

HALO

December 1984

Issue 32



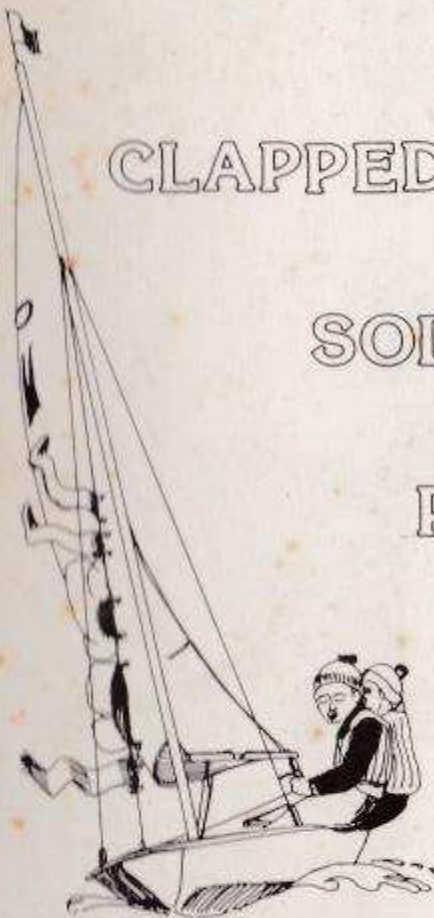
CLAPPED OUT JIB?

SOLVE YOUR

PROBLEM

FOR

50p





ENTER OUR PRIZE DRAW. SEE PAGE 8.

LEIGH DINGHY STORES

215-221 CHAPEL ST MON-FRI 8.30-6.00
LEIGH, LANCS. SAT 9.00-5.00
PROCTOR MAST SPECIALISTS



Mail Order Catalogue Available.

 (0942) 674351 

No. 32

'HALO'

DECEMBER 1984

EDITOR: JIM PERKINS, 122 YARMINGALE ROAD, WILLENHALL WOOD, COVENTRY, CV3 3EO.
TELEPHONE: 0203 306623.

TYPED BY: PAULINE WILKES.
FRONT COVER GRAPHICS: LYNN ANDERSON.
REAR COVER GRAPHICS: IAN WILKES.
PHOTOGRAPHS: DAVID T. HUDSON, 33 WARLAND ROAD, PLUMSTEAD, LONDON SE18 2EX.
PRINTED BY: DESIGN TO PRINT, 35 LONDON ROAD, COVENTRY.

EDITORIAL

After the Eastbourne Nationals I took the opportunity to visit the Hastings & St. Leonards Club. I was shown round which must be the most impressive "boat house" amongst the Miracle Fleets. The boat house extends underneath the promenade resembling an enormous cavern full of boats. It may require stepping your mast each time you sail but I would rather do that than clear the ice from the bottom during the winter months.

David T. Hudson has sent some photographs taken at the Nationals and other southern venues. These will appear in this and other issues of the "Halo". My apologies to David for mutilating his photographs which occupy the inside rear cover.

During my travels I visited Southport to see some of the twenty-four hour race. Conditions were more akin to Beau Geste than to sailing. Dennis Southwell mentions the event in his notes.

Draycote, another of the clubs visited, had an extremely good turn-out for the "Inlands". Unfortunately many clubs did not have such good fortune. The previous week Mid-Warwickshire hosted the Puddleduck and could only attract six boats. Why? Do some helms favour some clubs at the expense of others? Are clubs too parochial and their helms are not seen at open events other than the Nationals? Should we reduce our racing calendar? As members are aware, the Association subsidises the Area Championship meets. Are there too many of these? Should we reserve our capital for other events? Say the twenty-four hour. Was the expenditure of this events worth while? Was the temporary notoristy worth the expense? Come on let us have some correspondence on these issues. It is your Association. It is your magazine. Speak up on these matters and let us know your feelings. Topics of this nature provide not only interesting reading but guidance for future years.

It was very considerate of Glyn Barlow to provide his article on Draycote Water Sailing Club as he did it during his preparations for his '0' levels. I wish a few more would put aside a few minutes to write some copy for "HALO". Thanks Glyn.

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.

Three members have left the committee. Ex-Secretary, Angela Williams, and her husband, Ivor, plus Peter Ward. All three contributed a great deal of hard work for the Association. When acting as Race Secretary Ivor developed his present illness. We all wish him a speedy recovery. When Chairman, I could always rely on support from these three people and I hope our organisation is not the poorer for their leaving.

Its a Merry Christmas and a Happy New Year time. I wish to end with a thank you to those members who have assisted me throughout 1984, and can I add hopefully our New Year's resolution will contain this immortal phrase, "Must do some copy for 'Halo'".

Good Sailing for 1985.

PEARSONS PAGE

Another racing season has come and gone culminating in the excellent Midlands Championships event at Draycote Water. I suspect most competitors have now put their various models into mothballs. (Not your dear). Seriously now is the time to plan for next year and fettle the beast.

Our Miracle Dinghy has certainly changed its image over the last few years. I have heard of boats costing in the region of £1500 - £1700. Hopefully the extra cash spent will NOT assist their owners. We really do not want to enter into cheque book sailing. It could destroy our image.

Sailmakers are now lining up to make sails for our dinghy. Good for competition. Please ensure if you are contemplating buying an expensive suit of sails, that they conform with the 'Rules of Measurement'. Do not hesitate to contact me for details if at all in doubt.

We are gathering Measurers in different parts of the U.K. now. However, we could do with prospective applicants from Wales and the East Coast areas. Any offers?

May I take this opportunity to wish all my colleagues and many friends, A Merry Christmas and look forward to seeing you all in 1985.

TOM PEARSON.

CHAIRMAN'S NOTES

Another sailing season has drawn to a close with some notable achievements carried out by our association.

We managed once more to obtain an excellent turn out at our Nationals at Eastbourne with 57 boats competing. What an exciting event this turned out to be with just half a point separating the first two boats and a further point separating the third boat. You could not have more competitive sailing than that. Well done to Graham Castle, David Southwell and Andrew Parkinson.

As you all know the association entered for the first time the Southport twenty-four hour race. This is considered by many to be the event of the year which is run on similar lines to the twenty-four hour Le Mans motor race with pits and stop watches, several sailing teams allied to a comprehensive back-up team keeping the boat going, and the team fed, watered and sheltered. There are only two classes of boat available to sail which is either an Enterprise or a G.P. We chose a G.P. kindly lent to us by David Fitton and assembled all our forces in three large scout tents, one of them the size of a garage complete with stores, lights, food and drink.

At the opening gun for the G.P. Fleet, David Fitton raced into the lead to loud cheers from the Miracle contingent only to find that he was over the line and suffering a one lap penalty. We quickly recovered our disappointment when we found he had very quickly sailed from 72nd to 67th in half a lap and then proceeded to attack the rest of the 90 plus fleet. After two hours sailing the Southwell brothers took over with the boat starting to obtain a healthier position as the race progressed. The Sidey brothers then started the next stint and this was followed by Andy Parkinson and Clive Heywood of Draycote. The longer the race progressed the better our position improved with all the team now moving into top gear. The team, of course, not only the sailors but the back-up personnel in the pits, timing them through the laps, in the tents providing food and drink and sleeping accommodation and a host of all the jobs necessary in order to keep our boat sailing to its maximum, such as replacing a broken rudder, and eventually having to reef the main when it started blowing force 8 and 9. Needless to say with those sort of conditions prevailing, by 5 o'clock in the morning the whole team had taken a battering and I was feeling rather anxious wondering if we were going to be able to pull through this crisis. We realised the crews were wearing out quicker than the helms and we were obviously looking for some additional weight in our crews.

Margaret Hodgkinson, who had been up all night carrying out a magnificent job in the pits, turned to David Fitton and said, 'Our Adria'n will crew for you David, he is twelve stone and very fit' and in the next breath turned to Adrian and said 'go and get changed Adrian'. Adrian looked out over the water at all the wreckage strewn about and walked off in a daze to get changed and help his mother out; needless to say he came back and carried out a superb crewing job with David Fitton at a most difficult time.

In the meantime we had Jonathan Ward of Haveringham and a fresh crew prepared who took over and eased the burden further. Both John Wilson and Peter Skilton had been approached as to their availability in case of further developments, but fortunately the wind strength eased which allowed the rest of our team to recover. At the final gun we had sailed into a magnificent sixth position which not only put us in the prizes but the first six are awarded trophies and we earned the Eric Brown trophy. A result certainly beyond my wildest imagination especially in the early stages of the race and the crisis hours of the gale.

There is no doubt our entry culminated into a fabulous team performance and it would be wrong of me to single out individuals. Everybody played a part from the sailors on the water to the members on the land. Everywhere you went there was evidence of the Miracle presence with T-shirts proclaiming "Miracles do it for 24 hours at Southport", to stickers everywhere, even my dog had one on his collar, and when you noticed the Mayor's driver zealously guarding the official car and sitting on his cap you knew what he was thinking! I must record my personal thank you to each and everyone who came along in support. You have all done the association proud and proved that our sailors can take on the best and perform as well as any and better than most and the respect and admiration we were receiving from remarks made by many of the sailing fraternity can only be good for our cause.

AIMS OF EXERCISE

The committee decided to carry out this project as a massive exercise in publicity to see if we could get a much needed boost to our association rather than simply putting ads in journals. I feel that we have achieved our aims of publicity but we obviously will not know for some time if we have obtained any long term benefits, certainly we intend capitalising on our success by pushing our achievements at the boat shows etc., and Warren Hodgkinson is busy designing a new hand-out leaflet in the form of a booklet to that end. We are also organising raffles and raising funds to have another attempt next year. The lessons we learned are that we need at least twice as many crews as helms with obviously more helms and trying to run two pit areas requires more personnel in that direction and so if the membership would consider this event as our annual dinner dance and come along in greater numbers it would be appreciated. A line dropped to Malcolm Lunn, our team manager, would be very helpful.

All the best for Xmas and the New Year.

Dennis Southwell.

CHAIRMAN.

Technical Publications
Technical Illustration
Litho Printing
Photo Retouching
Graphic Design

Design
TOPRA

Chris Poolton
Proprietor

35 LONDON ROAD, COVENTRY, (0203) 22263

DIARY OF AN EXILE

I was sentenced by the committee "du famille" to serve two weeks on an island near St. Elba.

Sunday 29 July

Spent the first night at the Gatwick deportation centre fighting with hundreds of 'yobboes' for space to lie down on the benches. In the small hours of the morning am brutally shaken awake by two constables and questioned in front of hundreds of jeering fellow travellers.

At 6.00a.m., before I am able to obtain a 'stiffening' drink, am bussed out to the deportation vessel. At 20,000 feet, Captain Pinkerton announces that the parched, burnt landscape below is not the Cobi Desert, but the location where I shall serve my sentence.

The aeroplane circles the drop zone several times whilst Captain Pinkerton desperately tries to alert the sleeping froggies in the control tower. A searing blast of heat greets me as I alight on foreign soil. I loosen my tie and beneath my Harris Tweed jacket, my vest is already sticking to my protesting body.

We are bundled into a mobile oven and during the journey to the camp, the Commandant explains that she and the driver are typical Corsican bandits. I think she is joking until I try later to make a purchase.

Monday 30 July

After a sleepless night in the oven which passes as a bedroom, I am confronted by a one-eyed Brenda who was foolish enough to fall asleep in a bedroom full of mosquitoes. As I tuck gaily into the jam butties which have usurped my bacon and egg, I am alerted by a scream of horror from Michael who spotted a tarantula climbing down the wall above my head.

Tuesday 31 July

To relieve my growing depression, I am granted permission to visit the topless bathing beach. After eight hours solid contemplation of the amazing variety of the female form, I feel in need of a drink. First body blow! The restaurant/bar has been commandeered by a platoon of Gendarmerie drafted in to quell the patriotic uprisings. The bar is guarded by policemen with loaded rifles.

Wednesday 1 August

Visit Ajaccio and take meal in restaurant. At £10 a head for a salad it is a bit of a sickener. Michael retches when he finds out that 'Paté de Merie' is blackbird paté.

Thursday 2 August

On the beach today I felt the full benefit of the wonderful local food and wine. Set a new Olympic 100m record racing back to the Villa.

Friday 3 August

Arthur Scargill's efforts are lifting the exchange rate. I now understand why visitors can cash two top limit cheques per day.

Saturday 4 August

Spent the day drawing postcards in a desperate attempt to economise.

Sunday 5 August

The two cheques cashed in the town just cover the cost of the bus fare.

Monday 6 August

Attempted to sell a hand-drawn postcard in the cafe to an old Frenchman. Fortunately my knowledge of French was not up to his command of French swear words.

Tuesday 7 August

Things improved today - Mike's tape recorder batteries ran out. The locals around here will do anything for a drink. Chap today claimed he was Napoleon's great grandson.

Wednesday 8 August

Decided to take mountain trip by train, leaving Ajaccio 9.00a.m. First bus into Ajaccio arrives 9.30a.m. French railway authorities do not understand that trains are slow uphill and fast down hills. Resident's time at Corte (the mountain centre) is only half a minute, whereas time table suggests two hours.

Thursday 9 August

Pissed down all day.

Friday 10 August

Newspapers feign surprise that tunnels are flooded to a depth of 1m. Brenda cannot understand Corsican currency and gives taxi driver £6. tip.

Saturday 11 August

My spirits rise when I see Brenda packing the suitcases. Finished my last library book ten days ago.

Sunday 12 August

Take flight to paradise. Am done for speeding one mile from Catwick. Can you blame me?

ANGELA WILLIAMS

WHAT YOUR ASSOCIATION

DOES FOR YOU

To most members the association is the body who issue the necessary paperwork involved in taking part in an open meeting, or the organisation behind each years National Championships.

The association is however, far more than this; it is an active body whose major efforts go to promoting the 'Miracle' dinghy, as the best value for money dinghy on the market.

This promotion consists of setting-up and manning stands at the various dinghy exhibitions that occur around the country, NEC, Crystal Palace, Picketts Lock, etc; of financing our top helm to participate in the Endeavour Trophy; organising a team of Miracle Helms to take a GP 14 to Southport and sail it for twenty four hours under gale conditions, to carry off 6th prize, thus focussing the eyes of the dinghy world, on our boat.

All these efforts and expense, keeps fleets growing and ensures that Miracle Open Meetings will be interesting events with good turnouts and fun social events to follow.

The effort also produces one other far reaching effect. While the boat remains popular, and remember, no matter how good our boat is, without promotion it will soon be just another virtually forgotten class, your investment in terms of the cash you have paid to buy your 'Miracle', remains safe. That is to say, at resale time, when you move to a newer or different boat, the second-hand value is high and will remain so, well into the future.

The association also publishes our own newsletter 'The Halo', in which we communicate to you, the members, all the latest news regarding your boat and the events that have occurred and those which are forthcoming. This vital communication between the association and its members is achieved by the efforts of our editor Jim Perkins, but no matter how much effort Jim puts into his job, he cannot of course, communicate with Miracle Sailors who are not members of the association. For this important task, we look to you the members, to spread the word. If the chap in the next birth to you is not a member, ask him to join, explain to him what the association does for his boat and his investment. Remember the more members we have, the more we can do without increasing yearly subscriptions.

Your association is at a crossroads in its development. Without new members the future is a decline with subscriptions being increased to compensate for lack of members; thereby creating a situation where members do not renew their membership and this vicious circle thus started, continues until the association becomes completely ineffective. Or, with your help membership grows and we take our boat from success to success to the benefit of all.

So act now, enlighten those around you to the benefits of being a member of the association. Every new member you bring in will protect your investment, strengthen the association and also give you a free entry into the current draw, which this time is a brand new jib.

TED WILLIS

PRIZE DRAW



**Paul Raymond of Draycote Water S.C.
has won a Laminated Centre Board.
You can win a Jib (kindly donated by
Haze Sails) for the same amount.**

**To enter this our second draw —
Return the addressed envelope to Ted
Willis, enclosing your name and
address plus the 50p per entry. There
is no limit to how many entries you
submit and remember — Introduce a
new member and get a FREE GO.
ENTER TODAY • DO NOT DELAY**

MEDWAY REGATTA

This year for the first time there was Miracle class racing in the long established Medway Regatta. The dinghy racing section took place over the weekend of 21/22 July, and an entry of 13 Miracles meant that we had the second largest fleet, hopefully ensuring that Miracle racing becomes an established part of the Regatta in the future.

The weather on the Saturday was sunny, but with little wind. The first race saw very close racing at times, but gradually Simon Paish, crewed by father Richard, gained the upper hand to win, followed by Peter and Jill Beverstock from Sovereign Sailing Club. The second race, in a falling wind, was a battle against the tide and local knowledge was an advantage. Simon Paish was again the winner, with Paul Absolon of the home club second.

Sunday saw better winds, but the absence of the Paishes who had another engagement, Simon Hadley, who had had a depressing first day, 'got his act together' well to record two wins, winning the Miracle class racing outright and taking home the Slipper Trophy. Overall, most found it to be an enjoyable weekend, with good racing, and a good start to what will hopefully be a permanent fixture for Miracles in the South-east.

1st. Sloane Ranger	S. Hadley & C. Willson	Loughton & Steeple Bay S.C.
2nd. Rondo	P. Absolon & W. Hancock	Wilsonian S.C.
3rd. Codswallop	G. & T. Browning	Redoubt S.C.
4th. Shazam	P. Cussen & G. Hughes	Wilsonian S.C.
5th. Countdown	P. & J. Beverstock	Sovereign S.C.
6th. Pause	S. & R. Paish	Segas S.C.

Paul Absolon.

I.C.I. (SLOUGH) OPEN MEETING

Saturday, 29th September, 1984.

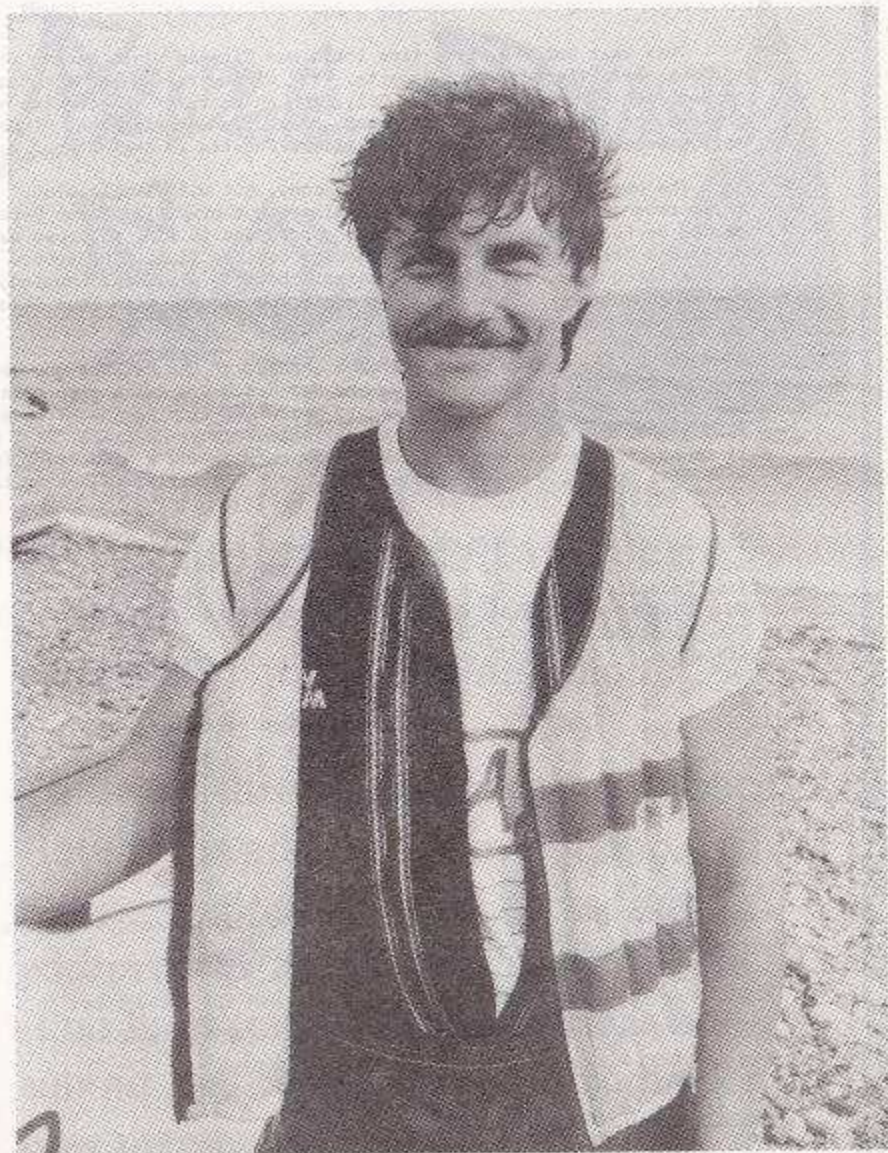
Warm sunshine with a light shifting south-westerly breeze greeted the fifteen Miracles on I.C.I. Sailing Club Taplow lake.

Phil Souden and Linda Harrison convincingly won all three races on their home water, after being pushed hard all day by Graham Castle the new 1984 Miracle and Mirror National Champion.

Overall Results:

1st. THE TAK TOO	Phil Souden	I.C.I. (Slough) S.C.
2nd. SHERE KHAN	Graham Castle	London University
3rd. HOT DOG	Steven Fischer	I.C.I. (Slough) S.C.

DAVID HUDSON



David Fitton Leigh S.C. winner of the Single-handed Race



Mark Lunn(right) and Glynn Earlow, winners of the Creus Race.



Simon Hadley winner of the Medway Regatta (Miracle Class).

national results national results national results national results

Tally	Boatname	Self	Helmsman	Crew/mgmt	Club
18	Share Khan	2922	Graeme Castle	Gareth Hockliffe	Draycote Water
13	Merlin	3303	David Southwell	Jan Southwell	Leigh
44	Double Ginn	3433	Andy Parkinson	Matthew Parkinson	Draycote Water
42	Hina 'n Seek	3021	Dave Fitton	Andy Graham	Leigh
2	Vindicator	3402	Harry Yule-Smith	David Butterfield	North Linco
30	Tik Tak Ton	3220	Philip Smeden	Linda Harrison	ICI
52	Sweet and Innocent	3107	Eamon Cutlibert	Andy	Leigh
25	Witch of the Wave	3470	Malcolm S. Lunn	Mark Lunn	Wigan
22	Second Childhood	3493	Andrew Smith	Adrian Hodgkinson	Novaringham
26	Paula	3174	Derek Beere	Michelle Killely	ICI
15	Piranha	3283	Richard Clarkson	Susan Clarkson	Leigh
8	Biggles	3269	Jonathan Ward	Simon Bennett	Novaringham
14	Asterix	562	John Wilson	Karen Beston	Bartley Green
39	Blue Flame	3330	Harry Barlow	Clyn Barlow	Draycote Water
23	Haytime	2092	Keith Hiscok	James Lacy	Crawley Mariners
6	Quicksilver	541	Tim Gibbs	Chris Gibbs	Dilton Marc
56	Bluejays	263	Frank Riddle	Paul & Simon Riddle	Worthing
35	More USRs	1645	Brian Beere	Ann Beere	Sovereign
19	Amoryllis	1669	Dennis Crown	Andy Beston	Bartley Green
9	Bilbo Baggins	2170	Chris Snelling	Karl Snelling	Eastbourne
27	Dul Crest Ca	1955	Steve Vincent	Martin Sealon	Mid Warwickshire
1	Cries Cross	1202	Annabel Yule-Smith	Vanessa Rickford	North Linco
17	Pave	1458	Simon Paish	Richard Paish	Seagas
4	Captain Beaky	3001	Peter Wareham	Marcus Wareham	Crawley Mariners
38	Sloane Hanger	1619	Simon Hadley	Carl Willson	Loughton & Steeple Bay
45	Alpha	3344	Richard Seymour	Andrew Wilmhurst	Eastbourne
29	Duffalong	2632	Peter Snaden	Roberta Harrison	ICI
34	Classical Gas	2533	Richard Smale	Janet Smale	Worthing
10	Hul Dog	124	Steve Fischer	Pauline Fischer	ICI
54	Countdown	3210	Peter Baverstock	Sally Putland	Sovereign
59	Sting	1279	Jim Ingram	Todd Papeionnou	Hastings and St.Leonards
33	Ten Bee	3460	Tony Best	Andrew Taylor	ICI
16	Tadpoleton	3492	Kenneth Beston	Andrew Ffoulkes	Upton Warren
32	Rundo	2180	Paul Absolon	Paul Cussen	Wilsonian
40	Rip Curl	2763	Donald Francis	Mark Bosley	Sovereign
51	Lunacy	1969	Michael Waples	Sharon Hill	Hastings and St.Leonards
31	Beaver 13	3280	Andrew Jeffries	Tan Hamblin	Eastbourne
7	Bonzer	439	Howard Astley-Jones	Philip Astley-Jones	Shropshire
37	Red Devil	1012	Laurie Kimmins	Nicholas/Marcus Kimmins	Worthing
46	Endlich	909	Jim English	P.Bosley	Sovereign
43	Whipper Snapper	1502	Vin Padont	Adrian Hewett	Eastbourne
57	Ay-Up	2462	Jon Buckley	Jane Ingram	Hastings and St.Leonards
53	Mondy Blue	2977	Phillip Coeham	Phillip Windie	Leigh
41	Mulcracker	2323	Paul Fitton	Julie Buckley	Royal Cinque Ports
12	Jody	2194	Nicholas Lockhard	Matthew Teale	

Practice	Series	Crews	S/Hand	1/pos	2/pos	3/pos	4/pos	5/pos	6/pos	Discard	Net	Pos'n
	1	dns	dns	4	4	1	1	4	1	6.00	10.25	1
				2	2	2	2	5	3	5.00	11.00	2
rtd	2	4	dns	2	2	1	6	4	2	6.00	11.75	3
		dns	dns	3	1	6	4	2	2			
dsq		rtd	1	1	3	7	6	3	rtd	55.00	19.75	4
	5	dns	dns	5	10	9	5	1	26	26.00	27.75	5
	4	9	dns	7	6	4	5	9	27	29.00	31.00	6
	3	dns	dns	dsq	5	3	7	14	4	63.00	33.00	7
	9	1	dns	8	8	10	8	7	22	22.00	41.00	8
	8	dns	dns	9	11	12	15	6	5	15.00	43.00	9
rtd		rtd	dns	11	12	11	12	13	12	13.00	58.00	10
	11	dns	2	10	9	8	9	rtd	25	54.00	61.00	11
		6	dns	12	22	15	14	12	10	22.00	63.00	12
rtd		7	dns	dsq	7	13	10	8	28	63.00	66.00	13
	6	dns	dns	6	21	dns	11	21	16	59.00	75.00	14
rtd	7	dns	3	14	25	16	23	12	8	25.00	78.00	15
dns		5	dns	13	19	24	13	16	20	24.00	81.00	16
		11	dns	16	16	19	20	15	21	21.00	86.00	17
rtd		dns	dns	21	20	22	27	19	6	27.00	88.00	18
	15	dns	dns	17	29	30	18	11	17	30.00	92.00	19
	13	8	dns	18	23	17	33	31	7	33.00	96.00	20
rtd		2	dns	rtd	32	18	16	18	15	57.00	99.00	21
	10	dns	dns	rtd	18	21	17	36	14	57.00	106.00	22
rtd		3	dns	33	17	26	25	rtd	9	54.00	110.00	23
rtd		dns	dns	20	15	34	19	rtd	23	54.00	111.00	24
rtd		dns	dns	rtd	24	28	30	27	11	57.00	120.00	25
dns		14	6	19	28	29	28	rtd	10	54.00	122.00	26
rtd		dns	dns	29	40	20	21	23	31	40.00	124.00	27
dns		dns	rtd	rtd	dsq	14	22	10	24	63.00	127.00	28
	17	dns	5	26	33	35	24	20	35	35.00	138.00	29
	23	dns	dns	22	30	23	34	22	33	34.00	140.00	30
dns		21	dns	15	27	37	41	22	rtd	55.00	142.00	31
	21	19	dns	36	38	31	47	26	13	47.00	144.00	32
	20	12	dns	29	dsq	43	36	28	19	63.00	151.00	33
	19	10	dns	30	26	40	29	30	43	43.00	155.00	34
	14	16	rtd	dsq	14	25	dsq	24	30	63.00	156.00	35
	12	15	dns	28	31	33	31	33	39	39.00	156.00	36
	16	dns	dns	24	41	27	40	dns	29	57.00	161.00	37
	24	17	7	40	36	42	26	25	38	42.00	165.00	38
rtd		22	dns	37	dsq	30	dsq	29	37	63.00	168.00	39
	18	rtd	4	23	rtd	41	37	40	32	57.00	173.00	40
	25	dns	dns	32	37	45	44	37	34	45.00	186.00	41
		dns	dns	31	42	38	43	35	44	44.00	189.00	42
rtd		dns	dns	34	39	51	39	38	42	51.00	192.00	43
rtd		dns	dns	dsq	13	5	dsq	dns	rtd	63.00	193.00	44
	26	13	9	rtd	35	36	35	34	dsq	61.00	197.00	45

national results national results

Tally	Boatname	Sail	Helmsman	Crewname	Club
50	Zenith	2664	Michael Higgins	Carl Hardy	Hastings and St. Leonards
28	Tous les Tois	3333	Tue Pearson	David Steele	Mid Warwickshire
47	Kiss-K-Tell	175	Andy Goldsack	Mark Goldsack	Royal Cinque Ports
5	Arawa	3388	Robert Ferguson	Vera Ferguson	Crawley Mariners
3	Holy Mackerel	2077	David Hudson	Jackie Hudson	Thameshead
21	Alli Baba	029	Brian Jones	John Anstead	ICI
49	RGBARC	3236	Ray Steele	Anne Steele	Mid Warwickshire
20	The Saint	2445	Michael Dobbs	Jean Dobbs	Crawley Mariners
24	Comey	3027	Clifford W. Telford	Mike Smith	Huddersfield
11	Mirabella	2854	Henning Caspar	Judith Caspar	Wineford Flash
36		2874	John Roderick	Joseph Roderick	British Steel
48	Stripy	3385	Leonard Goldsack	Joan Goldsack	Margam Royal Cinque Ports

national results national results

Practice Series	Crews	5/Hand	1/pos	2/pos	3/pos	4/pos	5/pos	6/pos	Discard	Net	Pos'n	
	32	dns	dns	44	43	32	42	43	40	44.00	200.00	46
	27	18	dns	27	34	rtd	32	rtd	rtd	55.00	202.00	47
rtd		dns	dns	35	47	46	38	44	dns	57.00	210.00	48
rtd		dns	dns	38	44	49	46	42	46	49.00	216.00	49
	28	dns	dns	43	50	50	48	39	41	50.00	218.00	50
dns		dns	0	rtd	45	44	48	dsq	34	60.00	228.00	51
	31	20	dns	41	48	48	49	rtd	45	54.00	231.00	52
	30	dns	dns	42	51	52	50	41	rtd	55.00	236.00	53
	29	dns	dns	39	46	53	51	rtd	rtd	55.00	243.00	54
	22	dns	dns	rtd	49	47	rtd	rtd	rtd	57.00	262.00	55
rtd		23	dns	rtd	52	54	rtd	45	rtd	57.00	263.00	56
dns		dns	dns	rtd	rtd	dns	rtd	dns	dns	57.00	285.00	57

Miracle Clubs No6

DRAYCOTE WATER SC

Draycote Water Sailing Club was founded in 1969 by a group of enthusiasts who realised the potential of the 600 acres of man-made water supply reservoir. At this time though, the site had not been filled and was just a large pit. But in the following months the ugly hole was replaced by water and sailing began. These first few pioneers took over workmen's huts, on the present day car park, for changing rooms and by 1971 work had begun on a new clubhouse.

Since those hectic early days membership has increased to about 1000 and many new classes have been added. It was in 1976 our very own Miracles Class was introduced. Miracles have arrived steadily since then and at the last count there were 35 boats. Of this number there is about half who enter races and a 'hard core' of about 10 who turn out regularly every Sunday.

Being a high level reservoir this ensures uninterrupted winds from most directions. Draycote has hosted numerous Miracle Open Meetings in recent years and many who have been before will have noticed an Olympic course has been set each time while club racing has been held separately.

Apart from the superb watery expanse there are excellent facilities which include a large car park, ample changing room facilities, complete with hot showers, family room, wet bar, lounge and bar together with a chandlery which all make Draycote one of the best clubs in the country. In addition to these, fishing, bird watching, (the other kind), and walking are allowed, but by permit only from the Severn Trent Water Authority.

Situated 2 miles south of Rugby, just off the A426, the club is readily accessible and this year Draycote held the Inland Nationals (October 13th/14th) and welcomes all visitors to this excellent venue.

RACE SECRETARY'S REPORT

The 1984 racing season is coming to a close and I start my first year as race secretary with an appeal to all the fleet captains who have not yet finalised their club's open meetings or who have and don't know where to contact me. Please let me have the details as soon as possible.

Do you know of an event in your area, open to Miracle sailors but not organised by a Miracle Sailing Club - Sailing Weeks and Annual Open Races etc. - let me have the details, someone else may wish to go.

Enough of all the appeals - I learnt something at the Eastbourne Nationals this year which should interest all the under 10 helms and aspiring helms. The Youth and Junior Championships age requirements have been changed - from now on it is only the Helm's age that matters, so Dads, Mums or your regular helm can crew for you.

North Linco. Sailing Club have agreed to host the Youth and Junior Championships next year on Saturday, 17th August, with the Puddleduck on the Sunday. I hope you will make a note of this event and give your support to a weekend sailing with something for all ages.

Richard Paish.
Race Secretary.

Address: 5 Capelands,
New Ash Green,
Dartford.
Kent. DA3 8LG. Tel: 0474 872783

HAZE SAILS

AREN'T JUST SAILS TALK



For more details contact Brian Hayes
Haze Sails, Yardley Works, Scourville Rd., Stambourne, Stourbridge, West Midlands
Tel: Lye (0384-82) 7668 or Lye (0384-82) 3545 (evenings)



BARTLEY OPEN MEETING

The forecast of light variable winds no doubt discouraged several likely competitors from venturing forth for the combined Miracle and Graduate Open Meeting held on 2nd September.

In the event, however, Bartley lived up to its reputation for good winds and the first race started in a brisk force 3 south westerly.

John and Adrian Wilson of the home club started well at the port end and established a good lead at the windward mark. Andrew and Matthew Parkinson were not going to let this last and, with the help of a good lift on the next lap, had taken the lead by the windward mark. On the line, Andrew was well in front followed by John, and Harry and Glyn Barlow who, after briefly nipping into second, slipped back to third on the beat to the line.

The second race looked like ending in disaster as the majority of boats sailed the wrong course on the first off wind leg. Confusion reigned as competitors attempted to ensure their courses were legitimate. John Wilson and Dennis Crowe, and crew Andy Beston, were the first to realise the mistake and rounding the next mark first and second with the early leaders well down the fleet. Andy Parkinson worked his way back to the front but could not quite catch John and on the line the order was:

John, Andy and Harry.

Eamon Cuthbert found what was left of the dying breeze well away from the shore in the last race and reached the windward mark first closely followed by Andy Parkinson. On the line Andy was back in front. Dick and Sue Clarkson took second place with Eamon slipping to third.

The turnout was a little disappointing with 23 boats shared more or less equally between fleets. The club was very grateful to the sixteen visitors who made the effort to come to Bartley's first Miracle/Graduate Open and we look forward to seeing more visitors to the same event next year. By that time the fine new clubhouse, which is being built at present, should be ready to welcome you.

RESULTS

	1st race	2nd race	3rd race	Points
1st	Andy and Matthew Parkinson	1	2	1
2nd	John and Adrian Wilson	2	1	5
3rd	Dick and Sue Clarkson	5	4	2
4th	Harry and Glyn Barlow	3	3	6
5th	Clive Haywood and crew	4	5	7
6th	Eamon Cuthbert and crew	6	8	3

JOHN WILSON

PUDDLEDUCK '84

In spite of a disappointingly small turnout, a good day's racing was enjoyed at M.W.Y.C. Only three visiting helms and crews arrived. Three boats were entered from the host club.

For the first race, the wind was light, and the weather which had been overcast, brightened up, giving the promise of a good day. John Wilson crewed by Karen Beaton was first across the start line closely followed by Harry Barlow G.W.S.C., Steve Vincent M.W.Y.C. Andrea Beaton, Upton Warren, Robin Rice and Ray Steele, both of M.W.Y.C. By the end of the first lap Harry Barlow had taken the lead and held this position for the remainder of the race. Unfortunately, at the end of the race, it was found that he had hired a mark on the first lap, and he retired, leaving local helm Steve Vincent the winner with Robin Rice second and John Wilson third.

An excellent chicken lunch, followed by apple pie was then provided by Mrs. Betty Pearson, wife of the M.W.Y.C. Commodore, assisted by the ladies of the club.

A freshening wind heralded the start of the second race at 1.40p.m. John Wilson, Bartley Green S.C. led from the start, and it soon became obvious that barring accidents this was to be John's race. Indeed he gradually increased his lead lap by lap, and at the finish was a comfortable winner with H. Barlow second and Steve Vincent third. The overall position was now very interesting with Wilson and Vincent both with a total of $3\frac{3}{4}$ (3.75) points.

The final race was very keenly contested. John Wilson led for the first three laps, hotly pursued by Vincent and Barlow. After two laps Barlow had passed Vincent, and was steadily gaining on Wilson. During lap four, Barlow took the lead and continued to increase it during the remainder of the race. Wilson was second, Beaton third, Rice fourth, Vincent fifth and Steele sixth. The final placings for the event were as shown below.

	<u>Helm</u>	<u>Club</u>	<u>Race 1.</u>	<u>2.</u>	<u>3.</u>	<u>Total Points</u>
1st.	John Wilson	Bartley Green	3*	1	2	2.3/4
2nd.	Harry Barlow	Draycote Water S.C.	RTD*	2	1	2.3/4
3rd.	Steve Vincent	M.W.Y.C.	1	3	5*	3.3/4
4th.	Robin Rice	M.W.Y.C.	2	5*	6	6
5th.	Andrea Beaton	Upton Warren	4	6*	3	7
6th.	Ray Steele	M.W.Y.C.	RTD*	6	6	12

(* denotes retired)

The Puddleduck Trophy was presented to John Wilson, Bartley Green. Prizes were presented to the helms and crews of the first three boats.

On behalf of the visitors, John Wilson expressed appreciation for an enjoyable day's racing, and also thanked the ladies of M.W.Y.C. for the excellent food provided.

M.W. Beaton,
Fleet Captain, M.W.Y.C.

POST BAG

LEIGH SAILING CLUB.

c/o 1 Vicarage Rd,
Cavayulmo,
Manchester. M31 3TP.

10/9/84.

Dear Jim,

May I, through HMLU, congratulate the Miracle Association on the fine achievement of SIXTH place in the Southport 24 hour race. I thought it a little unkind of the presentation announcer referring to us sailing a 'proper boat', especially as we had little choice but to sail a G.P.14 or an Enterprise. One thing proven at this meeting, however, was that the Association certainly does have 'proper sailors'.

Well done lads and all those helpers behind the scenes. Keep up the good work.

Yours sincerely,
Ken Micholls.

Commodore.

(Miracle sailor-and now proud of it!)

EDITORS NOTE

I believe when the Titanic was launched, it was called a proper boat. Unfortunately we all know what happened to that!!

489, Tachbrook Rd,
Leamington Spa,
Warwickshire. CV31 3JG.
Phone: (0926) 311909.

Mr. J. Perkins,
The Halo,
Coventry.

22/11/84.

Dear Jim,

I would like to inform you that I am now the Miracle Fleet Captain at Draycote Water Sailing Club.

What! - a female! - I hear you say. Well, you men need some one to organise you and in modesty I think we may have been a little short on candidates. Please be assured I do know the sharp end from the blunt end.

Draycote is a large, windy expanse of water (as many Miracle sailors will remember), and we have a fleet of nearly 30 Miracles. As well as our very competitive sailors, we also have a growing number of newcomers who have now progressed to racing, so we have good racing for the experienced and the not so experienced. Next year we hope to hold a race training session especially for Miracles in addition to the many other courses that the club offers.

Will all fleet captains holding open meetings in 1985 please send details to the above address as soon as they are to hand. We often know when and where an open meeting is, but no one ever knows the time of the first race and who to ring to find out.

Yours sincerely,

Ann Fall (Mrs),
3470-Witch of the Wave

EDITORS NOTE.

Well done Ann.

Whilst all you fleet captains and race organisers are hurriedly sending dates of your meetings to Ann, do not forget to send copies to Richard Paish or myself. It would be nice to have the Year Book ready for March 1985 with all the dates of the coming events completed.

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.

RACING CALENDAR

OPEN MEETINGS AND CHAMPIONSHIPS

1985.

March 31st	Miracle Pacer Open - Thamesmead S.C. First Race 11a.m. Entry Fee £2.50 Paul Nudds: 01-859-1255.
April 27th/28th	Northern Area Championships - Leigh S.C. First Race 2.00p.m. Saturday P.Cuthbert: 061-707-4880
May 12th	Crosby S.C. - First Race 11.00a.m. Entry Fee £2.50 Bob Miller: 051-931-2132.
May 18th/19th	Midland Area Championships - Hoveringham S.C. First Race 11.00a.m. Saturday.
June 2nd	Redoubt - First Race 11.00a.m. Ted Burren.
June 8th/9th *	South Western Championships - Sutton Bingham S.C. V. Johnson 0406-20460
June 16th	Hastings & St. Leonards - First Race 10.30a.m. Jim Ingram 0424-435613
June 16th	Wigan Sailing Club - Malcolm Lunn
July 6th/7th	Worthing Y.C. - F Riddle
July 21st/27th *	National Championships - Llandudno S.C.
August 17th*	Youth and Junior Championships } North Lincs. S.C.
August 18th*	Puddleduck } Peter Skilton - 0652-52075
September 1st	Bartley S.C. - First Race 11.00a.m. John Wilson, 151 Finstall Road, Bramsgrove.

* Provisional date.

FOR SALE & WANTED

Miracle 262B, spinnaker, transom, flaps, stainless rigging, trailer, trolley, covers - £575. Excellent condition. Tel: Wilmslow 527729.

FOR SALE & WANTED

Miracle 2766, well built fast and stiff boat. 3rd in 1983 Nationals; Holt sails new 1983; full racing specification including all usual controls and spinnaker; Excellent condition. £675. Tel: Norwich 58970.

Miracle in very good condition with Certificate, all spinnaker fittings, self-bailers, trolley and road trailer. Raced at Club and some Open meetings. £599 o.n.o. Richard Costard. Tel: 021 705 4418.

Suit of Alverbanks. C.Y.T. Good Condition. £100. TOM PEARSON.

Shearwater Cat. 1095, Launching Trolley. T.Harness.
Buyer Collects: £200 o.n.o. Tel: 0303 862791.

Little used kit sails for sale. Ann Fell. (0926)311909.

BELL woodworking company

199, Narborough Road South-Leicester-LE3 2LG-England-Telephone: 0533 895051

FOR RELIABLE SERVICE AND QUALITY FITTINGS

AT LOW, LOW PRICES, - BELL EVERY TIME!!

BAILERS	Elvstrom Mini	£12.21
	Supersuck	£14.00.

TRANSOM FLAPS		
	Complete kit	£6.00.

CENTREBOARDS		
	Standard kit complete	£24.00
	Laminated and epoxy coated	£45.00.

ALSO COVERS, TRAILERS, RIGGING, SAILS ETC.

ORDER BY TELEPHONE WITH ACCESS OR VISA

PERSONAL CALLERS WELCOME

MIRACLE FITTINGS AND EQUIPMENT

MIRACLE FITTINGS

Kicking Strap Kit	(c01) £ 4.97	Mainsail Outhaul Kit	(c02) £ 5.70
Jibsheet Concleat (Plastic)	(c03) £ 2.13	S.S. Rudder Fittings(Full Set with screws)	(c05) £10.45
(Alloy)	(c04) £ 3.53	Mainsail Downhaul Kit	(c09) £ 1.35
Tiller Extension & Universal Jt.	(c06) £ 5.00	2.Saa.S.S.Shrouds x 12" 11" long	(c07) £ 8.00
Shroud Adjusters,Pin Rack	pair (c09) £ 3.29	2.Saa.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 BAILEYS		Mast Sheeve Box complete with screws.	(c24) £ 1.70
Elvstrom Super Mini	(c10) £17.32	Rope Main Halyard (prestretched) (39'/12m. long)	(c25) £ 2.85
Elvstrom Super Media	(c11) £19.94	Wire Main Halyard with rope tail. (19' 6" Wire + Rope)	(c26) £ 8.00
Holt Golden Railer	(c12) £ 8.05	Rope Jib Halyard (prestretched). (29' /9m. long)	(c27) £ 2.25
Holt Advanced S.S. Bailor	(c13) £18.70	Wire Jib Halyard & rope tail. (15' 2" Wire + Rope)	(c28) £ 6.50
Mainsheet in 8oz Polyester Rope	(c14) £ 3.00	Wire Strop for Decksweeper Jib. (5" long)	(c29) £ 1.00
Jibsheet in 8oz Polyester Rope	(c15) £ 3.00	Highfield Jib Tension Lever (inc. screws)	(c30) £ 7.16
Mainsheet Black (Black Plastic)	(c16) £ 1.29	S.S. Shackles - Med. or Small.	(c31) £ .60
Mainsheet Black (Heavy Duty)	(c17) £ 2.33	Jib Stick 1" Alloy x 4' 6". (inc. £4.00 Carr.)	(c32) £14.79
Mainsheet Black & Becket (Plastic)	(c18) £ 1.75	Inspection Hatch Cover & Seal	(c33) £ 2.53
Mainsheet Black & Becket (Heavy Duty)	(c19) £ 2.81	Transon 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 Batchet 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.

STANDARDS 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
Holt Spinnaker in Nylon	(c46) £77.00	Holt Spinnaker in Super Dymac	(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 Holt Super Mainsail -	(c50) £112.00	Decksweeper Jib -	(c51) £45.00	Main & Jib -	(c52) £149.99
Bruce Banks Decon Mainsail -	(c53) £159.85	Decksweeper Jib -	(c54) £43.34	Main & Jib -	(c55) £218.79
Details of cheaper Sails for Cruising or Training supplied on request. Extra charge for Window in Jib - (c1) £8.00					

MIRACLE BOAT COVERS

Ungrafted Nylon	12oz.PVC. Polyester.	12oz.Canvas.	Superb Woven Blue Acrylic for the fastidious owner
Flat	(c) £37.94	(c63) £39.84	(c72) £68.00
Overboard	(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 £3.00

Seasonal



Greetings