

SOLENT R/C M. Y. C.

NEWSLETTER No. 3 - 1988.

"...Now"...said our Commodore, at a very recent Committee Meeting... "what about the Sailing Programme for 1989...?..."

Which sets the tone for this Newsletter, reminding us that by the time you are reading this, there will be a scant handful of Points races (even if there IS still enough water for RM's) and the return fixture with our old friends at Ryde, remaining of the '88 official season, so it heralds a time for reflection and planning. While reflection here at least, is a matter mainly for the individual - and may it bring back many happy memories of sailing days - planning, here, is for Committee. So if, in the course of this looking back, anything occurs to you that the Club might have done better, or something you would like to see incorporated for the general good, NOW is the time to raise it, with the two men most concerned with Club planning, the Commodore or the Secretary. Don't forget that with our season starting before the A.G.M., the new Committee is 'stuck with' decisions of the outgoing Committee, so your ideas NOW are invaluable.

Our Treasurer, our ever trusty Mr McThrifty, suggests one particular point for reflection...for some!...DID you pay your Sub. for '88? The current Membership List shows 66 Sailing members, of whom only 55 have paid, and of 25 Scale members, only 19 have paid, causing much grief in Dibden Purlieu! A heavy blue pencil is to be used on the List, where circulation of Newsletters is concerned, forthwith.....

Another cause for grief in those quarters is the proposition for the A.G.M. of the M.Y.A., whose Council have got themselves into a 'cash flow problem' situation to increase Affiliation fees - 100% is suggested, making £4 (for the benefit of new members). This increase, whatever is decided, again, becomes payable before our own A.G.M., so the bloom could be taken off an otherwise very healthy financial state for the Club. (For which, thanks, Mr MCT!)

One decision that HAS been made is to fix date and venue for our annual 'bun-fight' ..with bags of sweets for some! .. Lunch, again, and at the Avonmouth Hotel in Mudeford, on Saturday, 12th November. Booking Slip accompanies this letter.

Sailing has continued steadily, both on Sundays and both week days; Turn-outs on Sundays, remain somewhat disappointing, rarely getting above the dozen - disappointing considering our Sail membership - and on occasions there have been more sailing mid-week than on Sundays. Good conditions have prevailed throughout the season, with ample wind, although the continuing dry weather, plus the drying winds, has taken its toll of the water level, and as this is being written, in mid-September, it has become necessary to suspend RM racing...so, if you want to race 'em you'd better start praying for rain...lots of it! However, there is a bright side, and the customary autumn recruiting season seems to be starting, so, water level permitting we seem to be assured of ample support for next season.

Since the last Issue, we have run our first two 'open' meetings, one for each of our two official classes, both events going well, although not very well supported by outside Clubs, each event drawing only three outside entries.

However, the RM event, for which we allocated our "Kate and Charlotte" Trophy, was won by an outsider, Mike Kemp, the sailing correspondent of "Radio Control Model Boats", so maybe we will get some publicity out of this, possibly leading to a wider interest in the event next year. Mike, sailing his 'Bloo Bula' - a design from a well-known designer/builder in the Birmingham area, in extremely restricted availability - had 17½ points, with Tim Baker second with 19½ - sailing his Tornado - and Alan Ford third with 20½, with a total entry of twelve boats. The 'Merlin' Trophy, for the 36's, also drew a field of 12, including visitors from Oxford and Chelmsford, the Trophy being won by Walter Newton, with 7½ points, from Norman Woodwell with 10, and Alan Ford third with 11½, none of the visitors showing up very well. There can be little doubt that the Club standard in the 36's is very high indeed, something most noticeable in the mid-week points series, and this without Bob Hoare, absent from this series through business commitments.

The last Club fixture of the season was the second Match-racing event, on Bank Holiday Monday. This, sadly, drew only six competitors, which was a pity, for in quality this was the best we have held so far; with some very close racing indeed. For the second time this year, Norman Woodwell found himself having to sail-off for the Trophy, this time against Tim Baker (on this occasion sailing his new boat); this time he managed to win, after a last leg which showed match racing at its exciting best, with a margin of less than a boat length, and the suggestion that another 5 yards might well have seen the margin reversed...close as that! For next year, in the thought that running these events on a Bank Holiday may be one of the deterrents to bigger turn-outs, the two races will be normal Sunday fixtures.

It was also decided, at Committee level, that the Trophy races should not be full-day events, with these so often failing to run beyond 2 p.m. or thereabouts, but run as an afternoon event, albeit with starts at 1.30 p.m. However, it might be worth pointing out not all trophy events are based on so few races per boat; I have just been told of the E. District 36 Championship, with each boat completing 18 races! Incidentally, the Club has a new trophy for next year, in the form of a delightful silver cup, presented by Martin Houlton, which will be competed for on Easter Sunday next, by the RM's, and this is worth marking your calendar NOW.

New boats continue to arrive, and doubtless there will be more by the beginning of next season. As mentioned, Tim Baker is now sailing his "Cedar Club", built in wood by Tim, and looking delightful - apart from going very well. Bill Wright has been sailing his 'hi-tech' "Shogun" and I think we shall see more of her as Bill's health improves and tuning has its effects. Lastly, for this time, it has been good to see Chris Thomas sailing more regularly of late, and he has produced a "RM.1000", which is very pleasing to look at, with a bit more sheer than present convention, and looks quite promising, at least in the light weather of recent days.

New members seem to join us in much the same numbers as new boats, and this letter welcomes to the Club two sail and two scale members, in Messrs. D Hodgkyns and H.E. Hames, and D.N. Akam and A.L. Pack respectively. Mr Hames, a complete newcomer, has bought "Poppy" from Chris Thomas as a "starter boat", could hardly have done better, and seems very keen to learn, while Mr Akam has already 'made his mark' in no uncertain manner, as will be seen from the report on the Scale Section's activities. Happy days for them all at Setley!

On the more general side of sailing, the most important event, naturally has been the World Championships for both the 10-raters and the RM's, held in Berlin at the end of August, made the more important by the invitation of the German hosts to the NAVIGA organisation, which was warmly accepted; the aim is to foster relations between IMYRU and NAVIGA, towards common rules, and one world championship for each Class. The first product of this is a compromise solution to the 1-m situation, which is of considerable importance to all interested in the development of this proposed class, perhaps particularly in Britain. The basic solution is that the hull shall be to the NAVIGA (ie AMYA) dimensions and restrictions, with the IMYRU sail plans...ie ALL existing "Xtenshun" and "Tempo" hulls are legal, but new sails will be necessary for registration. (Eric Shaw can provide these sail dimensions and details). This, by the way is purely verbal, due mainly to the postal strike, but the source is the Chairman of IMYRU so should be reliable!

(It is difficult to justify the inclusion of any racing for the 1-m boats with only three sailing at all regularly: however, it is known that there are several uncompleted hulls in the Club, and if the owners are encouraged to go ahead and complete them in the light of the above, the Committee would certainly consider some organised racing for them another year).

For those interested in the World Championships, it sounds as though these were a great success in every way. The RM event drew 72 entries from 24 different countries, which speaks volumes for the international popularity and acceptance of this class - how delighted the originator of the class, the late Roy Clough, of Marblehead (where else?!) would have been - while the results show an equally widespread standard of excellence in all respects, the event being won by Jan Walicki of W. Germany, from our own Graham Bantock and Jon Elmaleh from U.S.A. third, while the remaining three places went to W. Germany, Finnish, and French boats. The remaining British competitors were John Cleeve 10th, (sailing his Canadian boat), Ian Cole 19th, Roger Stollery 30th, and son Peter 40th (although Peter did win a Junior World Championship, run before the main event). The Chinese managed to 'pack' three boats between 10th and 20th places in the main event, with the title going to a Russian boat and the places to Chinese boats...the general performance of the Chinese being the more praiseworthy as their boats were missing on the team's arrival in Berlin, and they sailed the first three days with borrowed boats! My informant from Berlin was most impressed with 'the State of the Art' shown by all the Eastern bloc competitors.

Another event, much smaller and of entirely different character, took place at Gosport early in September - a gathering of the Vintage Section of the M.Y.A. This took place on a perfect day for such an event, and saw around 30 boats turn out, representing model yachting over the past 100 years, with, perhaps, the most interesting part - not contrived - a 'living history' of the 10-rater Class from the immediate pre-1914 version to one (actually now in GRP) from the early '60's, immediately before the return to plate-and-bulb keels. Len Thompson and myself were there from Solent, having a most enjoyable day: Len, perhaps surprisingly, had an early post '45 36" boat, to which he has fitted a simple rudder R/C control, and perhaps he might be persuaded to bring it to Setley one day when the 36's are racing to demonstrate the development in this Class? For anyone interested in the development of model yachts, next year's event, hopefully again at Gosport (G.M.Y.C. members were most impressed at the obvious interest, and they will possibly give more co-operation next time) is worth noting and attending.

Scale Section

In the past, the writer has regretted having little news from this Section, whose activities he does appreciate. Unfortunately, the Scale Captain was not able to attend the recent Committee Meeting, BUT he has sent me a report, however short, on their activities, which is reproduced below, with much pleasure:-

This year seems to have been a little more favourable towards the Scale Section, and we have had several meetings of ten or more members, with as many as fourteen boats. I feel we should have started some competitive events by now, but good weather seems so rare that we are never organised in time.

It is very gratifying to know our section is so active in other directions, and there are several new boats under construction, viz,

Tony Raymond's R.A.F. Crash tender,
Ernie Forbes - Merchantman Salvage Tug,
Ernie Powell's early type Drifter/Trawler,
Bill Palmer and new member Alan Pack with Malaysian Police boats,
Dave Boothroyd's Refrigerated Cargo vessel,
Alan Stimson's "Arun" type minesweeper,
My own Southampton Fire boat, and, last but not least, new member
Derek Akam's Clyde pilot cutter "Cumbrae".

(All of which sounds pretty impressive, and hints at a very successful Exhibition.)

I would like to thank Derek (Akam) and his wife, Margaret, for the very enjoyable Sunday morning we spent using their garden lake, and for the hospitality, which was truly appreciated.

I am pleased to report that once again our exhibition will be held at the Highcliffe Community Association, and the date has been confirmed as 13th Feb., 1989. We have been given the main hall at Greystones, which is on the ground floor and larger than last year's venue, so I think we are in for a very successful exhibition.

40 MEGS CLUB LIST

665 Robin Wheeler-Osman	685 Eric Crockford	695 Derek Moore
715 D Burridge	835 John Harding	895 Martin Houlton
905 Norman Woodwell	925 Alan	

Norman Woodwell our secretary, Lymington 22179, has given me the above list which he is keeping for the Club. The list will be out of date when you read it so check with Norman before you buy. I am told that 30 crystals are available and that Solent Models is expecting two channel sets which will sell for about £50.

Water level permitting, there will be an 'Open' 1-m. event at Setley on 16th Oct., while the Club team is at Ryde.

Finally, I am sure all Club members will be sorry to hear of the serious illness of our President, Bob Jeffries, and will wish to send him their thoughts, concern and good wishes.

The Club Luncheon and Prize Giving will be held at the Avonmouth Hotel, Mundeford, on Saturday, 12th November, 1988, at 12.15 for 12.45. We hope that it will be a sunny day so that you can enjoy the views across the harbour.

M E N U £9.00

Melon and Kiwi Cocktail

Escalope of Turkey with Cream and
Mushroom Sauce
Selection of Vegetables and Potato

Black Forest Gateau

Coffee with Cream and Chocolates

The management will be pleased to accept your wine order before the meal.

On receipt of your cheque and the completed slip below, tickets will be sent to you. Your name and your named guests are required so that a seating plan and named place cards can be prepared. Tables will be arranged to seat six or eight people and it would be very helpful if you could indicate who you would like to sit with. If you are able to arrange parties of six or eight so much the better. Every effort will be made to comply with your wishes.

Cheques payable to Solent RCMYC and sent to A W Ford, 68 Braemar Drive, Highcliffe, Christchurch, to arrive before Monday, 31st October. Telephone Highcliffe 71989.

Complete, detach and return to A W Ford.

NAME

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Tickets to be sent to NAME:
ADDRESS:
TEL. NO:

I/We would like to sit with
.....

If you are able to arrange a table for 6 or 8 people please indicate below.

1 2
3 4
5 6
7 8