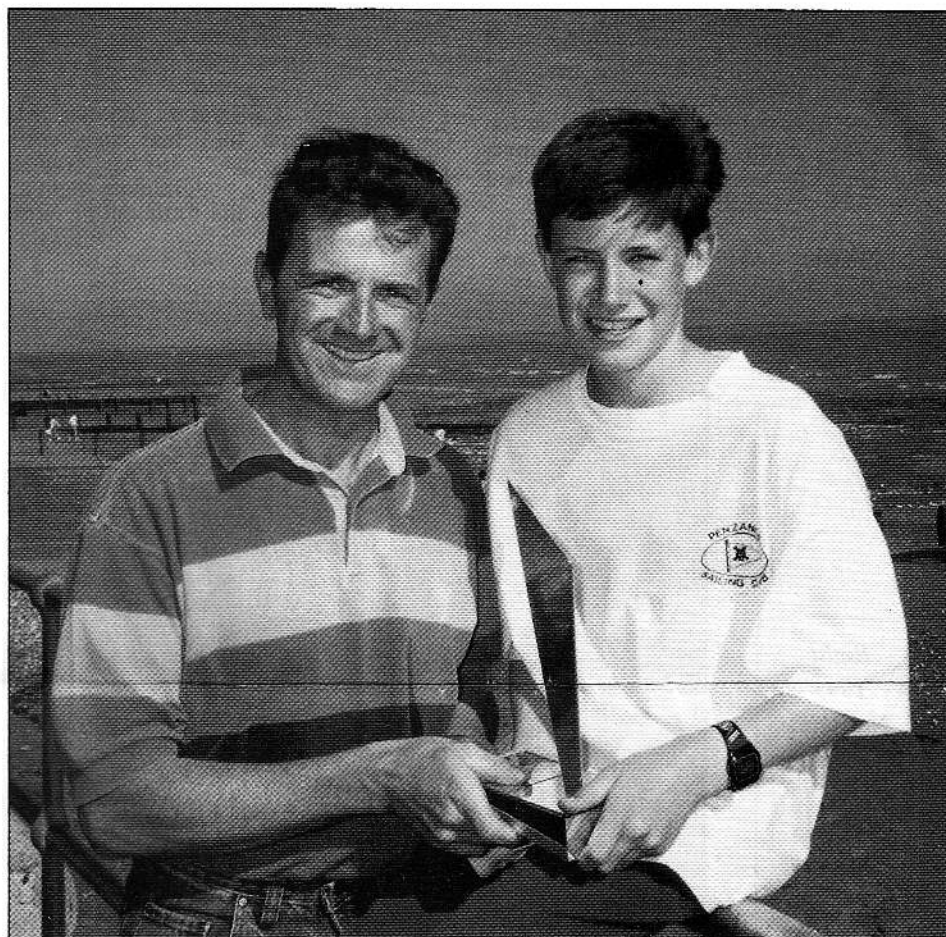


REFLECTIONS

MIRROR CLASS ASSOCIATION



No. 105
SUMMER 1995



COPY FOR REFLECTIONS

SEND TO:
MIRROR CLASS ASSOCIATION
c/o R. PLATFORD
16 WAKEFIELD CRESCENT
STANDISH
Nr WIGAN
WN6 OAU

Left
1995
National Champions
Ian and Max
Capener

Right
Presentation
of
Mirror
70,000

Left to right:
Mrs Holt,
Robin
Duchesne,
Jack Holt,
Bill Bacon
(Raffle winner)



**1995
 MIRROR NATIONAL
 CHAMPIONSHIP**

Felpham Sailing Club was the venue for the 1995 UK National Championship held on the Bank Holiday weekend 27th-29th May. In spite of an unhelpful tide and a strong onshore wind on Sunday and Monday the event was a great success. As the results sheet shows although the event was necessarily held over a weekend - a first in British Mirror sailing - and in the middle of the public examination period a total of 61 UK competitors entered the event. Given the circumstances this was a good turnout.

Competitors prepared for RACE ONE with some trepidation as the southerly wind and the unusually high spring tide made launching extremely difficult. After

sustaining damage during launching and effecting a hasty boat repair Tim Ware arrived at the start line with seconds to spare and led throughout. Tim was chased throughout by Ian Capener who looked a comfortable second until overtaken by Philip Goodwin as the wind decreased. At the gun Philip was second, Ian third and Guy Wilkins fourth.

Lee Goodey led from the start of RACE TWO closely followed by Ian Capener, Dave Gebhard and Mark Ampleford. At the halfway stage Philip Goodwin had started to work his way through the fleet. However, Lee and Ian were still first and second at the start of the final beat and were half a leg ahead of the rest of the fleet. One hundred yards from the line Ian broke away from Lee's cover to finish first, Lee was second, Philip third and Dave Gebhard fourth.

RACE THREE was the lightest of the Championship and after a tricky first beat

Steve Nicholson emerged as the leader followed by Ian Capener. Halfway through the race Philip Goodwin caught up and sneaked through to win as Steve covered Ian. Ian finished second half a boat length ahead of Steve who was third. Chris Balding was fourth.

Steve Nicholson again led from the start of RACE FOUR in which the wind had strengthened to force four. Steve was closely followed by Tim Ware and Ian Capener and this trio soon got well clear of the rest of the fleet. Tim found the front on the second beat and positions remained unchanged until the second run when Ian passed both to win. Tim was second and Steve third and Gavin Sims fourth.

Thus with 3.50 points Ian and Max Capener became the clear and worthy winners of the 1995 National Championship. We congratulate them and wish them luck in the forthcoming World Championship.

**FROM THE
 EDITOR**

Welcome to Reflections 105 which I hope you have received in good order. At the time of writing our Worlds Team has been selected and finalised and it has been pleasing to note how many youngsters have found their form this year and taken their places among the qualifiers. I believe this to be the result of training, meticulous boat preparation and sheer hard work. Credit must also go to the parents and friends of the younger crews who have expended considerable amounts of time and money travelling to the numerous qualifying events. Once again, our thanks must go to the incorruptible Ian Ware who has continued to maintain the seedings tables.

Although only four races were sailed our first three-day Nationals at Felpham SC was most enjoyable. Most competitors seem to have used the time ashore usefully swapping tuning information, measuring mast rakes, comparing centreboard and rudder profiles or simply chatting. The AGM was great and I really can't understand how some members can bear to miss it!

Next year we revert to our traditional format of a full week Nationals. This will be at Llandudno SC. John Golding and I have already had a fruitful preliminary meeting with the Club which has excellent sailing waters, is situated in a popular resort with masses of cheap and varied accommodation.

I hope to meet many of our members at Milford Haven where, on behalf of the Committee, I wish them every success.

Roy Platford

*Right
 1995
 National
 Champions
 Ian
 and Max
 Capener*

*Photo by
 Champion
 Photography*



NOTICE OF SPECIAL GENERAL MEETING

A special General Meeting of the Association will take place at 6.30pm on Saturday 9th September at Northampton SC

The Meeting will be asked to approve the following resolution:-
"That the Articles of Association shall be amended to allow the Association to take advantage of recent changes in the legal requirements for presentation of accounts information to the Registrar of Companies and to Members"

Those of you who were at the AGM at Felpham will recall that I then anticipated the need to amend the Articles of Association to enable us to benefit from last year's changes in accounting procedures for Small Companies. Our new Auditor has now identified the changes necessary and will be at the Special Meeting to give details of them.

**John Golding
 Class Secretary**

1995
UK MIRROR NATIONAL CHAMPIONSHIP
Felpham Sailing Club

Pos	Sail No	Helm	Crew	Club	Points
1	69440	Ian Capener	Max Capener	Ragley SC	3.50
2	69664	Philip Goodwin	Toby Heppell	Brightlingsea SC	5.75
3	69666	Tim Ware	Christian Hughes	Gresford SC	9.75
4	69696	Steve Nicholson	Graham Vials	Northampton SC	11.00
5	69339	Mark Ampleford	Alice Moore	Penzance SC	17.00
6	69243	Chris Balding	Nikki Harper	Lymstone SC	19.00
7	69420	Lee A. Goodey	Paul Wright	Minis Bay SC	21.00
8	69680	Matthew Greenhill	Martin Boatman	Southampton Univ. SC	22.00
9	69683	David Gebhard	Jaemi-Ann Gebhard	Derwent Res. SC	22.00
10	67008	Guy Wilkins	Richard Wise	Chipstead SC	23.00
11	69103	Gavin Sims	Nigel Sims	Pembrokeshire YC	25.00
12	69670	Howard Tear	David Humphries	Weston SC	27.00
13	69676	Richard O'Shea	William O'Shea	Gratham Water SC	36.00
14	66666	Luke Turnbull	Gillian Toman	Wigan SC	39.00
15	69180	Alan Bennett	Tom Halliwell	Shustoke SC	43.00
16	69500	Max Treacy	Carl Cooney	Royal St George YC	45.00
17	54145	Douglas Powell	Alex Powell	Portchester YC	47.00
18	67493	Simon Gillow	Edward Haig	Chipstead SC	51.00
19	32700	Richard Bennett	Oliver Ponsford	Shustoke SC	52.00
20	44410	Jennifer Bennett	Louise Fisher	Shustoke SC	58.00
21	67803	Ben Iliffe	Tim Cray	Northampton SC	59.00
22	69669	Matthew Shires	David Hopley	Gresford SC	62.00
23	69583	Juliette Heppell	Melissa Heppell	Brightlingsea SC	62.00
24	68899	Nicholas Goldsmith	Oliver Goldsmith	Portishead SC	65.00
25	69609	Chris Hamilton	Ben Hughes	Ribble Cruising Club	67.00
26	69650	Roy Platford	Suzanne Toman	Wigan SC	68.00
27	69270	Andrew Bowes	Greg Austen	Chipstead SC	70.00
28	68295	Mark Wilkins	James Wilkins	Chipstead SC	73.00
29	66681	Kate Gillow	Kathryn Rogan	Chipstead SC	74.00
30	69000	Elizabeth Wade-Brown	David Wade-Brown	Weston SC	76.00
31	68230	Tom Campbell	Tom Short	Spinnaker SC	84.00
32	69151	Robert Forbes	Rleanor Blore	Gresford SC	85.00
33	69304	Alasdair Wills	Daniel Churchill	Brightlingsea SC	85.00
34	69130	Adam Turk	James Haig	Downs SC	87.00
35	69164	Bryony Goodwin	Rosemary Coled	Brightlingsea SC	90.00
36	69179	David Ruddle	James Green	S.Y.B.Y.C. Beer	96.00
37	69584	Emma Youngs	Ian Wills	Brightlingsea SC	99.00
38	69642	David Carter	Neal Carter	Portchester SC	103.00
39	50952	Stuart Davies		Sidmouth SC	117.00
40	59187	Julie Vass	Vicki Brooks	Maidenhead SC	118.00
41	11093	Matthew Humphries	James Aduitt	Portchester SC	120.00
42	69533	Harry D. Brooks	Oliver W. Brooks	Brightlingsea SC	122.00
43	68438	Roger Mears	Michael O'Neil	Yealm SC	123.00
44	64408	Harriett Northover	Amy Lodge	Sidmouth SC	124.00
45	67866	Tim Gray	Peter Gray	Staunton Harold SC	125.00
46	46682	S. Willes	M. Findley	Marchwood SC	126.00
47	37922	Virginia Bell	Howard Nicolle	Sidmouth SC	126.00
48	19321	Luisa Colley	Ruth O'Neill	Sidmouth SC	130.00
49	69366	John Hugo	Juliana Postlethwaite	Annandale SC	131.00
50	68999	Nick Wilcox	Antonia Thompson	Yealm SC	133.00
51	67560	Matthew McGovern	Adam McGovern	Hollingworth Lake SC	139.00
52	15563	Martin Egan	Sean Murray	Royal Cornwall YC	140.00
53	17971	Chas Swift	Margaret Swift	Weston SC	140.00
54	69667	Ian Campbell	Patrick Campbell	Spinnaker SC	142.00
55	14279	Ron Vass	Nick Farrer	Maidenhead SC	145.00
56	69049	P. Phipps	J. Gent	Yealm SC	153.00
57	69648	Alistair Rose	Robin Rose	Royal Windermere YC	157.00
58	35369	Nicholas Blore	Hannah Blore	Gresford SC	162.00
59	68622	Robert Wilcox	Alistair Punch	Yealm YC	163.00
60	59287	Andrew Lytle	Ben Sieniewicz	Yealm YC	165.00
61	67932	Mike Harris	Mike Coppin	Felpham SC	172.00
62	66505	Ernie Turpie	Claire Carroll	Annandale SC	185.00

MEMBERS NOTICES

RULE CHANGES

Members will be pleased to hear that all Measurement Rule changes agreed at our AGM last year have been successful in the International ballot. However, the Australians were not in favour of banning all fittings on the boom aft of the kicking strap block and the Canadians felt that our proposal to allow keel bands of non ferrous metal did not go far enough

I feel sure that the Canadian objection is a result of their misunderstanding of what we want to achieve and I have written to their Secretary giving more details of our proposal. I hope we can get them to support us by the time the proposals have to go to the IYRU.

John Golding
(Class Secretary)

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NORTH WEST TRAVELLERS TROPHY

Seven of the nine qualifying events have now been sailed, but at the time of going to press results are available only from the first five. Unfortunately, entries are down on last year with three of the five events having six or fewer entries. From the results available no-one has yet sailed the four events needed to qualify, so at the moment it looks wide open. The two remaining events are at Burwain on 2nd Sept. and Nantwich on 24th Sept.

Please note that the Nantwich date is different from that shown in the annual handbook.

Alan Thoms
(Results Co-ordinator)

+++++

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Sunday 6th August
10.15 am

'MASTERCLASS'

Featuring Ex.Mirror Sailors

John Merricks

and

Ian Walker

Be sure to watch!

STOP PRESS

1995

Mirror Youth and Junior
Championship

1st Mike Bloor/James Bainbridge.

2nd Gavin and Nigel Sims.

3rd Philip Goodwin/Toby Heppell.

1st Junior: Philip Goodwin/Toby Heppell.

Full Report Reflections 106.

THE RAFFLE FOR MIRROR 70,000



LEFT

Left to right:

*Keith Fisher,
Mrs Holt, Robin
Duchesne, Jack
Holt, Bill Bacon,
Howard Tear -
in the
background
Isobel and Oliver
Ponsford.*

The raffle for "milestone " Mirror No 70,000 was drawn at this year's Nationals at Felpham SC. The lucky winner was Bill Bacon and the boat was handed over by Robin Duchesne (Secretary General of the RYA) at a special ceremony on 20th June. Present were Keith Fisher, Commodore of Felpham SC (who picked the winning ticket out of the "Sea Chest") and Howard Tear, Commodore of the Association. We were delighted and honoured by the fact that Jack Holt and Mrs Holt were able to attend.

Thanks go to Robin Duchesne for coming along to make the presentation and a very special thank you to Clive and Gilly Ponsford and their children. They stored No 70,000 for us during the Nationals and allowed us to use their delightful home for the presentation ceremony. Clive also took the photographs. The children helped enormously in moving the boat around and getting it rigged.

The raffle was organised by Bob Turk (to whom many thanks) to raise funds for the Mirror World

Championship being held at Pembrokeshire YC this summer. Although not very profitable the raffle did lead to a lot of interest and publicity.

Mr Bacon has recently retired as a lecturer in Traffic Management and now lives in Dorset. He built his first Mirror from a kit in 1970. He was a member of Oxford SC for many years but now sails at Spinnaker SC.

In fact, according to Keith, Bill's ticket was not the first selected. When Keith was asked to make the draw he put his hand into the plastic "Sea Chest" through a hole cut in the top. Then he gave the tickets a final stir and grabbed one in his fist. He then found that with his fist closed he was unable to withdraw his fist. He, therefore, had to drop the ticket and select another which he held in his fingers. We shall never know whose ticket Keith was forced to drop but it is interesting to speculate.

Finally, many thanks to all of you who took part in the raffle. You can now watch out for 70,000 on the water and I can have my front garden back.

AREA NEWS

HUDDERSFIELD SAILING CLUB Mirror Open

In the midst of a mid-summer heatwave competitors at the Huddersfield SC annual Mirror Open on 26th June had to contend with light north-easterly winds and a thick blanket of FOG.

RACE ONE was postponed until it was possible to see the buoys and the fleet eventually set off in search of the windward mark. Raymond Hobson of the host club took an early lead until overtaken by Roy Platford and Suzy Toman of Wigan SC. The Wigan duo extended their lead to finish first with David and Andrew Tunnicliffe of Halifax SC second and Hobson third.

Platford led from start to finish in **RACE TWO** with Tunnicliffe second after a long tussle with Ron and Stephanie Harding who were third.

All the previous leaders managed to make disastrous starts in **RACE THREE** which saw Andrew and Tom Hartley of Ripon SC get clear of the fleet with Hobson in hot pursuit. However, Hartley soon fell back allowing Hobson to take the lead for two laps until caught by Platford who again finished first, Hobson held on to second place ahead of Harding who was again third.

Thus with three clear wins the 1995 Open trophy was awarded to Platford and Toman. The winner commended the efficiency and hospitality of Huddersfield SC and the splendid courses set by OOD Andrew Molyneux in the difficult conditions.

Overall Results:

1. Roy Platford and Suzy Toman Wigan SC
2. Dand Andrew Tunnicliffe Halifax SC
3. Raymond Hobson Huddersfield SC
4. Ron and Stephanie Harding H.S.C.
5. Andrew and Tom Hartley Ripon SC.

+++++

WINSFORD FLASH SAILING CLUB Mirror Open Meeting

Mirror crews who attended the highly successful WFSC annual Mirror Open Meeting on Sunday 19th June were blessed with almost perfect sailing conditions - a force 3/4 north westerly blowing the length of the lake combined with brilliant sunshine. The high class field which included five UK World Team qualifiers made for some interesting racing.

In **RACE ONE** Alan Bennett, Mike Bloor, Matt. Shires and Robert Forbes all made promising starts but at the windward mark current European Champion Ben Dutton had a slight lead over Shires, Bloor and Bennett. Bennett extended his lead finish first, Bloor was second with Roy Platford pipping Bennett to finish third.

Platford led at the windward mark in **RACE TWO** but lost touch with the leaders after

rounding the wrong way and conceding a 720 in the chaos that ensued. Dutton again took the lead closely followed by Bloor, Shires and Tim Gray. At the finish it was Dutton first, Bloor second and Matt. Shires, after a long tussle with Bennett and Gray, third.

An on-form Bennett led from start to finish in **RACE THREE**. Bloor was again second with Gray finally getting away from Bennett and Platford to finish third.

Overall Results:

1. 69649 Ben Dutton and Alex Brereton
2. 69655 Mike Bloor and James Bainbridge
3. 69180 Alan Bennett and Tom Halliwell
4. 69650 Roy Platford and Suzy Toman
5. 67866 Tim and Wendy Gray

First Home Boat:

Bob and Chris Smallwood.

ROTHERHAM SAILING CLUB Mirror Open

Three Mirrors joined our fleet for the Annual Open Meeting.

The **FIRST RACE** was sailed in light winds and visitors took first and second places and this set the pattern for the day.

After an excellent lunch the **SECOND RACE** was sailed in a force 2 - 3 with places changing on every beat. However, at the line in first place was David Tunnicliffe crewed by son Andrew from Halifax Sailing Club. Graham Ifould, sailing single-handed, from Rotherham SC came second and Andrew and Tom Hartley, from Ripon SC, third.

The wind remained the same for the **THIRD RACE**. Again, positions changed throughout Good spinnaker work on the off-wind legs enabled Andrew Hartley to finish first, with Graham Ifould second and David Bland of Rotherham SC, third.

Overall Results:

1. David and Andrew Tunnicliffe H.S.C
2. Andrew and Tom Hartley R.S.C.
3. Graham Ifould Rotherham SC.
4. David Bland Rotherham SC.

Graham Ifould
(Fleet Captain)
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TOP SPEED TIPS

The following article first appeared in
Reflections No 50 July 1981

IMPROVE YOUR PERFORMANCE

by Harry Prangnell

Past issues of *Reflections* have contained many valuable articles devoted to the black art of boat tuning, and if this advice is followed, a competitive boat should result.

Now it is true to say that a good helmsman/crew combination can win in a mediocre boat but a mediocre helmsman/crew is unlikely to win even when sailing a fast boat.

It follows that the biggest gain in overall performance can be obtained not so much by boat tuning, but by tuning the helmsman and crew. I hope that the following notes will help the keen beginners to possibly cut a few corners in the search for better positions in the fleet.

Helmsmen - points to watch.

1. Don't aimlessly 'mill about' before the start of the race - check the set of your sails and if possible hoist your spinnaker to check that all is well.

Decide if the direction of the wind favours one end of the line and *plan your start*. The favoured end of the line, if there is one, can be very crowded at the start and it often pays to start a little down the line. Don't start too late and at all costs start in *clear wind*.

2. Watch for windshifts on the beat and use them to your advantage. General rule - tack when you are headed. But, as with all general rules, this doesn't always apply and there are occasions when it pays to stay on a tack even if you are headed, particularly when the shifts are very frequent.
3. Be careful not to throw away valuable yards by overstanding marks. This is very easy to do when beating with the current.
4. In the close company of other boats always arrange your tacks to arrive at the windward mark on the right of way starboard tack.

5. Always try to keep out of the wind shadow of other boats - very often you can see boats tacking into a position where there is dirty wind when a few yards further before tacking would have seen them clear.
6. Learn the Racing Rules (or at least the more important ones) and insist on your rights - unless it is to your advantage not to do so - e.g. it is sometimes better to allow a port tack boat to continue rather than forcing him to tack when he may be on your lee bow and interfering with your wind supply.
7. Do not try to point too high on the beat or 'pinch' - Mirrors do not like it. Sometimes it can help, e.g. to squeeze round a mark - but generally it does not pay.
8. Try to develop a technique of sailing fast while still appraising the tactical situations developing in the race. In other words keep one eye on what the opposition are up to.
9. After the race, think about what went wrong, and more important *why* and what you can do to prevent it happening again.
10. Don't shout at your crew, he or she is probably doing his/her best. If a crew is not giving maximum effort there is probably a good reason - very often the reason is the helmsman.

Crew

1. Take as much load off the helmsman as you can, e.g. operating daggerboard and trimming the boat - *without being asked*. This will leave the helmsman more time for tactics.
2. Try to anticipate what the helmsman will do next and be ready for it.
3. Is your spinnaker going up and filling as fast as the leader's? Is it coming down as late and as smoothly? If not more practice is required or perhaps the boat needs attention.
4. If your spinnaker collapses prematurely try to find out why. Perhaps your pole is set too low.
5. It is easy on a Mirror to overtighten the jib sheets on the beat and must be avoided. It is a case of not too little and not too much.
6. Keep your eyes peeled for boats that your helm may not have seen. Tell him anyway and then you will not be blamed afterwards.

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7. Don't shout at your helm - he is probably doing his best. If you think you could do better - politely suggest this and perhaps you will get the chance.

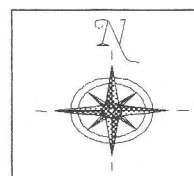
Helm and Crew

Aim to work together *smoothly* as a team.

Always look for ways to improve your performance. If you stop looking you will probably not improve further.

Very often the acknowledged 'experts' in a fleet will avoid offering unsolicited advice to others, not because they are unwilling, but because they do not want to give the impression of being 'know-all's'.

Therefore if advice is wanted never be backward in asking others who may be able to help.



TECHNIQUES OF SUCCESSFUL STARTS

*The following articles are reprinted by
kind permission of Ian Pinnell of
Pinnell and Bax Sails, 4-8 Talbot Road,
Northampton, NN1 4JB.*

It sounds so obvious, but the first rule of making the crucially important 'good start' is to get out to the start area early - preferably first. This will give you time to track the mean wind and look for any tidal influences.

If its a line start, a compass is the easiest, quickest and most accurate way to check line bias. Put the boat head to wind and take a reading, checking this several times to establish a mean direction. Then sail down the line on starboard to take a bearing of the line. Add 90 degrees to this reading. If the result is greater than the wind bearing there is a port end bias. If it is less, the starboard end is favoured.

If the starting area is close to the shore - or if you are sailing inland - it really pays to get a good transit. In case you lose sight of either end of the line, and long lines always have a sag in the centre which you may be able to take advantage of.

By the time the 5-minute signal is given, you should have made up your mind completely about which end to be - and start as close to it as possible. The only time I'm a little wary of these tactics are when there is a five minute disqualification rule in force and the competition is very high. In these circumstances we tend to choose a slot a little further away from the pin so that if we are slightly early - we are more likely to be hidden.

When there is a one-minute, round the ends rule and you are over - you can still get away with a reasonable start by gybing and tacking round the pin.

Get the crew to provide the countdown to give the helm full powers of concentration on positioning the boat. And always make sure before the start that the sails and rig are set and tuned for the conditions prevailing.

Boat control and pre-start manoeuvres are vital, and it takes a great deal of practice and experience to always pull off a good start.

The ideal situation to try and create is one in which - with 10 seconds to go - you have created a boats length of space to leeward of you by sailing slowly towards the line as close to the wind as possible. With 3 seconds to go you should have powered off into the leeward space to hit the line at full speed on the gun with your

PINNELL ON WINNING

nose clear ahead of the boats above and below you.

Gate starts are, of course, very different - although the rules about getting to the area early still apply. It is usually fairly obvious whether starting early or late will pay off but it is sensible to be more reluctant to 'go for it' on gates and better to play the fleet and come out of the gate in good shape somewhere near the middle. It is again important to work hard to create the gap to leeward by sailing close-hauled and clip the back of the gate boat as close as possible sailing at full speed.

Finally, always read the sailing instructions very carefully - with particular regard to the time when the Pathfinder is released. Even if it is obviously right to start late - don't be greedy! A conservative approach is the most reliable; you won't win championships by taking risks.

+++++

HOW TO APPROACH AND TACKLE THE FIRST BEAT.

The first beat is not a place to be greedy or take big risks. Assuming you have negotiated the start in good shape your all-consuming task up the first beat is to get to the windward mark first - or at least ahead of your principal rivals if it's an important championship.

There are a number of things you should try to do in preparation for the all-important first beat - and these are carried through before the start - so don't be late in the starting area. You should have time to sail a good chunk - preferably all - of a windward leg. It is worth carrying a time chart and taking compass headings every two minutes up the beat to try and establish a pattern in the local conditions. It is a lot simpler if you can get a 'team mate' to work up the beat with you so that you can make cross-tacking references. Certainly, though you should have a clear idea of your route, which will also give you valuable information on where on the line to make your start.

If you are very unfamiliar with the area, there can be a lot to learn from getting hold of a chart and tidal streams prevailing - even chat up the fishermen. In popular venues - like Plymouth - there may have been a championship the previous week, so it could be worth

getting there early enough to chat to out-going sailors on their experiences.

Back on the race course, play the percentages after the start - usually tacking just to the left or right of centre of the beat, always trying to keep between main rivals and the mark. Off the start line or out of the gate, hang on to a tack until headed by at least 5 degrees - anything less is not worth worrying about. You may have to revise this plan if sailors you respect start 'banging the corners', but it doesn't happen often. Keep an open mind that they just might know something you've missed.

Your crew should play a major role up the beat acting as you eyes while you apply all your concentration on sailing the boat hard. I reckon 80% of the outcome of the race will be decided during this first 20 minutes or so. And in a good fleet, your unlikely to recover from screwing it up. The crew must give you a complete picture of rivals' positions, starboard tack boats, compass headings, shifts across the course, approach of lay line etc.

If you really have got yourself buried at the start, you must get onto port and into clear air quickly.

There's an awful lot of lift to be to be had off the sails of starboard boats as you duck and weave fast through the fleet, and if the sun really is shining out of your bung hole and you really do get lifted as well, you can still get to the mark in surprisingly good shape!

Unless you've got some very special inside knowledge - or divine intervention - never get onto the layline further than 15 boat's length's from the mark. Too many things can go wrong and you just don't need to risk it.

On the other hand, if you find yourself on port, approaching a procession of starboard lay line boats the chances are they have overstood and it is worth a well executed lee-bow attack to get round the mark - especially if your in a fast-tacking, fast- accelerating boat like an Enterprise or Twelve. Don't count on it every time though!

There are a few other things that might influence the way you tackle the first beat. Some courses - for instance Torbay - where you might have a windward mark under the cliffs - need special attention to well-known local wind bend.

In very heavy air too, tack less and wait for bigger shifts, concentrating on developing maximum boat speed and minimising the times the boat isn't travelling flat out.

EASTERN AREA CHAMPIONSHIP

Dabchicks Sailing Club

The Mirror Eastern Area Championship supported by CATS Chandlery was held at Dabchicks Sailing Club for the second year in succession over the weekend of the 20th and 21st May. Twenty six competitors sailed four races in moderate breezes on the testing tidal waters of the Blackwater Estuary. The event was the penultimate qualifier for the British team for the 1995 World Championships to be held at Milford Haven in August. The Sunday races incorporated the Dabchicks Open which is part of the East Anglian Travellers Trophy series.

Howard Tear took a early lead in RACE ONE but was soon passed by Guy Wilkins and Ian Campbell who made the best use of the tide on the downwind legs. Wilkins was later disqualified after an incident at the leeward mark and so the final order was Campbell first, Lee Goodey second, Howard Tear third and Phil Goodwin fourth. In order to spread the glory a bit further down the fleet in thirteenth place were Mark and Paul Dell from Thorpe Bay YC.

RACE TWO was held in similar conditions with an ever-increasing tidal strength. Six boats broke away from the fleet and after the lead had changed hands several times Campbell got away to record his second win of the day followed by Tear, Matt. Greenhill and in fourth place Barnaby Smith. Thirteenth were Douglas and Alex Powell from Portchester SC.

Saturday nights entertainment consisted of Mirror videos (with music!!) being shown by Alan Bennett and speculation on the outcome of the protests - the latter being enlivened by the incident having been caught on camera.

RACE THREE on Sunday was held in a slightly stronger breeze and less tidal flow. A group of four boats soon established a clear lead over the pack. Goodey led at the first mark but was passed by Smith on the second beat. Goodwin took the lead for a short time on the third lap but eventually Smith got away to win with Goodwin second and Campbell coming through to take third place which gave him the Championship with a race to spare. The famous thirteenth place in this race was taken by the famous Roy Platford and Suzanne Toman from Wigan SC.

At the start of the FOURTH RACE Wilkins crossed the entire fleet on port tack but did not capitalize on this advantage as the remainder of the race was led by Goodey who thus ensured second place overall. Smith, Campbell and Goodwin chased hard but were unable

to close the gap. Thirteenth in this race were Emma Youngs and Ian Wills of Brightlingsea SC.

The prizegiving was delayed while a request for redress was sorted out with the time being used to show videos of the days racing, eat cake and hold the non-winners prize raffle. Brightlingsea SC could not maintain last year's form only winning one prize. Richard O'Shea wanted to win a prize but don't tell him that his ticket only went into the bag halfway through the draw.

Results:

1. Ian and Patrick Campbell. Spinnaker
2. Lee Goodey and Paul Wright. Minnis Bay
3. Barnaby Smith and James Newton. Spinnaker.
4. Phil Goodwin and Toby Heppell. Brightlingsea.
5. Howard Tear D. Humphries/T. Child. Weston.
6. Matthew Greenhill and Martin Boatman. South/Uni

Overall Results:(Provisional)

1. 69667 I. Campbell
2. 69420 L. Goodey
3. 69020 B. Smith
4. 69664 P. Goodwin
5. 69670 H. Tear
6. 69680 M. Greenhill
7. 69676 R. O'Shea
8. 67008 G. Wilkins
9. 69669 M. Shires
- 10 68295 M. Wilkins
- 11 68899 N. Goldsmith
- 12 54145 D. Powell
- 13 67987 M. Dell
- 14 69270 A. Bowes
- 15 69650 R. Platford
- 16 44410 J. Bennett
- 17 69583 L. Heppell
- 18 69304 A. Wills
- 19 69584 E. Youngs
- 20 69179 D. Ruddle
- 21 69533 H. Brooks
- 22 69247 A. Dale
- 23 67489 J. Rowing
- 24 69114 K. Iles
- 25 11093 M. Humphries
- 26 51024 B. Sargent

Dabchicks Open

- 1st Smith/Newton
- 2nd Goodey/Wright
- 3rd Campbell/Campbell
- 4th Goodwin/Heppell
- 5th Greenhill/Boatman.

Ray Smith
01026 384487

WELSH AREA CHAMPIONSHIP

Pembrokeshire YC

The 1995 Mirror Welsh Area Championship was held on the 6th/7th May. The thirty eight Mirror crews, boosted by a large contingent of Irish competitors, enjoyed bright sunshine but very little wind. Four races were sailed with three to count for the Championship.

After a short postponement RACE ONE got away in a westerly force 2 and an ebbing tide. Those helms who tacked inshore lost dramatically. Local sailor Gavin Sims led from the start and seemed a certain winner until overtaken by Chris Balding on the final beat. Balding went on to win with Sims second and Owen Hennessey third.

Howard Tear led for the first two legs in RACE TWO until a poor spinnaker gybe put him back. In a fluky, dying wind there were massive gains and losses to be made. Tim Ware was just in front at the last leeward mark but an inspired last beat by Mel Collins of Royal Cork YC enabled him to take the gun. Robbie Hamilton was second with Howard Tear third.

Tim Ware led from start to finish in RACE THREE which finally got away after a one and a half hour postponement and three general recalls. Ben Dutton was second and Robbie Hamilton third.

Dave Gebhard led at the start of RACE FOUR until overtaken by Tim Ware on the first offwind leg. Ware went on to win with Gebhard second and Robbie Hamilton third.

Overall Results: (Provisional)

- | | | |
|----------|------------------|------------------|
| 1. 69666 | An Bad | Tim Ware |
| 2. 10 | Realisation | Mel Collins |
| 3. 69243 | Maverick | Chris Balding |
| 4. 69103 | Nemesis | Gavin Sims |
| 5. 69099 | Madcap 4 | Robbie Hamilton |
| 6 69440 | Salami Tactics | Ian Capener |
| 7. 67008 | Turtle Power | Guy Wilkins |
| 8. 32700 | Purple Reign | Richard Bennett |
| 9. 69454 | Mind over Matter | Stephen Driscoll |
| 10 69680 | Hakuna Matata | Matt. Greenhill |
| 11 69670 | Eat This | Howard Tear |
| 12 69608 | Flashpoint 111 | Owen Hennessey |
| 13 69649 | Face | Ben Dutton |
| 14 69150 | Quest que Cest | Tim Concannon |
| 15 17659 | Pandemonium | Martin Darrer |
| 16 69655 | Hathi | Mike Bloor |
| 17 66666 | Dave Gebhard | Luke Turnbull |
| 18 69683 | Bilbo Baggins | George |
| 19 69451 | Surprise | Brendan Foley |
| 20 54145 | Bold Forester | Bouglas Powell |
| 21 69667 | Greenorblue | Ian Campbell |
| 22 69151 | Yogi | Rob. Forbes |
| 23 69500 | Chuckanother | Max Treacy |
| 24 69676 | Turn of the Tide | Richard O'Shea |
| 25 65908 | AutoMatic | Kate Kirby |
| 26 69669 | Censored | Matt. Shires |
| 27 69453 | Black Underware | Rob McConnell |
| 28 69558 | Delight | Sarah Hyde |
| 29 69424 | ?????????? | Jethro Gebhard |
| 30 69452 | Animal Instinct | Emmet Sheridan |
| 31 68899 | '95 Vintage | Nick Goldsmith |
| 32 69650 | Pandoras Box | Roy Platford |
| 33 50952 | Black Mambo | Stuart Davies |
| 34 69483 | Sea Sure | Ross Concannon |
| 35 69590 | Puff | Louise Hennessey |
| 36 19321 | So What | Luisa Colley |
| 37 38875 | Lush Breeze | Virginia Bell |
| 38 68272 | | Thomas Bowsher |

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MIDLAND AREA CHAMPIONSHIP Draycote Water SC

With further places available in the UK Team for this years Worlds at stake, thirty seven boats gathered at Draycote Water on 29th/30th April. Two races were held each day.

The **FIRST RACE** started in a gentle breeze and at the end of the first beat Tim Ware led from Nick Goldsmith and Mike Bloor. At the end Ware won with Barnaby Smith coming through to second, Guy Wilkins - returning to Mirrors after a few years break - third. Philip Goodwin recovered well from a bad start to go through to fourth while Goldsmith dropped to seventh.

The **SECOND RACE** was postponed as the wind died and shifted. Eventually the first beat saw Smith lead from Simon Gillow, Goodwin and Guy Wilkins. Smith pulled away to win with Goodwin second, Gillow third and Gavin Sims fourth.

Sundays weather was similar to Saturdays and Smith carried on where he left off, leading **RACE THREE** from start to finish. Behind him Howard Tear and Ian Capener battled all the way with Capener holding off Tear. Gillow again sailed well for fourth.

The **FINAL RACE** started in a dying breeze and Ware and Capener rounded the first mark together with Tear, Gillow and Matthew Greenhill in hot pursuit. Ware pulled away only to lose it on the penultimate beat. On the final beat Ware tacked twenty one times trying to wear out Capener hoping that Capener's recent knee operation would have its effect. However, Capener got to the line first only to find that he had been disqualified for starting prematurely. Thus Ware was first, Gillow second, Wilkins third and Tear fourth.

So Barnaby Smith and James Newton became the 1995 Midland Champions. Despite the lack of wind a good weekends racing had been had by all with some gaining valuable points for their bid to go to the Worlds.

Overall results:

- | | | |
|-----|-------|---------------------------|
| 1. | 69020 | B. Smith/J. Newton |
| 2. | 69666 | T. Ware/C. Hughes |
| 3. | 67493 | S. Gillow/E. Haig |
| 4. | 69664 | P. Goodwin/T. Heppell |
| 5. | 67008 | G. Wilkins/R. Wise |
| 6. | 69670 | H. Tear/D. Humphries |
| 7. | 69440 | I. Capener/M. Capener |
| 8. | 69655 | M. Bloor/J. Bainbridge |
| 9. | 69103 | G. Sims/N. Sims |
| 10. | 69609 | C. Hamilton/J. Harrison |
| 11. | 47790 | A. Ware/B. Hughes |
| 12. | 32700 | R. Bennett/P. Wragg |
| 13. | 69151 | R. Forbes/E. Blore |
| 14. | 68899 | N. Goldsmith/O. Goldsmith |
| 15. | 69667 | I. Campbell/P. Campbell |
| 16. | 69130 | A. Turk/J. Haig |
| 17. | 66681 | K. Gillow/K. Rogan |
| 18. | 69035 | S.M. Sutcliffe/W. Booth |
| 19. | 67866 | T. Gray/P. Gray |
| 20. | 69577 | L. Harvey/R. Sharp |
| 21. | 69676 | R. O'Shea/W.O'Shea |
| 22. | 67803 | B. Iliffe/T. Gray |
| 23. | 44410 | J. Bennett/L. Fisher |
| 24. | 69680 | M. Greenhill/A. Brereton |
| 25. | 59187 | J. Vass/V. Brooks |
| 26. | 69270 | A. Bowes/G. Austen |
| 27. | 69180 | A. Bennett/T. Halliwell |
| 28. | 69650 | R. Platford/S. Toman |
| 29. | 67560 | M. McGovern/A. McGovern |
| 30. | 35609 | P. Smith/A. Thomas |
| 31. | 69329 | M. Hamilton/N. Hamilton |
| 32. | 68115 | C. Briscoe/S. Watts |
| 33. | 14279 | R. Vass/C. Brooks |
| 34. | 50952 | S. Davies/P. Bailey |
| 35. | 51247 | R. Iliffe /J. Elliott |
| 36. | 11093 | M.B. Humphrey/J. Aduitt |
| 37. | 62890 | I. Barrett/B. Smith |

SOUTHERN AREA CHAMPIONSHIP Herne Bay SC

The Mirror Class Association was pleased to be invited by Herne Bay Sailing Club to hold the Mirror Southern Area Championship at Herne Bay over the weekend of 13th/14th May.

The event was one of the qualifiers to find the UK Mirror World Team and so attracted some of the top Mirror Helms in the country.

Saturday saw high winds - force 6 to 7 - which meant that Barrie Smith the OOD had to postpone the racing until later in the day when the tide had turned and the sea state had moderated enough for the boats to be launched.

Once on the water the fleet got off to a good start in **RACE ONE** with the leading boats having mixed fortunes as they fought against the strong winds and large seas. At the finish, the order was Ian and Max Capener first, Dave and Jaemi Anne Gebhard second with Gavin and Nigel Sims third.

The **SECOND RACE** was sailed in slightly lighter winds but with a falling tide. Once again, it was the Capeners followed by the Gebhards with Guy Wilkins and Richard Wise third.

Sunday saw much improved weather with force 2 to 3 winds. The tide caught many of the helms out at the first wing mark in **RACE THREE**. The back markers were able to see what was happening to the leaders and learn from their mistakes. At the gun new winners emerged in the shape of Philip Goodwin and Toby Heppell, Wilkins and Wise were second and the Capeners third.

RACE FOUR proved a problem due to the lack of wind and a tide which was taking the fleet to Holland! However, the Race Officer arranged for the fleet to be towed back to the starting area to await the wind. As this did not arrive the race had to be cancelled.

Overall results:

1. Ian and Max Capener. Ragley SC.
2. Dave and Jaemi Anne Gebhard. Derwent Res. SC.
3. Philip Goodwin and Toby Heppell. Brightlingsea SC

First under-19: Goodwin and Heppell.

WESTERN AREA CHAMPIONSHIP

Beer SC

Beer SC were pleased to host, for the first time, a Mirror Area Championship. The excellent race organisation, hospitality and sailing conditions were appreciated by all who took part.

Under the experienced Race Officer, Colin Westlake, some very good courses were laid. With an offshore breeze of force 3-4 two back-to-back races were sailed on Saturday with a further two races on Sunday.

Twenty eight entries were received from far and wide proving that interest in Mirror racing is of a high standard.

A barbecue was held on the Saturday evening when all who attended had a splendid time. The late hour resulted in a few heavy heads the next morning.

Commodore David Boalch in summing up the weekend event sincerely thanked all members who had made the event such a success - these included the Race Officer, rescue boat crews, admin staff and the ladies for the wonderful refreshments. The Commodore's wife Mrs Annie Boalch presented the winners with their trophies.

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Overall Results:

1. Chris Balding and Nicky Harper. Lymington SC.
2. Ben Dutton and Alex Brereton. Gresford SC.
3. Howard Tear and David Humphries. Weston SC.
4. Ian and Patrick Campbell. Spinnaker SC.
5. Richard Bennett and Phillip Wragg. Shustoke SC.
6. Matthew Greenhill and Jonathon Harrison. Sou. Un

1st Beer SC. Mirror: Eric Letheren/Robert Adkin.

The winner, Chris Balding, thanked all members of Beer SC for an excellent weekend's sailing and Howard Tear of the Mirror Class gave his thanks and presented our Commodore with a Mirror pennant.

Robbie Driver
(Hon. Sec. Beer SC)

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Editors Note:

To date I do not have full results sheets for the Southern and Western Area Championships so I was unable to present the complete lists. Apologies to all concerned.

LETTERS TO THE EDITOR

A SPECTATORS' THOUGHTS ON THE 1995 NATIONALS

So the Nationals are over and done with for another year. As a spectator who has attended all the Nationals since 1985 with the exception of 1987 in Eastbourne, may I make a few observations?

The welcome from Felpham SC on our arrival was warm and this friendly atmosphere continued throughout the weekend. They obviously know how to organise events, know their waters and with the windward mark so close to the shore, it meant that spectators could see all that was going on, whether you liked it or not!

The barbecue was unbelievable. It had taken me six weeks to lose a stone and it all went back on again. I assume that Felpham's sponsor was a butcher. It was magnificent. And the Caffrey's wasn't bad either.

After the BBQ, our hosts had organised a "Games" evening. As Chris Lynham had taken off a lot of the sailors to rally them for the Worlds, Jayne, our Commodore's wife, felt that as there were only three teams of youngsters entered, we should do our bit and enter a team of "Wrinkly's". This we promptly did only to be told that she had to stay and look after Josh, who had taken up his normal position for the weekend, asleep in the bar (like father like son). I don't think that

Charlie Greenhill has yet recovered from the horse race with me as jockey. I promise that I'll lose more weight before next year Charlie. And then the last games event. The sight of Vanessa Capener (the other half Ian, sometimes sails), Pam and Charlie Greenhill (son Matt was distraught when told of his parents antics), Bob Shires (thank God wife Moira wasn't there) and my wife Liz, all stripping off on the beach will be a talking point for a long time. It didn't help with Sheila Toman videoing it, (but what can one expect from someone from Wigan SC). Fortunately, I couldn't see myself. I'm glad to say that the judges recognised raw talent when they saw it and gave us first prize, a very nice bottle of wine (more calories)

The AGM was good entertainment as usual, although I never did get an answer to my question as to where the side ends on a round aluminium boom. Incidentally, if we are now talking about aluminium booms, one piece masts and asymmetrical spinnakers, should we not also be discussing sharpening the front of the boat to make it look more modern, and the use of trapezes?

The traffic going home was quite clear and yes I did make my meeting in Glasgow on Tuesday morning. All in all a very good event for the spectators. Oh! and before I forget, the on-the-water action was very good as well with Ian Capener becoming a worthy National Champion.

Ian Ware
Gresford SC

MEMBERS NOTICE

1996

EUROPEAN CHAMPIONSHIP *Sod's Law Strikes Again!*

I put a piece in the last edition of Reflections extolling the virtues of Loosdrecht in Holland as the venue for next year's European Championship.

Thankfully I did then say that this choice of venue was not 100% certain. That may provide something of a face saver because I now have to tell you that (only two days after Reflections went to press) I heard that, not only have the Dutch NOT chosen Loosdrecht, they have said they do not want the event at all!

The IMCA have now asked the Swedes if they can hold the Championship - it is normally their turn after the Dutch. I have heard nothing in reply but if the Swedes say no then it is over to the Irish and if they say no - yes, you have guessed it, back to us again!

Never fear, our Nationals will be at Llandudno next year and at our first meeting with the Club they said they could manage a combined National/Europeans if necessary. However, the uncertainty over the Europeans does mean that it has not been possible to set any dates yet for our Nationals. Watch this space for further developments - and no doubt for further examples of Sod's Law in action!

John Golding
Class Secretary

SPECTATORS AT THE WORLD CHAMPIONSHIP

The Association has hired a support/spectator boat for the duration of the Championship.

The "Beverley Rose" is 36ft long and has VHF, a mobile phone, a chemical toilet, two bunks and tea making facilities. It is licenced to carry 12 passengers and we will have it for up to five hours each day. It will have a professional skipper.

The boat's main purpose will be to provide support for Chris Lynham (UK Chief Coach) who will be using the Association's RIB. It will be carrying large items of spares, particularly on the days when the racing is back-to-back, as well as food and drink for our Team. However, we expect to have 9 or 10 places available each day for fare-paying spectators.

So if you will be at the Championship as a supporter, parent, etc., and would like to get out on the water sometimes and as close to the action as the rules will allow, see me at Milford Haven. Fares will be between £5 and £10.

The RYA has approved our use of the boat in this way.

John Golding

WORLD



CHAMPIONSHIP

UK WORLD TEAM

The following crews have been selected for the 1995 World Championships to be held at Pembrokeshire Yacht Club:

Dave Gebhard and Jaemi-Anne Gebhard
 Ben Dutton and Alex Brereton
 Ian Capener and Max Capener
 Tim Ware and Christian Hughes
 Barnaby Smith and James Newton
 Clive Goodwin and Philip Goodwin
 Alan Bennett and Jennifer Bennett
 Luke Turnbull and Gillian Toman
 Steve Nicholson and Graham Vials
 Mike Bloor and James Bainbridge
 Richard Bennett and Philip Wragg
 Chris Balding and Michael Abram
 Ian Campbell and Patrick Campbell
 Mark Ampleford and Alice Moore

(Lee Harvey and John Moore were among the above 1994 qualifiers but have now withdrawn).

The undermentioned crews qualified in 1995:

Philip Goodwin and Toby Heppell
 Guy Wilkins and Richard Wise
 Matthew Greenhill and Martin Boatman
 Gavin Sims and Nigel Sims
 Richard O'Shea and William O'Shea
 Howard Tear and David Humphries
 Simon Gillow and Edward Haig
 Douglas Powell and Alex Powell
 Lee Goodey and Paul Wright
 Matthew Shires and David Hopley
 Roy Platford and Suzanne Toman
 Nicholas Goldsmith and Oliver Goldsmith
 Kate Gillow and Kathryn Rogan
 Andrew Bowes and Greg Austen
 Robert Forbes and Eleanor Blore
 Juliette Heppell and Melissa Heppell

(Christian Hamilton and Jonathon Harrison were among the 1995 qualifiers but have now withdrawn)

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I shall be starting a completely new list of boats for sale shortly after you receive this issue of Reflections, so if you have a Mirror for sale, please complete the following form and send it to me. (This includes members who have previously sent me their details).

Best wishes
 Ian Capener

MIRROR DINGHY FOR SALE

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ADDRESS.....

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BOAT NAME:.....

DATE BUILT(if known).....

NAME OF BUILDER(if known).....

BRIEF DETAILS OF BOAT AND EQUIPMENT
 INCLUDED IN SALE, RACING RECORD ETC.....

DOES THE BOAT HAVE A VALID MEASUREMENT
 CERTIFICATE Yes/No ?

PRICE EXPECTED.....

It is vital that the register is kept up-to-date. Unfortunately some members have not contacted me when their boats have been sold! I urge members to inform me as soon as they sell their boats so that I have up-to-date information.

Please send information to:-

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