

**THIS IS NOT A PUDDLEDUCK  
NOT EVEN A YOUTH OR JUNIOR  
IT MAY RESEMBLE A VETERAN  
IT IS A MIRACLE  
IN A CLASS  
OF ITS OWN**



WHAT WE ARE TRYING  
TO TELL YOU IS

- ~ NORTH LINC'S SAILING CLUB ~
- ~ 2 DAY EVENT SAT & SUN 17th & 18th AUG
- GOOD VALUE £4 PER BOAT
- CLUBHOUSE BAR AND REFRESHMENTS
- CAMPING AND CARAVAN FACILITIES

MIRACLE ASSN. RACING

**SAT** ~ YOUTH & JUNIOR

- 10-00 HRS PRACTICE RACE
- 11-30 HRS FIRST POINTS RACE
- 14-00 HRS SECOND POINTS RACE
- 15-30 HRS THIRD POINTS RACE

~ PLUS A VETERANS TROPHY RACE AT 18-00 HRS  
FOR ALL HELMS HANDICAPPED BY 40 YEARS OR MORE

**SUN** ~ PUDDLEDUCK CHAMPIONSHIP 1985  
SAME RACE TIMES AS YOUTH & JUNIOR  
TELEPHONE P. SKILTON (0652) 52075 FOR FURTHER DETAILS

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July 1985

# HALO

ISSUE 34



NEWSLETTER OF THE MIRACLE ASSOCIATION

**MIRACLE FITTINGS AND EQUIPMENT**

**MIRACLE FITTINGS**

Cocking Strap Kit	(c01) £ 5.85	Mainsail Douthal Kit	(c02) £ 6.00
Jibsheet Camcleat (Plastic)	(c03) £ 2.15	S.S. Rudder Fittings(Full) Set with screws	(c05) £11.25
" " (Alloy)	(c04) £ 3.75	Mainsail Downhaul Kit	(c06) £ 1.25
Tiller Extension & Universal St.	(c06) £ 5.00	2.5mm S.S. Shrouds x 12' 11" Long	(c07) £ 8.00
Shroud Adjusters, Pin Rack	pair (c09) £ 3.47	2.5mm 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
<b>SELF SAILEES</b>		Mast Sheeve Box complete with screws.	(c24) £ 1.70
Elvstrom Super Mini	(c10) £17.32	Rope Main Halyard (prestretched) (39' / 12m. Long)	(c25) £ 5.00
Elvstrom Super Medium	(c11) £19.94	Wire Main Halyard with rope tail. (19' 6" Wire + Rope)	(c26) £ 8.00
Holt Golden Sailer	(c12) £ 8.50	Rope Jib Halyard (prestretched) (29' / 9m. Long)	(c27) £ 2.45
Holt Advanced S.S. Sailer	(c13) £20.25	Wire Jib Halyard & rope tail. (15' 2" Wire + Rope)	(c28) £ 6.85
Mainsheet in 8mm Polyester Rope	(c14) £ 3.50	Wire Strop for Decksweeper Jib. (5' Long)	(c29) £ 1.00
Cosheet in 8mm Polyester Rope	(c15) £ 3.50	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 Stick 1" Alloy x 4' 6". (inc. £4.00 Carr.)	(c32) £12.45
Mainsheet Block & Becket (Plastic)	(c18) £ 1.84	Inspection Hatch Cover & Seal	(c33) £ 2.53
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) £24.40
Mainsheet Ratchet Block (crossing)	(c21) £10.66	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 B.G. 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.

<b>STANDARD KIT</b>	(c40) £68.00	<b>SUPER KIT</b> with Ball Bearing Blocks.	(c41) £73.00
<b>Note</b> - Carriage for Spinnaker Kits - (c43) £5.00			

**SPINNAKERS**

Dolphin Spinnaker in Nylon	(c44) £48.94	Dolphin Spinnaker in Superior HST46	(c45) £59.00
Holt Spinnaker in Nylon	(c46) £70.00	Holt Spinnaker in Super Dynac	(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) £228.50
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	10oz. PVC. Nylon	12oz. PVC. Polyester.	18oz. PVC. Nylon	12oz. Canvas	15oz. Canvas	Suberb Moven Blue Acrylic for the fastidious
Flap	(c61) £34.00	(c71) £42.00	(c62) £43.00	(c63) £41.94	(c64) £46.54	(c72) £78.00	
Overboom	(c65) £44.00	(c66) £57.95	(c67) £52.05	(c68) £54.72	(c69) £59.87	(c73) £86.11	
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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**EDITORIAL**

May 1st, and I sold my Miracle to Andrew Perry of the Bartley S.C. I decided to sell my Miracle and return to a Mirror. Advancing years plus my crews arthritis caused the change in class.

In this issue there is an article concerning Miracles in South Africa. This came about after John Davis, Chairman of the Miracle Association of South Africa, contacted me during a recent visit to the U.K. I sent copies of previous Halos and Year Book for John to take back to South Africa with him.

Thank you to all Fleet Captains for their reports of meetings held so far this year. I have printed all to date. I have also received 3 Miracle CLUB reports. I picked one at random and it was KINGSMEAD, I.C.I. and HOVERINGHAM will follow later.

Jim Ferguson of Wigan, rang me to say he had found several bits belonging to a Miracle in his garage. How do you find masts and things in your garage? However Jim did. It appears his Miracle was sold whilst he was working overseas and on his return he found all the gear advertise in the sale and wanted.

Bernard Gray is also advertising his very interesting boat.

Once again it is the start of a new membership year. If you have not re-joined this will be the last 'Halo' you will receive.

Happy Sailing.

EDITOR.

Cover Picture. Thamesmead Open. David T Hudson.

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.

# CHAIRMAN'S NOTES

At our last Committee meeting we held the draw for the 50p raffle, the prize being the latest type deck-sweeper jib. Whilst our raffles are becoming more popular, I am rather surprised that a lot of the membership are missing what must be an excellent value for money draw when one considers the price of sails today. I realise there can only be one winner, but a 50p flutter for an article worth in excess of £50 is well worth having a go, especially as all the funds are ploughed back into our Association's coffers. The next grand raffle will be drawn at the Nationals with several expensive items of equipment to be drawn and so if you cannot attend the Nationals send in your money to our Treasurer, Ted Willis, and get your name in the hat.

The Association is interested in competing in the Bloody Mary event and interested parties should contact Richard Smale.

We have decided to give the Southport 24 Hour Race a miss for this year in order to recover financially and build up the funds for an attempt possibly next year, hence our raffle projects.

Richard Poish, your Race Officer, is busy planning to have a comprehensive programme that takes us into the nineties and any assistance Class Captains and Clubs can give him would be greatly appreciated.

Another point worth a mention is Area Championships. As many of you are aware, the Association gives a contribution of £30 to the Clubs organising these events. However, in the future, to qualify for this amount, the Committee feels that the Club hosting the event should provide two race reports. One to be sent to Yachts and Yachting and one to be printed in Halo. This will assist two members of the Committee, namely Jim Perkins (Editor) and Warren Hodgkinson (Publicity Officer). Jim will have material for printing in Halo which will keep everyone informed of what is happening at these events and Warren will know that we are getting publicity in the places that will do us the most good. Warren will contact the party in question prior to the event with any relevant information required. Ted Willis will be contacting the Club Secretaries informing them of this move; remembering that publicity is the name of the game. We feel it is a step in the right direction.

A vote of thanks to all members who helped out at our exhibitions at Birmingham and Crystal Palace, especially to Tom Pearson and Warren Hodgkinson, our main organisers. The stands were very busy throughout and a great deal of interest was generated at both venues.

Hope to see many of you at the Nationals.

DENNIS SOUTHALL,  
Chairman

# Miracles in South Africa.

The Miracle was first introduced to South Africa at the Herby Midmar Yacht Club. This club started at Herby Dam which is comparatively small and moved to the enormous reservoir 'Midmar' when the dam was completed. This reservoir is so large that three sailing courses can be set in the main area whilst motor boats are confined to a different area away from sailing. Midmar is situated about 100 km from Durban and some 20 km from Pietermaritzburg the Provincial Capital of Natal.

A second club where Miracles are sailed is Benoni Sailing Club whose waters are comparatively small and is situated near Johannesburg in the Transvaal. Other owners are scattered about the country and either sail for pleasure or in the O class.

At Midmar Olympic courses are set with the Miracle completing a triangle and sausage. The faster boats do a further triangle and this with class start times being five minutes apart means that everyone sails about 90 minutes to a race. The Miracles sail on most Sundays in the season with one race in the morning and one in the afternoon. During the season which is from September to May the club puts on about sixty races which includes six series with six class races each with five to count. This series decides the class winners both overall and on handicap. Other races are sailed on boat handicap with some including a skipper handicap as well. These races normally have a fleet start which certainly keeps one on one's toes missing keelers to windsurfers and Cats all going at differing speeds.

Two main championships are at present sailed during the year. The earliest in the season is the Transvaal Championship which is sailed about October. The main event is the National Championship which so far has been sailed at Midmar between Christmas and New Year. This has taken the place of the Natal Championship which will be re-introduced in the 1985/86 sailing season at Easter 1986. Thus making three main events during the season.

I have described the sailing fairly fully as I am not sure what happens in U.K. and therefore cannot highlight any differences. However, in sailing we have the same boat and the wind is free so what are the differences. In the main I would think it's the weather.

South Africa is a semi-tropical country so temperatures reach 40°C and even higher at times. Thus during the height of summer the sun can mean little wind during the day culminating in thunder storms which have to be seen to be believed. Generally winds are stronger at the start of the season the middle being a bit fickle with varying strengths and the latter part more gentle.

We actually find that it can be quite difficult to get sailors on the water much before Christmas. The HMYC fleet coined the motto 'The friendliest fleet afloat' a long time ago. At the beginning of the season I tend to call it 'The friendliest fair weather fleet afloat'!

Having also been at one U.K. Miracle Regatta I think that up till now we have not been quite as competitive as are our U.K. counterpart. I believe this is partly because the original fleet came from Mirrors where the elder section were becoming tansor watchers to the youngsters. Thus the average age is greater than most classes. (The Miracle fleet is sometimes known as the Salusa 45 fleet). Also with the magnificent waters at Midmar the really competitive sailors tend to keep to Olympic Class Dinghies. This is however changing particularly in the Transvaal where younger sailors are being attracted to the Miracle dinghy.

So really the only way to tell is to get some cross pollination of sailors and we would welcome anyone from U.K. in South Africa to sail with us just give me a ring at 0331-33586 or write to P.O. Box 220, Pietermaritzburg, Natal 3200.

Dennis Southwell has reciprocated this offer and suggested that if we could get sponsorship several sailors would welcome the opportunity of visiting South Africa. For official sponsorship we would have to hold a Miracle World Championship in South Africa. This is an idea and perhaps it should be followed up, however, I imagine that you would prefer the first to be in home waters rather than in the Southern Hemisphere.

I have tended to describe HMYC sailing which I know rather than that at Benoni which due to the size of the water has fixed buoys with courses being set in accordance with the wind. To complete the picture I will try to get a further article written by a highveld member.

In closing may I wish you all the best in sailing and good winds for your coming season.

Peter Davies.

Chairman, Miracle Class Association,  
South Africa.

THE TWO MAIN SAILING CLUBS WHICH HAVE ADOPTED MIRACLES ARE :-

NAME OF CLUB: HENLY MIDMAR YACHT CLUB.

ADDRESS: P.O. BOX 656, PIETERMARITZBURG, NATAL, 3200. SOUTH AFRICA.

SECRETARY: MRS. E. GRAY.

FLEET CAPTAIN: PROF. RAY HAINES,  
28 ARMSTRONG DRIVE,  
PIETERMARITZBURG,  
NATAL, 3201.

TYPE OF WATER: RESERVOIR.

SIZE OF WATER: 15 sq. km. MAIN SAILING AREA (4000 acres). approx. 3km x 3km

MONTHS OPEN: SEPTEMBER 1st TO 31st MAY (SEASON).

ALL YEAR.

DATE OF OPEN MEETING: SAILING MOST SUNDAYS - VISITORS WELCOME.

NAME OF CLUB: BENONI SAILING CLUB

ADDRESS: P.O. BOX 927 BENONI,  
TRANSVAAL 1500, SOUTH AFRICA.

SECRETARY: MR. G. CONRAD.

FLEET CAPTAIN: HENRY SAUNDERS,  
P.O. BOX 391960,  
BRAMLEY, TRANSVAAL, 2018.

TYPE OF WATER: LAKE

SIZE OF WATER: 0.75 sq.km. (200 acres)

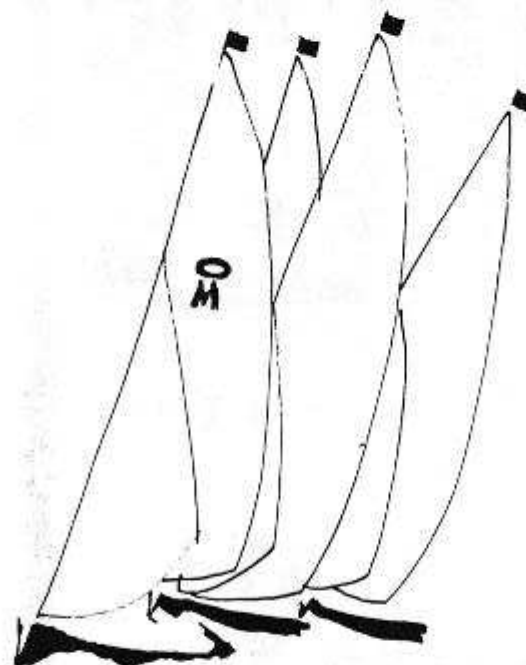
MONTHS OPEN: 1st AUGUST TO 31st MAY (SEASON).

ALL YEAR.

DATE OF OPEN MEETING: SAILING MOST SUNDAYS - VISITORS WELCOME.

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# INSURANCE



THE MIRACLE ASSOCIATION recommend  
**NEWTON CRUM**

Write for Proposal Form to:

**NEWTON CRUM (INSURANCE)**

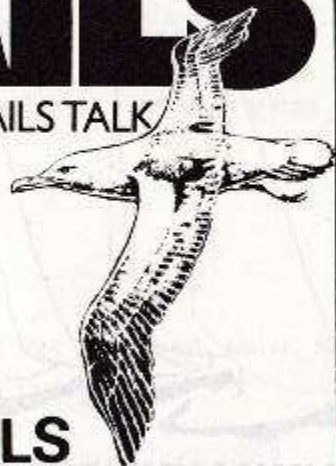
Daughy Dept: 57 BROADWAY,  
LEIGH-ON-SEA, ESSEX SS9 1PE

IMMEDIATE  
QUOTATIONS: Telephone 0702 710841

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# HAZE SAILS

AREN'T JUST SAILS TALK



## HAZE SAILS

UNIT 15  
GAINSBOROUGH TRADING ESTATE  
RUFFORD ROAD  
STOURBRIDGE  
WEST MIDLANDS DY9 7ND  
ENGLAND  
Tel: Stourbridge (0384) 379700



## REFLECTIONS

### ON SOUTHPORT

For the uninitiated the Southport "24" is just another event in the Dinghy Racing Calendar. What is more it is a race restricted to the Enterprise and G.P. 14 class only. To those of us enlightened enough to sail a class of dinghy other than one of these, the Southport "24" appears to be a closed book.

In reality it turns out to be far more than an occasion for masochists to drive themselves to a point of extreme discomfort for lengthy sessions during a twenty four hour period, when conditions can change from a flat calm to a howling gale. During these periods dinghy sailors can match their skills against the very best and where the art of sailing a dinghy under extreme conditions for twenty four hours has never better been demonstrated.

Such is the venue into which the Chairman of your Association dropped us, when at a Committee Meeting nearly a year ago he proposed that the Association enter a boat (either Enterprise or G.P. 14) to promote the Miracle Class Association in the eyes of the dinghy world. The preparations were meticulous and on the day, Malcolm Lunn as Team Manager together with his team and a host of supporters descended upon Southport S.C. and set up our administration and dormitory units (the frame tent and two ridge tents, thankfully loaned to us by the Flixton Scout Group). Our boat a G.P. 14, David Fitton's other boat, was launched and was rigged, proclaimed to all from both sides of the main sail "Miracle Association". This prompted instant action from the B.B.C. Television Crew (we all hope that piece of film will not end up on the cutting room floor) and some disgruntled sailors who conducted a protest against the entry because it was an Association and not a Sailing Club. It is sometimes difficult to believe that the short tempered guy who has just arrived at the venue after losing his boat some 200 miles is the same extremely pleasant chap you have drunk with at the bar after a successful days sailing. "A protest can often bring us more publicity", acclaimed Chairman Dennis Southwell "The protest must fail, as I have checked our status very carefully with the race committee and they recommend we go ahead".

As the starting hour approached, those of us in the support team made our way to the starting area where we found a rather short starting line being menaced by a lot of Enterprises, behaving like a swarm of angry bees. Gradually the last minutes ticked away, the swarm sorted themselves out into some vestige of a line, their timing and that of the Race Officer were however not exactly synchronised and 25% of the fleet strayed across the line with 15 seconds to spare and a general recall was sounded. The line was found again, and if the fleet had made any adjustment to their patches they must have been in the wrong direction as this time the line swung forward a good minute ahead of the Race Officer, only to be recalled once more. This series of recalls occurred 5 times and to ensure that the spectators did not get bored an understanding Enterprise managed to

capsize in the middle of the line just to keep us all amused. At this juncture the Race Officer got the message that his line was at least a contributory factor to the situation and the race was held up while a longer line was set. Finally, after yet another general recall the Enterprise started (with only a few over the line!), and 5 minutes later the G.P. 14's started. Attention was then focussed on the jibe mark. We saw the Miracle Association G.P. planeing up the reach leading the G.P. fleet and without doubt leading the race at that time. As the race settled down with a lap every 13 minutes, the news filtered through that our G.P. was one of a few who jumped the gun (the helm claimed later he was forced over the line), this misdemeanour incurred a  $\frac{1}{2}$  lap penalty, which placed us 66th. On reflection we realized that in a 24 hour race on restricted water, a good start is not so important as in normal racing however, the helm should have been a little less anxious on the start line. With 23 hours to go there was plenty of time to improve our position. During the afternoon and evening sessions our team did just this, improving their position to the low 30's. As we entered the night with boats barely visible, their navigation lights indicating their position, the wind strength increased causing innumerable capsizes. The skill called for under these conditions is truly remarkable, to watch out for and avoid capsized boats, and boats out of control in the dark, whilst planeing up the reach, calls for a degree of sailing skill far beyond anything our normal club sailor has ever dreamt of, let alone experienced. Our team sailed on, improving their position every lap and by the early hours of the morning, they were among the top 20 boats. By now the area around the gibe mark had become the most dangerous part of the course. The wind was at its strongest here, being more exposed than any other section of the lake, and all the boats were "warring" round as it was to windy to gibe. Nevertheless boats were capsizing in groups and many boats finished their brave attempt to complete the Southport 24 hour race abandoned on the bank, as crew fatigue and gear failure took its toll.

By this time our team had sailed itself into 12th place and concern was being expressed on the ability of the boat to continue to sail on under the full pressure of the force 8 gusts. A decision was taken to shorten sail and our boat freeted the dean with its main reefed well down.

With the arrival of full light the effect of the nights gale could be seen. On the water many boats were sailing without their main sail, all Enterprises were using their cruising rig and most of the G.P.'s were reefed. On the shore, tents were being retrieved and re-pitched after being blown down, and the effect of passing a night in a gale on a sand dune meant that everybody and everything was full of sand.

Decision time had arrived, with the wind easing, our position still improving how to handle the rest of the race. The leading boats who had not reefed were still storming on showing no signs of either slowing down or breaking up. At this stage we were holding 6th position, to improve we now impossible. Behind us several boats were threatening but all were still reefed down, so to conserve our boat and not take any unnecessary risks we ploughed on sailing as fast and consistently as possible, with our main still reefed. As the race drew towards its close, our nearest rival improved his speed and started shortening the gap. Careful lap timing and calculation showed that we could hold on to our lead until 2.00 p.m., with that in mind we ploughed on determined to make the 6th position ours. Feelings of elation were starting to rise in all the members of the team as the final hour and, came the helm

who was to sail across the finishing line. Suddenly we were told that a protest had been lodged against us concerning an incident which had taken place during the night. The alleged incident involved damage to a capsized boat. Were we to lose our position that we had strived so hard to achieve? Were we to finish 6th overall or were we to see that position snatched away from us over an incident that our team all swear they were not involved in? Whilst other teams were celebrating their win, position or even the fact that they have completed the course, all our team waited with baited breath, when the official announcement said the protest had been rejected and the Miracle Association were placed 6th overall.

It was our first attempt and it proved that Miracle sailors have the expertise, the race organisation and the events to produce helms of the calibre to compete with any other helms in the country. We came to Southport to put our Association on the map, and we achieved our objective, we proved that Miracle sailors can do it for 24 hours AND get a place in the first 10.

## TED WILLIS

### THE N.E.C. EXHIBITION, BIRMINGHAM

The week 16th/24th February not only saw the schools' winter half-term but the coldest week of the winter.

Tom Pearson and Arthur Dax of Mid Warwickshire Sailing Club had 'volunteered' to set up the Association's stand at the N.E.C. When they arrived, Miracle 3333 in tow plus a car full of exhibition stands and photographs, they found a freezing cold exhibition hall and the space to exhibit two boats half filled by a large concrete post supporting the roof. Still not to be outdone, the second boat, courtesy of Bell's Woodworking, stood on its stern secured firmly to the concrete post. This was to be quite a talking point amongst our many visitors.

Warren and I arrived on Sunday having joined a caravan rally at Balsall Heath on Saturday afternoon parked on six inches of hard frozen snow.

The week proved to be hard work but very enjoyable. We were helped by various members of the Association who gave up some of their valuable visiting time to help man the stand, and to answer various questions posed by the public, collect subscriptions and sell T-shirts printed with the slogan 'Miracle sailors do it in Class'.

By the time we left on Friday evening it seemed as if half the population of the Midlands had passed by. Tom and Arthur stayed until Sunday evening to pack up and clear away. Many thanks to them both for a novel and enjoyable way of spending our February half-term holiday.

Warren and Margaret Hodgkinson.

The Dinghy Exhibition at Crystal Palace is organised by R.Y.A. and Yachts and Yachting, and is the shop window for every class in the dinghy world.

The Association exhibited 3496 owned by Robert Spollon of Hoveringham Sailing Club. The boat was much admired by all including Jack Holt who visited our stand on the Saturday, spending about twenty minutes with us. It was nice to see our Miracle friends from the south as we usually only meet them at the Nationals.

We had various prospective Miracle owners (sailors) hoping to purchase boats around £500-£700 price range, together with trailers, trolleys and spinnakers. Other classes have a used boat register, perhaps a suggestion for us.

We took Association subscriptions and sold T-Shirts. There are still a few left at £2.50 each in sizes, child's 30"-32", small 34"-36" and medium 38"-40"; for those of you unable to visit the exhibitions and wanting to purchase them.

We would like to thank Peter Wareham of Crawley Marriners for the delivery of the stands, Richard Smale and Richard Paish for their help and Robert and Jean Spollon for the loan of their boat and the manning of the stand.

Warren and Margaret Hodkinson.

#### BOAT REGISTER

Enquiries have been received by Members from members of the public wishing to purchase used Miracles.

In order to reply to this and thereby increase interest in The Miracle Association, it has been proposed that a register of second hand Miracles for sale be kept by the Class Secretary.

Will anyone knowing of a Miracle for sale in their area please advise: The Class Secretary, P.H.Gibbs, in writing. Please give some, if not all of the following information:

Name and address of owner.	Owner's telephone Number.	Boat No.
Boat colour.	Self or Bell built.	Make of sails.
How old are sails.	Is spinnaker fitted.	Is stainless
Are self bailers fitted.	Are transom flaps fitted.	rigging.
Does it come with :-		
(a) Cover		
(b) Under cover		
(c) Trailer		
(d) Launching trolley		

If you advise a boat for sale, please let the Secretary know when it is sold or withdrawn from sale.

## Miracle Clubs N<sup>o</sup>7 KINGSMEAD

WELLEY ROAD, HORTON, BERKSHIRE.

#### WHERE IS THE CLUB

Kingsmead Sailing Club is situated at a point where three counties meet, Buckinghamshire, Berkshire and Surrey. It is the most northerly of the lakes which lie between Horton and Wraybury villages and is adjacent to Sunnymeads Station on the Waterloo-Windsor line. By road, the club is 19 miles west of London, five minutes drive from Junction 5 of the M4 and close to the M25.

#### THE CLUB

The club was formed in 1957 on the river at Weybridge, but in 1961 moved to its present water which was the result of gravel extraction since 1948. There was an established natural habitat for wild fowl and through continued working the original lake has grown into three lakes where it is possible to set good racing courses in any wind direction.

The present clubhouse provides comfortable accommodation with a galley, licensed bar and changing rooms with hot showers. Fixed and floating jetties provide easy, 'dry foot' access to the water close to boat berths.

A social programme includes evening parties in the clubhouse, an annual dinner-dance, barbecues and discos. Some of the club's Regatta weekends include informal social activities.

#### LOOKING TO THE FUTURE

The club is at present negotiating a further long lease to secure its future for the next 28 years. It is planned to open a new clubhouse complex next year 'round the corner' from the present building, with a very pleasant southerly aspect over the main sailing water. Your entry fee includes a contribution to the cost of the new clubhouse but even so you will find our subscription very competitive with other local clubs offering similar facilities.

#### CLASSES SAILED

The club accepts CP14s, Fireballs, Graduates and Miracles, Herons, Mirrors, Optimists, any Single-handed class and Sailboards (7 Miracles in the fleet).

#### PROGRAMME

During the summer, the Optimist Flotilla gives training for young children on Saturday morning. In the afternoon, the more competent helms can join in the Handicap race with the other classes and the Optimist race on Sunday morning.

All fleets have races on Saturday afternoon, Sundays and Wednesday evenings during the summer. Members can also sail at any time during the week, a privilege which is greatly appreciated by shift workers and members who are often away at weekends because of their job.

During the Autumn and Winter, there are races on Saturday afternoon and Sunday mornings and afternoons up to Christmas, when there are special events on Boxing Day and New Year's Day. After Christmas, there is a handicap on Sunday mornings only.

If the owner of a two-man boat has occasional crewing problems, such boats are allowed to sail singlehanded in many of the races.

Open meetings are held for each of the two-man classes and for the Lasers, Toppers and Optimists. The club has hosted individual and team championships for several classes.

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## Open Meeting Results.

### THAMESMEAD

Thanks to the Miracle sailors who removed overwintering geraniums and dahlia tortoise in hibernation made the day very enjoyable for Thamesmead's first open.

Blue skies, sunshine and a gusting force 4 westerly, welcomed boats from five clubs in the south east. Competitors enjoyed these ideal sailing conditions, for Thamesmead first Miracle Open held in conjunction with their Pacer Open.

Both fleets provided exciting spectator sport with very little interference between the fleets. There was a conspicuous absence of spinnakers in the racing fleets.

Arthur King crewed by T. Russell from Redoubt S.C. had little difficulty winning the first two races to take the Miracle trophy.

#### OVERALL RESULTS

1831	Tizat	1st.	A. King/T. Russell - Redoubt S.C.
1499	Danikgil	2nd.	R. Dowley/D. Rowing - T.S.C.
1619	Sloane Ranger	3rd.	S. Hadley/C. Willson - Loughton & Steeple Bay S.C.
733	D X D	4th.	R. Filby/J. Stewart - Redoubt S.C.
1969	Lunacy	5th.	N. Waples/S. Heil - Hastings & St. Leonards S.C.
2180	Rando	6th.	P. Absolon/S. Howard - Wilsonian S.C.
1281	Tahia 111	7th.	E. Burden/P. Stewart - Redoubt S.C.
2079	Holy Mackerel	8th.	D. Hudson/D. Hudson - T.S.C.
2567	Red Rum	9th.	P. Mudds/D. Penny - T.S.C.
3075	Morpheus	10th.	T. Smith/Edith - T.S.C.

### DAVID HUDSON

### REDDITCH

19 Terminus Avenue,  
 Bexhill-on-Sea,  
 East Sussex.

Somebody wrote about being in England during April. They should have tried Redditch typical spring weather, wind range 5-6, rain, hail and anything else that was going. Only 8 boats braved the elements: 2 from Draycott, 2 Upton Warren, 2 Bartley, and 2 from the host club. Most managed a capsized during the day. The best performance of the event was that of Rob Day of the host club - 13 years of age and managed 4th place.

Final placings:  
 Harry Barlow, Draycott 1st; Andy Parkinson, Draycott 2nd;  
 John Wilson, Bartley 3rd.

G.J.P.



## KINGSMEAD

A stiff gusting force 4 wind greeted the competitors at Kingsmead's combined Miracle and Graduate Open on Sunday 12th. May. In the first race Derek Beere and Michelle Killey established their superiority by taking the lead which they maintained throughout the race with Peter & Rita Souden in second place. Kingsmead's Commodore Terry Cherrill crewed by Pam Davis finished in third place. In the second race Derek Beere again took first place with the Soudens second, Tony Best and Angela Wilcock taking third place. In the third race with two firsts Derek Beere opted not to compete in the final race, which also cleverly saved him from the rain that accompanied the final race. A determined Souden took the lead and although initially Cherrill was in contention in second place his challenge faded and the final result saw Souden in first place, Best second and Cherrill third. At the prizegiving Derek Beere thanked Kingsmead for hosting another well organised and friendly meeting, a sentiment echoed by Adrian Baker, winner of the Graduate meeting.

1st.	316.	Derek Beere & Michelle Killey.	I.C.I. (Slough).
2nd.	3220	Peter & Rita Souden.	I.C.I. (Slough).
3rd.	1336	Tony Best & Angela Wilcock.	I.C.I. (Slough).



Phillip Coshan, Sir Ingram, Wendy & Arthur King, John Stewart & Roger Filby.

## WINSFORD FLASH

Winsford-Flash Sailing Club's annual Miracle Open Meeting took place on Sunday June 2nd. in brilliant sunshine and light fluky winds which appeared to favour those boats not flying a spinnaker. Fifteen boats attended, the home team fielded 10 and the visitors 5, 4 of which came from Leigh S.C. and one, John Wilson came from Bartley S.C. Three races were run, with two to count on well laid out courses which ensured reasonable boats in spite of the shifting winds. There was no general recall and the protest committee did not have to spring in to action. Thanks are due to everybody who contributed to the success of a very pleasant day. The support of the visitors was very much appreciated and in our gratitude and feeling for hospitality we allowed them to take almost all the prizes.

1st.	3383	David & Ian Southwell	Leigh S.C.
2nd.	562	John Wilson & Hilary Evans	Bartley S.C.
3rd.	3107	E. Cuthbert & A. Chester	Leigh S.C.
4th.	2323	Paul Fitton & J. Suckley	Leigh S.C.
5th.	1188	Lindsey & Beth Colbourne	W.F.S.C.

Henning Caesar.

## REDOUBT

We had 12 Miracles turn out on the day, 3 from Hastings & St. Leonards, 2 from Thamesmead, and 7 from the host club. In the morning race, which was run in brilliant sunshine plus a force three wind, Arthur & Wendy King in 'Tizit' took first place. The first afternoon race with the wind picking up to about force 4 saw 'Tizit' retire with the loss of jamb cleats, but the rest of the fleet carried on with Roger Filby & John Stewart in 'Oxo' taking first place. The last race was very exciting with wind strengths increasing to force 5. Two boats capsized and the winners were Arthur & Wendy King.

1st.	1831.	Arthur & Wendy King	R.S.C.
2nd.	733.	Roger Filby & John Stewart	R.S.C.
3rd.	1279.	Sir Ingram & Phillip Coshan	Hastings & St. Leonards S.C.

Ted Burren.

## SHROPSHIRE

The weather forecast was for wet and windy weather and fortunately the wet bit did not turn up until the open had finished! Despite the fine sailing weather only eight Miracles entered the event but even so an interesting days sailing was had by all, four visitors, all from Leigh S.C. turned up and the host club was very thankful to them. The first race in a lively north-westerly wind, was led virtually from start to finish by David & Ian Southwell but with the other places changing hands rapidly especially on the downwind legs where the planing under spinnakers was very exhilarating at times. The second race proved the most eventful of the day, if not because at least four boats rounded the first windward mark the wrong way and had to return, losing valuable time and distance against the leading boats. The third race was very closely contested, especially in the last lap where places changed hands on virtually every leg.

1st.	2323.	Paul Fitton & Julie Buckley.	Leigh S.C.
2nd.	3383.	David & Ian Southwell.	Leigh S.C.
3rd.	3107.	Eamon Cuthbert & Andy Chester.	Leigh S.C.
4th.	2791.	Colin Smith & Stephen Astly-Jones.	Shropshire S.C.
5th.	1685.	Peter Cuthbert & N.Critchley.	Leigh S.C.
6th.	1459.	John & Hazel Knight.	Shropshire S.C.
7th.	439.	Philip Astly-Jones. & Jason Peters.	Shropshire S.C.
8th.	3390.	Peter & Christine Knight.	Shropshire S.C.

Thanks again to the visitors from Leigh who gave us a fine day.

Colin Smith.

#### BLOODY MARY

Following the Miracle Association's success in the 24 hour Southport Race, the Committee have decided that this year they will be prepared to sponsor two Miracles in the next Bloody Mary event and will at minimum cover the entry fees for the chosen helms and crews.

This annual pursuit race is held in the depths of winter (early January) at the Queen Mary reservoir near Staines, West London, and boasts the largest turnout of dinghies for a single race in the country (200+). It is, obviously, a very prestigious race to win and even to be placed in and has recently been won by boats in the higher handicap bracket such as National 12's, 420's and Mirrors. Graduates too have also been extremely well placed, so there is really no reason why Miracles cannot also enter the frame and hence gain some considerable honour for their class.

I should be grateful if those interested in taking up the Association's offer could let me or any of the Committee know prior to the end of the Nationals week at Llandudno. The object of the exercise is to gain prestige from the sponsorship, so the Committee will decide on the helms on the basis of merit rather than first come first served. However, this does not prevent anybody from entering the race on their own account and possibly showing that the Committee have sponsored the wrong helm!

Richard Smale

# Area Results.

## Northern's

27th/28th April

This two day event was held at Leigh S.C. when the weather conditions were nasty, with strong winds, rain, hail and sleet. A colour video was made of the events, and proved very entertaining when played between racing. Saturday evening saw a Disco, Live Group and extremely substantial buffet supper for a modest £1.30 all in.

The weekend was controlled by the GP 14 fleet, who are to be complimented on their organisation, and especially the choice of courses which included at least two miles of windward sailing per lap.

In the 21 entries were 15 visitors, a creditable turnout considering the numbers on holiday and the severity of the conditions.

The Southwell brothers dominated the event, Leigh S.C. took the first three places, and sixth place also.

#### Practise Race - Saturday

Winds up to force 10 were recorded on the Saturday, when 9 boats braved the practise race, which was abandoned before the start. Only one boat was left upright, and 3492 (Toodleloo) broke her mast. The single handed race was also abandoned.

#### First Points Race

The race was postponed for half an hour, then started in a steady force 6. D.Southwell took pole position at the start and after the first mile long beat rounded in the lead, followed by D.Fitton, A.Parkinson, and H.Yule-Smith. The battle for second place continued for two laps when D.Fitton broke away to challenge Southwell's lead but splashed in gybing under spinnaker at the 5th mark. On the third lap a massive squall surged across the lake and again little of the fleet was left standing. After four gruelling laps D.Southwell finished first. A.Parkinson went the wrong side of the line and lost out 2nd place to D.Fitton. Only 8 boats finished the race.

1st. D.Southwell. 2nd. D.Fitton 3rd. A.Parkinson.

#### Second Points Race - Sunday

With the wind down to a steady 5, Nick Barrett (Mirror Northern Champion) shot through the line and held his lead round the first mark, to be soon overtaken by S.Douthwell, who proceeded to open up a commanding lead. A tight battle developed then between D.Fitton, A.Parkinson and P.Fitton, whilst N.Barratt dropped gradually to 7th place.

1st. D.Southwell. 2nd. A.Parkinson. 3rd. D.Fitton.

#### Third Points Race

N.Barrett again shot into the lead, but was overtaken by the first mark by D.Southwell and P.Cuthbert, who was caught on starboard by the following bunch which included D.Fitton and A.Parkinson. Again the fierce battle for second place allowed the Southwells to open up an unassailable lead. On the third lap E.Cuthbert spotted a lift on the north bank and used it to pull from 6th up to 2nd place. On the last lap D.Fitton worked his way back into 2nd place.

1st. D.Southwell 2nd. D.Fitton 3rd. E.Cuthbert

# Midland's.

## Fourth Points Race

With the wind still very fresh and a fleet of not so fresh helms and crews, Southwell again took pole position but had to struggle to maintain his lead round the windward mark, closely followed by N. Barrett, P. Cuthbert and A. Smith. After one lap, D. Southwell and D. Fitton retired, leaving Barrett, P. Cuthbert and A. Smith battling. At the windward mark, P. Cuthbert took the lead, followed by Smith, Barrett, and Parkinson, with no change to the end of the race.

1st. E. Cuthbert      2nd. A. Smith      3rd. N. Barrett

The Northern Trophy and Leigh Open Trophy therefore went to Dave and Ian Southwell, and other trophies were awarded down to 5th place, together with prizes donated by Leigh Dinghy Stores, North West Sailboat Centre, Winster Electronics, S.K.D. Typewriters and Zenith Auto Accessories.

HELM	CLUB	RACE 1	RACE 2	RACE 3	RACE 4	TOTAL	POSITION	BOAT
D. Southwell	Leigh	3/4	3/4	3/4	25*	2 1/4	1	3303
D. Fitton	Leigh	7	3	2	25*	7	2	3021
P. Cuthbert	Leigh	6	25*	3	3/4	9 3/4	3	3107
A. Parkinson	Draycote	2	4	4	4*	10	4	3433
A. Smith	H.S.D.	3	5	7*	2	10	5	3496
N. Barrett	Leigh		7	6	3	16	6	2183
N. Barlow	Draycote	5	8	8	25*	21	7	3530
D. Wilson	Brigg	20*	6	9	7	22	8	562
B. Lunn	Wigan	20*	9	13	6	28	9	2766
D. Ibbotson	Wigan	7	11	14*	11	29	10	2026
P. Cuthbert	Leigh	8	13*	10	12	30	11	1685
H. Vale-Smith	N. Lines	20	25*	5	5	30	12	3402
L. Colborne	Wigan	20*	12	11	8	31	13	1108
J. McKeand	Wigan		10	12	9	31	14	2610
K. Nicholls	Leigh	23*	15	15	10	40	15	215
P. Fitton	Leigh	23	4	25*	25	52	16	2323
J. Cox	Up. Warren	23	16	16	25*	55	17	3450
T. Pearson	H.M.V.C.	23	14	25*	25	62	18	3333
P. Skilton	Brigg	23	23	25*	25	73	19	1998
A. Beston	Up. Warren	23	23	25*	25	73	19	3492
T. Finch	Leigh		25	25	2	75	21	3500

(DISCARDS DENOTED \*)

## E. CUTHBERT.

Thirteen visiting boats joined the home fleet to provide some exciting racing for the Midland Championships on what promised to be a fine weekend, but was sailed in typical English summer weather, wet, overcast and cold with a north, north-east wind force 3.

Saturday's practise race was won by defending champion, A. Parkinson, and the first points race sailed, after a postponement, in hardly a whisper of breeze, was won by P. Fitton even after being over the line on the start and re-starting.

Sunday dawned with better sailing winds, but overcast and cold conditions for the spectators. Andy Parkinson crewed by brother, Matthew, was to regain his title with three wins but found it a closely contested championship with Andrew Smith, Eamon Cuthbert and Paul Fitton taking the lead for periods of each of the races and John Wilson closely on their heels.

There was some excellent sailing further down the field and as usual each group of sailors had good hard races, with Johnathan Ward being the highest of the minus placings.

As usual this was a social event for both Miracle sailors and their families. Everyone was well catered for with a beef barbecue and entertainment on the Saturday evening, with a Disco for the young. It proved to be a most enjoyable event despite the weather, thanks to the Hoveringham committee and their helpers.

BOAT		D.	1.	2.	3.	4.	T.			
3496	A. Smith/V. Freshwater	Hoveringham	2	4	2	2	2	6	2nd	
3493	W. Hodgkinson/M. Hodgkinson	Hoveringham	6	7/4	11	9	7	27	10th	
3492	A. Beeston/D. Reynolds	Bartley	8	9	14	13	16	36	13th	
3491 *	C. Addington/T. Horton	Hoveringham	19	20	22	19	19	58	23rd	
3470	A. Fall/S. Habbfield	Draycote	7	7	8	10	13	25	9th	
3433	A. Parkinson/M. Parkinson	Draycote	1	2	1	1	1	22	1st	
3450	J. Cox/T. Jansons	Upton Warren	18	17	21	20	20	57	22nd	
3345	P. Stewart/C. Haughton	Draycote	DNS	10	6	5	5	16	7th	
3269	J. Ward/H. Smith	Hoveringham	4	3	7	7	6	16	6th	
3200	A. Jones/E. Houghton	Draycote	10	8	10	8	9	25	8th	
3107	E. Cuthbert/A. Chester	Leigh	3	6	3	3	DISQ	12	5th	
3027 *	C. Telford/D. Spencer	Hoveringham	14	19	17			17	53	19th
2850 *	B. Conway/F. Conway	Hoveringham	12			14	12	53	21st	
2624	R. Morley/S. Morley	Hoveringham	16	16	15	15	11	41	15th	
2597 *	J. Bailey/A. Bailey	Hoveringham	15	20	18	16	18	52	18th	
2439 *	K. Beeston/K. Reynolds	Upton Warren	17	20				70	24th	
2437	R. Little/T. Little	Hoveringham	RTD	12	13	12	10	34	12th	
2323	P. Fitton/J. Buckley	Leigh	RTD	1	2	4	4	8 1/2	3rd	
1998	P. Skilton/C. Waite	North Lines	RTD	15	12	11		38	14th	
1669	D. Crows/J. Bauden	Bartley	9	13	9		8	30	11th	
1622	J. Tippett/A. Fall	Draycote	13	11	20	17		40	16th	
1438	R. Harvey/S. Harvey	Hoveringham	11	18	16		14	48	17th	
603	R. Little/Crow	Hoveringham	DNS		19	18	16	53	20th	
562	J. Wilson/H. Evans	Bartley	5	5	4	3	12	4th		

\* Denotes Non-Spinnaker Boats.

First Non-Spinnaker Boat - J. Bailey/A. Bailey 2597

Practise Race - A. Parkinson/M. Parkinson 3433

# POST BAG.

58 Seeleys Road,  
Beaconsfield,  
Bucks. HP9 1TB,  
Tel: 04946 2689.

Mr. P. Gibbs,  
49 Fieldon Close,  
Shirley,  
Solihull,  
W. Midlands, B90 3BA.

Dear Peter,

re: Miracle Association Chairmanship

Ever since I received your note I have been intending to dig out my old papers and the original Halo Newsletter in order to answer your questionnaire but time has slipped by and at this moment I cannot locate all the files.

However, I appreciate your interest very much and hope that you can get the article together in spite of my delay in replying.

For my part I was in fact the first Association Chairman and it all started back in 1974 when I had my first introduction to the Miracle by way of an unofficial preview of the brand new prototype at Jack Molts in Putney.

From the start I knew that the Miracle was the perfect boat to follow on our Mirrors initially in the role of a Family boat but with obvious potential for developing class racing.

After the London Boat Show when the Miracle was launched I ordered my Miracle Kit number 123 and met Peter Munn of the Daily Mirror with whom I commenced discussions about the formation of a Class Association. Little was I to know what this was going to lead to.

In fact, it virtually took over all my spare time plus quite a lot of other time too and over quite a few glasses of wine Peter and I set up the Miracle Association Inaugural Meeting.

I must say that Peter's enthusiasm and experience with the Mirror Dinghy Class proved to be contagious and with support from the Daily Mirror the meeting was held and the Association was a fact.

This is a story in itself and I would need to do quite a lot of research if I were to do justice to all concerned and in particular to mention all the names of people concerned.

For my part this was the start of feverish activities with regular committee meetings in London and many informal meetings with Peter Munn and others at the Daily Mirror setting up all the organisation of the Association including Class and Measurement Rules, writing the Newsletters and coordinating or organising the racing and events programme etc.

All this meant hours and hours of time but it was great fun and very rewarding to see the Association take shape and overcome problems as they most surely arose.

Notable highlights during the early years were the first National Championships at Datchet Water S.C. when I believe a record was created in that our class broke straight into the "50 plus club" with an entry of over 50 boats at our first national event.

The first London Dinghy Exhibition was a brave experiment which we joined in with enthusiasm supported by Bell Woodworking showing Miracle building from a kit.

With the support from the Daily Mirror many other exciting events were arranged including a T.V. presentation of building a Miracle with Richard Stilgoe and a Televised Race at Queen Mary Sailing Club.

Traumatic events such as the proposal to introduce the Spinnaker created great difficulties and some strong disagreements which in the main were amicably resolved mostly involving a few more lunch time meetings and more glasses of wine. A few people have never forgiven us for introducing the spinnaker and whilst I must admit to being against it at the time I must now admit that it does not have appeared to be a bad thing in retrospect.

This letter seems to have rambled on as I go over the memories of the past but it was a most fascinating period and I can easily get carried away by the subject but to answer your remaining questions, we do still have a Miracle in the family which is the original prototype Miracle sail number 3 "Origin of the Species" which many members will remember from the days when my sons Stephen and Philip were campaigning the Miracle events. It is still in very good shape having been completely refurbished some time ago but sadly not used very much now as back troubles prohibit Ruth and me sailing together and Stephen and Philip are now making their own way in the world of business and medicine.

So we are looking for a good home for "Origin of the Species" where it's pedigree will be appreciated and I must say that I believe that it can still hold its own in any racing fleet subject to the hand on the tiller of course.

This now leaves me occasionally sailing my Topper at I.C.I. Sailing Club at Taplow where our daughter, Rachel, is Topper Fleet Captain (incidentally whilst ours is a small club we still boast a very keen and competitive Miracle Fleet and often have sent more Miracles to the Nationals than any other club and we are currently keen to recruit more Miracle Members).

In addition, we have a small cruiser on the river Thames so we are still very much in the sailing scene and I imagine always will be in one way or another, and I suppose I must put in a plug and say that our business interest in B.C. Boat Gear is still going strong and we are supplying many Miracle Owners with all their gear.

I hope this will be of some interest for your article or for publication in Halo and wish you all the very best for 1985 sailing.

Best Regards,

Bernard Gray.

20 Doods Park Road,  
Reigate,  
Surrey.

21st February 1985.

Jim Perkins,  
Editor of Halo,  
122 Yarningale Road,  
Willenhall Wood  
Coventry.

Dear Jim,

I was both surprised and disappointed to learn of the dates for this year's Nationals at Llandudno. I had always assumed that the national championships were staged in late July/early August to ensure that they were within the schools' summer holiday period, allowing for the slight variations in dates up and down the country. It may be that we were just unlucky, but I suspect that there will be more than just our area in which the schools will not break-up in time for the championships. As you may have been aware, I was considering changing boat class anyway for various reasons, but as I have not yet decided what to replace my Miracle with, I still have it and would have considered attending the Championships.

I wish the class every success in the future whether or not I continue to sail a Miracle, but I would strongly suggest that the first criteria in organising the Miracle Nationals, which I believe is an excellent family event, would be to ensure the dates are during the summer holidays for everyone. If the tides were a problem during the 'normal' week then moving the event back one week would have been exactly the same as moving it forward. I know that arranging such an event is not easy, nevertheless I would think that the date is even more important than the venue and that this should be considered in future years if it is hoped to continue the success of the Miracle as a family boat.

Yours sincerely,

Peter Wareham.

Craley Mariners Yacht Club.  
NW 3001 - Captain Beaky.

19 Terminus Avenue,  
Bexhill-on-Sea,  
East Sussex.

16th May 1985

Dear Mr. Perkins,

Just a quick note to let you know that the jib arrived safely this morning, and to thank you for your trouble in having it measured and sending it to me.

Yours sincerely,

PHILIP WINDLE

## NOTICE BOARD

The use of this Notice Board is free to Association members to advertise their for sale or wanted goods. Contact The Editor for inclusion in the next issue.

\*\*\*\*\*

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## STOP PRESS

### 1985. Nationals. RESULTS.

1st.	2922.	Graham Castle & Sarah Hockcliffe.
2nd.	3433.	Andy & Matthew Parkinson.
3rd.	3021.	David Fitton & Peter Cook.
4th.	3220.	Phil Sowden & Gordon Jonas.
5th.	2766.	Malcolm & Mark Lunn.
6th.	3402.	Harry Yule-Smith & ?
7th.	316.	Derek Beere & Michell Killey.
8th.	3496.	Andrew Smith & Vaughan Freshwater.
9th.	562.	John Wilson & Hilary Evans.
10th.	3345.	Peter Stewart & ?

50 Boats were entered for the Nationals.

# PRIZE DRAW N°3

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£8.95  
£9.45  
£6.95  
£4.50  
£3.50  
£9.95  
£12.95  
£9.25  
£14.95  
£1.50  
£3.50  
£12.50  
£24.95

#### ADULT SIZES

S 32" / 34"  
M 34" / 36"  
L 38" / 40"  
XL 42" / 44"

Please ensure that you enter the correct size as we are unable to exchange goods once they are created.

#### PRISMA

A further range of merchandise is available in the new Ocean World Prisma collection. Please ask for details.

#### ORDERING

All orders should be sent direct to Ocean World, High Street, Cowes, IOW, together with your remittance. If you wish to pay by credit card, you may telephone your order on Cowes (0983) 291744.

TO: OCEAN WORLD (MIRACLE), HIGH STREET, COWES, IOW, PO31 7RS

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Telephone No. \_\_\_\_\_

Method of payment:  cheque  postal order  
 money order  Access Card  Barclaycard  
 Trustcard  (Please make cheques payable to OCEAN WORLD)

Credit Card No. \_\_\_\_\_

Signature \_\_\_\_\_

Date \_\_\_\_\_

DESCRIPTION e.g. T-SHIRT, etc.	COLOR	SIZE	PRICE EACH	HOW MANY	AMOUNT £

#### POST AND PACKING

Please add the following postal and packing costs  
Order total up to £5.00 — add 0.50p  
between £5.00 and £10.00 — add 0.75p  
between £10.00 and £20.00 — add £1.00  
between £20.00 and £50.00 — add £1.50p  
over £50.00 — add £3.00  
European orders — add extra £3.00  
Any other (e.g. USA) — add extra £5.00

#### ORDER TOTAL

ADD POSTAGE AND PACKING

TOTAL

Please enclose remittances in £ Sterling only.