

Solo Interactive



Gill

INLAND CHAMPIONSHIP PROMO

October 29-30

The Solo season draws to a close

GOAT

End of Season
Championship
Promo

October 29

Gill

Bound by water since 1975

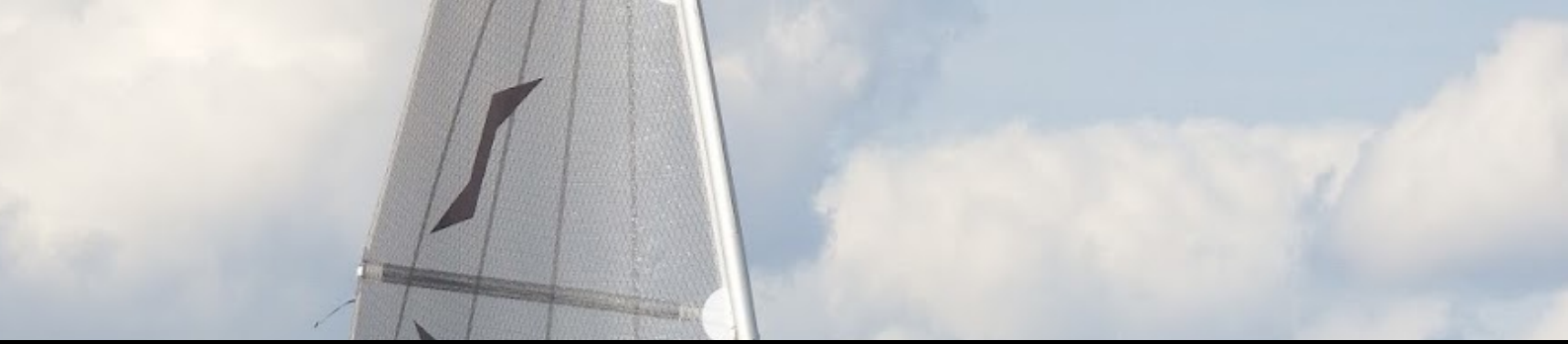


Pursuit Buoyancy Aid

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Simon Law sports the Gill Pursuit Buoyancy Aid at the 2022 Solo National Championship.



Gill

39th SOLO INLAND NATIONAL CHAMPIONSHIP Draycote Water

Enter Inland Championship [HERE](#)

NORTH SAILS SUPER
SERIES QUALIFIER



6 Races Over Two Days
Day 1 incorporating EOS
Day 2 concludes the Inland Championship

29-30 October

THE SOLO CHANNEL ON **YOUTUBE**

Inland Championship Action Highlights



2021 <https://youtu.be/wLijmBashQg>

2019 https://youtu.be/L_usiqJLsUk

2018 Slideshow <https://youtu.be/jOl53RaDPdk>

2016 Altered Capping at the Inlands

2014 <https://studio.youtube.com/video/CUJG3eKgxBg/edit>

2014 Race Starts

<https://studio.youtube.com/video/NbasdZhDk1Y/edit>

2013 <https://youtu.be/AUJ8RNiIRfc>

2012 Day 1 <https://studio.youtube.com/video/NjoyGVPcVbk/edit>

2012 Day 2 <https://studio.youtube.com/video/C6Ked3iZtfA/edit>

Gill Inland Championship Preview

The National Solo fleet hope to close the 2022 season at Draycote Water October 30/31, and with a Super Saturday/Sunday of major titles up for grabs (EOS Sat, Gill Inlands Sat/Sun), we anticipate a bumper turnout of Solos from across the UK.

Specialist dinghy clothing company Gill are sponsoring us and we are also generously supported throughout the year by NOBLE MARINE.

There have been many memorable championships and I was going to run through a few but, looking down the list of champions, it would be remiss to not mention them all.

1984 – The venue was Queen Mary Sailing Club, home of the Bloody Mary and it was here that the great Geoff Carveth defended the title he had won at Grafham Water the year before. Geoff was pretty much invincible in his Solo 'Bungler' and the light winds were no match for his skills and the speed of the red and white Lovett built, Batt powered Solo. Richard Goodenough, Nick Yeoman, Craig Moffett and a very young Barry Green all gave chase but Carveth won the event and was a clear five minutes ahead in one race.

1985 - Richard Goodenough in a Lovett won at Grafham Water with Nick Yeoman in second. Nick was using a Richard Willett hull and the man himself was fifth behind Moffett and Jon Clarke.

1986 - Martin Lambert took the title at Oxford Sailing Club in light winds. This was remarkable as Martin was one of the heaviest sailors in the fleet, the win, testament to his skills and the ability of the National Solo hull to provide a fair platform for a wide range of helm weights.

1987 - The fleet assembled in Bala, North Wales, and the 72 sailors were treated to strong breezes straight down the lake. Andy Bond showed that light super-fit sailors could be competitive and took the title in his Severn Sailboat. 'Performance' sailmaker Jon Clarke (now runs Edge Sails) took second ahead of Finn legend and fine gentleman Robin Webb. Unfortunately this venue was deemed too small for the anticipated attendances and we have not returned since to the relief of the local Welsh pubs.

1988 - Chew Valley hosted the event and not to be outdone by his brother, Graham Bond took the win in testing conditions in the Severn Sailboat 'works' composite Solo. This marked a rich vein of success for the brothers and along with Keith Bond and father Pete Bond, put foam core composite built Solos' alongside their fellow wooden counterparts in the performance stakes.

1989 - Grafham Water was memorable for a number of reasons. 107 entries cracked the 100 barrier for the first time at an inland event and Ken Falcon and his National Solo 'Pogs', stamped his authority in the class, albeit with a little luck. The first race, sailed in light winds saw Ken in the 20s and with only a few marks to go it was Ian Brown, Craig Moffett and Jon Clarke who looked good with Peter Brook, Barry Green and Ian Mitchell (later to crew for Ian Pinnell in the 505) close by. Luckily for Ken he had studied the rules and noted the shortened course, sailing through to the win. Making no mistakes he won the next three races to secure the title. Off the water there were mutterings of a bar break-in during the night which resulted in a lengthy ban. You know who you are guys and it is never too late to apologise.

1990 - Another one for Carveth to tell the children as he took the win in an old Lovett 3252 loaned by Roy Barnes who had never seen it go so quickly. The venue was Oxford and I remember leading in race three until a Hopwood style capsized saw me drop to sixth... it still hurts.

1991 - A record 116 made the trip to Rutland and were treated to blue skies and breeze. Another Carveth master class in the last race saw him hit the left hard and make up a mile (I kid you not) on the leaders. I was well placed and at the start of the last beat I could not read his sail numbers as he was so far behind. By the gun I could not read his sail numbers as he was so far ahead. Genius.

1992 - 103 entries made the start line at Draycote Water. No wind on the Saturday meant 3 back-to-back on the second day and Falcon won the title in his Bob Beckett built Solo. This was after Carveth had won the event in 1991 in the Gerry Ledger built Solo, and he was placed fourth here in the legendary Kevin Gosling built hull 'Monolog'. Ian Houston also in a Beckett finished ahead of Andy Bond in second, winning the last race and needing Falcon 8th but 5th was enough to secure Falcon's second Inland Championship.

1993 Rutland Water and Ian Houston took the title with a race 3 win after Carveth and Thresher had won the first two.

1994 - Saw the emergence of a new force in the shape of Graham Scott (Wavelength Designs). Graham had developed the bendy rig with his experiences in the Finn and OK scene and used this highly effective set-up to win the event at Rutland. He beat Falcon on count-back and went on to win the National Championship at Abersoch in the same year. Tony Cook took a very commendable third ahead of a young Jim Hunt. Tony Thresher hulls were all the rage in this period of Solo development and are still highly sort after. Special mention also to Tony Freer, finishing 5th in the Alec Stone built 'Winsom' 1370

1995 - And Jim Hunt made no mistakes, three bullets and a retired was as emphatic as one of his hand shakes. Andy Bond, big Dave Mitchell and Steve Ede filled the top four places with Allen Burrell (now top Finn veteran) in fifth.

1996 - Saw a new plethora of Solo sailor in the form of Harvey Hillary and Jamie Lea. These guys were cutting edge with gym fitness, tactical awareness and boat handling to die for. It is true to say that everyone had to step up their game or go and buy into another class. 93 sailors attended and these two finished at the top of the pile. No surprise then that they have both gone on to coaching at National and Olympic level. The Gosling hull was king and North were developing the laminate sail. Special mention to oil tycoon Mike Barnes, taking the bullet in race 1 and will never forget it. He could have gone into coaching instead of the less lucrative oil business.

1997 - 75 entries and the same faces at the front with Hunt winning from Houston and Hillary. Steve Boon (Boonboats) was fifth in one of his wooden Solos' and would later develop the FRP version that would re-define the construction process of the National Solo.

1998 - Saw 82 sailors arrive at Carsington for a tough championship. Hunt won from Hillary in light winds but in the last race a massive storm system came through, turning zeros into heros and vice-versa. There was a new builder on the scene in the form of Andy Miles and his Solos were pretty and fast.

1999 - Draycote welcomed 69 sailors and Carveth took his fifth win in a Andy Miles Solo. This would be his last Inland Championship win to date as he stretched his considerable talent into other classes.

2000 - The millennium event and a fourth win for Hunt at Grafham Water which had now forgiven the N.S.C.A for the '89 debacle. 62 entries was disappointing but marked the emergence of a young Pete Cumming who finished fourth and would go on to multi hull fame and Sky Sports punditry... 'for sure'.

2001 - Draycote Water. Hunt won in the newly developed Winder FRP hull. This form of construction which had been so successful in rejuvenating other UK classes was about to do the same in the National Solo arena. In fact, since then new boat sales have been at approximately 100 per year. 1800 new builds since then is an enviable statistic.

2002 - Class stalwart Richard Pye was victorious from Houston and Ede (in a Winder). Andy 'Taxi' Davis was tenth and just cutting his teeth for Speed Sails. He would become a major winner and the Speed hull would also challenge Winder in the build stakes.

2003 - 73 entries, Rutland Water and a victory for Ian Houston who had won the title ten years ealier. No wind Saturday meant 3 races on Sunday and Houston soaked up the pressure to gain a 2nd in race 3 to win from Ede and Tony Thresher in his new FRP composite Solo. Tjebbe Swart

(NED) was fourth and Chris Goldhawk took fifth. The Cumulus mast was in ascendance matched with the North SM8 was the weapon of choice for many.

2004 - Back into the 100 club with 101 entries and a win for Andy Davis with Ede and Houston also on the podium. Andy Couch was making a mark on the fleet and would eventually become Nation's Cup Champion (2014) but for now he was 6th behind the constant flying dutchman Swart and Gerry Garner.

2005 - Stuart Hydon took a deserved victory at Rutland and his Winder/Edge rig was perfect for the variable winds.



Steve Denison soaks low and gets the inside line ahead of John Smalley with his distinctive sail logo. Behind them, Andy Davis and Ian Maclean fight it out as a 100+ Solos descend on the gybe mark.

2006 - Salcombe sailor Alistair Morley won on a rare trip away from the estuary and his smooth sailing style matched with the Winder/North proved the best combination.

2007 - 97 entries and tricky conditions. Ewan Birkin Walls emerged the champion but only after a nervous twenty minute wait while the results were processed. Mike Hobin was second by only a single point and there were only five points separating the top six. Ewan is the consummate gentleman on the water and there was never a more worthy winner. This was the first outing for the new FRP Boon solo in the hands of Jim Hunt and he was fourth, recording two bullets on day one. My old Reading Sailing Club friend Hector Ciscneros was a commendable eighth, talent comes through no matter the class of boat.

2008 - 107 entries and another tense event with Neil Wilkinson triumphant from the talented Chris Brown and Pye. Charlie Cumbley and Dave McGregor were using the Boon/North/D+ and were on the pace. Sales of Winder/Speed/Boon were growing.



2009 - 90 Solos at Rutland, good breezes and Andy Davis in the splendidly grey Speed hull took his second win after a final race showdown with Chris Brown. Chris tried his level best to hinder Andy but could not get enough boats between them. Dave Winder, Paul Rayson, Andrew Bonsey and the effervescent Dave Mitchell completed the top five.

2010 - 96 helms and Charlie Cumbley, ex Finn junior champion took the title in the Boon with Davis second, Rayson third and Ian Pinnell (P&B) fourth. I competed in my father's 50 year old Solo 'Free', rounded the first mark 2nd and 3rd in two races and was 25th overall... This made up for the capsizing in 1990.

2011 Rutland

Matt Howard graced us with a near faultless performance in a stern examination of boat handling and fitness as the back end of a hurricane hit. The current UK Finn coach recorded five race wins in emphatic style from Andy Davis and new force Michael Sims. The Boon FRP hull matched with the Selden D+ and North ST1 was proving very effective with Winder hulls second and third.



2012 - 85 entries were greeted to wall to wall sunshine and fair winds (depending on if you were on the right side of the huge wind bends). Michael Sims had been winning all year and took the title in the Winder/P&B powered Solo with Tom Gillard (Fireball World champion second and Davis third (1st-2nd-2nd in the previous three inlands). Simon Maskell and Andy Tunnicliffe took fourth and fifth.

2013 - Michael Sims defended his title with ex Laser Radial sailor Ross Harvey second and Tunnicliffe (Goacher sails) third. Special mention to Chris Mayhew (ex world Optimist champion) who finished sixth in the Poulson wooden Solo, proving that in the right hands, wood is still competitive. The 96 entries reflected the continued health of the class and the quality of the field has improved so much over the last 30 years, a result of better quality gear throughout the fleet and the need for everyone to up their game.

2014 83 entries. Rutland was the venue and Tom Gillard took the win with Davis, Sims, Harvey and Pinnell completing the top five.

34 sailors had enjoyed the NSCA coaching day and this always bolsters the entry level, something we wanted to repeat this year but disappointingly for our co-ordinator, Andy Fox, there was not enough interest. Clearly the sailors think they know better! That said, the economy has dented everyone's budget and travel and accommodation has impacted everyone's life choices.

2015 Grafham Water. 99 entries, the NSCA coaching day which preceded the event attracted 32 trainees and this again boosted the overall entry. Andy Davis took the third of his six titles, with Vince Horey, Mike Sims, Dave Mitchell and Chris Brown completing the top five. This event was also etched into the class history for 6 consecutive recalls!



Andy Davis feathers his Winder Solo upwind with Chris Mayhew in the John Poulson 'woody' on his transom.

2016 Rutland

20 pre event trainees put their new found skills to the test, bolstering the entry to 79, lower than the previous year but with almost no breeze forecast for Sunday, pretty much expected. This was a memorable event for many things, Andy Davis won his second title in a row, the three races sailed on the Saturday were all won by him and then Patrick Burns won Solo 6000 in the NSCA raffle, such a lucky Scotsman. The highlight though was the live music, courtesy of "the Peas". Gillard, Sims, Brown and Denison completed the top five. The much talked about potential Solo alterations culminated in a demo example with altered capping. Now that we seem to have reached a plateau of FRP production, could a change be beneficial to the class?

2017 Rutland

76 entries and Davis completed a consecutive triple of Inland titles and 6 overall, some feat! Day 1 was dominated by the weather, squalls and thunderstorms while day 2 was breezy...depending where you were on the course. Sims, Winder, Lovering and Brown completed the top five.

2018 Grafham Water

67 entries and cool grey blustery conditions greeted the fleet back to Grafham Water to contest the 35th running of the event. Tom Gillard took five bullets and the title with Davis, Boyce, Brown and Ede completing the top five.



Tom Gillard concentrating hard to get the very best out of the Winder/North combo.

2019 Rutland Water

46 entries was the lowest for many years, a reflection of a very busy few months of Solo major events, sailors had cashed in their hall passes and were now gardening, painting or participating in other domestic chores, such is the balance of a relationship away from your Solo.

Racing on day 1 was action packed, James Boyce leading overnight from Davis, Davenport, MacCarthy and Honnor but Day 2 brought light winds and only one race was possible, won by Andy Davis who secured yet another Inlands title. Boyce, MacCarthy, Davenport and Honnor held for the top five.

2020

Let's just forget this year.

2021 Grafham Water

We returned to something resembling normality and 72 entries contested the 2021 one day event in moderate conditions. Chris Brown finally put to bed the Inlands nearly man syndrome, taking the title with a 2-1-7 scoreline ahead of Rich Pepperdine, Olly Turner, Chris Jennings and Robin Dawson. Special mention to Olly who was racing the NSCA demo Solo and demonstrated its competitiveness and his Merlin attained skills.



Chris Brown leads the fleet around the spreader mark on the way to his first Inland title after many years of trying.

2022

Grafham Water was set to be the venue but with the country in mourning following the loss of Her Royal Highness Queen Elizabeth, the event was re-scheduled and the location was moved to Draycote Water who were already booked in for the EOS Championship.

So, we have a bumper double header in store with the EOS on Saturday 29th October and those races sailed will then roll forward to be incorporated into the Gill Inland Championship on Sunday 30th October.

Gill produce some awesome sailing apparel and their sponsorship of the Inlands is very much appreciated.

Competitors, organisers and media outlets will be eagerly monitoring the weather patterns, health of the King and water levels in the run up to the last big event of the year and with the North Sails Super Series also concluding, much is to play for, so get your Solo road ready and join us on the water.



Graham Cranford Smith sports the Gill FireCell Long John at Abersoch

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Olympic 470 coach Steve Irish has sailed at Draycote Water since his youth – he shares some tips on how to go faster at this inland venue.

Accreditation to Yachts and Yachting

Set in the heart of the Midlands amid rolling Warwickshire countryside, Draycote Water SC has a 650-acre reservoir, and in 2009 the club hosted around 15 open meetings catering for a whole variety of classes, including 49ers, cats, Fireballs, Solos, Lasers and Flying 15s, plus various youth and junior events including the RYA's Zone Championships. So what are some of the secrets to getting around the course fast if you happen to be sailing at Draycote? In most wind directions the beat will span the whole lake. This means the windward mark will nearly always be close to a shoreline, so there will be more shifts the further up the beat you get.

Also, the waves can be very different. It will be choppy near the start line and very flat near the windward mark. This all has to be taken into account when accessing strategy and set up and quick gear changes can make all the difference.

Often on a Saturday there will be more room since there isn't as much club racing, allowing the open meeting course to be set to the maximum size possible.

On a Sunday the club racing will normally be on the east side of the lake and the open meeting on the west. The west side often has the cleaner wind but expect a slightly smaller, tighter course than the Saturday, often resulting in tighter reaches on a trapezoid.

Wind directions at Draycote Water

South-west:

This is the most frequent and best wind direction. Watch out for a wind bend on the left-hand side of the beat around Hensborough Hill. You can stay lifted all the way on starboard on the way into the hill. Try not to get too far left looking upwind or you will be in disturbed wind from the hill. A good guide is to be heading for the picnic area just to the west of the boat park. You should then pick up a lift and gust on port once you get close to the shore.

Try to wait for a good shift and gust that looks like it will hold but don't be too greedy. If you are in a quick tacking boat like a Laser, taking a few shifts here can work. In a faster skiff-type boat just pick the best lift you can find and don't get tempted into tacking too much. There are normally a few shifts to be had going into the windward mark so don't get too high on the port layline too early.

On bearing away, if it is a run it will pay to hold as the first gust will be round to the left, giving you a good angle on starboard. As soon as you are in the first gust look for a gust

running down your inside to gybe into. This will avoid getting caught in the lighter patches under Hensborough Hill.

West to north-west:

The wind is coming over the dam wall from this direction. You would expect this to result in a steady wind but there is a 20m drop the other side of the dam. This causes the wind to bounce when it hits the surface of the lake, causing streaky wind with slow moving shifts and gusts. Try to look where the gusts are normally and head for those. Sail into them since they won't move quickly down to you.

If the wind has any north in it, the left-hand side of the beat will generally be better as it is lifted on port as it comes over the dam and the right is more shifty with some big holes. Downwind try to stay in the gusts since they won't move much. Running deep once in a gust often works.

North to north-east:

The high land and trees on the north bank cause this to be the shiftest direction. Shift speed and size increase the closer you get to the shore. Avoid the laylines until the last minute. There are a number of small valleys along the north shore so watch out for any bends or gusts coming out of these. If the breeze has some east in it then the middle of the lake will have the strongest, steadiest breeze as it blows from Toft corner. Try to sail in this band.

East:

Again this is coming over the dam wall so watch for bouncing wind causing slow moving gusts and shifts. If the course goes most of the way to the dam wall look for lifts along the wall as you sail up from the right-hand club house side.

South-east to south:

This is a very shifty direction over the top of Hensborough Hill. It is also associated with high pressure and warmer temperatures in the summer and even in the winter with clear skies. The heating effect on the hill and car parks causes very unstable wind. Keep your eyes open for any gusts and shifts. They are often fast moving cats-paws.



A person wearing a red jacket and black gear is sailing a white boat on a lake. The boat has a large white sail with blue numbers '18' and '22' on it. The person is looking towards the right. The background shows a lake with a forested shore under a cloudy sky.

Chris Brown Inland Champion 2021 Winning Tips

Get Onboard with Brownie up the beat [HERE](#)

Starting Masterclass

‘Pull the Trigger’ and give yourself the best chance

<https://youtu.be/knu0UBCQF3E>

See how the top guys do it [HERE](#)



www.fotoboat.com
Photographer: © Mike Shaw

Gill

A bit about our Inland Championship Sponsor

Gill History

Bound by water since 1975.

Gill was founded in dinghy sailing; Nick Gill first started dinghy sailing when he was five and this inspired him to create the Gill business in the back of his father's Nottingham Lace factory. Gill have since been at the forefront of marine apparel for over 45 years creating the most technical sailing clothing, made to last and keep you protected even if you are battling some of the most extreme conditions on the planet.

Pursuit Full Arm Wetsuit



For all around water enthusiasts, the Pursuit wetsuit keeps the warmth in and the water out. Made using 4/3mm zoned neoprene with 4mm on the areas that need the extra warmth, keeping you warm all year round. Neck, wrist and ankle seals stop cold water flush and the smooth skin finish makes the water roll off.

Zentherm

The Zentherm range is engineered with 3mm Ecoflex limestone Neoprene with thermal protection technology, making it ideal for colder temperatures. The 4-way stretch, and zip free design ensures a next-to-skin fit for full range of movement. Wear the skiff suit with the Zentherm Top for an extra layer of warmth.

Chris Bunn chooses Gill while racing at the 2022 Nation's Cup,





Gill

The Dynamic Long John and Jane are versatile for all water activities, in colder water add a layer over or under for added protection. The Front zip opening and stretch panels ensure easy access and increased comfort and the 4-way stretch allows the suit to move with you on the water for a full range of movement. Abrasion resistant panels on the seat help to lengthen the suit's life, keeping you wearing it for longer.

Dynamic



Alexander Alcock blasting up the beat at the 2022 National Championship on windy Day 4

The EOS and Inland Championship will conclude the 2022 North Sails Super Series



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North Sails Super Series 2022

With just 2 events remaining, there are currently 11 qualifiers with Chris Brown leading from Steve Ede and Mark Lee.



There are 65 sailors who need 2 more results to qualify and top of the pile is Tom Gillard who has had an unbelievable season across many classes and with 3 bullets, must be favourite to win the Super Series if he turns up. Other potential party poopers to the Chris Brown Inauguration include Andy Davis, Rich Lovering and Oliver Davenport, all needing 2 good results.

With the EOS and Inland Championship up for grabs, a bumper turnout is expected if the weather plays fair with us on October 29-30 so please do make the effort to attend and help keep the Solo at the top of the UK dinghy scene.

A big thank you to North Sails for their support of the Super Series, now in its seventh year.

Pos	SailNo	Club	Helm	Winters	Springs	NL Springs	Pusinelli	Nations	Nationals	Total	Points
1st	6022	RYA	Chris Brown	4	(13)	9	4	9	(10)	49	26
2nd	6045	Ardleigh SC	Steve Ede	(376 DNC)	5	7	7	(376 DNC)	11	782	30
3rd	6006	Lymington Town SC	Mark Lee	(376 DNC)	12	14	5	6	(376 DNC)	789	37
4th	5911	Draycote Water SC	Nigel Davies	10	(28)	10	(376 DNC)	10	20	454	50
5th	5780	Hill Head SC	Nigel Thomas	16	4	(376 DNC)	23	18	(376 DNC)	813	61
6th	5909	Leigh & Lowton SC	Andy Fox	13	(376 DNC)	19	17	30	(376 DNC)	831	79
7th	5837	Chase SC	Richard Instone	22	(376 DNC)	(376 DNC)	11	19	43	847	95
8th	5897	Nantwich Sc	Ian Hopwood	11	39	(376 DNC)	(376 DNC)	22	25	849	97
9th	5808	Greystones SC	Shane MacCarthy	3	22	8	(376 DNC)	(376 DNC)	65	850	98
10th	5902	South Cerney SC	Ian Bartlett	12	33	(376 DNC)	15	(376 DNC)	48	860	108
11th	5731	South Cerney SC	Vernon Perkins	24	37	(376 DNC)	21	(376 DNC)	85	919	167



Can Tom Gillard grab the EOS, Inland and Super Series titles in one huge weekend?

EOS Championship 2022 Sponsored by

GOAT



Enter EOS Championship [HERE](#)

Mike Ball giving the windward mark some respect during the inaugural EOS Championship 2005

NORTH SAILS SUPER
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Saturday October 29

EOS History in a Nutshell

2005 Draycote Entries 78

Top 5
Andy Davis, Steve Irish, Richard Pye, Chris Brown, Alistair Morley Speed hull Speed sail

2006 Draycote Entries 82

Top 5
Ian Clingan, Alistair Morley, Cliff Crawshaw, Kevan Gibb, Norman Bird Winder hull

2007 Draycote Entries 74

Top 5
Stuart Hydon, Hamish Gledhill, Ian Barnett, Jonathan Lewis, Ewan Birkin Walls. Winder hull Edge/composite

2008 Draycote Entries 66

Top 5
Charlie Cumbley, Chris Brown, Dave McGregor, Cliff Crawshaw, Jon Clarke Boon FRP North ST1

2009 Draycote Entries 65

Top 5
Chris Brown, Richard Pye, Andy Couch, Ian Pinnell, Charlie Cumbley Boon FRP North

2010 Draycote Entries 61

Top 5
Dave McGregor, Ian Pinnell, Andy Davis, Richard Pye, Tim Riley Boon FRP Rooster

2011 Draycote Entries 57

Top 5
Mike Sims, Dave Winder, Stuart Hydon, Ian Pinnell, Chris Brown Winder hull P+B

2012 Draycote Entries 44

Top 5
Andy Davis, Charlie Cumbley, Mike Sims, Andy Tunnicliffe, Matt Howard Winder hull HD sail

2013 Draycote Entries 55

Top 5
Pete Mitchell, Andy Davis, Mike Sims, Andy Tunnicliffe, Chris Goldhawk Speedsails 5.5 North 3DL

2014 Draycote Entries 64

Top 5
Charlie Cumbley, Andy Davis, Mike Sims, Andy Couch, Andrew Wilde Speedsails 5.5 North 3DL

2015 Oxford Entries 60

Top 5
Andy Davis, Mike Sims, Steve Cockerill, Chris Brown, Steve Denison Winder 2 HD sail

2016 Cancelled.

2017 Grafham Water Entries 60

Top 5
Charlie Cumbley, Andy Davis, Ollie Wells, Mike Sims, Dave Mitchell Winder 2 North P1

2018 King George Entries 36

Top 5
Tom Gillard, Chris Brown, Fraser Haydon, Guy Mayger, Paul Rayson Winder North P2

2019 Grafham Water Entries 54

Top 5
Tom Gillard, Ian Walters, Nigel Davies, Martin Honnor, Mark Maskell Winder North P2

2020 Not held.

2021 Draycote Water Entries 57

Top 5
Ian Walters, Andy Davis, Rich Pepperdine, Richard Lovering, Chris Brown Winder North P2

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