

**Folkestone Off-Shore, 14th May**

Lydd Water Sports Centre was the venue for the first OMRA race of 1978. A cold, blustery day was the setting for the 35 competitors who, in spite of the weather, provided a very exciting day's racing. Short, choppy waves combined with fairly strong crosswinds to really put the models through their paces, but at the end of the day, there were no lost models, just a few dampened spirits.

The event ran very smoothly thanks to the efforts of the organiser, Derek Jeffrey and the Folkestone Model Club, and also the three chase boat drivers who worked very hard throughout the day.

Last, but not least, a word of thanks to the Lydd Water Sports Centre for their co-operation in the running of the event.

**A Class**

- 1st J. Kerr
- 2nd Mrs L. Baldry
- 3rd T. Ellis

**C Class**

- 1st J. Llewellyn
- 2nd Master A. Cooper
- 3rd R. Curtis

**B Class**

- 1st T. Ellis
- 2nd T. Ellis
- 3rd J. Llewellyn

**Concours**

- Mrs S. Allan
- Fastest Time of the Day**
- T. Ellis

Mrs L. Baldry



**Northern District 'M' Team Championships, Larkfield Tarn, Rawdon, Leeds, 21st May 1978**

This event was held at the Leeds and Bradford Club water and entries were received from Cleethorpes, Newcastle, Fleetwood and the host club. For the first time this event was restricted to one team per club, each team to consist of four boats.

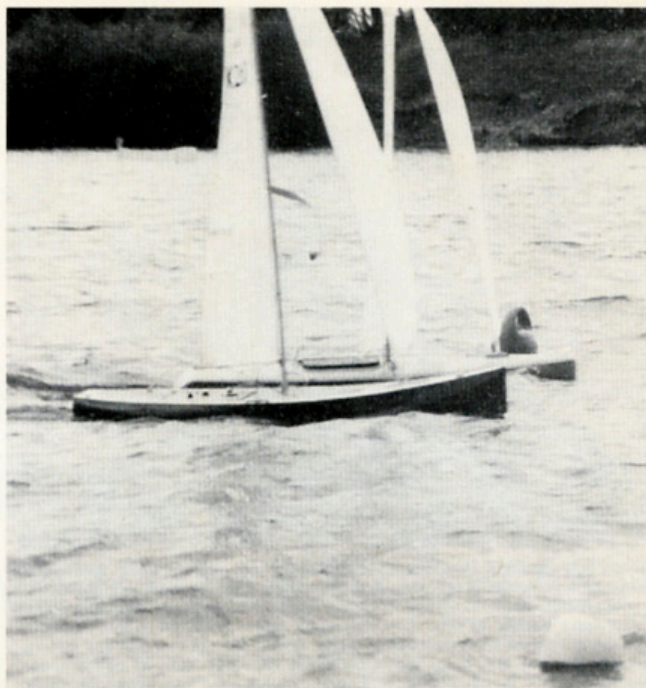
Racing commenced at 10.30am in a fresh breeze, giving a 'run' out and a beat back. By lunch time four heats had been sailed and when outstanding results had been taken the scores showed that the Fleetwood team had a good lead over Leeds and Bradford in second place, with Newcastle third and Cleethorpes fourth.

OOD Harry Atkinson recommenced sailing at 1.30pm and it was soon obvious that even the sampling of the local brew by the Fleetwood men was having little effect on the consistency of their sailing. The other teams tried all they knew to close the gap, but to no avail.

By 5.15pm all the remaining heats were taken and the Fleetwood team ran out as clear winners. A good day was had by all, there were no complaints, and thanks are due to Harry Atkinson who stepped into the breach at the last minute, his scorer Phil Johnson, starter Wilf Todd, and the canteen staff who again worked so efficiently.

**Results**

1st Fleetwood	<i>Reflection</i>	D. Latham	49 pts
	<i>Shogun</i>	N. James	43 pts
	<i>Blue Beard</i>	J. Brooks	36 pts
	<i>Ashanti</i>	R. Walsh	45 pts
		Total -	163 pts
2nd Leeds & Bradford	<i>Kimo Sabe</i>	P. Maskell	41 pts
	<i>Condor</i>	J. Steels/	
	<i>Mirage</i>	S. Armour	40 pts
	<i>Flying Saucer</i>	J. Lund	27 pts
		K. Armour	25 pts
		Total -	133 pts
3rd Newcastle	<i>P. Nuts</i>	D. Greener	28 pts
	<i>Anything Goes</i>	G. Keeley	33 pts
	<i>Mad Friday</i>	B. Anderson	14 pts
	<i>Turnbuckle</i>	E. Daykin	26 pts
		Total -	101 pts
4th Cleethorpes	<i>Lady Diane</i>	R. Noble	0 pts
	<i>Home Brew</i>	N. Johnson	26 pts
	<i>General Synopsis</i>	R. Griffin	19 pts
	<i>Blue-E-2</i>	D. Griffin	14 pts
		Total -	59 pts
		<b>Brian Barber</b>	



A very tight finish at the Nylet Trophy meeting, Ringwood, with John Cleave's Trapper winning by a nose.

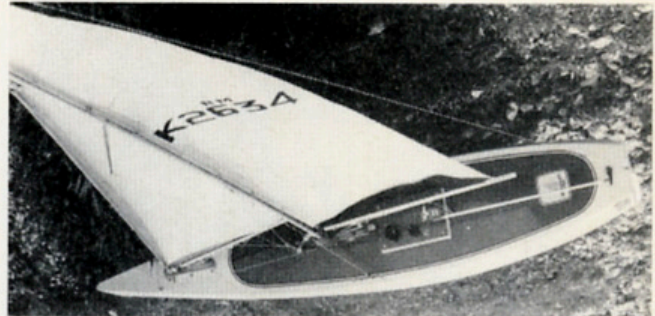
**Nylet Trophy, 14th May 1978**

At ten o'clock on a very wet windless Sunday morning Tim Fuller called for all skippers for the OOD's briefing, and 34 wet and bedraggled faces appeared through the gloom to be told details of the course and features of the rules to be used.

Enthusiasm from the skippers was undeniable. Some had driven for three and a half hours to get to Snails Lake at Ringwood for the Nylet Trophy, with entries from Exeter, South Wales and London, amongst the eight clubs entering. Because of the bad weather, only one triangle course was sailed in the first race and this took half an hour to complete! The officials looked at the 34-boat race schedule with dismay. After the second race, however, the rain eased and the wind came up to force 2, thereafter slowly increasing with short lulls, almost up to gale force. During the 18th race someone shouted for water at the first buoy. This request was mistaken by the heavens above, which promptly opened up with driving rain and gale force squalls, leaving some competitors with top suits in most complex situations, in a race that started with force 3 wind and the sun shining! To sum it up, every weather condition was experienced and had to be contended with, and most skippers did well to even finish their races.

The final winner, at 6 o'clock that evening, was Tony Owens from Danson Club. He sailed extremely well with faultless tactics, losing only 3/2 points the whole day, and no penalties. John Cleave, sailing very well with his new boat came second, followed closely by Dave Townsend. It was nice to see Dave Waugh, who finished fourth, back up in the prizes after his year away from RM yachts. His boat *Teacher's Pet* was sailing very well. Dave assures me that once he has finished tuning his boat he will see all these Trappers off! Tim Fuller won his first five races, and after making a bad start in the 6th race, tried to make up time by sailing inside another boat at a buoy when he had no rights. The other boat was sailed by Dave Waugh, who very properly closed the gap Tim had tried to use, and a penalty and re-rounding of the buoy followed. In retrospect it is easy to say that it might have been best to avoid conflict and penalty points, but a big decision has to be made in the few seconds before such an encounter. Do you go for all-out points or stay content with losing two or three places and hope to make them up during the rest of the race? However, the decision was taken and the gamble lost. Such is the way things go. Tim ended up with a minus four points in that race and a final placing of fifth. Brian Aske from Poole was last year's winner, and looked like doing very well this time also, but unfortunately had his transmitter fail in his fifth race and had to retire. However, ending up in 7th position after missing one race does show what an excellent skipper Brian is. Better luck next year perhaps.

One interesting point came to view during the day's racing. It became apparent at about race 10 that skippers were wasting time in between races getting onto the water, sometimes up to 12 minutes was elapsing between races. The schedule would never be finished! The OOD called all skippers to the table, and told them that no excuses would be taken and all boats must be on the water within three minutes of the last boat finishing. Skippers must know what race they were in and be ready to take over the colour pegs and pennants and be ready at the start line for the count-down. The system worked well. Nearly every race was ready in only two minutes, and on only two races were the



Left, eventual winner, Tony Owens' 'Focus', another Trapper, seen here in top suit. Above is Woodley skipper Alan Oxlade's new boat, Gaucho designed hull. All Nylet Trophy pictures by Tim Fuller.

full three minutes required. This information might prove of interest to other OODs and secretaries in organising future meetings, where time is important.

The day was enjoyed by all skippers and there was loud but good-natured booing when Noel Hutchins of New Forest won two prizes, bottles of booze, in the three prize raffle. Mr Frank Parsons of Nylet presented the racing prizes and thanked everyone for coming, and the OOD, Trevor Reece, was given a vote of thanks for adjudicating during a cold, wet and windy day.

**Nylet Final Positions**

1 T. Owens	Danson	Trapper	76
2 J. Cleave	New Forest	Trapper	70.8
3 D. Townsend	Danson	Trapper	67.6
4 D. Waugh	New Forest	Teacher's Pet	62.4
5 T. Fuller	New Forest	Trapper	56
6 P. Freeman	Danson	Trapper	54.8
7 B. Askill	Poole	Klug	53.2
8 M. Belding	New Forest	Trapper	50
9 N. Curtis	Woodley	C. Dicks	49.2
10 J. Hore	Decoy	Challenger	45.2

Tim Fuller

**Birkenhead Open Hydroplane Event, Gautby Road, 21st May**

A very interesting feature of the day was the sailing of both the RM yacht open event and hydroplane racing at the same time, this without any interference or mishaps. This was no doubt due to the excellent 'helmanship' of the yacht 'skippers'.

The combination of both sail and power was enjoyed by the many spectators present. A northerly breeze, whilst favourable to the yachtsmen, reduced the hydro speeds considerably until late in the afternoon when calmer water favoured the airscrew hydros.

**Class A 30cc**

The heavier boats performed well on the rough water, with Tom Clements *Hell Cat* returning a speed of 54.7 mph.

**Class B 15cc**

This class produced the usual rivalry between the two Clement-Jones engines, whilst Ethel Jones (Mambo 8) with her Dooling type home built engine could not equal the speeds of her two opponents, Jimmy

Jones's *Seq-Jay* eventually recorded fastest time with a run of 50.13 mph.

**Class C 10cc**

Again, rough water, and Tom Clement with his boat *Jump With Joy* took fastest time with a run of 49.17 mph. Tom was the only competitor to record a time in this class. Let it be known to all hydro exponents with no filter in their fuel line, to beware of foreign bodies, for when Ethel Jones investigated the erratic running of her new C-J 60 Schneurle ported engine, she found what one of the competitors stated was a 'trout' in the fuel line but, on removing tank and engine, discovered that it was an alcoholic ant that had most likely entered the tank stand pipe whilst the hydro lay on the grass of the compound.

**Class D & E**

Dr English and Dave Angles, although persevering with their light craft, could not complete any of their runs; this I am sure was due to water conditions.

**Class F (Airscrews)**

The airscrews at last experienced smoother water and were now able to show their capabilities. Bob Hymer (Heaton) recorded a winning speed of 83.2 mph with his *Green Genie*.

The hydro section would like to extend their thanks to Messrs Alec Graham (Club Secretary), Martin Allan and Joe Graham of the radio section for their valued help with timekeeping etc; finally many thanks to the three ladies of the new canteen who so successfully provided excellent food and service.

After a speech to our visitors, Club Secretary Mr Alec Graham presented the prizes to the various class winners.

**Results**

<b>Class A</b>	T. Clement	Newcastle	54.7 mph
<b>Class B</b>	J. W. Jones	Birkenhead	50.13 mph
<b>Class C</b>	T. Clement	Newcastle	49.17 mph
<b>Class F</b>	R. Hymer	Heaton	83.2 mph

**(Airscrew)**

Consolation Prize: Dr English (Sheffield)

Ethel Jones

**Bournemouth and Poole MPBC - Multiracing - 30th April**

Despite a bad start to the day weatherwise, by the time racing had started the rain had stopped. The meeting at Queens Park Pond was well attended with competitors coming from Cotswold MMC, Kingfisher MPBC, Saxon's MC, Pegasus MBC, and the home club. Trophies were presented at the end of racing to the first three in each class plus a bonus prize for an endurance race at the end of the meeting, which was won by D. Horton. In this event all three classes ran, the winner being the last boat still in operation.

Results as follows:

<b>3jcc</b>		<b>6jcc</b>	
1st D. Horton	77.6 laps	1st D. Cotton	83.2 laps
2nd P. Stapleton	60.0 laps	2nd R. Entract	78.2 laps
3rd D. Willis	50.0 laps	3rd L. Waugh	72.6 laps
<b>10cc</b>			
1st E. Offen	74.0 laps		
2nd S. Spetch	69.0 laps		
3rd D. Willis	66.0 laps		

S. Clegg

**INTERNATIONAL REGATTAS**

(from page 485)

**FIV 2.5**

		<i>secs</i>
1 R. Both	BRD	23.2
2 H. Pinder	GB	25.7
3 M. Scheiber	A	31.5

**FIV 15**

		<i>secs</i>
1 J. Croyden	GB	16.1
2 D. Grammersbach	BRD	17.8
3 A. Engels	BEL	18.2
4 A. Greenfield	GB	19.0

**FIV 5**

			<i>secs</i>
1 A. Sidebottom	GB		21.4
2 J. Bayman	GB		23.0
3 D. Grammersbach		BRD	27.7

**FSR 3.5 SEN**

			<i>laps</i>
1 R. Thieme	BRD		71
2 B. Weichhaus	BRD		55
3 D. Grammersbach		BRD	47

**FSRE 15 MIN**

		<i>laps</i>
1 J. Zander	BRD	38
2 D. Harvey	GB	36
3 R. Van Beynhem	NL	35

For those people interested in electrics see the report in 'Fast Electrics'.

Summing up on these two meetings, they were well worth attending, and the friendly atmosphere they created was absolutely fantastic, especially the Dutch. From talking to many of them I think they have got the right idea. They say, "we do this for fun and for the enjoyment of the participants and hope we never get serious like so many countries". Surely this is the way it should be, and not the way certain sections of our hobby have become over the last few years in this country, where they now say, "blow you Jack, I am all right".