. B. Livingstone, Mr. P. Barrett and Mr. D. Roberts were standing down as Committee Members and expressed the thanks of the Committee and the Association Members for their work on the Committee over the past two years.

Cont/.....

Nominations were invited and the Chairman asked that they all be voted en bloc. The following were proposed by Mr. S. Gray and seconded by Mr. R. White.

Mr. Peter Nunn
 Mr. Bob Ferguson
 Mr. John Conway-Jones
 Mr. Bernard Gray
 Mr. Eric Kay
 Mr. Sam Brookes
 Mr. Phillip Twining
 Mr. Peter Gough
 Mr. Bryan Mathews
 Mr. Frank Webber

A vote was taken which was unanimous.

9). Any Other Business

There being no Any Other Business the Chairman declared the meeting closed. A vote of thanks were given by the Chairman to the Barclays Bank Sports Club for the excellent facilities and their hospitality

HINTS AND TIPS

HINTS AND TIPS

HINTS AND TIPS

HINTS AND TIPS

TAKE THE CORNERS OFF FOR COMFORT! by Sam Brookes

One can, of course, build a Miracle by taking the kit parts and slapping them together without the use of a plane, chisel or even sandpaper; in fact, one measurer tells me that he has seen just such a boat. Apart from the rather angular appearance, most of you will agree that this would be an impossibly uncomfortable and bruising vessel to sail. A little bit of work here and there can make an enormous difference both to appearance and to comfort. Not that I am suggesting that dimensions should be adjusted in any way. As with most one-design classes it really is important that the measurement tolerances should not be used as a means of trying to produce a faster boat. Any measurer worth his salt will refuse to certify a boat which exhibits repeated use of maximum and minimum dimensions in any identifiable attempt to turn a Miracle into a non-standard speed machine.

There are two areas, however, where quite legitimate attempts at improvement can and should be undertaken. First, look at the spine of the boat and the centreboard case inside the cockpit. There will be times in light weather conditions when you will be crouching motionless, low in the boat for minutes on end (it will seem like hours); with one knee or claf resting heavily on the edge of either the spine or centreboard case. Unless you have taken off the sharp edges of these items to $\frac{1}{4}$ " or $\frac{3}{8}$ " diameter radius you will be painfully aware of how sharp a right angle can seem to be. Point number two will come at the other end of the weather scale, when it's blowing hard and you are desperately trying to move quickly without falling over or out. The cockpit is roomy and you can move easily from one side to the other. The trick is to stop before arrival at the other gunwale and this requires an abrasive tread under the feet. Some people have sanded the whole of the cockpit floor which may look very nice to start with, but which will soon stop reminding one of the shore of a south sea island when dirt and mud get at it. Sand yes, but only in strategic areas. The following system has served me very well.

- 1) Obtain about 4lbs of sharp sand. Don't use the soft stuff which is sometimes known as builders sand.
- 2) Cover the sand with water in a bucket and stir to float off light impurities and to wash out any salt.
- 3) Dry the sand thoroughly (trays in the oven).
- 4) Sieve out the dust and tiny grains with the co-operation of your kitchen department (mesh about 1mm).
- 5) Use a larger mesh sieve (2-3mm.) to take out anything that is larger.
- 6) The sand that did not go through the small mesh but did go through the larger one is your raw material.
- 7) Using masking tape, outline a strip on all four runners $1\frac{1}{2}$ " wide throughout their length. Mask off the ends.
- 8) Similarly outline a strip 2" wide between and parallel to the two floor runners on each side. In this case take the strip almost to the stowage bulkhead forward and almost to the transom aft. Mask off the ends.
- 9) Apply varnish to the six strips inside the masking tape.
- 10) Sprinkle the dry, prepared sand liberally onto the wet varnished areas.
- 11) When the varnish is thoroughly dry, brush and vacuum loose sand off, being reasonably brutal in dislodging such sand as is not firmly attached.
- 12) Strip off the masking tape and remove any more loose sand.
- 13) Varnish over the sanded areas brushing well out, as this particular operation can otherwise be very expensive in varnish. This will give you a good looking, non-skid surface that should last for several years.

"CLIP ON" ROWLOCKS FOR THE MIRACLE - by Bob Hopwood

I'm one of the old brigade who prefers oars to paddles anyway, especially when it means a long haul against the tide in a light wind. If you would like to equip your Miracle with rowlocks which can be clipped on in seconds without damage or alteration to the boat, here is a way of doing the job. Tried and tested in all sorts of weather, I have found these attachments very satisfactory.

For each of the two attachments in addition to the rowlocks you will need the following:-

- $\frac{3}{8}$ " marine plywood 16" x 5"
- Hardwood strip 5" x $\frac{1}{2}$ " x 1"
- Hardwood strip 5" x $\frac{3}{8}$ "
- Brass plate $\frac{1}{4}$ or 16 gauge 5" x $2\frac{3}{4}$ "
- A length of strong elastic cord about 6" long - the type with wire hooks at each end
- 18" of $\frac{1}{4}$ " diam. dowel rod
- A brass screw $1\frac{1}{2}$ " x 8
- 2 brass bolts 2" x $\frac{1}{4}$ " with washers and nuts

The rowlock attachment will fit over the gunwale. I suggest about one foot aft of the after edge of the thwart. Drill and insert a brass screw under the gunwale at the appropriate point, leaving about $\frac{1}{2}$ " projecting, then file off the screw head. This will act as a locating pin and is the only permanent fitting to the boat.

Figure 1 shows how an attachment is assembled. You will notice in Figure 2 that the brass plate has a "V" notch which will engage with the locating pin under the gunwale. The brass plate is, of course, bolted onto the underside of the attachment. You may have to bend the plate slightly to ensure a good fit round the gunwale and rubbing strip. It is important that a smaller strip of hardwood should be positioned to fit exactly over the inner edge of the side deck. Both wood strips should be secured to the plywood by glue and brass nails or screws. The surplus plywood should be trimmed flush.

You will see from Figure 3 how the elastic cord holds the attachment firmly in position over the side deck of the boat.

I have found nylon gunwale type rowlocks quite satisfactory but this is a matter of personal choice. To avoid loss through sinking, it is a good idea to attach a piece of cork to the stem of the rowlock with a piece of light cord.

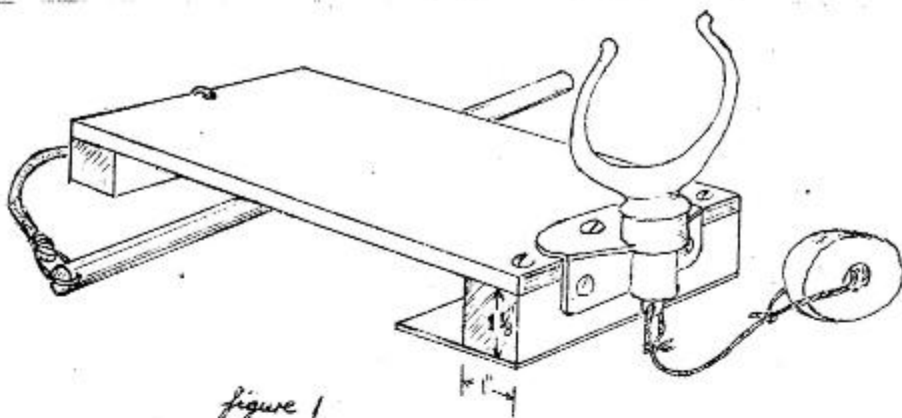


figure 1

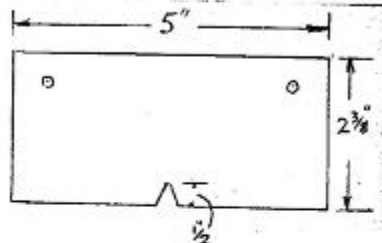


figure 2 Brass Plate

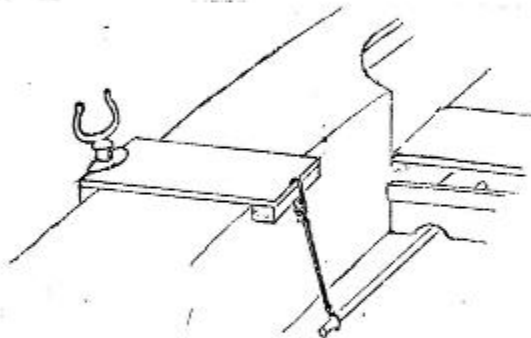
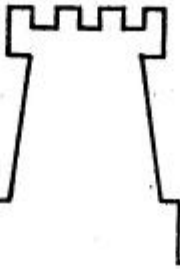


figure 3

EDITORS NOTE

The above idea is very useful and well thought out but I must point out that the stud which is fitted under the gunwale is, in fact, out of class. Perhaps somebody can modify this idea so that some other form of locating is possible. If any other member has any useful tips like this one then please let us know so we can include them in our newsletter.

Thank's Bob for a very useful tip!



SHAFT MOUNTED ABRASIVE FLAP WHEELS

Your Flap Wheel can be used for :

Paint removal on window sills, wrought iron etc. ● Removing rust from hand-rails, gutterings, etc. ● Feather edging of chipped paint. ● Cleaning rusty tools, saws, ● Motor cycle repairs, car repairs, ● Cleaning of golf clubs. ● Wood sculpturing. ● Cleaning Stone.

Flap Wheels consist of tough resin-bonded abrasive cloth assembled radially around a hub and mounted on a 6mm integral steel shaft.

They can be used in electric drills with or without a flexible shaft. If you have a two speed drill use the highest speed for the best results.

They are easy to use — no skill is needed. They will not gouge into your workpiece.

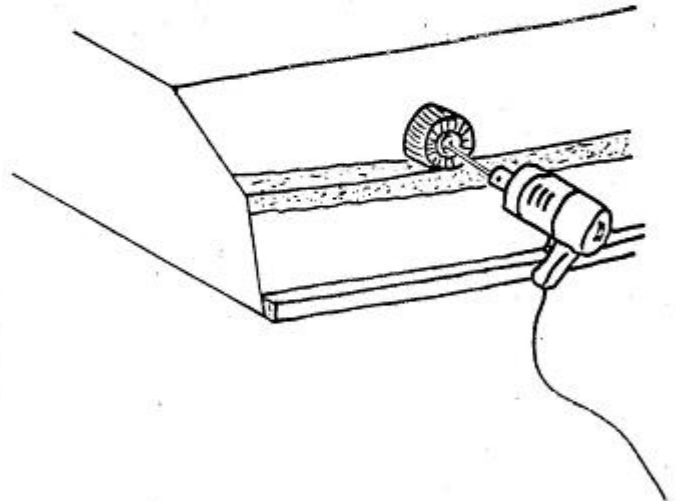
They give a uniform finish throughout because as they wear down new abrasive is continuously exposed.

They are economical because of the large number of resin-bonded abrasive flaps they contain.

They can be used on flat or curved surfaces, including inside curves which are not workable with other kinds of abrasive tools.

ED'S NOTES

We have had an opportunity to try out the Garryson Abrasive Flap Wheels. First for rubbing down the filler to smooth out the glass tape seams on a Miracle and second to completely rub down a sadly neglected garden seat and confirm the makers claims that these are very effective. Used with a sideways sweeping action sanding was rapid and very smooth with no gauging and whilst at first sight the price may seem rather high we can confirm that the single Flap Wheel we have been using is still going strong and looks like lasting for many more jobs to come. On the other hand we estimate that to do the amount of work done so far would have needed at least a dozen or more orbital sander sheets and the jobs would have taken much longer to complete



SPECIAL OFFER TO MIRACLE OWNERS

1 Flap Wheel 60 grade Size 80mm. x 30mm.
1 Flap Wheel 80 grade Size 60mm. x 30mm.

Price £3.95
inc. P & P & VAT
Normal Price
£4.95.

To: Garryson Abrasives Limited
Spring Road
Ibstock
Leicestershire
LE6 1LR

Please send me Flap
Wheel Kit at special Miracle
owners price of £3.95 inc. P & P
and VAT to

Name:

Address:

.....

I enclose Cheque/P.O. for

ONE TWO THREE OR NOT TO BE - THAT IS THE QUESTION! - by Bryan Matthews - Luggerbugs (NM 780)

Are you responsible for the Miracle's Portsmouth Yardstick? If not, why not?

At some time in your racing career you will compete on a handicap basis with boats of other classes and this is more likely at present with the Miracle Class in its early days with few Clubs organising class racing; you just have to put up with Managerial class conditions until enough people realize the benefits of owning a Miracle!

The handicapping system now almost universally adopted for dinghy racing and incidentally extended to "production" cruisers with equal success, is the R.Y.A. Portsmouth Yardstick Scheme. This was the brainchild of S. Zillwood Hilledge (From whom the relevant tables may be obtained direct: enquiries to 77 Northway, London, NW11 6ED. Tel: 01-458-1052), and now adopted by the R.Y.A. who describe the system fully in their booklet YR2/77 - revised each year.

Briefly, the system handicaps boats on performance by allocating "Numbers" which relates such performance and defined as times over a common but unspecified distance. This means that the Miracle rated at 123 should cover a certain distance in 123 minutes and a Mirror rated at 146 would cover the same distance, in the same race, in 146 minutes and so on pro rata.

It is very important to understand that the Yardstick Number allocated to your dinghy by the R.Y.A. is based on "returns" from member Clubs, so make sure you get a fair chance by ensuring proper and accurate information is submitted by your appropriate Club Officer. A few points given below may help in getting a sensible Portsmouth Yardstick Number:-

- 1). When the "number" allocated to a particular type of dinghy is well proved over several seasons and with many results in agreement then it is entitled to a "Primary Yardstick" and is used to rate other classes not so well attested (Secondary Yardsticks) and initially to adjust or confirm Provisional Portsmouth Numbers.
- 2). Obviously, from the foregoing, it is important to send in returns of your handicap racing at the end of each season. This is applicable to all Clubs as the Portsmouth Yardstick Number is an average performance figure and should take into account as wide a range of ability and as many various types of sailing water as possible. Don't forget that confirmation of a number is just as important as criticism or revision.
- 3). The Miracle at present races to a Provisional Number of 123 which means that it is a trial number and should be adjusted by your Club as necessary from the results. In order to do this your Sailing Secretary will compare your times in handicap races with those of classes having Primary Yardstick Numbers.
- 4). Although the routine for regular checking of Provisional Numbers is simple do make sure that the race was as "average" as possible, i.e. make sure that the "Primaries" you are rated against did not all capsize during the race - it does happen! The R.Y.A. booklet YR2/77 particularly draws attention to this possibility. Also make sure any badly sailed races are excluded for whatever reason.
- 5). No official guidance is apparently available, but do oppose any attempt to alter your Provisional Handicap without notice and during a short series, even though the re-rating exercise should take place after each race.
- 6). Re-rating the Provisional Number must be done systematically and a 7 column system like this works well:-

1	2	3	4	5	6	7
Boat No.	Portsmouth Yardstick	Elapsed Time	Corrected Time	Place	Equiv. P.N.	Revised P.N.

NOTE: Revisions to Provisional Numbers are not made by taking the figure in column 6 directly - see below.

- 7). Ensure that the equivalent number in the calculation above is arrived at by averaging the Primary results and comparing your performance with the middle or average Primary boats results.
- 8). Corrections, i.e. Revisions in column 7 are made as follows:-

1st Race	No number adjusted as this is calculated
2nd Race	Correct by $\frac{1}{2}$ the difference between columns 6 and 7
3rd Race	Correct by $\frac{1}{3}$ the difference
4th Race	And all thereafter correct by $\frac{1}{4}$ the difference.

By this means extreme results are automatically "Damped" out.

Finally an example, although without Mr. Zillwood Hilledge's excellent tables this is a little difficult. Assume the results for the 3rd race which you enter are as follows in columns 1 and 3.

1	2	3	4	5	6	7
Boat No.	Portsmouth Yardstick	Elapsed Time	Corrected Time	Place	Equiv. P.N.	Revised P.N.
Miracle 2000	Prov. 123	1hr 3m 5s	3073	1	120	122
Mirror 1	146	1-16-10	3124	3	-	Not revised as these are all Primaries
Mirror 2	146	1-17-30	3185	6	-	
Mirror 3	146	1-15-40	3113	2	-	
Enterprise 1	118	1-2-30	3178	5	-	
Enterprise 2	118	1-2-0	3148	4	-	

Primaries average 3150, therefore, Enterprise 2 is the standard of comparison with its corrected time of 3148.

The Miracle's elapsed time of 1hr. 3m. 5secs. gives an equivalent Portsmouth Number of 120 (you must get the tables to fully understand this working!) but this number is not used for the next race. As it is the 3rd race, $\frac{1}{3}$ of the difference is subtracted giving a revised number of 122 for the next race. So there it is! Not really difficult and quite interesting when you get clever enough to check how the Primaries are performing!

DINGHY SAILING IN JERSEY - by M. C. Leyzell

Sailing is a very popular sport in Jersey principally because you do not have to go very far to get to the sea and also because of the relative safety afforded by a number of the bays. The two main bays utilised by dinghy sailors in Jersey are St. Aubins Bay and St. Catherine's Bay (see map). St. Aubins Bay is a large U-shaped bay with St. Helier harbour at the tip of one side and St. Aubins small harbour at the other side. Also, at regular intervals round the bay are slipways from which you can launch your boat at high tide. There are very few rocks in the middle and on the St. Aubins side of the bay. However, around Elizabeth Castle there are a number of fairly large outcrops of rock. These are all marked and so it is still quite safe.

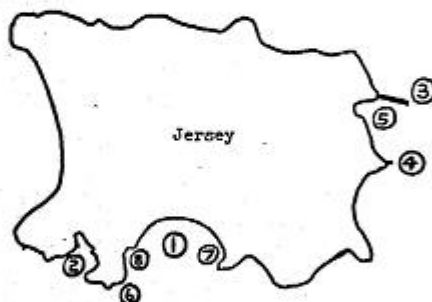
The tide is always a problem and especially so in this particular bay. At low tide it is very difficult to launch the boat because there is a 15 minute hike to the water's edge and there is very little of the bay left in which to sail. In fact the only way to get out onto the water, without exhausting yourself beforehand, is to go to St. Helier yacht slipway which was built specially for that purpose. The only danger occurs when you sail out of the pier-heads as you have to keep an eye on the lights there which indicate whether it is safe to go out or come in.

The current in the bay always flows anticlockwise no matter what the state of the tide but it is never very strong which makes the bay very predictable. The only part of the bay where the current gets strong is between Belcroute and the headland at Noirmont-point. Once outside the bay, however, there is a strong current whose direction depends on the state of the tide. For instance, on a rising tide, a dinghy caught in the tidal flow would be swept down to the French coast very quickly whilst on a falling tide you would be swept down to St. Owens bay which is known for the great surfing haven which it provides!!!

St. Catherine's Bay is used by all the racing fanatics and so St. Catherine's Sailing Club has a very full season. The Club provides fairly good facilities having a pleasant Clubhouse, starters box and a large dinghy park. The reason for the bay's popularity is the fact that boats can always be launched from the slipway which is in the lee of a long breakwater protecting the bay from the strong currents occurring on this side of the island. The breakwater, built in the 1800's was one arm of what was to be a big deep water harbour where British ships could berth and keep an eye on what was happening in France, with whom they were at war. The other arm was to come from the other side of the bay at Archirondel, a gap of 300 yards being left between the two ends. However, because of the mounting cost of the project the Archirondel arm was never completed and one can still see to-day where the work on this particular arm was stopped. The bay is not as large as St. Aubins but the presence of deep water makes it very popular for dinghy sailing. The season runs from April to October with Scorpions, Mirrors and Enterprizes forming the main classes. There are also many other classes of boats including the Miracle.

Most of the other bays are either too small or too rocky for sailing and the only other bays where I have seen a dinghy try to sail are St. Brelades Bay, where it is necessary to tack every five minutes because of rocks and St. Owens Bay where the big waves did not do a chap's Topper any good. He soon gave up.

I hope this article has given you some idea of sailing in Jersey and perhaps I will meet some of you here in the future.



KEY TO MAP

- 1). St. Aubins Bay
- 2). St. Brelades Bay
- 3). St. Catherine's Breakwater
- 4). Archirondel
- 5). St. Catherine's Bay
- 6). Noirmont Point
- 7). Area of St. Helier Harbour
- 8). Belcroute Bay

DOWNWIND SAILING - by Sam Brookes

At the Annual General Meeting there was repeated reference to the problems of sailing a Miracle on a dead run in strongish winds. This is the most tender point of sailing in any centreboard dinghy and the awkwardness can be worse compounded if one is having to cope with a following sea of any size. Having said that I must add that in two years of hard Miracle racing I have never felt as uncomfortable downwind as I have in the 3 or 4 other classes that I have helmed over the years. My tips for dealing with the run are fairly simple:-

- 1). Helm and crew must "sit broad" in the boat; helmsman on the weather side, crew out to leeward. Don't both crouch near the centreline or you will accentuate the tendency to roll.
- 2). Both of you must sit well back.
- 3). Keep a few inches of plate down as this helps to damp out roll. More importantly it will help the boat to respond to the rudder which will be working overtime in any case.
- 4). For some strange reason I always feel a little safer if the boom is an inch or two off the shroud. I can't explain why but there is a more comforting feeling of control if I can feel a fair tension on the mainsheet.
- 5). Think twice before mounting the jibstick in a real blow because of the unbalancing effect of having your crew standing at the mast - even for a few seconds.
- 6). If conditions are really extreme then don't sail on a dead run at all. Keep the boat on as broad a reach as you feel able to sustain and be prepared to gybe or even go about to make the next mark.
- 7). Finally, I must confess to a certain reluctance to allow myself to get very close to other boats in breezy conditions downwind. I tend to chicken away a bit to give myself, and them, room to correct mistakes without collisions.

There it is, that's my recipe! I don't guarantee that it will work for you or that it will make a dead run feel comfortable, but it certainly helps me to avoid that heart-in-the-mouth feeling most of the time.

1977 MIRACLE NATIONAL CHAMPIONSHIPS

At Eastbourne, the Sovereign Sailing Club were hosts to the Miracle National Championships from 4th to 7th August.

The series attracted over 50 entries from all over the country and the varying conditions of wind and tide were a test for the skills of sea and pond sailors alike so that the issue was in doubt right up to the final gun.

The first points race was sailed in brilliant sunshine over a triangular course in a force 5/6 westerly wind that was whipping up a lumpy sea. At the gun the whole pack crossed very tightly but Bob Cage of Worthing Yacht Club in Precipitated and Stan Lubner of North Lincs. Sailing Club in Aurors pulled away and were well clear by the windward mark. But at the gybe Bob Cage sacrificed what looked like a commanding lead when he went in, inverted and took about four minutes to sail on. Stan Lubner went through to take a lead of over a minute which he held to the finish, followed home by Bob Cage. Chris Wilkinson of Bewl Valley Sailing Club in Verity worked steadily through the fleet from ninth to a final third, helped by dwindling opposition as 23 boats retired in what had become survival conditions. Third place had been disastrous for a string of previous incumbents all of whom had either gone in or suffered gear failure. Derek Beere of I.P.C. Yacht Club had been the winner of the morning Practice Race; two capsize in the afternoon didn't prevent him from coming home 12th of the 15 finishers.

The conditions for the second race the following afternoon were marginally less severe, with a SW wind gusting to five. The bulk of the 42 starters went for the starboard end of the line, leaving a fair degree of confusion in their wake astern of the Committee boat. Bob Cage and Stan Lubner, the Midlands and Northern Champion, again broke away, separated by Bill Short of Sovereign Sailing Club, fresh from his win in the Moth Worlds. At the helm of Crummet, a borrowed boat, he was in contention for the lead throughout the race and in fact nooded ahead of Bob Cage at about the halfway mark. But Cage's superior boat speed put him back in the lead and this time he made no mistake. Stan Lubner split tacks to go inshore on the final beat and was closing visibly but Bob Cage and Bill Short held their positions. John Sinstadt in Kore U.S.B's flew the flag for the host club with a well-earned fourth place.

On Saturday the wind fell away to a maximum of 2, with spells of almost total calm under a grey sky with drizzle on and off all day.

In the light southerly breeze at the start of the third race the fleet spread along the length of the line. Taking full advantage of the shifts Ernie Johnson of the South Shields Sailing Club in 1115 was first to the windward mark followed closely by his club-mate John Piper in The Pied Piper, and Derek Beere of I.P.C. Yacht Club in Paula and this trio held their places round the four-mark course to the finish in that order. Bob Cage found the light airs less to his liking and came home sixth behind Ron White of I.P.C. Yacht Club in Firebird and Eddie Heap of the same club in Inshored. Stan Lubner slipped to 16th with Bill Short two places below him, having changed sails apparently to little advantage.

For the fourth of the series the wind showed no signs of settling down and the Race Committee reverted to a three-mark course. As on the previous day a large proportion of the 50 starters approached the line from behind the Committee Boat, inexplicably bunched together on starboard. To an accompaniment of frenzied verbal exchanges the fleet split into two main bodies widely spread apart on opposite tacks, with one wing heading close inshore. Derek Beere in Paula went clear early, along with David Westley of Crawley Mariners Yacht Club. Stan Lubner and Bill Short were also well placed along with Eric Kay and Phillip Gray of I.C.J. Sailing Club in Melita, who was within sight of the leaders throughout the Championships without finding the extra to take a place.

However, the straight route to the windward mark appeared to be the favoured one. Eric Kay was first round, followed by Derek Beere and Phillip Gray. By half way Eric Kay held a comfortable lead but his covering tacks on the second beat of what was to be a shortened course could not prevent Derek Beere from cutting back the advantage and on the final drive home Derek Beere went through to take the gun from Eric Kay and Bryan Mathews of Wilsonian Sailing Club in Egg-Beta.

The conflicting prayers for a howler and gentle zephyrs on the last day were answered by perfect conditions that produced the keenest racing of the series. There was sunshine, a 3 to 4 northwesterly and a moderate sea.

Derek Beere, John Sinstadt and Stan Lubner were among the early leaders, with J. Swingewood of Queen Mary Sailing Club, Ken Frice of I.P.C. Yacht Club and J. R. Bennett of South Shields Sailing Club in Moonbeam also well placed. By the windward mark first time round Bob Cage had got to the front with Bryan Mathews, John Sinstadt, Eric Kay and Stan Lubner in close attendance. Right down the fleet places were changing rapidly and many fortunes were won and lost on the final beat. Bob Cage had been holding a long lead but John Sinstadt, going well inshore, was narrowing it visibly. Stan Lubner chose the opposite tack, covering Bryan Mathews in Egg-Beta, in the stronger tide and with the wind temporarily easing a little. As they converged on the line it was desperately close behind Bob Cage and in the most exciting finish of the Championships Bryan Mathews was next home by seconds from Stan Lubner, with John Sinstadt, Eric Kay and Ken Frice immediately behind.

So there was all to play for when they went to the line for the final race in the afternoon. After a disaster for Bill Short when he mistook the five minute gun for the start, the fleet again got away cleanly and Bob Cage found himself looking at a transom he hadn't seen before, that of Phillip Souden of I.P.C. Yacht Club in Tik Tak, and the lead was surrendered and won back more than once. Behind them on this superb day, battle was joined right down to the tail of the fleet in a worthy finale to the series. At the line Bob Cage crossed first, only to retire on account of an earlier port and starboard incident leaving Phillip Souden, J. R. Bennett and Derek Beere to be one, two and three. As they went ashore dark clouds massed over the south downs and a heavy storm sent competitors and families scurrying to the Sovereign Clubhouse for the presentations by the Mayor of Eastbourne, Councillor Mrs. E. E. Raven.

Bob Cage, retirement notwithstanding, had done enough to become Miracle National Champion for 1977. Derek Beere was second and the home club helm Eric Kay, third. Fourth was Bryan Mathews, fifth Stan Lubner and sixth Eddie Heap, never in the first three but consistently just behind them right through the series.

A Single-Handed race, held over from Friday, was run round an inshore course on Saturday evening. Bill Short coaxed Crummet home first followed by Phillip Souden in Tik Tak and J. Wilson in Asterix.

By way of entertainment for competitors and families in the evenings the Sovereign Club arranged a barbecue, a disco and a Mayoral Reception at the Congress Theatre and there was always the bar and, for light meals and refreshments, the small canteen in which miracles were performed daily.

The race organisation under Brian Beere, the Commodore of the Sovereign Sailing Club was impeccable, the welcome to the visitors warm indeed and the overall sailing conditions fair to all comers. What more could you ask for?

ROY WILLIAMSON

NAME OF BOAT	BOAT		CREW	CLUB	POS	POS	POS	POS	POS	POS	POS	PTS	POS
	NO.	HELM											
Precipitated	1555	R. Cage	L. Muggins	Worthing S.C.	RTD	2	1	6	12	1	RTD	214	1
Paula	316	D. Beere	R. Beere	I.P.C. Y.C.	1	12	5	3	1	15	3	234	2
Satin Doll	170	S. F. Kay	M. Ireland	Sovereign S.C.	2	4	DIS	10	2	5	4	25	3
Egg-Beta	780	B. Mathews	D. Matthews	Wilsonian S.C.	DNS	DNS	6	12	3	2	5	28	4
Aurora	1819	S. Lubner	N. Williamson	North Lincs S.C.	RTD	1	3	16	8	3	14	284	5
Inshored	326	E. Heap	R. Heap	I.P.C. Y.C.	9	RTD	8	5	4	9	11	37	6
Verity	996	C. Wilkinson	D. Cheesman	Bowl Valley S.C.	8	3	9	15	7	13	6	38	7
Hot Dog	124	S. Fischer	R. Fischer	I.C.I. S.C.	RTD	6	10	8	14	35	23	61	8
Tik-Tak	529	P. Sowden	P. Sowden	I.P.C. Y.C.	3	14	18	11	22	18	1	614	9
Asterix	562	J. Wilson	A. Wilson	Redditch S.C.	4	RTD	13	13	15	8	16	65	10
Alphi II	1674	R. A. Wheatley	K. H. Wheatley	Newhaven & Seaford	5	RTD	16	7	26	16	8	73	11
The Pied Piper	1352	J. L. Piper	A. Briggs	South Shields S.C.	12	RTD	15	2	23	25	9	74	12
—	1113	E. Johnson	L. Ayre	South Shields S.C.	RTD	RTD	RTD	1	20	7	12	784	13
More U.S.B's	1645	J. Sindstadt	A. Beere	Sovereign S.C.	RTD	RTD	4	25	34	4	13	80	=14
Moonbeam	940	J. R. Bennett	I. Bennett	South Shields S.C.	RTD	RTD	DNS	20	9	10	2	80	=14
Spring Fever	431	K. Price	J. Price	I.P.C. Y.C.	DNS	DNS	RTD	14	16	6	7	86	16
Crumpet	14	W. Short	A. M. Atey	Sovereign S.C.	DNS	RTD	2	18	17	19	DIS	95	17
Mick Mack	36	B. Fitzpatrick	I. Fitzpatrick	Wilsonian S.C.	DNS	DNS	11	23	29	12	25	100	=18
Anonymous	351	J. Swingewood	A. Sawyer	Queen Mary S.C.	17	15	RTD	19	27	24	15	100	=18
Clouds	736	P. Barrett	G. Barrett	Blue Circle S.C.	6	RTD	7	31	18	32	19	107	20
Lean Out	875	N. J. Gray	J. Gray	N. Herts & E. Beds	DNS	DNS	24	17	13	22	37	113	21
Isis	825	D. Morse	P. Morse	Sutton Bingham S.C.	RTD	9	22	32	RTD	29	28	119	22
Gemini	60	H. Bond	J. Bond	Crosby S.C.	RTD	DNS	DNS	22	6	14	22	120	23
Karna	909	M. Jessop	J. Lindsay	Bough Beech S.C.	14	5	RTD	35	RTD	21	20	123	24
Jus' Goin' To	357	S. J. Smith	J. F. Smith	Church Wilne S.C.	RTD	13	25	33	25	30	33	126	25
—	1084	D. R. Westley	C. Westley	Crawley Mariners	DNS	DNS	31	9	11	43	35	129	26
Mikado	1287	M. J. Andrews	J. Hope	Redoubt S.C.	20	8	14	28	35	41	RTD	131	=27
Luffa	1680	R. Robinson	—	Newhaven & Seaford	18	RTD	19	44	RTD	20	10	131	=27
Firebird	750	R. White	C. E. White	I.P.C. Y.C.	DNS	RTD	DNS	4	10	23	DNS	132	29
C'est La Vie	464	L. Davies	J. Davies	River Towey Y.C.	11	11	17	30	33	42	RTD	133	30
Water Lily	949	G. Huett	P. Huett	Draycote Water S.C.	RTD	RTD	20	37	31	27	21	136	31
Angie	792	R. Corfield	D. Hutton	Beaver S.C.	13	RTD	DNS	27	37	26	17	146	36
Tahia III	1274	F. Barrington	J. Barrington	Redoubt S.C.	RTD	RTD	RTD	38	19	31	26	153	37
Rent A Mouth	350	R. Richardson	P. Richardson	I.C.I. S.C.	7	RTD	RTD	21	30	39	32	161	38
Dino Vere	1597	R. Ferguson	V. Ferguson	Crawley Mariners	DNS	RTD	26	42	RTD	33	27	166	39
Melita	123	P. Gray	B. Gray	I.C.I. S.C.	DNS	RTD	RTD	34	5	RTD	DNS	174	40
Lady Chaser	475	J. Mansfield	D. Mansfield	I.P.C. Y.C.	19	DNS	23	39	DIS	34	18	176	41
Jemiju	1286	R. W. Alway	M. Alway	Redoubt S.C.	DIS	RTD	30	43	RTD	36	38	185	42
Daedalus	63	G. Miller	K. Miller	Shropshire S.C.	21	RTD	DNS	24	RTD	28	RTD	191	43
Jalas	756	J. Putland	L. Putland	Sovereign S.C.	RTD	DNS	RTD	DIS	21	38	39	200	44
Jaws	271	K. Lee	K. Lee	Sovereign S.C.	16	RTD	27	RTD	RTD	DIS	34	203	45
Endlich	589	J. English	A. English	Sovereign S.C.	RTD	DNS	28	RTD	RTD	45	36	212	46
Mistral	241	J. Sogno	J. H. Sogno	Eastbourne S.C.	DNS	DNS	RTD	40	RTD	37	DIS	228	47
Agro	894	T. Lambert	B. Hanning	Datchet Water S.C.	DNS	RTD	RTD	RTD	DNS	48	RTD	229	48
F.R. II	1281	W. Hills	R. Burren	Redoubt S.C.	RTD	DNS	DNS	DNS	DNS	44	30	242	49
Watsisname	1024	A. Long	M. Long	South Shields S.C.	RTD	DNS	DNS	DNS	24	RTD	DNS	245	50
Maydit	322	D. L. May	D. G. O. May	—	RTD	DNS	DNS	RTD	RTD	47	40	246	51
Karangie	879	J. Luther	D. Barden	Sovereign S.C.	RTD	DNS	29	DIS	DIS	DNS	DNS	256	52
Aquarius	601	R. Kent	Miss J. Kent	Sovereign S.C.	DNS	DNS	DNS	DNS	RTD	46	DNS	266	53
—	1434	S. Sleight	K. Staffen	Horning S.C.	DNS	DNS	DNS	DNS	DNS	DNS	DNS	280	54

RTD = Retired
DIS = Disqualified
DNS = Did Not Sail
= = Tied Placing

THE NORTHERN'S FROM THE BACK OF THE FLEET - by R. O. Ferguson

This is not a report on the battles among the tail-enders but an appreciation to the North Lincs. Sailing Club and, in particular, to Phillip Twining, the Club Secretary and the Sailing Secretary, for arranging a first class event.

For those unfamiliar with the North Lincs. Sailing Club it is a delightful family club whose members have made a superb Clubhouse by the well known 'Do-it-Yourself' method. It has all the facilities that are usually associated with the more modern Clubhouse plus ample space for boat storage under cover!!

The lady members were much in evidence and the cornish pasties with 'mushy' peas went down very well.

The race officer had a different task in getting a course to give a beat to windward for the first leg, however, we did have some wind, especially on the Saturday. There were quite a number of capsizes and one 'ramming' in the practice race. The boat which was rammed, sailed by Mr. J. Piper from South Shields Sailing Club was patched up with Fablon and carried on to come 6th overall. I should have sunk him, he beat me!!

There were some very interesting and exciting battles at the rear of the fleet without the cut and thrust attitude of the 'fast' boys. It was good to see at least three wives crewing for their husbands, including one who was bashed over the head by the boom and dumped unceremoniously into the water. We are still friends!!

Our thanks are due to the many wives of the North Lincs. Sailing Club who helped to run the event and who offered consolation to their respective husbands who maybe ended up lower down the fleet than they had anticipated.

WEST MIDLAND AREA CHAMPIONSHIPS - by R. O. Ferguson

The West Midland Area Championships were held at Shropshire Sailing Club, White Mere, Ellesmere, Salop on 9th and 10th July. We had the 1977 'summer' that weekend, two glorious days of sunshine. For those who missed this superb venue, book up early next year! The Club is situated about 1 1/2 miles from Ellesmere on beautiful White Mere. The members of the Club made us most welcome and provided a super field to camp in overlooking the mere. The Clubhouse was open at all times and the catering was splendid.

It is very difficult on a lake to get a good beat to windward for the first leg, but the Sailing Secretary of Shropshire Sailing Club did an excellent job. The racing was very keen as the results show. Although Sean Lubner from North Lincs. Sailing Club was the overall winner, he did have to fight for it. In most of the races the first three positions were in very close contention right up to the finishing line.

Graham Miller of Shropshire Sailing Club who organised the event told me that it was 25 years ago that the Club was host to the first Midlands G.P. 14 Championship and they have been going back regularly ever since! Please Graham, can we come again next year and thank you for a superbly organised Championship.

RESULTS OF THE WEST MIDLAND AREA CHAMPIONSHIPS

Position	Helm	Boat No.	Sailing Club	Race	1	2	3	4	5	Pts.
1st	S. Lubner	1819	North Lincs S.C.		1	2	1	1	DNS	4 1/2
2nd	E. Heap	326	I.P.C. Y.C.		B	1	2	2	3	7 1/2
3rd	J. Wilson	562	Redditch S.C.		2	4	3	B	1	9 1/2
4th	P. Sowden	529	I.P.C. Y.C.		4	3	B	3	2	12
5th	R. White	750	I.P.C. Y.C.		3	AB	8	6	4	21
6th	N. Pumphrey	323	Weaver S.C.		6	AB	11	7	5	29
7th	R. Hudson	648	Shropshire S.C.		AB	6	10	8	8	32
8th=	S. Astley-Jones	439	Shropshire S.C.		5	AB	13	10	7	35
8th=	G. Miller	63	Shropshire S.C.		7	14	AB	4	10	35
10th	C. Palmer	1052	Redditch S.C.		11	8	4	AB	13	36
11th	P. Twining	883	North Lincs. S.C.		AB	9	9	17	9	41
12th=	J. Miller	1327	Shropshire S.C.		9	10	11	AB	12	42
12th=	P. White	302	Redditch S.C.		10	5	AB	13	14	42
14th	R. Clarkson	889	Shropshire S.C.		AB	17	12	9	6	44
15th	G. Huett	949	Draycote S.C.		17	12	6	AB	11	45
16th	R. Ferguson	1597	Crawley Mariners		13	11	14	11	AB	49
17th	H. Bond	60	Crosby S.C.		16	7	15	18	DNS	56
18th	M. Hainsworth	46	Redditch S.C.		AB	16	18	15	16	65

/ = Race Discarded DNS = Did Not Sail



**58, Seeleys Road,
Beaconsfield,
Bucks.**

Tel. 2689

WHERE MIRACLES COME FIRST

WHERE MIRACLES COME FIRST

WHERE MIRACLES COME FIRST

WHERE MIRACLES COME FIRST

BOAT COVERS Superior quality covers made by craftsmen in standard weight materials or in extra heavy weight Canvas or P.V.C./Nylon. Fitted with draw cord and toggles plus triangle tabs with eyes for under hull lashings.

	<u>Mast & Boom-up Cover</u>	<u>Mast up Flat Cover</u>	<u>Plain Flat Towing Cover</u>
10oz. P.V.C./Nylon (Blue)	£22.68	£19.87	£18.87
16 oz. P.V.C./Nylon (Blue)	£28.08	£24.62	£23.62
12oz. Rotproofed Canvas	£27.44	£25.37	£24.18
14oz. Rotproofed Canvas	£32.08	£29.70	£28.51
Carriage charge for all covers £1.50 each.			

MIRACLE TRAILER Galvanised square tube steel frame with adjustable padding for Hull, Keel and Bow plus adjustable Mast Support and Handles. 4 stud Pneumatic Wheels on Sealed Bearings with Independent Rubber Suspension and Rubber Mudguards.
Price (including Mainland Delivery) - - - £86.75

MIRACLE LAUNCHING TROLLEY Galvanised Steel with Padded Adjustable Supports
Price with 275mm solid cushion tyres - - - £28.50
with 350mm pneumatic tyres - - - £34.00

KICKING STRAP KIT With Rope, Jamming Block and Single Block to give 3 to 1 ratio Mechanical Advantage - - - £3.10

MAINSAIL OUTHAUL KIT With Rope, Alloy Track to fit round boom, Slide and End Block plus Clamcleat and all screws - - - £3.35

SHROUD ADJUSTERS To provide for adjustment of Mast Rake - - - £1.66 pair
(Note: Shrouds Must be 12' 11" long if adjusters fitted.)

SHROUDS In 2.5 mm. Stainless Steel 12' 11" long - - - £2.00 each

FORESTAY In 2.5 mm. Stainless Steel 12' 8" long - - - £2.00 each

JIBSHEET CAMCLEATS HA 4777 with Alloy Jaws - - - £4.50 pair
HA 4077 with Acetyl Jaws - - - £2.45 pair

SELF BAILERS Elvstrom Super Mini in Stainless Steel - - - £9.50 each
Elvstrom Super Medium in Stainless Steel - - - £11.50 each
(Both Elvstrom Bailers have Non-return flap).

Holt Golden Bailer in plastic with S.S. guard - - - £3.95 each

SAILS Top quality Racing Sails at competitive terms by
HOLT **** BRUCE BANKS **** DOLPHIN

SAILS Unbiased Advice and personal service to ensure satisfaction.
* * * * *

Note:- All prices are correct at time of printing but are subject to changes in prices from our suppliers.

V.A.T. and Carriage for U.K. Mainland are included in the above prices except for Covers which are as stated.

For further details of the above and other items
Please Send Stamp to :-

B.G. BOAT GEAR
58, Seeleys Road,
BEACONSFIELD, Bucks. Tel: 049 46 2689

STOP PRESS.
Stainless Steel Rudder
Fittings. Complete Set
inc. Screws & Postage.
£ 5.25 per set.

MIRACLE NATIONALS AND AREA CHAMPIONSHIPS

National Championships - 31st July - 4th August 1978

At the Ullewater Sailing Club. I am pleased to conform that the date for the 1978 Miracle National Championships have been fixed for 31st July - 4th August 1978. One of your Committee Members Mr. Stan Lubner has been to the Club last weekend and he reports that facilities are first class for not only the competitors but also the spectators. We will have more news in our next Newsletter.

Midland Area Championships - 8th & 9th July 1978

These are again to be held at the Shropshire Sailing Club over the weekend of 8th and 9th July. This year's Midland Area Championships were extremely well run and all competitors were made very welcome.

Northern Area Championships - 3rd & 4th June 1978

The Northern Area Championships are to be held over the weekend of 3rd and 4th June at the North Lincs. Sailing Club. The Northern Area Championships were hosted this year by the North Lincs. Sailing Club and again were extremely well organised with close and interesting racing.

DON'T FORGET TO ENTER ALL THESE DATES INTO YOUR DIARY.

OPEN MEETINGS

If your Club is interested in staging a meeting then please contact the Secretary, Peter Nunn or any other Committee Member for advice. Once dates have been fixed it is important to telephone Peter Nunn on 01-267-4455 extension 572 or telephone the Newsletter Editor, Elaine Ireland on Polegate 4064.

Miracle TEE-SHIRTS

NOW AVAILABLE
COTTON



Small £1.60
Medium £1.80
Large £1.80

ORDER FORM

SEND TO: Mr. Eric Kay
18 The Thatchings
Polegate
East Sussex

Please send LARGE/MEDIUM/SMALL tee-shirt
(circle which you need)

To:
.....
.....

I enclose Cheque/Postal Order (make payable to Miracle Association) for £.....

HERTFORD COUNTY YACHT CLUB

Hertford County Yacht Club sails on a converted gravel pit of about 25 acres at Stanstead Abbots near Ware, just off the A414 Hertford-Marlow road, in the area of the Lea Valley Regional Park. The Club was formed in 1965 with the intention of catering for members with interests in sailing and in river and coastal cruising. Soon after, it obtained sailing rights on a small gravel pit and sailing and racing there became the Club's main activity. The 1977 season has seen the Club bring into use virtually all of its new facilities on its new, larger water. These consist of a Clubhouse, changing rooms and toilets, large dinghy park, 35ft. concrete slipway and pontoon landing stages. It is a reflection of the nature of the Club that all these facilities have been achieved by the voluntary efforts of its members. A full racing programme is arranged giving both summer and winter series for the various class fleets and the handicap fleet. The Club's policy is to cater both for those who want to race and for those who prefer to potter. No restriction is placed on the use of the water for either purpose except that potterers are asked to keep clear of racing starts. It is the Club's policy to provide proper training facilities for its members and it holds regular, well-attended, training sessions. These include courses for both the R.Y.A. elementary and intermediate certificates and specialist sessions on, for example, rescue boat handling and the racing rules. All courses cover the requirements of the appropriate R.Y.A. syllabus and are taught by the Club's own qualified instructors. A regular series of social events is arranged both at the water and in neighbouring towns. A monthly newsletter is published and is a well-known and is a well-proven and successful means of communication. It is an important factor in achieving the Club's aim of allowing its members to pursue their leisure sailing in a friendly atmosphere with the minimum of control. For further information Miracle owners should contact the Membership Secretary, Mr. A.R. George, 91 Fordwick Rise, Hertford, Herts.

WILSONIAN SAILING CLUB

Hoo
Kent

The Wilsonian Sailing Club is a dinghy sailing club with a friendly reputation situated on the north bank of the River Medway near the village of Hoo in Kent. About 300 members sail some 200 dinghies with the Club and racing is provided for various classes and a handicap fleet on Sundays and Bank Holidays between Easter and November. The extensive waters of the Medway are also popular with those who prefer not to race and it is possible to launch a dinghy from the Club at any state of the tide on any day of the week. Training courses are run at the Club once or twice a year. The Clubhouse is a converted steel barge called the "Wilsonian", moved just off the dinghy park. It has overnight accommodation, showers, toilets, changing rooms, a galley, saloon and bar. Access on Sundays is by means of the Club's own motor boat. The Club's situation in extensive woodland and on a shingle beach is ideal for the younger or non-sailing members of the family. Anyone interested in finding out more about the Club should contact either the Secretary, Mr. P. E. Bolton, 20 Cheshunt Close, Meopham, Kent, Telephone: Meopham 813029, or the Membership Secretary, Mrs. B. Dewyater, 7 Highwood Drive, Orpington, Kent, Telephone: Farnborough 51983.

REDDITCH SAILING CLUB

Arrow Valley Lake
Worcestershire

Miracle Fleet Number 15 formed at Redditch Sailing Club earlier this year. Any owners interested in sailing at the Club should contact the Fleet Captain and Sailing Secretary, Mr. J. G. Wilson, 151 Finstall Road, Bromsgrove, Worcestershire, B60 3DD.

NEWHAVEN AND SEAFORD SAILING CLUB

Sailing in Seaford Bay and Piddinghoe Lake

Newhaven and Seaford Sailing Club has grown from a small group of enthusiasts who got together in 1952 to over 400 members today. The Club is thus celebrating its Silver Jubilee this year. The Club is unique in that it has three sailing sections - inshore sailing, inland sailing and off-shore cruising. Newhaven and Seaford Sailing Club's main headquarters are situated at Seaford opposite the Buckle Inn, where there is a spacious new Clubhouse overlooking the sea and ample car and boat parking facilities. Launching is over a shingle beach and racing takes place at sea from the end of March until the end of October. Piddinghoe Lake which lies just north of Newhaven is available for sailing all the year round and is a favourite spot for beginners and cadets. Instruction classes are held there by members of the Club and courses are run by the East Sussex Education Committee in conjunction with the R.Y.A. An Icicles Series is races on the lake Sunday mornings during November and December. The Cruiser Section of the Club and Keel boats are moored in Newhaven Harbour on the River Ouse. The first Miracle came into the Club in 1975 and this season numbers have increased to at least thirteen with five racing regularly in the Menagerie fleet. It is anticipated that Class racing will be available next Season. The Club is open to new members both Full and Social. A Cadet Section has been formed this Season and they have their own weekly Club night racing programme. Full information concerning membership may be obtained from the Hon. Secretary, J. W. Neale, 25 Kingmead Walk, Seaford, Sussex, Telephone: Seaford 894457. The Fleet Captain of the Newhaven and Seaford Sailing Club is P. Shearman, 6 Friston Close, Seaford, Sussex, Telephone: Seaford 890612 and the Club is open to new members.

IF YOU WOULD LIKE YOUR CLUB FEATURED IN THE NEWSLETTER THEN PLEASE SEND A SHORT REPORT TO MISS ELAINE IRELAND, NEWSLETTER EDITOR, 15 PADDOCK GARDEN, WANNOCK, FOLEGATE, SUSSEX.

DOVESTONE SAILING CLUB

Dovestone Reservoir
Greenfield
Oldham

This Club is situated on the A653 Stalybridge to Holmfirth Road approximately 40 minutes drive from the centre of Manchester. Currently there are four Miracles at the Club sailing as part of the handicap fleet. Racing is organised on Wednesday evenings and Sunday afternoons from March to December, split up into five series. The Club also has a Junior Training Scheme running from May to July and a series of lectures for racing helms. Anyone requiring further information about the Club should contact either Barry Griffiths, 39 Gore Road, Uppermill, Nr. Oldham, Lancashire, Telephone: Saddleworth 3084, or the Club's Hon. Secretary, B. W. Gartside, 2 Brownhill Lane, Uppermill, Nr. Oldham, Lancashire, Telephone: Saddleworth 3802.

BLACKPOOL LIGHT CRAFT CLUB

South Shore
Blackpool

This Club is situated at the south end of Blackpool Promenade between the tram terminus and the sea wall. Currently there are three Miracles at the Club forming part of the handicap fleet. Racing is held on the sea from March to October with a very active programme of events including several Open Meetings. During the winter months the action moves to Blackpool's Stanley Park Lake for approximately four series of races held on Sundays. The lake is also an ideal training ground for the novice and a training weekend is usually arranged around March or April. There is a large Clubhouse with a sun balcony, dance floor, lounge area, bar and tea bar on the upper floor whilst on the ground floor there are changing rooms, showers and toilets and a garage housing the Club's tractors and rescue boats. Members boats can be kept at the Club throughout the year or at Stanley Park during the winter if preferred. When sailing on the sea, tractor facilities are provided and wash-down facilities are available during the normal sailing periods. In addition, the Club has an active and varied social programme catering for all ages, including discos and dances, steak barbeques, fancy dress parties and occasional lectures or films on various sailing topics. If you are interested in finding out more about the Club contact either Barry Livingstone, Flat J, Lincoln Court, 143 Hornby Road, Blackpool, Lancashire, Telephone: Blackpool 28199, or the Club's Hon. Secretary, Mrs. Carole White, 20 Victoria Road, St. Annes, Lancashire, Telephone: St. Annes 727835.

KESSINGLAND SEA SAILING CLUB

Nr. Lowestoft

Calling all Miracle owners in Norfolk and Suffolk. If you would like to race or cruise you will be welcomed at Kessingland Sea Sailing Club. The Club is very friendly with a good Clubhouse and dinghy park. At the moment there is only one Miracle battling alone against Mirrors, Fireballs and Javelins, however, the Club is very keen to establish a Miracle fleet. Anyone interested should contact the Commodore, Mr. Stan Beckett, 52 Old Church Road, Hopton, Great Yarmouth, Telephone: Lowestoft 730534.

SOUTH SHIELDS SAILING CLUB

South Shields Sailing Club is on the Tyne Estuary and is rapidly establishing one of the largest Miracle fleets in the country. Last year the Club provisionally adopted the Miracle and because of the enthusiasm shown races were organised for any interested owners. After a good season with a regular turnout and close competitive racing it was decided to officially adopt the class and there are now thirteen boats in a fleet which is expected to grow rapidly this year. There is organised racing on Sunday afternoons and evenings and Wednesday evenings from April to October. Temporary membership and boat space is available for a nominal sum and all visitors will receive a warm welcome from the Miracle sailors. Further information can be obtained from the Miracle Class Captain, Mr. Peter Goodfellow, 18 Thornley Close, Ushaw Moor, Durham, DH7 7NN, Telephone: Durham 730703.

LOUGHTON STEEPLE BAY SAILING CLUB

This Club is situated at the mouth of Nayland Creek on the south shore of the River Blackwater and sailing takes place on the wide reaches of the main river. It is primarily a dinghy racing Club which was formed in January 1969 by the amalgamation of Loughton Sailing Club and Steeple Bay Sailing Club and it is now recognised as one of the leading Clubs on the river. On the site at Steeple there is a Clubhouse, containing a tea-bar, which is built on pillars thus giving spectators a superb view of all the sailing activities. There are changing rooms, hot showers and toilets adjacent to the Clubhouse along with a dinghy park with room for over 100 boats and nearby is a sandy beach ideal for children and sunbathing. Also, on the adjacent caravan site is a site shop and a licensed bar. During the week members meet socially at Loughton Hall, Rectory Lane, Loughton, on Thursday evenings. The social events include the annual prize-giving dinner and dance, a fitting-out disco or barn dance and after-racing barbeque. The majority of racing takes place on Sundays but in addition a Saturday series is run each year. Open Meetings are held for the Club's main classes. Smaller classes race in the handicap fleet unless there are sufficient numbers racing regularly for them to race as a class. Further information about the Club can be obtained from the Membership Secretary, Miss M. Purves, 59 The Drive, Loughton, Essex, Telephone: 01 508 5066.

WIGAN SAILING CLUB

Wigan Sailing Club have four Miracles at present and are very keen to start a fleet in the near future. The Club is one of the top northern Clubs for Mirrors and they are hoping for similar success with the Miracle. It is well established and has ample inland water with regular racing on Sundays and on Wednesday evenings in the sunner. The Club takes great pride in its new Clubhouse, completed in early 1976 and they believe that the Club fees are some of the cheapest around. Any Miracle owner requiring further information should contact either the proposed Miracle Fleet Captain, David Parkinson, 26 Church Road, Skelmersdale Lancashire, or the Club Membership Secretary, C. Addie, 30 Churchfield, Shevington, Wigan, Lancashire.

Evergrease Bearing Savers

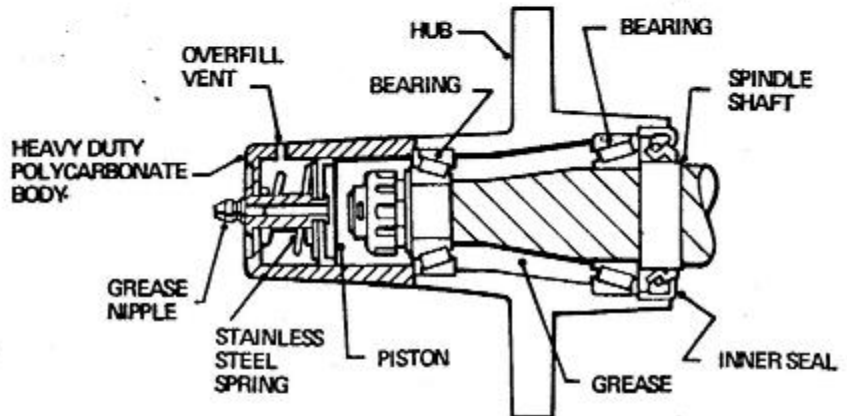
- * At last the wheel bearing protection for trailers that you have been waiting for
- * Stops boat trailer wheel bearing failure
- * Makes wheels safely submersible
- * Keeps water and dirt out of wheel hubs
- * Ends bearing repacking
- * Easy ten minute installation
- * Quality construction
- * Permanent protection

WHY BEARING PROTECTION IS NEEDED

Trailing heats the wheel hubs. When the hubs are suddenly cooled, for example when launching a boat, or when running on a wet road, or through snow, the contracting air inside draws in water, dirt and salt through the inner seals. These foreign bodies cause rusting and pitting often leading to sudden bearing failure. Bearing failure can ruin your weekend through damage to your boat or trailer load; at worst it may cause a serious accident. All this can be prevented by taking the sensible step of installing Evergrease Bearing Savers.

HOW YOUR EVERGREASE BEARING SAVER WORKS

The Evergrease Bearing Saver replaces the dust cap in the wheel hub. The hub is then filled with grease through a grease nipple in the end of the body. A spring loaded piston then maintains a positive pressure inside the hub. When wheels are submerged or cooled rapidly, this positive pressure keeps out water and other foreign bodies. The automatic relief valve feature eliminates excessive pressure build up in the hub, thus protecting the inner seals from rupture. When hubs are fitted with Evergrease Bearing Savers, the bearings are assured of constant vitally needed lubrication and inner seal life is also improved because they constantly ride on a greased surface.



SPECIAL OFFER.

TO MIRACLE OWNERS

A pair of evergrease bearing savers at £4.28 inc. P & P & VAT. Normal price £5.28. Use order form below.
For hubs 21

To: Pronto Trailers Limited
3 Upton Road
Poole
Dorset

Please send pair
of evergrease bearing
savers at special Miracle
owners price of £4.28 to

Name:

Address:

I enclose Cheque/P.O. for