



Founded 1894

July 2003
The Golden Lion

The Newsletter of West Lancashire Yacht Club



Editorial team:-Barbara Agnew, Maureen Potts Margaret Gambie, Jack Diamond

Commodore's Comments

Kathy and I have just returned from a Ball held on the Wirrall to celebrate Wallasey Yacht Club's Centenary. WYC was originally founded as the Magazine Yacht Club because their premises were next door to an armament store on the front at New Brighton. One of the first classes of boat they adopted was the WLYC half-rater, of which more in an article by John Thoroughgood. Once again the strength of the kindred clubs was highlighted during the evening as tales of intra club racing and club traditions were regaled. One of these was a cautionary tale that in some clubs it is customary to penalise any gentleman found wearing a hat or cap in the clubhouse. This penalty takes the form of a fine or buying a round of drinks for those at the bar. If the offender is a junior, then the parent is obliged to cough up. Whilst this might provide a useful source of revenue for our Club's funds, it would be so much more preferable if members observed Club protocol by removing headgear in the Club, thus avoiding the need for notices or fines.

In a similar vein, please could parents of cadets be aware of what their children are doing, and note

that the Club recommends that cadets out on the hard should wear buoyancy aids.

Our own Mid-Summer Ball was a lively affair; it was good to see a good mix of new and longer standing members present. Well done the house and ladies committees. I spent another pleasant evening in the company of the snooker fraternity and watched Andrew Hall and Alan Smith win the billiards and snooker finals respectively. Well done to them.

The Club was buzzing on Sunday 6 July when the membership committee organised an Open Day, supported by the men behaving badly team who ran a bar-b-que. The water was alive with boats of all hues, both those taking visitors out for a taster, and members just having fun. It was the Club at its best. But don't feel you have to wait until an open day to introduce your work friend or neighbour to sailing. Bring them down at any time. A member of the membership committee will be happy to talk to them if they want information about the Club. Another "good do" was the Complementary Therapies Lunch in aid of the RNLI. Thank-you to every one who supported that occasion.

Warm regards **KIT ROBINSON**

House Report -A life on the ocean waves

It is good to report that our cruise on the SS West Lancs proved to be a most enjoyable experience for so many of you (**The Summer Ball, 26th June**). It was pleasing that the sea in The Bog Hole was calm as we sat at anchor outside the dreamy spires of Southport's famous promenade vista.

We were entertained in some style by Lesley Fine. Such was the mood of the evening and the quality of her performance; people were on the floor dancing before the toasts had been completed! DJ Gary King also looked after the pre-recorded music in regal fashion (sorry).

The dance floor was put to good use through the evening right through to the close at 01.00. The Mainneys' head banging rendition was a memorable sight.

The Ladies Committee did us proud with some wonderful fair, which was a joy to consume from start to finish (so much for the diet). The effort put in by this dedicated team merits special praise.

Thanks too are due too to various House Committee members, plus many others including Damien Chisholm & Bryan Marshall. Special gratitude is also due to The Commodore for producing a fantastic menu design – clearly a man of many talents.

As ever the assistance of our Steward was extensive, useful & patient – thank you Phil. His Team were their usual hard working & charming selves - this helps these occasions run well.

It was great to see such a good cross-section of members at this 'do', something we hope to build on.

During the evening we had the pleasure of applauding successful juniors involved in the Southport Junior 12 Hour Race - which ended whilst the evening progressed.

The next event is **THE AIR SHOW BARBECUE on 7th September at 13.00.**

For those of you new to the Club and/or Southport it is worth noting that the Air Show is now one of the largest in the North West. This is quite an achievement locally given that none of the fixed winged aircraft in the display land – for obvious reasons.

The Clubhouse is a great vantage point away from the crowds – why not combine a sail, barbecue and air display without having to move locations.

Beyond that we plan to run a family **QUIZ NIGHT on 4th October**. This is in response to members' feedback. We would welcome ideas as soon as possible.

Watch out for promotional information on these and future events in the Clubhouse & web site. As usual the sign up list for House Committee events will be on the notice board at the right hand end of the bar.

This is proving a great summer for weather – I hope you are making the most of it for sailing & will do so over the main school holidays (if like us you have to take your break then). **Enjoy.**

STEVE ABBOTT-CHAIR,HOUSE COMMITTEE

Dinghy Captains Report

I am writing this following another busy weekend at the club with the Optimist Open on Saturday which was also the Northern Area Championships. Racing was very close but was finally decided by a win in the last race by Tom Hewitt who won the event overall. This was followed on Sunday by the club's open day which was a scene of great activity with many members offering our visitors a chance to experience our excellent facilities.

Club racing on a Thursday and Sunday has been well supported with close racing in all our fleets. The OOD's and their assistants have provided a high standard of courses and organization often coping with difficult conditions in terms of wind speed and direction. Competitors sometimes fail to appreciate how much more difficult it becomes if you are coping with boats having no sail numbers or boats having the same sail number. Another difficulty arises with some helmsman failing to sign off, or sign off within a reasonable time. Our sailing instructions state that we are required to sign off "as soon as possible" and that a "Helmsman failing to sign will be deemed to have

retired". Signing off between races and within 10 minutes of the completion of racing would be appreciated.

The Supper race in July has had to be cancelled due to the club being used for an alternative event but the calendar according to the club diary will proceed as planned. For those who enjoy their sailing to be a little more exciting we have invited some RS200's and RS400 to join us on the sea at Ainsdale for the August Trophy day. If you know anyone who would be interested in attending contact Ian Dondaldson for details.

Good luck to all those who are about to go off to their various National, World's, etc., events during July and August. Let me know how you got on, Best wishes,

**DAMIAN CHISHOLM
DINGHY CAPTAIN**



GP Fleet News

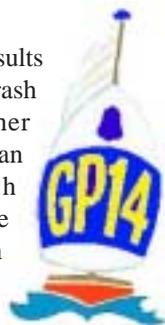
Can I first thank Dave Bower for compiling the last fleet news following my wife's sudden death and can I take this opportunity to thank all at the West Lancs for your support at this trying time. One of the last things Ruth and I talked about was the scheduling of our commitments to allow us to enjoy our 29th year working on the 24hr race (the anniversary of our hen and stag weekend)

Talking about the 24hour race, can I ask all GP helms and crews to do their part in helping with the race. If you have not already volunteered for a job during the set up week and the race weekend, please do so now!! Newer members of the fleet are most welcome to get involved and I would like to think that all our fleet do at least one shift sometime over the race.

Whilst I have been away from the heart of the activities the club hosted the joint Enterprise and GP Open at Ainsdale. I understand that GP entries were down due to several of our own fleet having moved on to more modern craft and a training weekend for the Worlds going on the same weekend. The results have been posted in the club but congratulations to Chris Jones and Dale Knowles 1st, Damian and young Mark Chisholm 2nd and to Dave and even younger Charles Bower for having a good race in old faithful. Both these young lads are going to be super crews and are the future of the GP fleet.

Tim Harper has been putting it about and according to the GP web site is laying overall 9th in the Grand Prix series. I also

understand he had good results in Ireland, prior to a car crash that has prevented further successes. Chris Jones, Ian Thomson and youngish Mark Newton are continuing with the open circuit and again according to the GP web site, Ian and Mark came 18th at the recent Bassenthwaite UK GP Masters. Mark must have signed on under his dad's name.



Down on the lake things are hotting up with some close nip and tuck races all the way from the experts down to the novices. Although I have been told by a couple of the Laser fleet that my man has taken up swimming each time he has "Jacko" as his crew. This must be something to do with not having to balance his normal heavy weight crew and the desire not to win the Divers Helmet for a third time.

Quite a few GPs have change hands recently and I would be grateful if the new owners could let me know their details so we can keep fleet records up to date. If you need help or advice to get the boat set up correctly grab one of the GPer and they will guide you through the process. Please come and join in the racing and don't worry if you are way behind the experts. To get round is the first target and then improve at your own pace. You will soon find the gap closes and your skills rapid improve. Give it a try it is the only way to learn and get value out of your investment. **PAUL ROWE GP FLEET REP.**
(GP14@WLYC.ORG.UK)

24 HOUR RACE

UPDATE 13 / 14 SEPTEMBER

Since I wrote the article for the last Golden Lion there has been a significant development regarding this year's race. The club has adopted Sail4Cancer as the official charity for the event. Sail4Cancer is a UK charity that was formally registered with the charities commission in Jan 2002. It operates entirely on a voluntary basis, thus ensuring the maximum amount of money donated goes directly to the individuals for whom the charity was set up to help. The charity has 2 main objectives:

- To raise significant funds for cancer treatment / research through high profile sailing events.

- To provide sailing opportunities for cancer patients, their families and those who have suffered a recent bereavement, in the hope that their quality of life might be improved.

Sail4Cancer has a developing name within the offshore sailing community; indeed this year Sail4Cancer has already been appointed as the official charity for Skandia Cowes Week and the

Fastnet Race. The charity sees its links with our 24 Hour

Race

(with

entries

from

all over

UK) as a means of launching itself into the dinghy racing arena. But also through WLYC and Sail4Cancer working closely together we believe they could help us significantly increase the numbers of entries. Plus, with their links with companies such as Skandia, Henry Lloyd, Omega, Timberland, in future we hope to be able to attract more corporate sponsors for the event. Lastly our close association with Sail4Cancer should improve the interest in the event from the local and national media.

To me this is an exciting development that will bring an additional attraction to what is a nationally recognised and prestigious event. If you want to know more about the charity why not look at their website:

www.sail4cancer.org.uk

ROB PICKERING



CALLING ALL JUNIORS

SOUTHPORT SAILING CLUB 12 HOUR RACE SPECIAL

WLYC entered two teams (WLYC B - Captain Mike Pickering, and WLYC GBR - Captain Kaye Tickle) for the SSC 12 Hour Race on 21st June 2003. The race started in the gentlest of breezes. With the wind (what little there was if it) coming from the south-west, and several areas of flat calm on the lake created by wind shadows, the light air sailing skills of the teams were severely tested. During the very early stages of the race a couple of teams were observed to be ‘pumping’, resulting in a few protest flags being ‘popped’, however the race committee soon released a notice that rescue boats would act as jury boats specifically against rule 42. By late morning the wind had freshened slightly and the GP14’s and Bosuns (new to this year’s race) were using their spinnakers along the western and southern legs of the course.

On the water, teams had to cope with a few hazards to navigation, namely the Southport Jet Boat (and its wake), and The Southport Belle. An incident with the Southport Belle forced Mike to sail on past the northern mark thus causing us to lose time and two places

on the water. However, even though the “Belle” did take a different route for the rest of the day, the claim for redress failed on the grounds that the competitors had been warned of other lake users in the Sailing Instructions; also the Belle being a vessel of poor manoeuvrability and restricted draught meant that sailors were obliged to keep clear.

By mid-afternoon the wind had veered and strengthened a little, and boats were now using their spinnakers on the eastern leg of the triangular course. The finish was tight with Budworth SC (Skipper Ben Crompton) taking 1st place from Royal Windermere on the penultimate lap! I would like to congratulate and thank everyone who took part in making this year’s 12 Hr Race so successful for the WLYC Juniors.

3rd overall, 1st U18 & 1st Ent
West Lancs B

5th overall, 2nd U18 & 2nd Ent
West Lancs GBR

MIKE PICKERING
JUNIOR CAPTAIN

HISTORY OF THE SEABIRD, HALF RATER CLASS

In the Autumn of 1898 a resolution was passed at a meeting held at the West Lancashire Yacht Club, Southport, favouring the formation of a new One-Design Class Boat to cost not more than £35 complete. The Class owes its inception and inspiration from the design by Mr Herbert. G. Baggs in collaboration with Mr W. Scott Hayward. The club then negotiated a contract with Mr R. Latham of Crossens to build eight boats with the sails entrusted to English of Shoreham: the total cost of this original order came to £34.17s.6d. each boat. The boats were named after seabirds and this gave rise to the class; their rating being assessed at 0.5 hence the term half rater. The first race was sailed off the Pier Head, Southport, on the 13 June, 1899 when all eight boats participated over a 10- mile course; Goshawk No2 taking the winning gun by a fraction of a second from Fulmar No1. Within a year or two owing mainly to the enthusiasm of Mr Scott Hayward the class was adopted by the Donaghadee S C under the name of the 'Seashells' and by the Gourock Y C under the title of the 'Gaels'. It also recorded that friendly rivalry in inter-club racing was held on the waters of Belfast Lough during the summers of 1902 and 1904 and in the Menai Straits in August 1903. The enthusiasm at this time was very great and the 1902 August edition of the Yachtsman reporting on the Straits Regattas states that " none of the threequarter raters which generally give good sport at the Regattas were able to get down but the Seabirds managed to arrive by rail in time for the first day at Caernarvon." In 1902 Caernarvon S C adopted the class and the boats were known as ' Cariads'.

Some years later the class was adopted

by West Kirby S C, Liverpool Y C and the Magazines Y C, the latter in 1921 changing its name to Wallasey Y C on recognition of Borough status to the Corporation. With so many clubs and builders now supporting the class it was found that divergencies from the original specifications were creeping in and there was a danger of the one-design principle being lost. In the Autumn of 1905 the formation of the 'Seabird, Seashells and Cariad One Design Association' was formed and the clubs represented at this first meeting at the Exchange Station Hotel, Liverpool were as followed :-

West Lancashire Y C, Gourock Y C, Caernarvon S C, Donaghadee S C, Liverpool Bay S C , Rhyl Y C.

The following extracts were taken from the original minute book;

At a meeting held in February 1908, it was agreed that R. Perry & Son, Birkenhead, be appointed sailmakers, their price being £3.19s.6d for a full suit of sails and that the sailmakers be warned they must have no dealings with private owners and this to be a condition of their appointment; it was also resolved that all sails must be paid for when ordered.

At the 1910 A.G.M. it was decided that the Association burgee be a white gull on red background but a proposal that a small staysail be carried was lost.

A meeting held at West Kirby Club House in October 1912 refused to admit a Seabird built by Roberts of Chester as he had only been given authority to build 5 boats and not 6 (The Association rules were so rigidly adhered to that this Seabird now No 33 was not recognised by the Association until 1963). At the same meeting the Hon Sec was instructed

to write to the editor of the Yachtsman supporting the Boat Sailing Association which they became affiliated to in 1914. The first Association 'Dinner and Smoker' was held at St Georges Hotel, Liverpool, on Sat, 15 November 1913 after the A.G.M.

Prior to the cessation of yacht racing on the outbreak of the First World War, 41 boats had been built of which 25 to 30 were racing regularly. By 1914 sailing as a class had been discontinued on the Clyde, at Belfast and Caernarvon, and the cost of a new boat had also risen to £60. The class having been discontinued outside the North West of Britain the Association dropped from it's title 'Seashell, Cariad and Gael' In 1922 the newly formed South Caernarvonshire Y C offered a race to the Seabirds in June and in the same year Trearddur Bay S C officially adopted the class.

During this period the association continued to build boats now costing £102 each and a No.2 jib for heavy weather was added ; Seabirds re-appeared at Beaumaris and Caernarvon, whilst the Menai Straits Regattas in August were an ideal venue for racing between the North West and Welsh Stations.

In 1925 Sea Swallow No. 58 was exhibited at the first show to be held in Manchester. Owing to heavy silting off Southport the founder club discontinued sailing on the tide in 1936 but by 1961 conditions had improved and the class was re-established.

The 60's saw a revival in the building programme and ten new Seabirds were added to the fleet. Early in 1963 the Association became affiliated to the R.Y.A. and nylon spinnakers were approved and terylene sails in 1965.

This same year saw the Association celebrate it's Diamond Jubilee. West

Lancs presented the association with a silver starting cannon and this is raced for each year.

The present day fleet is based in North Wales at Trearddur Bay and Abersoch and at Wallasey on the Mersey.

In 1974 the class celebrated it's 75th year and anniversary races were held at all stations.

1979 saw the recognition by the Guinness Book that the Seabird is the oldest One-Design Class still racing in Britain.

The Liverpool Maritime Museum now hold Association documents on loan.

August 1999, the centenary year, saw 45 boats, out of a total of 65, racing in the Menai Straits.

(Extracted from the Seabird handbook having been written by the late Jim Morgan, past president of the Seabird Association and a vice president of West Lancs.)

Ed note:- Dick Atkinson, past commodore of West Lancs, was also President of the Seabirds in 1974.

In 2001 Seabird 'Cormorant' No.9 owned by Andrew Read (who incidentally has been racing Seabirds for about as long as they have been about!) was wrecked on the Mersey but miraculously recovered by New Brighton Life Boat. Andrew recently re-launched her after an extensive rebuild just in time for Wallasey Yacht Club's Centenary Celebrations. 23 Seabirds raced in the Mersey over 4 days and 'Cormorant' finished a very credible 2nd and, a week later, won the coveted Southport Corinthian YC Bowl at the Royal Mersey YC Regatta.

The squad consisted of Andrew & Linda, John & Richard Thorougood and Dave Bower.

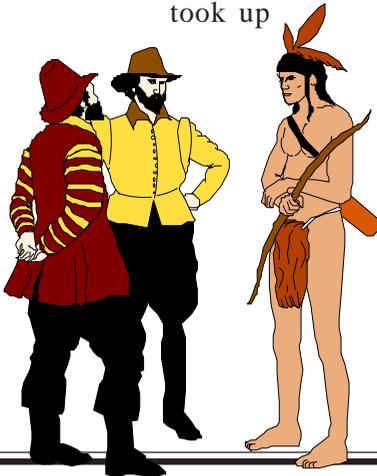
JOHN THOROUGHGOOD

Pelorus Jack

Why do we call Americans YANKS?

The best explanation I have found is that mentioned by J. Fennimore Cooper in “The Deerslayer”, or maybe it was “The Last of the Mohicans”. Both of these were written in the early 1800’s, and Cooper shows a great interest in the language of the Indians.

His story is that the Indians of what is now New England could not pronounce words that started with a vowel, all their words started with a consonant. The Europeans in this part of America were mainly English, and the Indians could not say ENGLISH, so they said YENGEESH which the Southerners took up



as a derisory term for a Northerner.

This became YANKEES and over the years it shortened to YANKS as that is onomatopoeic with the image of the lasso-throwing frontiersman pulling a steer to the ground, as seen in Westerns. The word became respectable and George M Cohan used it in two songs very popular in the 1914-18 war – “I’m a Yankee doodle dandy” and “Over there – the Yanks are coming” which made it patriotic. James Cagney made the film.

And that’s it, by and large. Now, why do we say BY AND LARGE? It’s a sailing term used in large square-rigged vessels.
What did it mean?

JACK DIMOND

BILLIARDS AND SNOOKER FINALS

The finals this year were held at the clubhouse on Tuesday 24th June, the referees were Bob Willets Ian Agnew and Roger Blakey.

The Billiards started promptly at 19.30hrs the finalists being Bob Abram and Andrew Hall, both leading players in the club, but as Andrew had won his matches several times in the past, this year he played to a substantial negative handicap. However despite this, he was soon scoring breaks regularly and Bob's efforts could not hold him back, so Andrew snatched up yet another victory.

At the interval Philip provided an excellent cold buffet, which was

thoroughly enjoyed by the players and audience.

The Snooker followed on, the finalists being Allan Smith and Reg Sayer, playing to win the best of three frames.

Allan Smith was in good form and soon had the first two frames to his credit, making him the winner of the snooker competition.

At the completion of the play, the Commodore kindly presented the trophies and the individual prizes to the winners and runners up.

Everybody appeared to enjoy the evening. It is intended that this years competitions entry sheets will be available soon after the 24hr. Race is over.

REG SAYER

BLUNDELLSANDS SAILING CLUB

ALTMOUTH CUP RACE

Sunday 27th July 2003 at 13.00 hrs.

The race is open to cruising type yachts of 16ft LWL or over.

See Offshore Captain for details

THE MOANING AFTER

With some people it's a way of life, with others it's their only pleasure, with others an exact science, an art form, a reason for existence. For me, you're ever so tolerant, forgiving, humble and avuncular. Vice Commodore and Chairman of the Sailing Committee, it's the burden of high office, it's a duty I take seriously, and I have a responsibility to be your voice. It's a task no matter how alien to my widely known and natural reserve- I must see through.

It's moaning-time for me to be your champion and have a non-therapeutic moan.

Slipway courtesy This season has seen a really good turn out for club racing- GREAT. Consequently the need for good manners and courtesy is now imperative. Regrettably, I have received a great many complaints:

Some Pointers:

- 1) When you launch, tie your boat at the ring furthest away from the slip so others may launch without impediment.
- 2) Do not RIG in the area provided for slip access and trolley parking.
- 3) If you bring a rigged boat to slip area, launch immediately.
- 4) If possible, return your trolley to your parking place. If not, take care not to cause inconvenience to others or damage to boats in the parking place.

- 5) Do not park your car in a position likely to cause inconvenience to sailors wishing to launch their boats.

Toppers

The club has for some time had the use of 5 Toppers owned by Sefton Schools Sailing Association (SSSA)- their intended use by the club has always been Training. As with all things, loose terminology and familiarity necessitates further clarification.

A club member receiving supervised training only may use toppers provided by the Club.

Experienced Junior and Cadet members may use the Toppers for racing with the prior permission of their instructor, who will make a judgement of the individual's ability and the weather conditions at that time.

Adult members may not race the Toppers for 3 good reasons:

- 1) Our arrangement with SSSA is for the boats to be used for training purposes.
- 2) The boats-like me-are old and fragile. Adult's weight/strength and competitiveness is likely to cause parts to fail, creating cost and inconvenience for training instructors, both WLYC & SSSA.

- 3) Insurance risk under racing conditions is increased markedly; particularly damage to other boats, if a novice racer helms the Topper.

Signing on and signing off

O.O.D's have reported considerable indiscipline with signing on and off. Both are a requirement of club sailing instructions (2.4 and 10). In the case of post race declaration," as soon as possible" is very imprecise. However, courtesy to your O.O.D. is a good guide.

Swimming in the Lake

Flaming June has encouraged some of our Cadets to take the plunge-FINE- BUT FOR SAFETY SAKE, NOT ANYWHERE ALONG THE CLUBS LAKE FRONTAGE DURING RACING-you know it makes sense.

Oppie/Training Boat house

Despite the notice saying this area is alarmed, it has not been. This means its contents are NOT covered by the terms of our insurance. From Monday 14th July, the alarm will be activated-entry will ONLY be through the door and NOT the roller shutter. The alarm must be deactivated using the correct code within 15 seconds.

V.H.F.Radio Courses (this is not a moan)

One of our members -Frank Pointon- is a qualified V.H.F. Radio Instructor and is willing to run a course at the Club if there is sufficient interest. Please Frank to express an interest and obtain further information.

**GEORGE MAINEY
VICE COMMODORE**

"It is with deep regret that we announce
the death on Friday 11th June of
CHARLES WINGROVE,
a long standing member of the Club. He will
be sadly missed"

On the weekend of the 27th/28th/29th June Ian Williams and I cycled the 150 miles Sustrans Route from Workington to Sunderland. This takes in the Northern Lake District; the Pennines and the Northumberland and Co Durham Moors – a truly spectacular route.

We set off from Workington at approx 11am. after dipping our front wheels in the Irish Sea. The weather was appalling, it rained all the way to Penrith! Sustrans Routes take you on minor roads, bridlepaths and old railway tracks which have been turned into cycleways. They are very popular with cyclists, walkers and horse riders. Definitely no cars or motorcycles and so are regarded as safe.

We made good progress in spite of the rain and were heading for Braithwaite- just outside of Keswick – for lunch with Lin W. when we came to an extremely steep and narrow descent through woodland – the track was very wet and muddy with loose stones and we were riding lightweight touring bikes. We stopped to have a quick look and I decided to give it a go. Yes! – you guessed it – I went a—e o—r t-t after about 10yards and received handlebars in the ribs and a gashed knee for my foolishness. However, all went well for the rest of the day – we passed through some charming villages and hamlets and arrived in Penrith at about 5.30pm just as Kath was arriving from work to meet us. We had a lovely night out in an Italian Restaurant - and the rain had stopped.

On Saturday the weather had picked up which was encouraging because the route profile was hills all the way. Some steep; some long; some long and steep. The first rise was up to Hartside at 1800 feet and a welcome stop at the café with Lin and Kath (Kath and Lin were already in the café when we arrived and missed a photo opportunity

– Kath made me cycle the last bit again in order to take a picture!!!). The views were stunning and - of course – there were some decent down hill stretches which were quite thrilling to descend at speeds of 30mph +. We cycled through some lovely countryside but there seemed to be a hill around every corner which made for some very challenging riding for much of the time. We lunched at Garrigill (77 mile mark) and then on to the summit of Black Hill at 1900 feet. On through Allenheads + hill and then Stanhope + very steep hill making for the Waskerley Way – an old railway track which took us to Castleside for the evening. It had been a tiring but satisfying day in the saddle and we arrived at the B & B to find Kath and Lin sitting in the sunshine drinking wine - –no change there then! We met up with Ian's cousin for the night and ate at the local pub

IRISH SEA C2C

From Castleside to Sunderland the terrain changes quite dramatically – no hills – and we made very good speed. The route was mainly off-road on tracks but the surface was variable and Ian managed to sustain 4 punctures which slowed us up a bit. However, we arrived in Sunderland at approx 1pm to be met by Kath and Lin who had arranged for us to use the very fine facilities of Sunderland Yacht Club. We dipped our front wheels in the North Sea after what had been a great ride.



At the time of writing we have raised approx £2000 for Cancer Research. Thank you very much if you sponsored us. Thank you to Kath and Lin for their company and support and thank you to Ian for being good company - even though I saw too much of his rear wheel on the hills!

TED SOUTHWORTH

New Members

We would like to welcome all new member and look forward to seeing them in the club

Simon Abram (re-joining)
and **Sharon Linden, Hollie**
and **Jake Abram**

Rebecca and Daniel Kite
Preston, PR4 6RT

Suzanne, Emma and James Stephens
Formby, L37 3JB

Scott Taylor
Banks, Southport,
PR9 8HF

David, Amanda, Joshua
and **Samual Beamish**
Southport, PR8 2LN

Noel Vincent
Formby, L37 4AP

Morgan Cole
Hesketh Bank,
Preston, PR4 6SQ

Jonathan Wareing
Southport, PR9 8BB

Warren and Oliver Hanlon
Southport, PR9 9UL

Changes in contact details

Michael Harrison (re-joining)
Penwortham, Preston. PR1 0JU

David and Heather Tyrer
Croston, Preston, PR26 9HG

SMichael, **S**Glenys,
Rebecca and Daniel Kite
Fish Lane, Burscough, L40 0RL



Dates For your Diary

July

Sun	27th	Joint Series (WLYC)	10.00
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August

Sat	9th	Waterski Event on Lake	
Sat	16th	Supper Race	18.30
Sun	17th	Ainsdale Trophy Day	11.00
Sun	24th	Joint Series(SSC)	10.00
Sat	30th	Oppie Fun Day	
Sun	31st	Ainsdale Trophy Day	11.00

September

Tue	2nd	Offshore Gathering	20.30
Sun	7th	Airshow Barbecue	13.00
Sat	13th	24 Hour Race	12.00
Sun	14th	24 Hour Race	
Sun	21st	Joint Series (WLYC)	10.00
Fri	26th	Whitehead Bowl (Golf)	13.30
Sat	27th	Lloyd Hayes Trophy	

Copy date: Thursday 28 August 2003