

July 84

HALO

Issue 32 





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ISSUE 32

'HALO'

JULY 1984

Newsletter of the Miracle Association.

Editor: C.J.Perkins,
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Typed by Pauline Wilkes.

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I must thank all of those fleet-captains who have sent in reports of meetings held at their respective clubs. If your particular club's meeting has not be included, perhaps the carrier pigeon took the wrong turning on his way here. The same applies to those questionnaires, and may I remind my critics, I am just the Editor, the collator of information, and not a rival to the charming and talented Russell Grant. Thank you to Kay Lamb for her poem 'Gordon' which she recited to a delighted audience at the recent Midland Area Championships, held at her club Hoveringham.

A new series of articles by Terry Smith taken from his book, Looking after your Dinghy, will be reproduced in the few issues. I am grateful to Terry for allowing the Association access to this mine of information.

Sadly we have no Race Secretarys report as Ivor Williams has been ill for the last few weeks. As the magazine goes to press, he will be attending hospital for further tests. We all wish Ivor a speedy recovery and we look forward to him being well enough to attend the Nationals.

To those of you who like to live every day as if it is your last but do not really believe it. That day could be closer than you think if you do not wear your bouyancy aid. So do not be a smart-arse (buttocks to the more genteel among you) be around to pay your next fiver to the kitty instead of us paying out for you.

Happy Nationals and safe sailing.

Jim Perkins.

Front Cover. The new Wilsonian S.C. club house. Photograph by D.Vettergreen.

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.

Chairmans Notes

Our Association continues to make progress with the important edition of a year book. This is a step forward and now we have the project off the ground thanks to our editor, Jim Perkins, we will be looking into improving the edition with as much comprehensive information as possible. Jim requires help in compiling this information from all the various clubs and if your particular club is not mentioned you should ask the class captain why? A lot of questionnaires were sent out but many were not answered, so I say to those who did not bother come on class captains 'get your finger out'.

The Association is only as good as the enthusiasm generated at club level, and therefore, relies on enthusiastic class captains. He does not have to be the best sailor or the expert on the rules, but the one who is interested in promoting our sport in our boat at his own club. The rest follows. We now have some excellent young sailors coming through the ranks. The Midlands area championship held at Hoveringham (the usual excellent week-end) was won by Andrew Parkinson and his younger brother of Draycote Water. They also won the youth title at Redditch with Andy Beston, Dennis Crowes' crew taking the junior title. After that performance it may be ex crew. Two more young men worth mentioning are Andy Smith of Hoveringham and Paul Huett of Draycote. Both fathers now stand on the bank with me and act as beachmasters. "Great isn't it fellers" I would like to see the Youth and Junior event held next year at a Southern club and any club who would like to host this event please contact Ivor Williams, our race secretary. We found last year when we held it at Leigh S.C. by holding the event on the Saturday prior to our open meeting on the Sunday the arrangement assisted the entry of boats and made it worthwhile. The Association also contribute to this event so the club benefit all round. Remember there is no age restriction on the crew, Mum, Dad, Granny, Aunty, anybody can act as crew to get the boats on the water. I hope to see many of you at the Nationals at Eastbourne and would like to see a greater representation of Southern members put forward to serve on the committee at our A.G.M. We could arrive at a solution to the problem of committee meetings which does not entail travelling large distances for everybody, because it is obviously very unsuitable to see Southern clubs building up healthy fleets and not having a committee member beyond the Midlands. (Our Commodore excepted of course).

The Southport 24 hour race organisation is well under way with Malcolm Lunn (Wigan S.C.) manager and David Fitton (Leigh S.C.) both putting a lot of effort into this project. Everybody invited!

Pleasant sailing,

Dennis Southwell.
Chairman.

GORDON

I go sailing down at Girton,
I've been sailing there a year
And I've tried to learn some crewing
And overcome me fear.
So I'll tell you all about it
If you'll just sit tight and listen
When you hear about my troubles
With tears your eyes will glisten.

My captain now is Gordon
As a helmsman he is ace!
But he is wicked to his crew
Tho' I'd not say so to his face.
His boat is free of comfort
And me hands are free from skin!
I have to get the boat rigged
Then I have to lift him in!

So we took our Miracle dingy
and we sailed it up and down.
He taught me how to tack and gybe
and nearly how to drown.
I've tried to fly his spinnaker
But I can never make it fill!
He makes me stand up in the boat -
Then we do our capsise drill.

Now I must say this for Gordon
He has taught me all I know.
And he really is quite patient
When the wind begins to blow.
Cos he knows that I get frightened
He can see it in me face
But he won't put back to shore folks
Cos he wants to win the race.

But I really must say 'thank you'
To Gordon - he's a gem.
And I must stop saying 'O my Gawd'
Cos he thinks I'm calling him.
Right - now I'm off to polish his boat
And tighten up his shackle
Cos one thing that I have learnt folks
How to hand Gordon's tackle!

KAY LAMB.

HOVRINGHAM S.C.

Miracle Clubs No 5 Wilsonian

Wilsonian Sailing Club was formed in 1959, initially to provide sailing facilities for the former pupils of Wilson's Grammar School. It's beginnings were modest, with a small dinghy park and an iron Dutch barge renamed the "Wilsonian", as the club's headquarters. Soon, however, members of the public were admitted to membership and after ten years the final break from the Old Wilsonian's Association was made, the club becoming a separate organisation. Not all links with the past were severed though, the club's origins are remembered through our name and the retention of the school's colours of black, silver and gold for the club burgee.

In the early seventies, negotiations with our landlord and a lot of hard work by the members resulted in the construction of our own access road and car park, and the enlargement of the dinghy park to its present size. A handicap fleet was formed to complement the existing Mirror, GP14 and Enterprise fleets and the number of boats grew to 250. However, this growth had brought with it a new problem. There was a need to replace "Wilsonian" either with another vessel or by constructing a clubhouse on the shore; a successful planning application had made the latter a real possibility.

So, in 1984, our Silver Jubilee year, there has been a high change at Wilsonian. The floating barge "Wilsonian" which has served us so well over the years has been replaced by a brand new two storey building on the shore. Grants had been offered by the Sports Council and the Kent Playing Fields Association, and the move was finally made possible by the offer of the Manpower Services Commission to supply the labour as a Community Enterprise Project. Our new clubhouse was officially opened in May this year and consists of a large room on the first floor complete with kitchen and bar, with changing rooms, showers and a committee room on ground level.

Although the unique feature of a floating clubhouse will be missed by club members and visitors alike, I am sure that the essential friendly character of the club will remain. The principal activity is the class racing for the Enterprise, GP14, Laser, Miracle and Handicap fleets, but our position on the Medway Estuary also offers extensive cruising grounds of great interest, in relatively sheltered waters. The club also offers instruction in all the RYA certificates up to Instructor level, with courses running throughout the year.

Wilsonian was one of the first clubs in the country to form a Miracle fleet, being, I believe, the third to do so. However, the great "spinnaker controversy" was keenly felt at the club, and the eventual adoption of the spinnaker led to several valued and active fleet members leaving the class. The Miracle fleet did survive, though, and the spinnaker, although slow to gain acceptance at the club, is now flown by most of the boats that regularly race. There are at present twenty Miracles in the club, and the racing, with the wide range of courses we are able to set on the Medway, is varied, close and very enjoyable! Interest in the Miracle seems as strong as ever, with several new club members buying boats.

This year we are not holding an open meeting, but there will be Miracle class racing in the Medway Regatta. This long established event is organised by the Medway Yachting Association and for the first time the Dinghy section is being hosted by Wilsonian, over the weekend of 21st and 22nd July. There is a full Social programme, both at Wilsonian and at the Medway Yacht Club nearby, and there are prizes for each race and for the series. Entrance fee is £1. per race, or £3. for the series - first race Saturday, 10.35! Give me a ring if you are interested, for further details.

Finally, if you find yourself nearby, come and see us - you will be assured of a welcome!

Paul Absolon (Fleet Captain, WSC)

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and at least seven
open meetings.



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Pearson's Page.

Measurement Secretary's Report

Several sail makers have been in touch with yours truly regarding the centre seaming or lack of, noted in last years A.G.M. up to present. The Copyright Holders have not rectified our rule change. However, several centre seamless spinney's have been used at opens without protest.

Some sail makers are of the opinion the shape of the spinmaker is enhanced when centre seaming is used.

In my last notes, I did ask for any member who had experienced any form of mast failure to contact me with the details. To date the response has been nil. I can only draw the conclusion we, as a class association do not have a problem.

Whilst on the subject of masts. At the Nationals, do not be surprised if you are asked to dismantle and split your mast. They are not intended to be rivetted up to one piece and the sleeve must not be lengthened.

Take note competitors!

Prector booms as issued with some kits and boats are short in length. This anomaly occurred as a result of the Mirror Group Newspapers Representatives error. They have granted licence however, for them to be used and measurers are asked not to put said booms out of class.

See you all at the Nationals.

TEAM RACING WITH MIRACLES

It is an annual event for my club, Mid Works Yachting Club to take on the night of Draycote Water S.C. on a Home and Away basis.

On the 23rd June it was with some trepidation our scratch team with scratch crews etc teamed up to do battle in a team of three.

Draycote did us the honour of fielding a strong team and the joust commenced. We were soundly trounced for race. Reversed the result in race 2. Lost in race 3. The overall results left us with a deficit of 7 points for our home match.

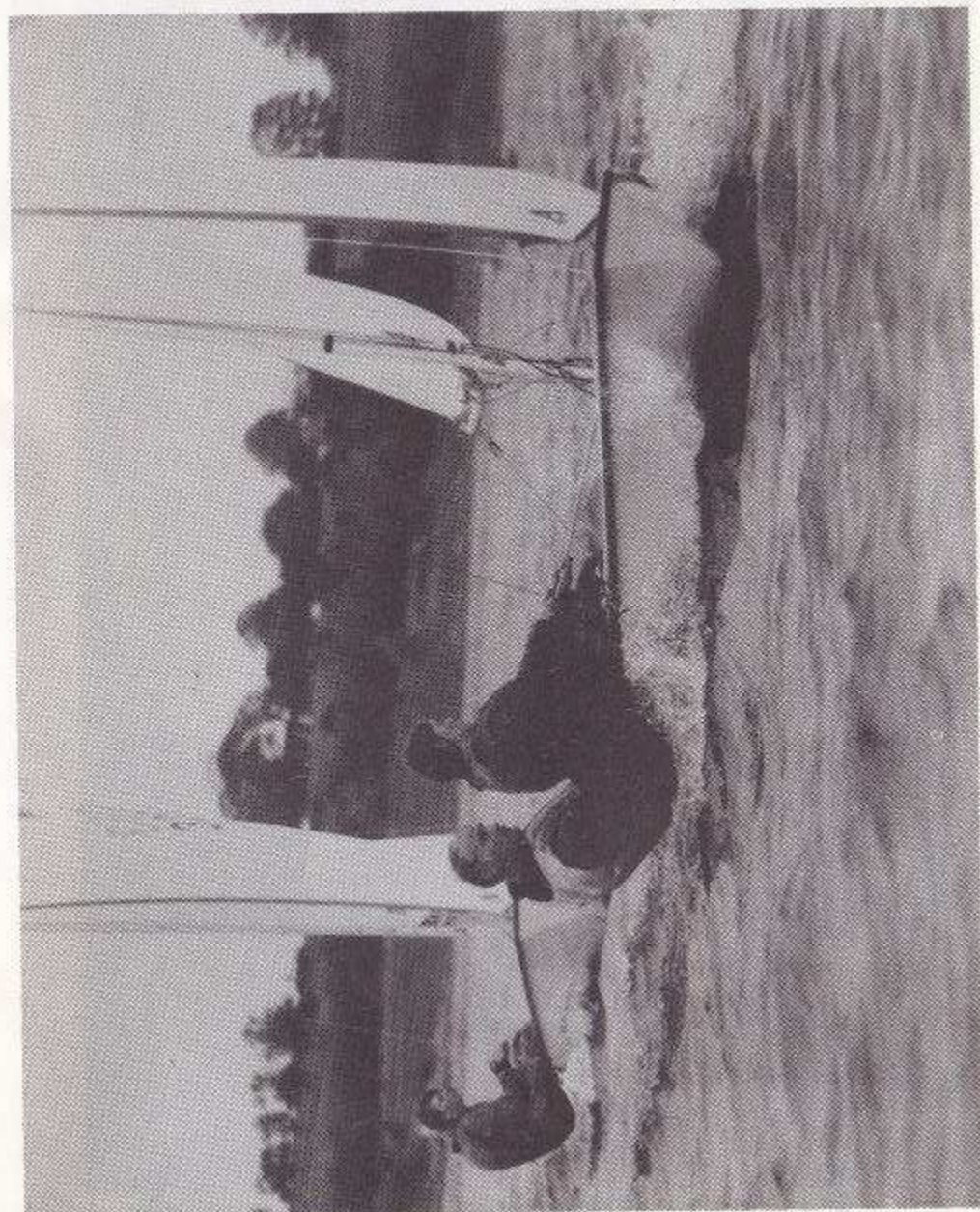
How many other clubs do team racing in Miracles?

The meetings are always cordid, sporting and a great social atmosphere pervails.

Talking of sailing miracles in other forms of sailing, we recently did a marathon sponsored sail in aid of the R.N.L.I. A miracle team took first place and fifth over twenty four hours. My club hold this event every year, raising on average £500 per year for the R.N.L.I.

Food for thought ??

Tom Pearson



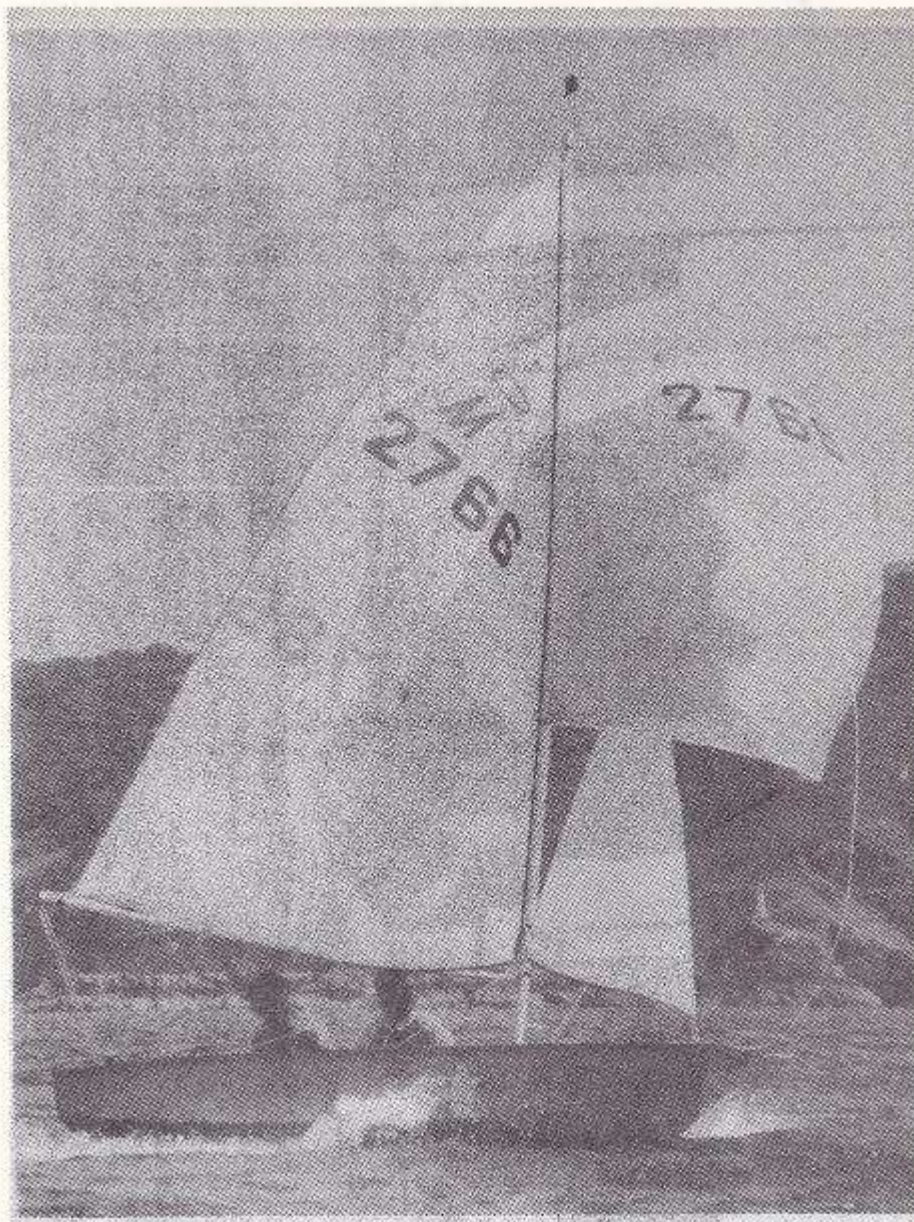
John Wilson. Draycote Open 1983. Photograph by A.Sidey.



Southern Area Championship. 1st.P Sowden.2nd.H Yule-Smith.
Photograph by David T.Hudson.



Kingemead Open Winners,P.Sowden &L.Harrison,D.Beeze &E.Turley. P&M.Wareham.
Photograph by David T Hudson.



Chris & Mark Sidey Plymouth 19B3. Photograph by A. Sidey.

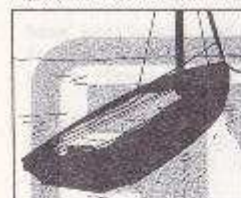
SAILS

CARE AND CLEANING

Cloth manufacturers and sail makers have made big strides in the development of material and in sail design. Care in the handling and maintenance of sails is important in order to retain their qualities.

Sails will keep their shape providing the fibres of the cloth are not stretched and the resin finish is not damaged. Break new sails in gently, and do not use in strong winds. Do not leave sails flapping madly. Never pull down

sails head to wind, otherwise you could strain the mainmast. If the sails stick as you hoist, find out the reason. If the huff is too tight in the groove, apply a slant to the belt rope.



Do not leave sails flapping.

Always pull down sails to the deck.



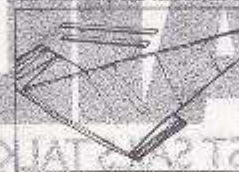
Always pull down sails to the deck.



A canvas roll stop the top from stretching.

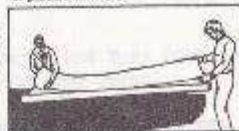
See, rare never to reuse sails. If they do become reused, do not use. Its heat will cause the fibres to shrink. Just wash with fresh, cool water and dry.

Fold or roll sails at the boat or on any grate. Never roll them over mud, concrete or stones. Mainmasts can be loaded by lashing in two or three feet (75-100 cm) wide, parallel to the foot. Try to avoid folding in the same place each time. Very wet sails should be

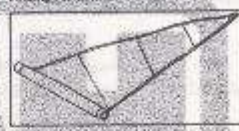


Never fold the mainmast on rough or stony ground.

loosely rolled from the head down wards. If possible roll the mainmast on the beam and then slip into the bag. Otherwise wrap the roll round a length of plastic drainpipe.



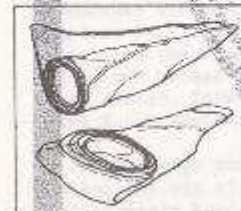
Rolling the mainmast on the beam.



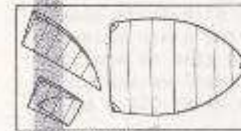
Rolling the mainmast on a drainpipe.

Freshets with wire luffs should be loosely coiled along the luff and then rolled back to the clew. Never fold the wireluffs in sails. Splinterers do not require special folding, but should be carefully covered.

Do not store sails where they will wet. Remove from the bag and leave in a dry well-ventilated place.



Colling formula.



Folding the mainmast.

Even sail on the top. Wash the sails regularly to remove the salt, paying particular attention to corners where salt has trapped in the double layers of material. Wash the sails in a bath of



Soak stained sails in the bath.

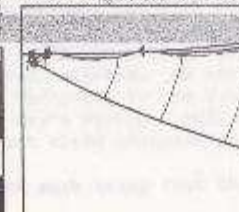
household water with Squirt detergent. Soak and then handwash. Scrub stubborn dirt with a nylon nailbrush and detergent. Rinse well and hang out to dry. Do not use tumble driers, as the heat will damage the sails. Hang sails by the huff, tying down the clew to stop flapping. If short of space, hang from a window, tying the sail away from the wall.



Reversing tar.



Hang out from windows to dry.



Suspend sail on a washing line from the luff.

If sails become soiled or stained, wash them as soon as possible. Stains not dealt with immediately are more difficult to remove. In some cases it may be necessary to use stronger caustics. Use only milder agents on nylon and coloured sails. Wash sails after using chemicals. If in any doubt, consult the sailmaker. Here are some suggestions.

Mildew Although unsightly, this will not damage a synthetic sail, but it is a sign of poor storage. Soak the sail for two hours in a solution of ten parts water to one part household bleach. Rinse at least three times in fresh water.

Oil and Paint Attack while still fresh. Rub in a suitable gel hand-cream (Swarfegal) and leave for 10-15 minutes. Never use paint stripper. Wash out thoroughly using liquid detergent and rinse.

Blood Apply a solution of water and ammonia, using 1/2 cup ammonia to 4 litres (1 gallon) of water.

Rust Brush on a solution of 25 gm (1 oz) oxalic acid dissolved in 257 ml (1 pint) hot water. Do not use on nylon. Do not allow to contact metal fittings or wires. Use 10% white spirit, working from the outside of the stain to the middle.

HAZE SAILS

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What a disappointment! Only four boats turned out and that was down to three after the first race.

The competitors were Philip Sowden, Derek Beere and Tony Best and that was the order in which they finished the first two races.

Some excitement was added to the day however, when Phil swapped boats for the last race with the winner of the Graduates who were running their 'Open' at the same time.

Despite being over the line at the start, Phil proceeded to win very convincingly. This did restore some measure of respectability to the Miracle fleet despite our poor turn out.

With only three boats out, Maidenhead Sailing Club would have been quite justified in giving only the trophy. But no, they gave us all a prize, helm and crew, plus an engraved beer glass each.

Thanks Maidenhead Sailing Club, we were all very impressed.

Derek Beere.

REDDITCH SAILING CLUB

Saturday, May 19th, saw the Redditch Sailing Club hosting the YOUTH & JUNIOR CHAMPIONSHIPS. Only six boats entered for the event with Simon Hadley and his crew, Carl Willson, making the very long journey from Loughton Steeple Sailing Club in Essex.

The first race sailed in very light airs was virtually a runaway victory for the new Midland Area Champion from Draycote S.C. Andrew Parkinson. Andrew's crew was his brother, Matthew. Andrew finished the race a clear ten minutes in front of the second boat. This was helmed by another Andrew, Andrew Beston, whose crew was his sister, Karen. Another Draycote boat was third home, that of the Huett brothers, Paul and Martin.

Although Andrew Parkinson won the second race it was not the clear cut win of the previous race. At the start the wind tried desperately hard to gain strength, in fact a peak of 10m.p.h. was recorded on the club's anemometer. The boats were away to a good start with Andrew Parkinson leading after the first lap. Behind him a private battle for second place was developing. It was on only the last leg that the Huett brothers managed to pip Andrew Beston over the line. It was unfortunate that Andrew had a 720 to do on the penultimate leg.

The last race was a duel between the two Andrews with the lead continually changing. Andrew Parkinson ran out the eventual winner with Andrew Beston second, and Paul Huett third.

The whole day's racing ending with the results of the last race deciding the eventual winners. We now have a new Youth and Junior Champion. Andrew Parkinson is the Youth, and Andrew Beston the Junior. A really pleasant day's racing. Well contested with Redditch Sailing Club providing first class organisation and food.

The only black mark being that there was plenty of room for more boats.

G.J.PERKINS.

PRIZE DRAW N^o1

50p

per entry

return the envelope plus

50p to enter the draw

It has been the policy of the Editor to accept 'goodies' rather than cash as payment for advertising. At Plymouth last year one such 'goodie' was raffled. It was a huge success. Ted Willis suggested we gave all the members a chance to take part in future raffles so he came up with the idea of a PRIZE DRAW. We are starting with a Laminated Centre Board most generously presented by John Lufkin of Leigh Dinghy Stores. To enter please return the envelope, plus 50p Postal Order or cheque (made payable to the Miracle Association). The winning entry will be at a future committee meeting and the winner announced in the next 'Halo'!

REDOUBT SAILING CLUB

REPORT OF THE 'OPEN' WHICH WAS HELD ON 27th MAY 1984

By and large it was three races of greatly changing fortunes. Firstly, I should like to thank the visitors that turned up. We had representatives from Loughton and Steeple Bay Sailing Club. Young Hadley and his crew were first on the scene, commendable after travelling from Essex. Two boats and crews set out from Eastbourne one of which made it, but unfortunately Chris Snelling, the Eastbourne M/C, suffered, I believe, a broken windscreen and was unable to reach us. Very bad luck. The other visitors were from Hastings, Mike Waples and his crew. The rest of the fleet was made up by our own boats. Nine boats in all, one less than last year, but I feel it must be put down to the inclement weather as I, ever hopeful, had a possible nineteen boats lined up. Well better luck next year.

The first race, the wind strength 3 to gusting 4 at the start, which made for quite a lively start at the southern end of our lake, making for quite long first beats to the windward mark. The fleet then split up into two sections and the leaders were in contention with shifting places.

- 1st. Arthur King and Wendy King (Tiznt) 1831
- 2nd. Roger Filby and John Stewart (OXO) 733
- 3rd. Young Hadley and crew (Sloane Ranger) 1619 Essex

The second and third races were comparable with the wind getting less all the time.

- 2nd race:
- 1st. Fred Barrington and crew (Tahia 111) 1274
 - 2nd. Roger Filby and John Stewart (OXO) 733
 - 3rd. Self and Pauline Stewart (FR21) 1281
- 3rd race:
- 1st. Roger and John (OXO) 733
 - 2nd. Young Hadley and crew (Sloane Ranger) 1619 Essex
 - 3rd. Arthur and Wendy King (Tiznt) 1831

So the first three places overall went to our club (Redoubt).

- 1st. Roger and John (OXO) 733
- 2nd. Arthur and Wendy (Tiznt) 1831
- 3rd. Fred and Martin (Tahia 111) 1274

This time our luck was out as five finished, fifth overall.

We also had ten mirrors out at the same time.

Overheard from visitors "we have had a wonderful day". That's what makes it all worthwhile.

- 2 Fred Burren.
Redoubt Sailing Club.
Miracle Fleet Captain.

KINGSMEAD SAILING CLUB

This Open, held jointly with a Graduate Open, was hosted by Kingsmead Sailing Club, Horton, Berkshire, on Sunday, 13th May, 1984.

High winds, which only moderated slightly as the day progressed, and bright sunshine provided marvellous spectator sport. Starting five minutes apart, there was little interference between the fleets despite the difficult conditions.

Phil Sowden, crewed by Linda Harrison, won the first two races to take the overall trophy and then lent their boat to Derek Beere who had suffered gear failure in the second race. This enabled Derek, crewed by Etienne Turley, to take the runners-up position.

Three boats retired in the first race but the fleet of nine boats turned out for each race to have a go. Spinnakers were conspicuous by their absence, though! The closest racing was between the third, fourth and fifth placed boats with frequent place changing in each race. This was best illustrated by these boats, Tee Bee, Captain Beaky and Tzaragi, crossing the finishing line in the second race in that order with less than two feet covering all three, after an hour's race. Peter Wareham in Tee Bee lost a possible third place overall by a partial capsize on the last leg of the last race. This put him on equal points with Tzaragi, both with a discard of a retirement, the advantage going to Tzaragi because of the better last race result.

All very exciting stuff and a great pleasure for the club to see visitors from more clubs than in previous years.

RESULTS:

1. The Tak Too	P.Sowden and L.Harrison	ICI Slough S.C.
2. Paula	D.Beere and E.Turley	"
3. Captain Beaky	P. and M.Wareham	Crawley Mariners
4. Tzaragi	T.Cherrill and J.Coombs	Kingsmead S.C.
5. Tee Bee	T.Best and S.Taylor	ICI Slough S.C.

Kingsmead is holding a Junior Regatta on Saturday, 15th September, for any class of dinghy. First race is 11a.m. and the entry fee £1.50. Miracles sailed by crews who are under eighteen years of age on the day would be very welcome.

WINSFORD FLASH SAILING CLUB

The MIRACLE Open Meeting of Winsford Flash Sailing Club took place on Sunday, 3rd June 1984, in very mixed weather and winds varying in force between 1 and 4 and in direction between S and SE.

Eighteen boats attended, the home club provided twelve and visitors six. Leigh S.C. sent five, including the WFSC Cup Holder, David Southwell. John Wilson, the Miracle Association Membership Secretary, represented Bartley S.C.

Clive Stubbs, the WFSC Commodore as OOD had to sound the general recall as a mass of boats surged over the line at the start of the first race, but after that matters proceeded in a more orderly fashion. D.Southwell led throughout and finished first ahead of J.Wilson and P.Fitton. The latter led for two laps in the second race but was eventually overtaken by D.Southwell, J.Wilson, E.Cuthbert and R.Clarkson. D.Southwell took also the third and last race, finishing ahead of R.Clarkson and J.Wilson. Best of the home fleet was our ex-Commodore Ken Webber who finished sixth overall. Showers, bright sunshine and very variable winds marked the day. There were only two capsizes, one boat was damaged by a collision with a windsurfer and the protest committee did not have to get into action. The final result:

1. D. Southwell	Leigh S.C.	Miracle 3383
2. J. Wilson	Bartley S.C.	" 562
3. R. Clarkson	Leigh S.C.	" 3283
4. P. Fitton	Leigh S.C.	" 2323
5. E. Cuthbert	Leigh S.C.	" 3107

H.J. Caesar.

Miracle Class Fleet Captain.
WFSC. Miracle 2854

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2nd July 1984

Dear Jim,

SOUTHPORT 24hr. 8/9th September 1984

I write to inform you of the organisation so far. We have now short listed the crews/helms for the event and are as follows:-

David and Ian Southwell
David Fittor and Andy Graham
Andy Parkinson and Clive Haywood
Chris and Mark Sidy

People who have volunteered and who have not been chosen to sail I should be pleased if they would support the event and bring along their sailing gear just in case. Our aim is to have the main 6 sailers for the event but should we experience light or heavy weather or accidents I would like to have a function choice on the day.

Dave Fittor is looking after the boat with Tom Pearson and helpers in charge on the day. We now have all sorts of spares including spare mast, boom and blades etc. We also paid for a new set of tyde sails which will have Miracle Association written on them.

Margaret and Warren Hodgkinson are in charge of advertising and having spoken to them at Hovingham they are organising all sorts of stickers, badges and possibly 'T' shirts and jackets full of nore advertising. They are presently writing to Yachts and Yachting with an article concerning our entry in the event.

Dennis Southwell has organised the compound of tents and caravans which we hope to have next to the Southport Club House on the lakeside in the sand dunes.

Helpers, timekeepers etc have yet to be commandeered but no doubt we shall be speaking more about the event to people at the Eastbourne Nationals.

For people who do not know the Southport 24hr race, it is a race where some 105 boats, Enterprises and GP14's race continuously around the Southport Main Lake. You are allowed to change helms and crews and do maintenance on the boat. The start is 2.00pm on Saturday and the race finishes on the following Sunday at 2.00pm.

All the top boats and sailors attend the meeting from all over the country and I would estimate that most Clubs bring along some 20-25 people in their team, half of them to sail, the other half to organise and maintain.

With that many people together with spectators Southport and West Lancashire Sailing Clubs organise continuous bar and meal services through the race and put on entertainment throughout Saturday night.

Our boat, kindly loaned by Dave Fittor, is a top competitive GP14 which finished 5th in last years National and is entered by the Miracle Association. Our two aims in entering are to win and to advertise our boat by adverts on the boat and on shore.

Hopefully we shall have hoards of Miracle supporters at the weekend's event at the Southport 24hr and trust you enjoyed watching last years race the other day on Top Sailing.

MALCOLM LUNNO

M.A. Williams,
"Lynwood",
45 St. John's Road,
Tylers Green,
High Wycombe, Bucks.
Tel: Penn 2352.

Dear Mr. Wilson,

Sorry, late again, but have been away from home abroad. Members should know that there may be considerable trouble if trailing boats through France and they have not been registered on the 'Small Ships Register' (via R.Y.A.). Admittedly no one seemed particularly interested when we crossed at Easter, but we only had a Minisail (large Topper) and it was carried on a roof rack. Perhaps a small note in 'Halo' might help to avoid problems, not many people seem aware of the need to register. Confounded nuisance, though, and expensive at £10. a throw if you are only taking the boat over once.

Regards,

Michael Williams.

Editor's Note: Our thanks to Michael for highlighting these regulations.

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.

BARTLEY SAILING CLUB

FIRST MIRACLE OPEN SUNDAY 2nd SEPTEMBER
Come and try out this 130 acre water on the outskirts of Birmingham, only 2 miles from the M5 junction 3. Combined meeting with Graduates.
First race 11.00am Entry fee £2.50
Contact John Wilson, 151, Finstall Road, Bromsgrove, Worcs. B60 3DD
Telephone number Bromsgrove (0527) 76487

LEIGH S.C. Open 23 September. Roy Scott, 56 Redvales Court, Locking Stumps Birchwood, Warrington Cheshire.

I.C.I. (Slough) S.C. Open 29 September. Eric Jones, 106 Nursery Rd. Taplow Maidenhead, Berks.

MID-WARWICKSHIRE Y.C. PUDDLEDUCK. 6 October. N. Seaton, 9 Boddington Close Cubbigton, Leamington-Spa, Warwickshire.

DRAYCOTE WATER S.C. INLAND CHAMPIONSHIPS. 13/14 October. F. Haywood. 12 Stonebridge Lane, Long Itchinton, Rugby. CV23 8PT.

For Sale & Wanted

MIRACLE 788. Self Bailers, Cover, Trolley. Good condition throughout £395. o.n.o. Tel: Southam (Warwickshire) 4285.

RED PEPPER, No. 917. Standard boat in very good condition. Molt Sails. S.S. Rigging. Little used excellent trailer with spare wheel. Sound Trolley, New cover. All little used and boat not sailed 1981 or 1983/84, stored in garage. £500. or £400 less trailer. W. Bradley, 7, Hillside Rd, South Benfleet, Essex. S.B.59805.

WANTED MIRACLE. Offers to: Angela Turton, 363 Warrington Rd, Abram, Wigan, Lancs. Tel: 0942-861947.

B.G. BOAT GEAR
58, SEELEYS ROAD, BEACONSFIELD, BUCKS. HP9 1TB.
Tel: Beaconsfield (04946) 2689

MIRACLE FITTINGS AND EQUIPMENT

MIRACLE FITTINGS

Kicking Strap Kit	(c01) £ 4.97	Mainsail Douthal Kit	(c02) £ 5.70
Jibsheet Cackleat (Plastic)	(c03) £ 2.13	S.S. Rudder Fittings(Full Set with screws)	(c05) £10.45
" " (Alloy)	(c04) £ 3.53	Mainsail Downhaul Kit	(c90) £ 1.35
Tiller Extension & Universal Jt.	(c06) £ 5.00	2.5mm.S.S.Shrouds x 12' 11" long	(c07) £ 8.00
Shroud Adjusters, Pin Rack	pair (c09) £ 3.29	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
SELF BAILERS		Mast Sheeve Box complete with screws.	(c24) £ 1.70
Elvstrom Super Mini	(c10) £17.32	Rope Main Halyard (prestretched) (19'/12m. long)	(c25) £ 2.85
Elvstrom Super Medium	(c11) £19.94	Wire Main Halyard with rope tail. (19'6" Wire + Rope)	(c26) £ 8.00
Molt Golden Bailer	(c12) £ 8.05	Rope Jib Halyard (prestretched). (29'/9m. long)	(c27) £ 2.25
Molt Advanced S.S. Bailer	(c13) £18.70	Wire Jib Halyard & rope tail. (15'2" Wire + Rope)	(c28) £ 6.50
Mainsheet in Ram Polyester Rope	(c14) £ 3.00	Wire Strop for Decksweeper Jib. (5" long)	(c29) £ 1.00
Jibsheet in Ram Polyester Rope	(c15) £ 3.00	Highfield Jib Tension Lever (inc. screws)	(c30) £ 7.16
Mainsheet Block (Black Plastic)	(c16) £ 1.29	S.S. Shackles - Med. or Small.	(c31) £ .60
Mainsheet Block (Heavy Duty)	(c17) £ 2.33	Jib Stick 1" Alloy x 4'6". (inc. £4.00 Carr.)	(c32) £14.29
Mainsheet Block & Becket (Plastic)	(c18) £ 1.75	Inspection Hatch Cover & Seal	(c33) £ 2.53
Mainsheet Block & Becket (Heavy Duty)	(c19) £ 2.81	Transom Flap Kit with Template etc.	(c34) £ 8.00
S.S. Mainsheet Track Slide	(c20) £ 1.00	Centreboard in Marine Ply. (Unpainted)	(c35) £24.60
Mainsheet Ratchet Block (cruising)	(c21) £10.60	Laminated Centreboard-	(c36) £66.72
Spinnaker Chute and Sock (inc. Template).	(c37) £27.50	Rudder Blade/Marine Ply. (Unpainted)	(c39) £ 8.80
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).

STANDARD KIT	(c40) £64.34	SUPER KIT with Ball Bearing Blocks.	(c41) £69.18
Notes:- Carriage for Spinnaker Kits - (c43) £5.00			

SPINNAKERS

Dolphin Spinnaker in Nylon	(c44) £39.50	Dolphin Spinnaker in Superior H5146	(c45) £54.82
Molt Spinnaker in Nylon	(c46) £77.00	Molt Spinnaker in Super Dynac	(c47) £90.29
Banks Spinnaker in Super Nylon	(c48) £110.00	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 Molt Super Mainsail -	(c50) £112.00	Decksweeper Jib - (c51) £45.00	Main & Jib -	(c52) £149.99
Bruce Banks Dacron Mainsail -	(c53) £159.85	Decksweeper Jib - (c54) £63.54	Main & Jib -	(c55) £218.79
Details of cheaper Sails for Cruising or Training supplied on request. Extra charge for Window in Jib - (c) £8.00				

MIRACLE BOAT COVERS

	Unproofed Nylon	12oz.PVC. Polyester.	12oz.Canvas.	Superb Woven Blue Acrylic for the fastidious owner
Flat		(c) £37.94	(c63) £39.84	(c72) £68.00
Overboom		(c66) £49.44		(c73) £78.00
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) £145.00

MIRACLE LAUNCHING TROLLEY

Heavy Duty Galvanised Steel (Ex works prices) With Solid Tyres - (c81) £51.00 With Pneumatic Tyres (c82) £61.00

PLEASE NOTE:- The above prices include VAT & Postage except where stated. **NOTE:-** MINIMUM ORDER LEVEL £5.00