

Solo Interactive



The Return of Colour
The Story of the Falcon
Grafham Water in the Spotlight

The Solo 4000 Club
Close Encounters of the Solo Kind 3
Carnac 2022 NOR

Sponsoring the NSCA
Demo Boat and Coaching



NOBLE

MARINE INSURANCE

NOBLE MARINE WINTER CHAMPIONSHIP
SAT FEB 19
CARSINGTON WATER

Solo Class Insurance Scheme

noblemarine.co.uk 01636 707606

Specially arranged by Noble Marine (Insurance Brokers) Ltd Authorised and regulated by the Financial Conduct Authority.

Title/ Name/Tel	Email Address
President Patrick Burns 0783167476	pb@klgestates.com
Vice President Guy Mayger 07527 107403	guy.mayger@monotype.com
Hon.Treasurer Andrew Liddington	andrewliddington@hotmail.com
Membership John Steels	jsteelsj@gmail.com
Hon. Secretary Graham Cranford-Smith 07803 290201	gcranfords@gmail.com
Chief Measurer + Shows Nick Hornsby	nick.hornsby@talk21.com
Coaching Andy & Debbie Fox 07989 608304	andyfox5745@gmail.com
Midland Area Rep Graham Wilson	graham@kened.co.uk
Northern Area Rep Innes Armstrong/Justine Davenport	innes1962@msn.com justine121@ymail.com
Eastern/T Valley Rep Godfrey Clark 07713 871802	godfrey.clark@tiscali.co.uk
Western Area Rep John Steels	jsteelsj@gmail.com
Southern Area Rep Paul Davis	paul.davis85@hotmail.co.uk
Sea Series Robert Laurie	robert.laurie@lineone.net
Website Coordinator Nigel Davies	nigeldavies136@gmail.com
Championship Venues Steve Ede 07919 171493	steve.ede@btinternet.com
Scottish Area Rep Ross Watson 07947 076949	watsonjr.rw@googlemail.com
Committee Member Steve Watson (Jury)	swatson3680@gmail.com
Publicity/Social Media/Demo boat contact Chris Brown	cjbrown024@gmail.com
Comms Officer Lawrence Cavill Grant	nationalsolomedia@gmail.com
Publicity/Advertising Editor Will Loy 07713011825	will_loy@hotmail.com
Vet/GM/Sep Coordinator Peter Fryer	peter.fryer4@ntlworld.com



Contacts

TIME TO JOIN OR RE-NEW YOUR NSCA MEMBERSHIP

HERE

Suppliers Builders

Winder Boats 01535 604980
P+B 01604 592808
Rooster Sailing 01243 389997
Gosling Dinghycraft 01395 597603

Sailmakers

P+B 01604 592808
North Sails 02392 525588
Hyde Sails 02380 457779
Morgan Sails 07767028470
Impact Marine 015242 37183
Edge Sails 07736804915
HD Sails 0121356
Batt Sails (0)1243 575505

Hardware

Harken 01590-689122
Allen 01621 774689
Barton 01227 792979
Sailing Chandlery 07793953564
Dinghy Shack 01752 936535

Combination Trailers/Covers

CB Coverstore 07812 766 534

Front Cover
Paul Bartlett at Mounts Bay 2021

Quick Link 2022 Calendar [HERE](#)

Editorial Will Loy

Welcome to a brand new, hopefully pandemic free action packed Solo season. Realistically we will all be living with various forms of the Covid strain for quite some time but with humanities resilience and a weakening virus, a return to some sort of normality would be welcome.

With new builds through the 6000 barrier, the clamour to upgrade that old sub 6K Solo is astonishing given that the performance of even the earliest FRP hull, circa 4278 remains competitive. As a point of interest, there were 8 builders represented out of the previous 10 new builds circa year 2000. There is no doubt that the introduction of the production Solo with its longevity, low maintenance and guaranteed pace is a big reason we have such a strong class base.

Add to that the friendships and on-the-water rivalries which are the life blood of any class and we have a pretty good combination. The NSCA committee continue to work to ensure the seasons ahead are filled with top quality events and series, across the whole of the UK while abroad, our European counterparts do likewise.

The highlight of 2022 must surely be the Nation's Cup at Carnac, 18-21 June and I would urge you all to consider making the pilgrimage to this part of France. The ferry ride from Portsmouth to St Malo can be taken overnight and the evening cabaret is really quite entertaining in a 'Butlins' sort of way..

Aside from the 'Big One', our National Championship returns to the pretty location of Abersoch where you can launch from the pleasantly sandy beach into the bay. I understand accommodation is limited given that so much of the UK has been directed to staycation and local B+B owners etc are keen to claw back revenue. I would suggest camping could be a good option especially since we are running the event over 4 days, July 16-19. Otherwise, the nearby town of Pwllheli has some cheap accommodation.

Before all that we have club racing, open meeting circuits, Area Championships and Super Series to contend with. So much sailing to be done and so many reports to write! All I require now is reader submissions, WhatsApp videos and photos.

In this Edition

Once the water was filled with brightly coloured Solos but the 'off the shelf' FRP product turned the fleet white. Now, some 20 years later, personalisation of our Solos is returning, and I don't mean the choice of coloured control lines.

'Pogs' 3315, the sail number would bring fear to all that saw it.

37 years ago one man and his Solo began a journey which would immortalise him into Solo history.

This is the story of the Falcon.

Huge thanks to Ken for his submission, we take for granted the media that surrounds the class these days, 4 decades ago we relied on a typewriter and professional photographers. The Pevensy Bay S.C. youtube video is well worth a look.

The Solo 4000 Club was set up by the boys at Leigh on Sea who are possibly the most enthusiastic Solo sailors I have ever met.

Read their story.



PRESIDENTIAL Patrick Burns

With life returning to some kind of normality, well, south of the border at least, we have an exciting season ahead, starting with the Noble Marine Winter Championship at Carsington Feb 22. The following weekend we are exhibiting two Solos at the RYA Dinghy and Watersports Show. We have the brand new demo Solo 60** which will be fresh off the Winder assembly line (more details deep within the pages of this mag) and last years Concours D'Elegance winning Vintage Solo 'Minzi'. Most importantly, we will NOT be virtually manning the stand so please visit and say hello, the Committee will give you a warm welcome.

There is a healthy number of ferry bookings for Carnac, this would indicate to me that the Nation's Cup will be well attended, come June 18. Chris Brown has promised he will get his wallet out and the Casino has a seat for him at the top table. We look forward to resuming friendly battle with our Dutch and Portuguese counterparts but before that there is the Dutch Spring Championship in Medemblik May 13-15. There is always a warm welcome and cool beer, Solo racing doesn't get much better.

Let's no forget the packed UK calendar which provides great Solo racing, on rivers, lakes, lochs and sea.

The Solo website, which is now 5 years old (I am told that is a lifetime in a web designers world) requires some work, we have a sub committee who are looking at possible improvements to future proof it so bear with us if it has a hissy fit now and then. Fortunately the Solointeractive mag remains a solid fountain of info so enjoy.

The NSCA committee would like to welcome Paul Davis as the new Southern rep, we thank Martin Fray for holding the fort for the last few years. I understand his son is a canny Go Karter so look out F1. Also, a welcome to Innes Armstrong and Justine Davenport who have taken the reigns from Northern rep Philip Barnes, enjoy your sailing now Philip.

Solo Sailing by the Rules

I am sure after all we've been through everybody is keen to have normality in life and for us to be racing our Solos again.

May I ask everybody to remember to play fair, race hard but take cognisance especially when racing in mixed fleets to abide by our civil code.

Please remember you all represent the NSCA on the water.

I mention this because early in my Presidency I learned of behaviour towards a minor in a mixed open meeting, where standards were below what we'd all hope to portray as a class.

Courtesy costs nothing and makes you a better person.

On a more positive note, congratulations to Steve Denison who successfully proposed to partner Georgina at Mounts Bay last year, the big day is sometime between the Nation's Cup and the Nationals which is good planning. We look forward to the party.

Thanks and enjoy.



Steve's stag team



Carnac's safety team

New Demo Solo 2022



The NSCA are extremely proud to announce that with the support from some of our great suppliers, we will be launching a new demonstration Solo at the RYA Dinghy and Watersport Show Feb 26-27.

Class President Patrick Burns has been working closely with Dave Winder at Winder Boats, and the result will be a Solo fitted out to an exacting specification while remaining user friendly to anyone who steps into it.

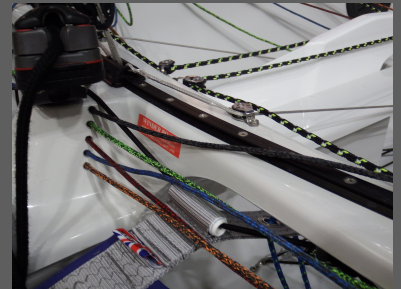
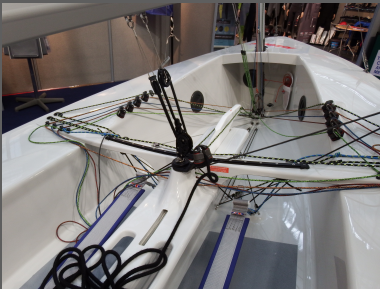
The Winder Mk 2 hull will be fitted out in Allen hardware and powered by the Superspars M2 mast which was successfully utilised by both Andy Davis at the National Championship and Chris Brown at the Inland Championship. North Sails P3 sail will drive the demo Solo while the Seadek flooring will provide unparalleled grip. CB Coverstore combi and covers complete the package which is insured by class insurer Noble Marine.

WINDER BOATS

Dave Winder writes:

“Winder Boats have been part of the Solo evolution since we started building FRP Solos in 2000. The NSCA demo boat initiative is a great idea and the class is stronger for it. There have been a number of orders placed with us off the back of demo boat 1 and this addition will, we hope provide potential owners with a memorable and pleasant experience.”

Mark 2 More rocker, a fuller bow and more V in the hull
Suits inland water as it tacks quicker and is more forgiving, Carries more weight



North Sails have provided the sail, the P2 is acknowledged as the standard go to for a large number of the Solo fleet, and this latest design P3, is suitable for a wide range of body weights.

Charlie Cumbley writes:

“North Sails are very proud of their involvement in the Solo class and we are pleased that we are able to add the new P-3 all purpose design onto the class demo boat”

The P-3 Mainsail is designed for sailors between 75-90kg. Built to a full radial construction from the highest quality NLXi laminate, exclusive from North Sails and features construction standards that will provide a longer lasting and better performance. The sail is easy to trim and de-powers nicely towards the top of the wind range. It has been developed to compliment a wide range of mast sections (Cumulus, Zeta, D+, M7. C Sleeved)

NORTH PANELLED LAMINATE

NPL is the product group for laminated sailcloths. Our proprietary “NorLams” feature very wide angle eXact “X” reinforcement yarns, eliminating the need for scrim “carrier” yarn content (carrier yarns add weight and bulk, without contributing to strength or reducing stretch). In some instances, laminate materials from other sailcloth suppliers are specified – for example when a certain sail or rule requirement indicates this is the optimal choice. In all cases, the best cloth for the application is the cloth you will find in every North One Design sail.



Allen Brothers have supplied the latest hardware.



Ben Harden writes:

"Allen has long history of involvement with the Solo class, history that goes as far back as the late 1950's when the boat was originally designed. So, it's a great pleasure to continue to be involved and able to support the fleet which is only going from strength to strength. Allen will be supporting the new class demo boat with a full fitout of performance sailing hardware which includes the premium range of aluminium ball bearing cam cleats through to more solo specific products such as stainless shroud plates and mainsheet track."



The flooring is provided by SeaDek, courtesy of DinghyShack and its super grip and non abrasive properties will keep the sailor sure footed while the deck strips will help generate maximum dynamic grip while hiking.

DINGHY SHACK

"We are extremely pleased to be involved with the new Solo demo boat this year. The SeaDek that we have provided for this boat is infinitely customisable and as well as looking great gives exceptional traction, even when wet."

There are plenty of SeaDek (<https://dinghyshack.com/collections/SeaDek>) products available from us on our website as well as the Solo kit that is on the demo boat.

Working with our sponsored Solos and local fleet in Plymouth, we are constantly trying to increase our Solo-specific items, such as mainsheets (<https://dinghyshack.com/products/solo-7mm-mainsheet>) and hardware to support this thriving class!"



The demo boat will be insured by our Class Insurer Noble Marine who have been part of the Solo story for many years.

NOBLE MARINE have been our main supporter of Solo coaching and this is being ramped up for 2022 with a number of top end Solo sailors volunteering to undertake the necessary training to hold coaching days later in the year and beyond.

It goes without saying, if you want to sail 365 days a year, Noble Marine will keep you covered, and with NSCA membership discount, you will get a good deal.



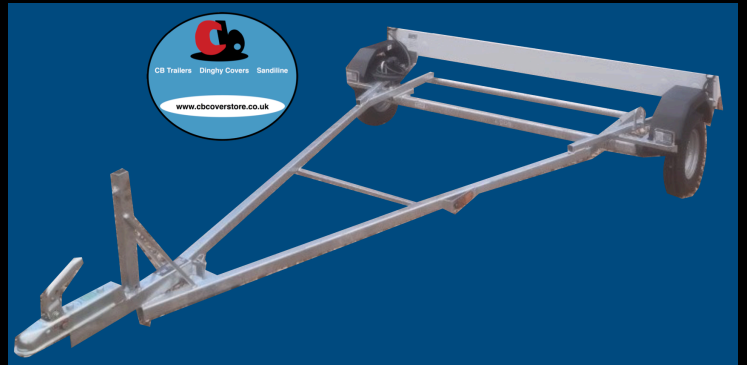
CB Coverstore have supplied the combination trailer, top and bottom covers and rudder bag.

Chris Brown of cb coverstore and trailers writes:

"We have sponsored the Solo fleet for over 10 years now, and believe it's a way of thanking the members of the fleet who support our business. We supplied the combination trailer for the last demo boat and are very excited to support the brand new demo boat which is being completed as we speak. This will be displayed at the RYA Dinghy and Watersport Show in a few weeks.

We have also supplied the demo boat with a top flat cover, bottom undercover and the latest EU compliant combination trailer. we use top quality Weathermax in the cover which we have now changed from blue to a smart grey. We always try to be the most competitive Dinghy Store, the new Superspars M2 mast is selling very well and with no VAT to pay, it all helps our customers.

We have made so many great friends through selling Solo parts ,and thank all the customers for their continued support. We keep our facebook active with new Solo tuning ideas, news and results so please visit our page."



Superspars have supplied the M2 mast and B1++ boom, both used successfully at the major events in 2021.

Simon Bevan writes:

Superspars have supplied Championship winning spars for the Solo class for over 30 years. The M1 proved popular throughout the fleet in the mid to late eighties and this was complemented by the introduction of the M7 section.

The M2 is the latest development out of the Fareham workshop and the 2021 results speak for themselves. We can also fit halyard locks if required to compliment gust response at the top of the rig, which is where the Superspar really excels. The B1++ has a thicker section, minimising bend and twist to this powerful rig.

Chris Brown wins 2021 Inland Championship

Andy Davis wins National Championship



WINDER BOATS

Mark 1;

- Maximum waterline length, minimum rocker and minimum beam
- Suits open water
- Lighter sailor (up to 85kg)

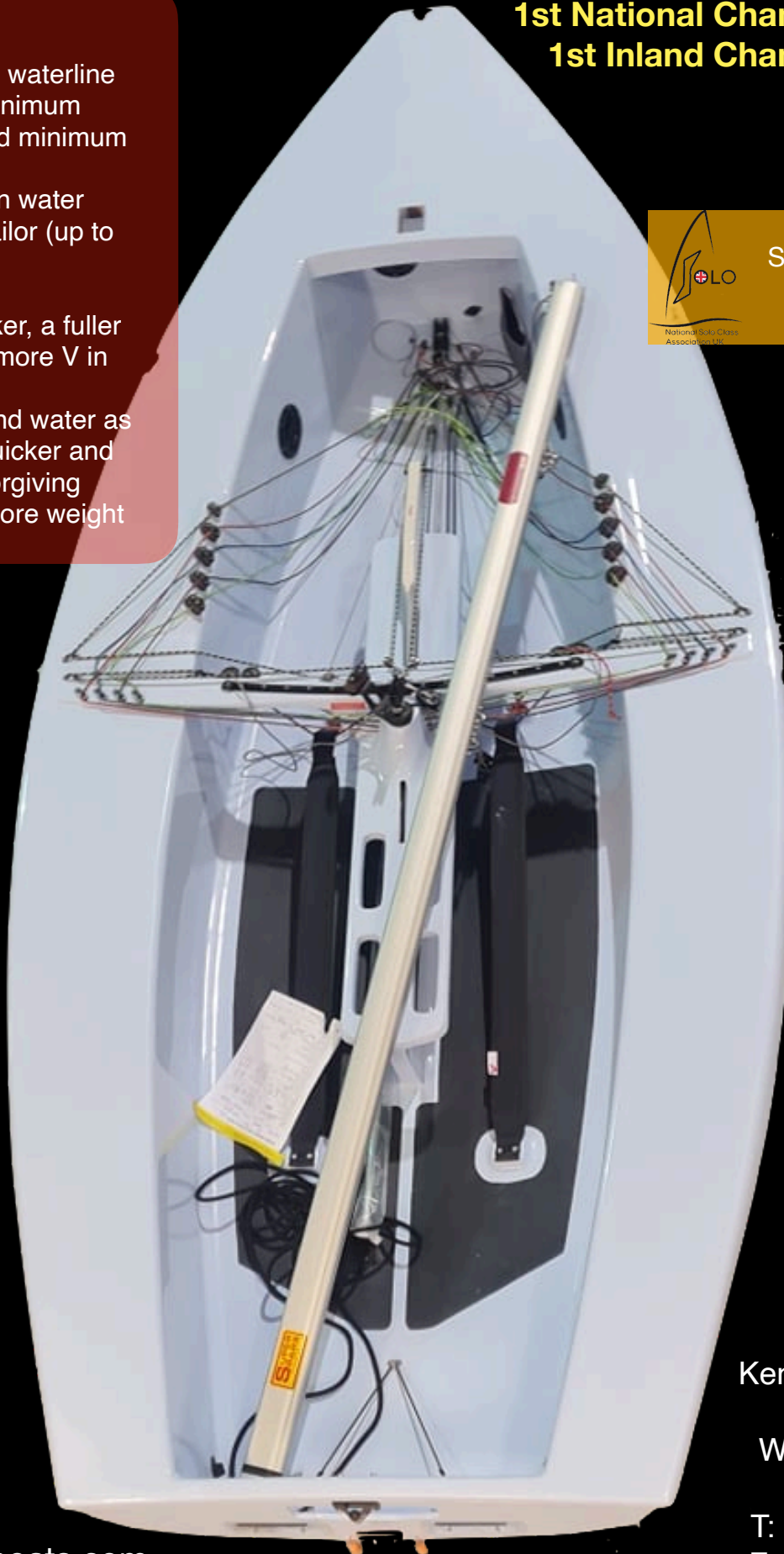
Mark 2

- More rocker, a fuller bow and more V in the hull
- Suits inland water as it tacks quicker and is more forgiving
- Carries more weight

1st National Championship 2021
1st Inland Championship 2021



Sponsoring the NSCA
Demo Boat



Kensington Street,
Keighley,
West Yorkshire.
BD21 1PW
T: 01535 604980
F: 01535 605371

NORTH SAILS SUPER SERIES 2022

AREA CHAMPIONSHIPS

MIDLAND CHAMPIONSHIP
NORTHAMPTON S.C. JUNE 11-12

NORTHERN CHAMPIONSHIP
BASSENTHWAITE S.C. MAY 14-15

SOUTHERN CHAMPIONSHIP
HAYLING ISLAND MAY 21-22

WESTERN CHAMPIONSHIP
SALCOMBE Y.C. OCTOBER 15-16

EASTERN CHAMPIONSHIP
TBC

WELSH CHAMPIONSHIP
TATA STEEL APRIL 9-10

SCOTTISH CHAMPIONSHIP
PRESTWICK S.C. MAY 21-22

MAJOR EVENTS

**NOBLE MARINE WINTER
CHAMPIONSHIP**
CARSINGTON WATER FEB 19

SPRING CHAMPIONSHIP
FELPHAM S.C. MAY 7

DUTCH SPRING CUP
MEDEMBLIK MAY 13-15

SCOTTISH CHAMPIONSHIP
PRESTWICK S.C. MAY 21-22

NIGEL PUSINELLI TROPHY
WPNSA JUNE 4-5

NATION'S CUP
CARNAC JUNE 18-21

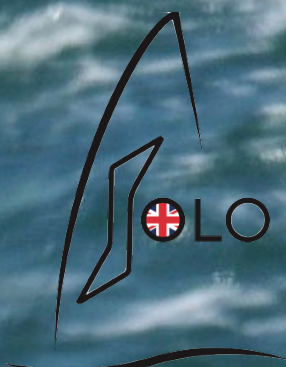
NATIONAL CHAMPIONSHIP
ABERSOCH JULY 16-19

INLAND CHAMPIONSHIP
GRAFHAM WATER SEPTEMBER 10-11

ONK
WORKUM SEPTEMBER 16-18

EOS
DRAYCOTE WATER OCTOBER 29

4 Major Events + 1 Area Championship to Qualify.



National Solo Class
Association UK



®

What goes Around Must come around again



The Influx of Coloured Hulls

Pre 2000 there was an abundance of brightly coloured Solos, owners with wooden built hulls were not restricted to the off white FRP versions which would become fashionable.

Historically, there have been some well known Solos, easily identifiable by the colour choice, try picking one out these days in the dinghy park with sails down, nye impossible.

My father had mentioned to me of several which stuck in his mind from the early 70's, 'Geronimo' 1405 was lime green and was incidentally the first thing my mother shouted when I was born...I have not bothered with the DNA test. Another from the late 70's was Alec Stone's Solo 3200, built by himself and named Cela enots which sported black topsides and white below the water line. I understand many of his Solos had this scheme. I also appreciated the names chosen, another long lost personalisation of the Solo fleet. Bungler, Custard Tart, Gail Ellen all kindle my fond memories of those days, Richard Willett's 'Pan Galactic Gargleblaster' was one of my favourites.

The introduction of the 'off the shelf' Solo product which undoubtedly rejuvenated the class was almost certainly the catalyst for the almost immediate disappearance of the customised Solo dinghy.



3286 'Bungler' The white topsides with red underside with blue pinstripe was synonymous with Geoff Carveth's Lovett and this was copied by Lex Petty in 3386 and even by myself on a Miles built Solo, 4160... purely in the hope that the paint job would make me faster.

Geoff had/has God like status, he would rock up at any event and crowds would gather like disciples to hear his words and touch his hand in the believe it would make them an equal. Never worked.



Jim Hunt racing a Gosling, 4214 up north somewhere. Jim turned up at the Winter Championship in 2006 in this woody while all about him were racing the FRP version and proceeded to whip the lot of them. The stunning finish with baby blue on white stood out from the mass of white hulls on the start line and aided my reporting of the event which was from on shore. Incidentally, Jim was testing a new North laminate sail in which he had fitted shorter carbon battens which was later outlawed...still, nothing ventured.



Richard Cranbrook, Littleton Sailing Club local hero who has never been shy when it comes to colour.

I may be wrong but I believe this was a Thresher 3844.

Other brightly coloured examples included my own Thresher 3604 which was originally owned by Peter Brook and was adorned in Snap Dragon Green, set off with black anodised Superspars.

Being bold on the start line was pretty 'balls out' and this attitude, while incurring the odd OCS is still cool in my book.



Your author racing a Speed FRP Solo 4835 'Lean Green Mean Machine' at Royal Torbay in 2008.

I had chosen the colour from a vast choice available to me, the green was enhanced with a bronze tint which sparkled against the water as it danced over the hull.

It was also almost the exact same colour as the Speed Sails bog. I would later regret the choice when a chap came to purchase it and, even after previously seeing photos exclaimed "it's green, no-one really wants a green one". I dropped the price accordingly.



Here-in lies the dilemma, do you go with the masses, buy the safe option which you know you can re-sell in a market where the modern FRP off white Solo product is being swallowed up quicker than a free batch of lateral flow tests or do you go 'Balls Out' and personalise your pride and joy with a wicked colour option which is available in an almost infinite rainbow.

The stunning purple hull at the top of this article is owned by Shaun Welsh and he is certainly not afraid to make a statement, though, to be fair his choice of hat and Thai inspired clothing is not exactly Zhik so maybe we need further evidence that the colour should return to the fleet.



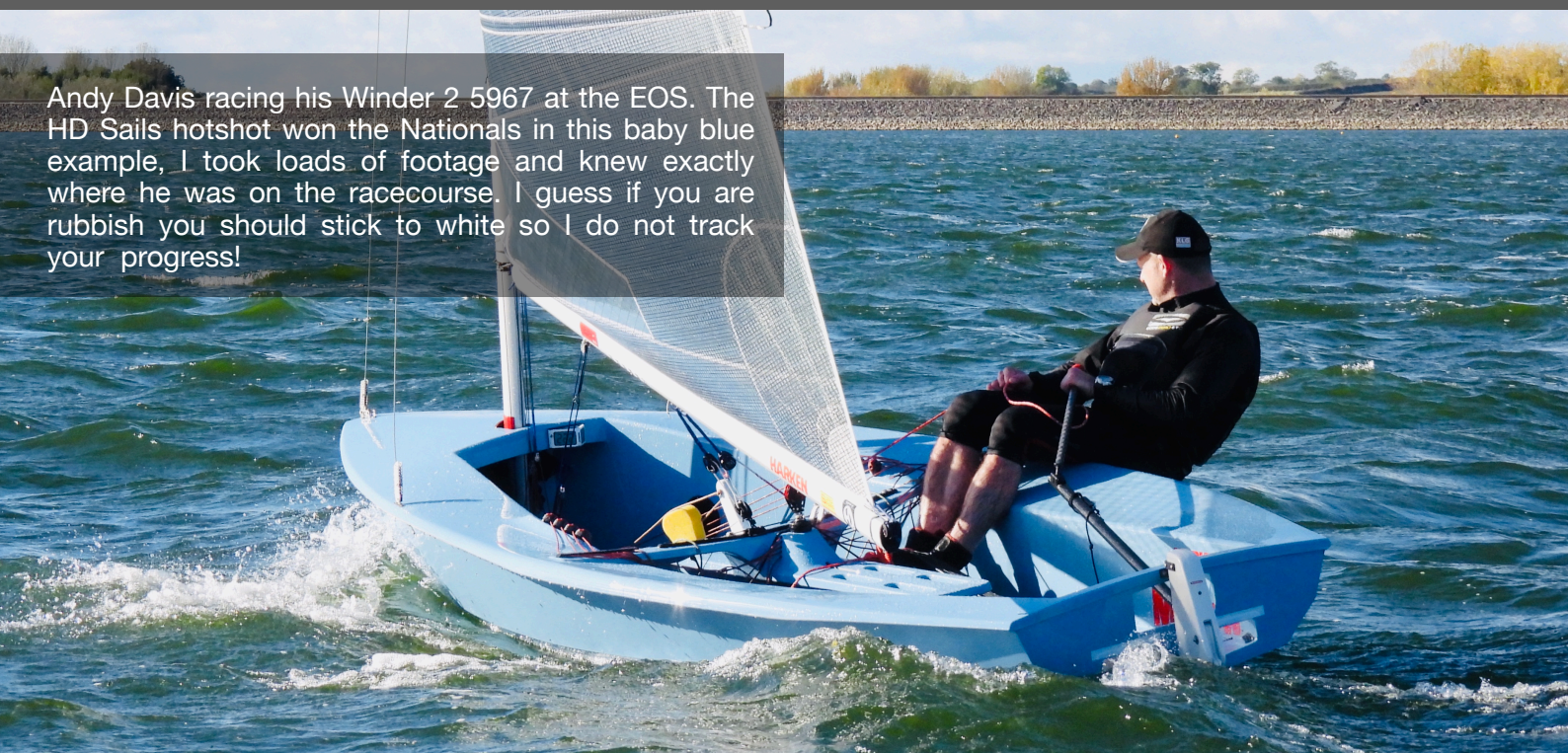
Long story short. Scottish bloke wins Solo 6000 which is a Winder with super blue and white hull. Then President Doug Latta purchases said boat and it remains the newest boat on the water for 3-4 years. President steps down and Scottish bloke, Patrick Burns becomes President. I wonder when the next draw for Solo 7000 will be.



Solo 5964 owned by Paul Bartlett of Starcross certainly has no fear of being spotted on the start line. I have always found yellow appealing on a hull and my father found it equally lush, covering the deck of 186 in it. I did always find painting in bright colours problematic as the insects regularly flew on and ruined the finish.

The enclosed premises of Winder, etc has no such problems with the gel coat finishing.

Of course another bonus of being identifiable on the water is that, like flies, the camera is drawn towards the vivid colours.



Andy Davis racing his Winder 2 5967 at the EOS. The HD Sails hotshot won the Nationals in this baby blue example, I took loads of footage and knew exactly where he was on the racecourse. I guess if you are rubbish you should stick to white so I do not track your progress!

Mike Dray launching his new Winder 6017 which makes Doug Latta's Solo 6000 well and truly old.

Mike has not only gone insane with the hull colour, he has customised foils and ropes to match. The grey on thwart and capping does temper the bright green but sun glasses are a must. Are we seeing the fleet of the future, akin to the OK dinghy fleet who have never been shy when it comes to hull and deck colour choice?



When in doubt pull the green one.



Are we turning to the dark side and is the last grey in the village a thing of the past or, as owners hang on to their Solos for longer, reassured in the build quality and performance that FRP has brought, released the urge for owners to personalise their dinghy.

I, for one are happy to see the colour return to the Solo fleet.



National Championship Winning Sail 2021



www.hdsails.com

*Championship winning designs
made by Championship winning sailors*

0121 356 2175 Email; andy@hdsails.com



Racing a Wooden Solo

Ian McDonald 4217



I have sailed for over 50 years- learning in clinker Tideways sealed my future! A long spell in Fireballs including a Severn was followed by two Severn Solos and then a wooden Boon in the 90's. I sailed at Blithfield with another Fireball sailor that had "lost" his crew. Away from my club, the Northern circuit (so many clubs with real character), sometimes in the prizes and with a few race wins- before getting into my beautiful wooden Osprey. You can see a trend here! I bought my wonderful Miles Solo 6 years ago and use it when my crew is off doing other things (like winning the Osprey Nationals).

I like wooden boats of all types and have the backup of a barn at home for the hard winter weather after Christmas. A car port would be almost as effective. "Woodies" are seen as slow options to the FRP option, but I won two club all boat handicap series last year on the open water of Blithfield Reservoir, and I can normally come home first or second, fleet racing against some recent plastic Winder and Boons. It has been largely forgotten that the change to FRP was partly because decent ply was difficult to source at the time- and a skilled carpenter could make twice the money building kitchens rather than boats.

When buying wood, I would always go for a later double floor from around 4100. I have experience of both Miles and Gosling but am sure there are other nice options. The extra stiffness is good, and the later boats have the upgrades which allow modern rake settings. An upgrade to continuous controls is essential. It cost me around £100 and using Rooster Easy splice was well- easy! My boat came with a Cumulus mast- designed for those a little heavier than me. I looked at Selden's measurements against the D+ and the strength changes are fairly small. Take into account I am sailing on flat water, often in lighter wind, I didn't change. My mast has inhaul fittings and must have been one of the early instigators? And actually if its "blowing old boots", I am sat in the Osprey anyway. I have righting lines fitted but use them rarely since listening to some excellent advice from David Greening about having settings for the kicker for various points of sailing. When do I capsize most? When I start thinking I will capsize and stop "going" for it!

I use the essential deep sided boom up cover and the wonderful Phil Scott for paint and varnish. Modern materials last many years and I think it will be more than 10 years before my spend of initial boat cost and hull maintenance, will get close to what a well-used FRP boat would have cost. Plus, I have had the pleasure of looking at a thing of beauty for all those years. And also not having to spend time searching for my boat on the beach after lunch- she stands out Downsides? I think I am more cautious going for a closing gap- getting paint fixed is more involved than getting the gel coat repair kit out (again).

" Wood boats are much slower than FRP ?". Well, new boats tend to be faster than old ones. Certainly my boat misses out in marginal planing conditions when the " white boats" do better. I wonder if sea sailing would change my view? Personally, I believe that if you asked the top five helms at the Inlands to sail " wood " at a local inland Open they would all be fighting for the prizes. Many years ago, I was unhappy with the speed of my Solo of the time. I spoke to Jim Hunt, and he invited me to his club and a sail in a fleet of a dozen club sailors. Race 1 Jim was first and me second 25 yds behind. Race 2 Jim sailed my " slow" boat and me his Championship winning one. Unsurprisingly Jim was first with me 2nd and 50 yds behind this time as I thought he was taking the wrong tack up one beat (really!). QED!



Strictly Solo

Isaac Marsh

Venue Royal Torbay Yacht Club

Occasion 2017 National Championship

Race 12 Start

Judges Score

7

Interactive

Feel that moment [HERE](#)

Watch the Full Race Day Video [HERE](#)

Leading the fleet a merry dance, Isaac is trying to fool the 89 other competitors that the left is the side to be on. He nailed the pin end, no surprise really as most of the fleet were steering well clear of the left of the course all week.

Isaac is not one for playing the percentages though and implementing the theory that left must pay at least once in 12 races, styles it out on his own.

With the camera rolling he hiked like his job at P+B depended on it, maybe it did?

What is clear is that the tech is spot on, nice body extension, boom outside the quarter and rudder neutral.

**10% off
clothing,
hardware
and rope**

for NSCA members

Visit dinghyshack.com
and use code **SOL02022**



DINGHY SHACK

SAILING CHANDLERY & WATERSPORTS OUTLET



Sponsoring the NSCA
Demo Boat



allen

PERFORMANCE SAILING HARDWARE



SOLO MIDLAND AREA

SPONSORED BY



Pic David Eberlin
Venue Notts County 2018





The Sub 4000 Club

Matt Tothill Explains the 'blue water thinking' that launched a vintage fleet.

Leigh-on-Sea is home to a solid fleet of Solos that all meet a particular age requirement. How did that come to be?

Leigh-on-Sea is a town on the North bank of the River Thames, the London side of its bigger neighbour Southend on Sea. The river is 4 miles wide at this point and on a breezy-day, conditions can offer great sea sailing, when the tide is in that is!

Leigh-on-Sea is blessed with 2 sailing clubs; the Leigh-on-Sea Sailing Club and its nearby neighbour Essex Yacht Club. Both clubs have navigated past their centenaries and both clubs still host regular well-attended dinghy racing.

In more recent times local rivalries were set aside and an agreement was reached for the two clubs to share hosting and supporting of a combined race schedule. This helped the Solo fleet to get going.

In times past, class racing had suffered at the hands of handicap racing fleets. It had always been the hope to revert to the days of class racing and several attempts have been made over the last 20 years to start a sustainable fleet with varying degrees of success.

So how did the Solo fleet at Leigh get going? Well, almost by accident. When in 2010, it became known that two or three old boats had arrived at LSC, the owners were both teased and applauded. When the fourth boat arrived, it was the talk of the Club. You could hear conversations along the lines of "... If you get one, I will get one...".

The first boats were "bangers", salvaged from reservoir dinghy parks for a few hundred pounds. After a quick jet wash and patch-up these poor old boats were not being put out to grass but out on their way to the start line for some punishing racing. After ten years some of these boats are still around but the class has now moved away from the banger "image" and most of the boats are fine-looking, well-cared for pride and joys. Many of the craft look nothing like their true age and attract some nice comments for the public passing by. Some of the boats have had professional make-overs and have been lavished with up to date fittings, rigs and sails. A far cry from the early days of our fleet.

Once the fleet had grown to a small size, the owners elected class captains and began to hold annual class meetings. We were all wondering how do we manage to ride this wave, we discussed how can we keep growing the fleet, how do we attract youngsters, should we hold Open Meetings... The winning formula to growth has proved to be keeping the hull numbers to "Sub 4000", we sort of knew that the arrival of a new 5000 plus sail number would blow the fleet away in more than one sense. Early on, a local class rule was made at LSC that meant racing in the Solo fleet also meant racing in a Sub 4000 number boat. From there things really took off, we had an easy-to-understand unique selling point and the numbers grew exponentially like some horrible virus. Sub 4000s across the two clubs now stand at 37 boats. Having achieved the aim of reaching critical mass, we now need to break record turnouts, the highest stands at 19.



Tuning is something we have all learned a great deal about but not so much from the latest guides as the measurements all seem out, despite the boats being within measurement. We are all certainly going a lot quicker these days going on improved performances in the occasional handicap race but attendances at Opens and Champs underline that the boats or sailors or combination of the two are well off the pace.

So this is where we are now, we have a strong numbers of old boats, very keen and close racing in beautiful old but uncompetitive boats. The last bit does not dent in anyway the fun to be had in this tight racing. Series results are often decided on countback or if a series is dominated by certain weather. We have a saying here, "Every Dog has his Day", meaning anyone in the fleet can bag a win!

The Sub4000 fleet owners are all of a certain age and demographic. It would be a huge plus for the fleet to appeal to younger and more diverse groups in the future. The Association have been incredibly supportive on our journey, reinforcing the tradition and importance of grass roots, on a budget sailing that can still be had in the excellent Solo. If anyone is interested in visiting Leigh-on-Sea why not get in touch and join in the fun?

The Vintage Champs are on the 14th May followed by LSC Open the next day on the 15th. Hope to see you there!





Sponsoring the NSCA Demo Boat



CB Trailers Dinghy Covers Sandiline

www.cbcoverstore.co.uk



www.cbcoverstore.co.uk

Boat Trailers

Our trailers are hot dipped galvanised and come with 12 months warranty. We can customer make trailers to suit your road base, or turn your trolley in to a combi. Extra long mast supports available for the bigger car.

Boat Covers

With 30 years experience in design cover making you can be sure of a quality cover and good service, we have over 50 designs to suit all boat requirements, as a keen Solo dinghy sailor you can get advice anytime. As an internet company we keep our overheads down and pass these on to our customers.

Water Sports Clothing

Sandiline Approved Agent, supplying all Sandiline lines.



- | | |
|----------------------------------|------|
| EU Combi Road Base 8 Inch Wheels | £695 |
| Steel Trolley with Astro Cradles | £320 |
| Alloy Lightweight Solo | £400 |
| Weathermax Top Flat Cover | £186 |
| Weathermax Boom Up Cover | £209 |



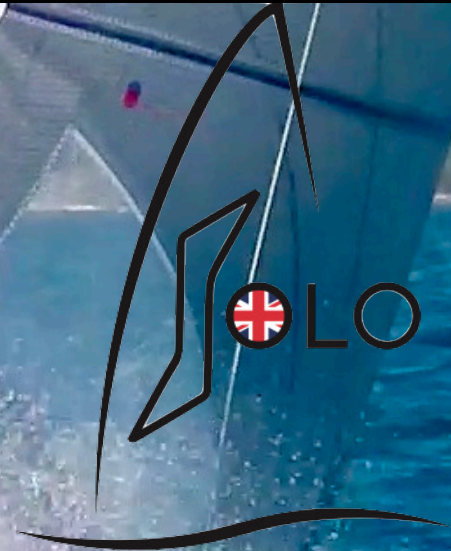
Chris Brown of CB Cover store is a keen solo himself, giving you a business you can trust that has knowledge of your request. Tel: 07812 766 534

The Solo Channel

Subscribers 670 and rising



Interactive



National Solo Class
Association UK



Charlie Cumbley **TOP TIPS**

View **Here**

Duration 6 mins



THE FASTEST SOLO SAILS

North Sails supports the Solo class and Solo sailors by not only delivering designs that have dominated circuits throughout the fleet but with a commitment to education, class volunteerism and client service that is second to none. We are here for you. Contact us today.

Learn more on our Solo class page:



northsails.com



Sponsoring the NSCA
Demo Boat

ROOSTER®



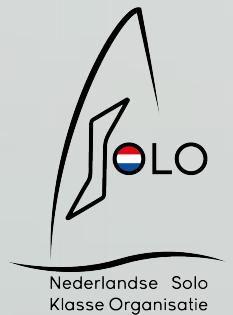
The 2022 Nation's Cup Carnac Jun 18-21

ENTER **HERE**

INFORMATION AND NOR **HERE**



National Solo Class
Association UK



Nederlandse Solo
Klasse Organisatie



YACHT CLUB DE CARNAC

Club nautique en Baie de Quiberon, ouvert à tous, toute l'année !

Interactive

CLUB Focus

Grafham Water Sailing Club



Venue for the 2022 Inland Championship

Current hotbed for the Solo fleet, featuring sailors such as Ian Walters, Chris Brown, Ewan Birkin Walls, Dave and Charlie Lucas, Lawrence Cavill Grant and Dave Goudie.

Get a taste for the club **HERE**



DEVELOPMENTS

Hyde Sails Ben McGrane



Hyde Sails have been putting a larger resource into the one-design market in 2021 with Ben McGrane brought into the company as a dedicated manager for this sector of the business combined with increased resources with more of lead designer Richard Lovering's time focused on implementing continual development, Hyde Sails have been making significant improvements in a number of classes. One of the key classes has been the Solo where more time than ever has been put into not just the V7 sail but also the covers and accessories.

V7 Sail

The sail development on the solo has been a gradual work in progress over the past 6 years but after the nationals in 2021 a full review of the sail has made resulting in some of the largest changes for a number of years. Through time on the water with a chase boat, Richard worked with Ben to identify key areas of the sail where they would like to make improvements. The initial work on the development of the sail saw a reduction on the depth and the draft brought forward in the sail, this was all with a view of making the sail easier to set and better flow through the base of the sail with the boom further inboard. During 2021 Richard was finding that to get the best performance from the V6 the boom position was always outboard of the quarter making it hard to get the leech profile exactly how he would like, the best set was outboard with a hard leech. The objective with the V7 was to get the boom back on or inside the quarter with a more twisted setup.

Out on the water the V7 was immediately looking a better sail but Ben and Richard identified that through chock changes they were getting an even better leech profile combined with the boom inboard. 'with the usual 10mm chock the mid leech looked firm, we found removing the chock gave us an improved setup with the boom nicely on the quarter and a leech profile that twisted evenly, straight away you could see the mast and sail were doing more of the work as the boat sailed upwind in 12-15 knots'. The outcome of the setting work out on the water was a small luff curve change in the bottom 1/2 of the mainsail replicating the bend changes so that it was then possible to use 5-10mm chock and have the setup achieved in testing.

'Overall the sail is quite different than the V6, the sail is still suited to a wide weight range combined with different masts to suit the sailors weight'.





Masts

There was a lot of talk in the solo class during 2021 surrounding masts and a lot of conclusions. It seemed a good time to get some facts and so with the help of Selden, Richard carried out bend tests to gauge the differences. The general conclusion was the D+ with a sleeve was over the minimum weight and also as stiff as anyone would want to go, the D+ without a sleeve would be slightly softer F/A but not dissimilar sideways. Most importantly the D+ with no sleeve would be very close to the class minimum weight. The Superspar M2 was the softest mast and just over minimum weight.

Interestingly because the Solo rule allows for a reduction in taper F/A but only a small amount sideways the differences F/A were where the most noticeable differences were seen.

There will be cross overs between the sailor weights but combined with the Hyde Sail are current feeling is as follows;

M2 >78kg

D+ (No sleeve) 76-90kg

D+ (Sleeve) 90kg+

Currently Richard plans to start next year with a test D+ without a sleeve and will be out in the Jan-Feb with Ben to run a 2 boat test comparing the sleeved and un-sleeved D+ sections.

For more information visit the Hyde Sails webshop. www.hydesails.co.uk. Richard and Ben are also readily available to discuss any of the questions you have.



Carsington SAILING CLUB



NOBLE MARINE WINTER CHAMPIONSHIP
Sat Feb 19

NOR Click [HERE](#)

HD Sails Scottish Area Series 2022



April 23/24 Bardowie. Training on Saturday and racing Sunday.

May 21/22 Prestwick. Scottish Championship at a great sea venue.

June 18 Royal Tay Yacht Club.

July 23 Newburgh SC will be an early start time, likely 11.00

August 20/21 Aberdeen & Stonehaven YC. Ben Ledi trophy with no discards

September 3 Loch Lomond SC

September 17 Loch Tummel SC

October 8 Loch Ard SC

Series prizegiving follows racing.

KLG

ESTATES

Close Encounters of the Solo Kind Part 3 Oliver Turner

I've been kindly asked by the NSCA to give an account of my experience with using the class demo boat and then joining the class and purchasing a second-hand boat for myself.

A little about myself, I've spent most of my time racing Merlin Rockets and RS200's at national level as both a helm and crew but became tired of the endless boat work/rigging/crew reliance and driving for long distance events. Most recently I've found myself racing from home at Starcross Yacht Club a lot more due to Lockdown restrictions and there's been a rapidly growing friendly Solo fleet there that caught my eye with their close racing and regular turnouts of 5-10 boats. Having friends in the Starcross fleet, I begged, borrowed and bribed my way to using their boats a couple times and found myself instantly liking the Solo and its traditional ways. On paper, I love that the Solo has these strong club fleets, great regional circuits and a hotly contested well attended national circuit and honestly believe there's something for everyone.

The Demo Boat

The NSCA were very kind to lend me the class demo boat for 3 weeks in order to have a proper 'Try before you buy' and fortunately this included the weekend of the Inlands so I made the 9-hour roundtrip to see what racing on the national circuit was like. I was pleasantly surprised to see lots of faces that I already knew, definitely a good sign even if Taxi did enjoy me falling over in the boat too many times while racing! The racing was great fun and so close at all times with starts being key but first beats being crucial to round the windward mark ahead of the bulk of the pack and the ensuing melee. With a goal of being mid fleet overall and aspirations for top 20 I was happy to get a couple top 10's in races 1 and 2, job done, so it seemed. This freed my tactical decisions for the final race and an all or nothing approach to try and best myself. I felt the right-hand side had been paying all day, puffing and veering near the starboard lay but through all the general recalls the wind was backing further and further causing decent pin bias and the masses looking for the starting advantage there. I held my nerve and started right on the committee boat, shutting someone out who I think was hoping to be at the quiet end of the line (sorry about that) and soon tacked to make my approach to the starboard lay. When I got there it puffed and shifted and I tacked to see the fleet hard left of the course under my boom in a lot less pressure and no shift to come back across on. To my amazement I rounded 1st and was away, or at least that's how it felt until I looked back on the run to see 75 mainsails bearing down on me, heart rate elevating. I then did my best to cover the fleet which was hard given the number of boats that had gone rogue hitting the corners upwind. I was fortunate to hold on for the race win and manage 3rd overall, a decent achievement and jammy moment which wouldn't have been possible without the NSCA demo boat and all her sponsors, THANK YOU. If you're interested in using the demo boat or having her for trials at your club then speak to the NSCA committee.



Purchase Tips

Needless to say, I was keen to buy my own Solo and here are some pointers I have for buying second-hand. There's a good variety to satisfy all budgets but to be competitive at National level, I was looking for an FRP hull of no more than 6 years old or so. These represent really good value in my eyes as they are around half the price of a new boat but can be picked up in exceptional condition if you're lucky, sometimes very near new. Having raced Winder Merlin Rockets for years I knew of their build quality and exceptional customer service so a Winder Solo was top of my list. Tips for a sound hull are to check the tanks for leaks and for a smooth hull that's free of any damage and visible poor repairs. You can judge how hard the boat has been sailed and how regular by wear signs on the toe straps and floor grip but also by any chips in the stern transom opening for the tiller which often gets knocked if not looked after. Another tip for older boats is to reach inside the buoyancy tanks to grab the padding that the shroud plate is attached to to check for any movement. More general tips would be to make sure the spars are straight and the right spec for your sailing weight and also that the sail cut matches and is in good condition, if it doesn't match then it could be sold on to fund a new sail but the right rig is very much key and worth waiting for in the right package.

Speak to as many people as possible about looking for a Solo and you'll boost your chances of hearing about a boat that's yet to be listed for sale; Chris Brown was a great help to me in providing advice and always seems to know of a Solo coming to market. Be prepared to act fast if you do see an advert that takes your fancy and look to view ASAP to avoid disappointment. By keeping an eye on the market you'll soon build a sense for what Solo's are worth in their different guises and packages. Be sure to enquire about what controls are already on the boat as it can take time and money to add an inhaul and centreboard controls etc but you can forgo these if everything else is ticking boxes and add them later.

Hope that helps and I look forward to racing with you on the 2022 circuit!

View the Oliver Turner Interview [HERE](#)



INTERACTIVE

SOLO

ARCHIVE

Back in 2005 Y+Y did a nice article on the Solo. Now, 17 years later it is as accurate as it was then. Thank you to Yachts and Yachting and to Mike Wilkie who copied the original report.

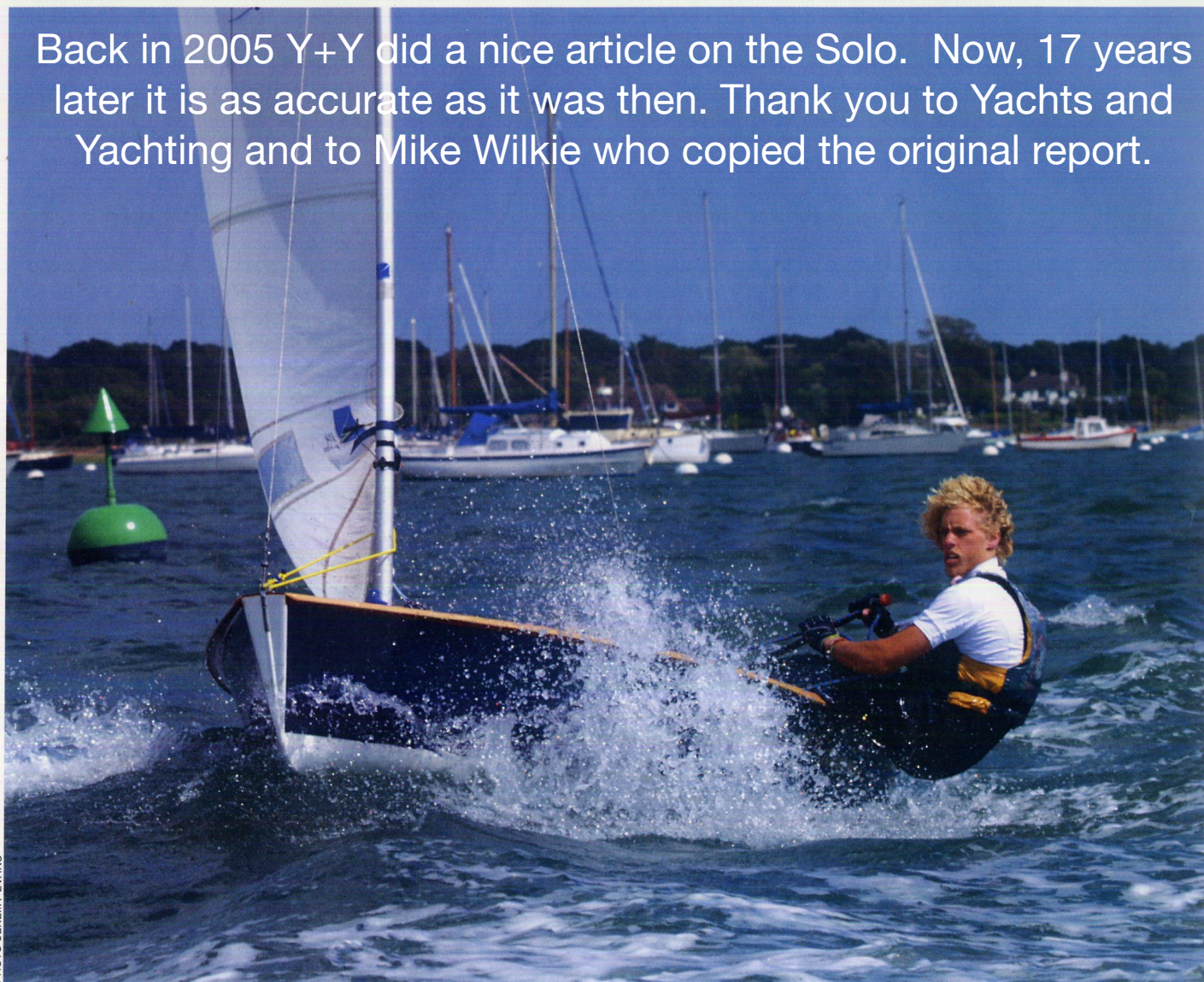


PHOTO: JEREMY EVANS

Jack Holt originally launched the singlehanded Solo as yet another of his designs for home construction. Nearly 50 years later the class is on a roll with plenty of builders and three different hull types to choose from. **Jeremy Evans** tests an up-to-date version...

The excellent class website (www.solosailing.org.uk) currently lists a choice of 15 professional builders for the Solo, plus anyone with the time, aptitude and inclination can still build the boat for themselves. In the early days every Solo was built from plywood panels, but now you have the choice of wood, FRP (foam reinforced plastic or glassfibre sandwich) or 'composite' with FRP hull and wooden deck.

We chose the third option for this test, borrowing a boat built by Gosling Dinghy Craft for

Gordon Barclay, a class stalwart who, apart from being class measurer, has owned six different Solos over the last 20 years.

Kevin Gosling clearly builds a very fine Solo, but others are highly rated. These include Steve Boon in Crewe who builds all wood Solos, Vic Crawshaw in Camberley who builds wood and composite using Winder hulls, Tony Lock in Bournemouth who mainly builds composite, Tony Thresher in Abingdon who builds wood but has just introduced a composite using his own glass moulds, and Winder Boats in Bingley who produce a truly

Y&Y
TEST

competitive all-glass boat, as well as supplying most of the hulls for composite builders.

A total of 60-70 new Solos have been built each year over the last decade. Approximately 30 per cent are all wood, 50 per cent all glass and the rest composite which, apart from cosmetic appeal, has several plus points.

The combination of glass hull and wooden deck allows weight to be shifted so the boat is slightly lighter in the bow, plus there is more flexibility if an enthusiast wants to chop and change fittings without worrying about the position of pads under a glass deck. But an all glass boat is a proven ready-to-win package that is as stiff and fast as anything on the water, as maintenance free as is possible and likely to be around £500 cheaper than a composite boat.

Which brings us to looking after that lovely woodwork. Obviously you need to take care and be sure to wash your boat down, but modern paints and varnishes have become so durable that Gordon Barclay reckons his topsides should be maintenance free for two years. And when it comes to sandpaper and brush, all those flat panels should make refurbishing a well looked after wood or composite Solo a straightforward operation, only requiring time and patience to get the boat back to perfection.

Rig and layout

When the Solo was unpacked for this test, there were gasps of admiration all round. We're so used to plastic boats that perform well but are just a bit anonymous – once you've seen one Laser you've pretty much seen them all. The Gosling Solo is an object of beauty. It may have a plastic hull (supplied by Winder Boats) but it looked wonderful with beautifully varnished decks glinting in the sun above royal blue gelcoat on what could easily be mistaken for a wooden hull. This boat looked so perfect that it should have been in a showroom, but how would it stand up to the variety of sailors we had lined up to

give it a work-out on the water?

As its name implies, the Solo requires no help when rigging from a trailer. The aluminium mast is short and light enough to step without difficulty, with a reassuring deck slot to support the mast while you attach forestay and shrouds. The blue plastic chock on Gordon's boat provide a simple check on mast bend. This boat is also unusual in that Gordon had fitted it out himself with everything imaginable to make it comfortable, controllable and fast. Before sailing, we needed a guided tour of the boat!

In the middle, the Harken centre mainsheet control also includes a line for the kicker strut which provides vertical pull on the boom without pushing the mast forward. So, the kicker is just used to manage mainsail power on reaches, with mainsheet and main track controlling mast bend upwind. Spinlock cleats are lined up along the side decks. At the front you have footstrap tension – a luxury addition to lift your bum off waves. Next is the adjustable inhaul, clew outhaul, cunningham and centreboard-up control.

You will also notice curious slot things round the centreboard case which can be seen on any Solo. These are the original 'footstraps' which everyone used in the past. They actually look great and add lots of character to the boat, and Gordon confirms it can still be useful to pop your toes under them.

Most people buy their Solos fully fitted, but there is a choice of rig options. Wavelength masts and sails (as used on the test boat) work well for lighter sailors who also use the Superspar M1, while the Proctor Cumulus and North Sails combination (developed from the championship-winning Purple Sail) is probably the most popular choice in the fleet. Speed Sails are also making a big effort to get into the class, winning this year's Inland Championship with their own hot helm.

Sailing

It's a matter of taking a bit more care with a boat that looks like a fine piece of furniture, but we discovered it also sails beautifully. A good Force 4 across open water with wind against tide provided some excellent testing conditions.

The class still retains the original requirement for a fully-battened sail – which Jack Holt also introduced for the Hornet – with fat roach and long foot giving the rig just the right proportions. Watching this Solo perform on the water, everything looked just right with the rig adopting that graceful curved shape seen on Finns. The combination of Wavelength mast and Wavelength sail also felt easy to control, absorbing power in the gusts and driving the boat forwards. Having worked through the various bits of string we found out how to get the sail working, but if a gust hits too hard you can always drive the Solo up to windward and even let it heel – unlike a Laser where 'stay flat' is mandatory.

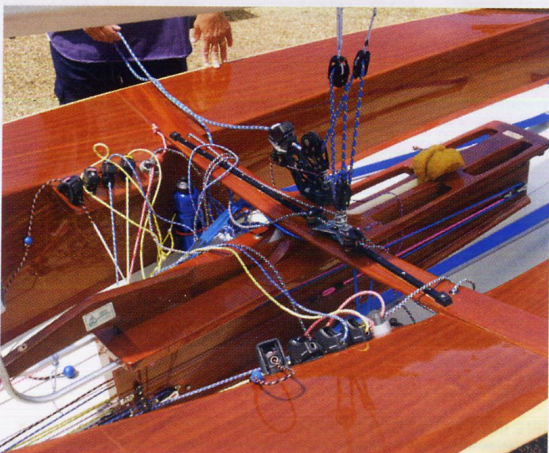
The centreboard looks huge for the size of boat and Gordon confirms you never have the whole blade down. It's a matter of experience and feel, getting it set for correct balance between centre of lateral resistance and centre of effort, which is something to master if you're accustomed to all those deep dagger asymmetrics where the foil just stays right down.

Trim is also important. Upwind you sit right

Below It may look like a piece of fine furniture but the Solo also sailed beautifully.



PHOTO: JEREMY EVANS



PHOTOS: JEREMY EVANS



forward in the cockpit, which is normal, but it came as a surprise to have to slide so far back to lift the bow on a reach. However, the boat's manners are impeccable. Gordon has opted for a Rooster carbon tiller and extension attached to his wooden Gosling rudder, and the feel was superbly light and precisely directional. In fact, the boat felt pretty easy all round, but not so easy that you stand any chance of getting bored. It was nice to sail to windward, reasonably alright on legs and thighs when hiking (the deck design was modified for extra comfort a few years ago), and quick and undemanding to tack.

Offwind the Solo felt quite quick rather than seriously fast, and indeed it's slower on the water than a longer, slimmer Laser. Gybing appeared very stable and well-behaved, though no doubt there will be capsize. When that happens the Solo floats quite high, which makes the optional addition of righting lines to pull the thing back up seem a very good idea. The combination of transom flaps and self-bailers soon gets rid of the water. As with any boat it's best not to let it go all the way over, or shove the mast tip hard into the mud, as happened to our last tester of the day – the tide was to blame!

Overall

The modern Solo challenges perceptions. It's not another boring plastic boat and it's not just a boat for old men. Most of the people in the class are probably aged 35-plus, but many have converted their sons (not so many daughters who may be a tad too light to be competitive) which means the age range is from teenager to over 70.

Strength in numbers and an enthusiastic membership makes the Solo an attractive class. Gordon Barclay rates about 30 clubs as Solo strongholds with another 30 or so where the class is popular. Curiously, Scotland has its own Solo association with racing at about 10 clubs.

On the national circuit there are 'Travellers' series overlapping the various regions – West, South, East, Thames Valley, Midlands, North and Scotland. This year's two-day Inland Championship at Rutland Water attracted 101 boats and there were 63 entries at the week-long National Championship in Plymouth Sound. Further afield, the Nations Trophy alternates English and Dutch organisation, with this year's event was held on Lake Garda. Despite the distance, 40 boats made the trip from Britain with a total of 59 Solos on the start line.

Top left The Gosling composite Solo was a plastic hull with varnished wooden decks.

Bottom left The Harken centre mainsheet control also includes a line for the kicker strut.

Y&Y
TEST

Sam, one of the instructors at Cobnor, who sailed the test boat, described this Solo as 'awesome!' It's not quite what you'd expect, but the modern composite Solo really is a delightful boat. It may be slower than a Laser, but it's also more stable and forgiving with an easily controlled rig that lets older sailors stay competitive – and it has so much style! Jack Holt would have been thrilled by the evolution of his 1956 design. ■

Below Trim is important but the Solo doesn't need to be kept as flat as a Laser.

Thanks to Cobnor Activities Centre (CAC) for providing facilities for this test. CAC runs a full programme of residential and non-residential sailing courses and activities in Chichester Harbour. For details www.cact.co.uk or phone 01243 572791.



PHOTO: JEREMY EVANS

ANSWER BACK

from Steve Ede, NSCA President

On behalf of the National Solo class association we are delighted that Jeremy has identified so many of the attributes that keep this classic design modern and thriving.

The class has encompassed modern building methods and evolved a single sail that can be easily adapted to all legs of a course and all sailing conditions. Although one-design, the building tolerances within the rules do offer a limited degree of choice in hull shape and fitting out. Having so many boatbuilders, three major spar manufacturers and at least four sailmakers as front-runners is a major strength.

The running costs are low as the fully-battened sails last and quality boats depreciate little with no obvious obsolescence. Most nationally prominent sailors keep their boats three or four years and can just as easily be beaten by the new owner several years later, provided they have maintained the state of the foils and sails.

Although the boat presented for test had every gadget imaginable, many members opt for a more simple layout that can be obtained for as little as £4,500 new.

Geoff Carveth and Jim Hunt, both multiple winners of the Endeavour Trophy, are evidence of the quality of the racing at clubs and on the extensive open meeting circuit, while Olympian Steve Mitchell is also a former junior champion.

Be it wood, FRP or composite this is a quality product offering choice to its owners that lasts and lasts – much like our members!

SOLO SPECIFICATION

DESIGN:	Jack Holt
LENGTH:	3.78m
BEAM:	1.55m
MINIMUM HULL WEIGHT:	70kg
MAINSAIL:	8.36sq m
OPTIMUM CREW WEIGHT:	66-100kg
PN:	1155

PRICE: £6,500

THE OPPOSITION... Where does the Solo fit in? Here are two alternatives...



LASER

The ubiquitous singlehanded racer, raced all over the world. Choice of Radial and 4.7 rigs makes it less demanding for lighter weight sailors, but still very competitive.



PHANTOM

Great choice for sailors at the top of the Solo weight range (many ex-Solo sailors have become Phantom champions). Price shoots up with top spec carbon rig.

CONTACT:	Gosling Dinghy Craft Barnes Sturges Hatway Lane Nr. Sidbury Sidmouth, Devon EX10 0QP
TEL:	01395 597603
FAX:	01395 597603
CLASS WEBSITE:	www.solosailing.org.uk

PN:	1078	PN:	1048
LOA:	4.23m	LOA:	4.42
BEAM:	1.42m	BEAM:	1.64m
HULL WEIGHT:	59kg	HULL WEIGHT:	61kg
MAINSAIL:	7.06sq m	MAINSAIL:	9.75sq m
GUIDE PRICE:	from £3,320	GUIDE PRICE:	from £5,895

“Ik sterf liever van passie dan van verveling”

“I would rather die of passion than boredom”

Vincent Van Gogh



Interactive

This is the Dutch way.
The Dutch team share the pain at the '85' Champs.

Get a Feel for the 1985 Event [HERE](#)

Photo: Bill Loy Snr

The Falcon and the Four Titles

A long time ago, in a land where mobile phones and waterproof cameras were but a dream, and the phrase, social distancing was only used in the context of avoiding someone with body odour, the Solo Class was building a rich history of championship winners and losers, heroes and villains and derring do stories of epic battles on the water.

One man and his faithful Lovett Solo 'Pogs' would dominate the mid to late 80's with 4 consecutive National titles and 2 World titles.

This is the story of Ken Falcon in his own words.



"How did it all start? I moved to Paignton when I was 6 and soon discovered the Harbour, which became my playground. My parents weren't interested in the sea, but I soon joined the Sea Scouts in which, old school, we sailed an old RN whaler. Otherwise, I just messed about in boats. Each August, a family from Birmingham rented a house near the harbour and the two sons sailed an 18 foot National which was stored at the harbour throughout the year. They entered all of the local regattas and needed a crew. I was convinced that I should volunteer and did. So, we sailed the various regattas together after which they returned to Birmingham and I returned to messing about in boats. After three, or so, years, they upgraded to a Dragon, but they still only sailed during August. Meanwhile, during my holidays, I worked on the local crabbing boats.

When I was 18, I was sent to Bristol for an apprenticeship at BAC. I didn't pursue any boating, having had a brief look at the River Severn, but I did return to Paignton each August to crew on the Dragon in the various Regattas. After a couple more years, the lad from Birmingham, now a grown-up, moved to Paignton and took up a post in Torbay Hospital. Soon, he had traded his Dragon for a yacht, then another, then another with, for me, occasional racing and occasional cruising; the latter on the east coast and, from Brixham, over to the Channel Islands.

Because of the cruising, I studied for a Yachtmaster, which I gained in 1977 after a week's practical assessment out of Cowes in a Contessa 32. And here's where it got interesting. The assessor, Arthur Pye, was a man of few words, but the week taught me that what he did say was usually quite profound. Having enjoyed the week so much, I expressed disappointment, upon being told that I had passed, that I would not be returning for another week's assessment! Mr Pye suggested: "why don't you return for a dinghy sailing course. I think you'd enjoy it". My response was to point out that, at 35, I was a 'big boy' now with no intention of returning to dinghy sailing. I continued yachting and, in 1979, 1980 & 1981, I joined Bruce Bank's crew on Windsprite V and raced three full seasons in the Solent and beyond. I also survived the 1979 Fastnet in which I attempted to qualify for the Yachtmaster Ocean Certificate on a Farr 1 tonner.

BUT, Arthur Pye had started me thinking: Why would he think that I would enjoy dinghy sailing? At some point, probably in early 1978, I bought Laser 9830 and joined Chew Valley. Big, big lesson. I turned up for my first race at the club in the Laser, with 25 years of sailing experience under my belt, not for a moment expecting to become the fleet back-marker!!!! Which I did! What an awakening. All of that apparently-useless knowledge.

After a fair bit of practising, plus a flirtation with a Fireball, I decided that I needed to learn to dinghy-sail properly and that the best way would be in a Laser. At that time, Chew had one of the best Laser fleets in the country. So, in 1980, I bought a new Laser, 88728, and practised a bit more although, of course, I was still yacht-racing with Bruce. In the Autumn, with the new Laser, I entered the Laser Inland Championship at Grafham and came last!! Not

because I was bound to come last, but because, every time that I got to the windward mark in the last 15, which was every time, I retired.

At the time, I had lost my driving licence, through pushing a Moto Guzzi 850 Le Mans into the front of a car and 'writing it off' (the car, not the Guzzi). I had been driven up by Ken Scott, another Chew member, who had come 4th (Chew scored: 1st, 2nd, 4th & 86th). On the way home, I bored Ken to distraction by agonising over whether to give up dinghy sailing, or do it properly. I chose the latter. I practised hard all winter, sailed with Bruce in the summer of 1981 and, then, gave up yacht racing for the dinghy. Arthur was right.

I was running my own Structural Consultancy practice by that time, so practice consisted of the hiking bench every evening, practise on most Saturdays and club racing every Sunday. And you can't help getting better. Just mixing it with the front end of the Chew fleet meant that you were seeing what national-level Laser sailing looked like -- and could learn from."

"I loved the Laser open meetings, nearly all of which were on the sea. I joined Portishead Sailing Club where, throughout, tactics are dictated by the tide. And, of course, the wind was always stronger and the waves bigger than at Chew. Wow, how much better was that than yacht racing. The times for racing at Portishead were dictated by high-water. So, about 2 hours before HW, for sufficient depth, until HW after which, if in trouble, you were Clevedon-bound on the ebb!! Regularly, I would race in the morning at Chew, car-top the Laser, and race in the afternoon at Portishead. (I could get the Laser on top of the car by myself.) I was winning open meetings by then (although certainly not the Chew Open!)"

Having said that, the Laser image was taken during the Chew Open in March 1983. By some fluke, with a 2nd and 4th, I was overnight leader. By coincidence, Karen, our youngest daughter, chose that night to keep us awake and to be born at about 08:00 in the morning. Still time to make it for Sunday's racing, but very tired. A 19th in Race 3 and a retirement in Race 4, when I T-boned a right-of-way Laser, saw me slip to 15th!! That's a weight-jacket, by the way.

We had a cottage in Paignton and I was a member of Paignton Sailing Club, although not racing there very often. Of course, I was, by then, racing again in many of the local regattas in the summer months (Dawlish, Teignmouth, Shaldon, Babbacombe, Torquay, Paignton, Brixham and Dartmouth) and would do so for some years.

Sometime in 1983, I became aware that the Solo Nationals were to be held at Brixham in 1984. We had a very good Solo fleet at Chew and, so, I bought an inexpensive Jack Holt Solo, 1921, to race during the winter to see if I liked it. I did, even though, with a fair bit of kicker, a gap would appear between the hull and the bulkhead. And I could feel the waves rippling under my feet through the hull.

By the Spring, I had decided to enter the Nationals, but, obviously, I needed a better Solo. Through adverts, I found one for sale near Coventry, I think it was, from a Jon Clark, whom, of course, I didn't know. A very nice Omega, 3387, with a fetching purple deck. The Omega was relatively new, but Jon had the opportunity of acquiring his dad's Lovett, which he felt was the better of the two. So, I returned to Bristol with the Omega and started practicing. I don't recall how I got on, but I know that, for some time, I raced both the Laser at Chew and beyond.

So, to Brixham, where I knew no one, other than, of course, Jon, having competed in no Solo events outside Chew. Turnout was poor at only 36 and the obvious favourite, Geoff Carveth, was elsewhere. I managed a 4th behind Simon Cray, Craig Moffet & Martin Payne. I was happy with that. Jon was not ahead and took the daily ribbing in the dinghy park, not from me I hasten to add, exceedingly well.

Incidentally, probably through racing on the River Severn, I had already discovered the 'power', when sailing downwind, of bearing away hard on the backs of the bigger waves and sailing by the lea. In marginal conditions, it was possible to plane for a short distance and to make significant gains. Of course, Sir Ben perfected this method, but performed it in stronger winds and with a slacker leach than I would have ever dared.



Not 'Pogs' but a fine example of the Lovett workmanship.

This Solo is 3232 owned by Henk Jan Roerdink .
In the eighties Lovett's were as rare as hen's teeth.



"By amazing good fortune, Les Scull, a Chew member, had bought a new Lovett, 3315, in May 1991, had hardly sailed it and very kindly offered it to me. I did not hesitate. The measurer had described it as "a beautifully constructed boat" and it certainly was. I named it "Pogs", my son, Ian's nickname, and began, in 1985, doing the local open meetings. Bowmoor, where I meet Will for the first time, Salcombe, where I bent a mast on a moored catamaran, and where, Martin Payne, who knew the tides intimately, won Race 4 by about 30 minutes, Sutton Bingham and Chew Valley. "Pogs" was flying. But I sailed a Solo differently to most. I came from a Laser and a Laser sail featured quite a bit of luff-round, which required quite a bit of initial kicker just to bend the mast and remove the 'hook' in the luff. Thereafter, as the wind strengthened, I was used to applying increasing amounts of kicker to flatten the sail. This, I brought with me to the Solo. Also, at that time, all Solo sails, as far as I knew, were using tapered battens and I did not like them at all. I preferred, bought and fitted parallel battens. Contemporary photographs show me with more mast bend than most. It was probably psychological, but I thought it was fast and didn't share that belief with anyone. Besides, I didn't have the upper-body strength to use the mainsheet to control the leach, à la Geoff & Jim."

John Dixon racing 3386 at the 85 Nationals

Weapon of Choice
Lovett Hull
Proctor C
Batt Sail

Competitors also favoured the light spinnaker material spray tops as sported by John.

They offered no thermal protection but looked cool.



FLASHBACK 1985

Ed; Bob Geldof has overseen the Live Aid Concerts, a gallon of petrol is £1.88, Gorbachev takes control of Russia and Nintendo release the revolutionary gaming system. On the south coast of the UK, at Pevensey Bay Yacht Club, 55 Solo competitors have arrived to contest the World and National Solo Championship.

Ken has some serious competition in the form of Martin Payne, the Salcombe legend who sported a statuesque body of a Roman gladiator and a moustache modelled on Magnum (the original version). The Dutch, always strong have their hero in the shape of Hans Arends, a giant of a man and fast as anyone when the wind is blowing, the forecast would have the tall blonde sailor licking his lips with excitement while locals boarded up the shop windows as the storm approached.

Batt Sails, who are dominating the class are represented by Dick Batt, the diminutive sailmaker who confounds the laws of physics with the ability to keep a dinghy flat in the strongest of conditions, but that is in an OK Dinghy. He has rocked up with Solo 3300, a beautiful Lovett, I believe it was painted on navy blue.

Geoff Carveth has borrowed Ian Houston's bright yellow Lovett 3316 'Custard Tart' while Ian gets to grips with his new Bob Beckett Solo 3425. Martin Lambert and Richard Goodenough are the two best Northerners, once again in Lovett Solos which dominated the mid eighties. The forecast is impending and the previous weeks storm has provided mountain sized waves for the experts to relish. Lesser mortals would be hanging on for their dear lives. The race team are undaunted and equipped in Musto boots and Javelin jackets make ready for a weeks racing which would be 6 races of around 2 hours in duration...I did say EPIC. The briefing was to the point, do not go out if you feel out of your depth and if you do, make sure you are going as fast as possible as you reach the beach team! Pevensey Bay has a steep shingle beach and with on-shore winds and waves, the teams would literally pick up your Solo as you dismounted most unceremoniously out the back.

Ken writes,

“So, in 1985, to Pevensey Bay for the Worlds, now the Nations Cup. Geoff was there, but with a borrowed boat, and Dick Batt had entered. Generally, it was windy and it was known that I enjoyed more wind than less. But in the first race, although lying well towards the front, I tipped it in twice on the final beat and finished 7th. A very poor start in those one-race-per-day days. I won Day 2’s race, which, unexpectedly and unbelievably, put me in as overnight leader. The event turned into a tussle between Dick and me, with Geoff and Hans Arends in the mix, until the last day’s race, with Dick 2 points ahead and in the lead.

The last day was blowing – hard. I’ve no idea, but I guess Force 6. I was more than happy with 2nd overall, which I could have easily lost - just a single capsized. But Dick, bless him, wasn’t a regular Solo sailor, and others, advising the RO, wanted me to have another pop! And so we set off. It was OTT and I signalled that to the RO, but he was having none of it. We were racing. Both wind and tide were from the west and, with a good start line, the only strategy was to start at the CB end and tack ASAP for the shore. It was so difficult to get to the start line that only Martin Payne started at the gun – at the CB end – on port. Then I followed him, then Geoff, then Dick and I needed to keep one place between Dick and I to win overall. That’s the order that we reached the windward mark and the gybe mark!! The gybe mark was coming up fast, the wind was crazy, and I thought that this could easily be bye-bye 2nd overall. Martin had a decent lead and I was watching to see what happened, when --- he weathered round!! Yes, of course, why didn’t I think of that? I did that often in mid-winter at Chew. So, I weathered around as well. No problem. Of course, Geoff and Dick gybed around without mishap. Impressive. Lesson for the future? No place changes and no losses or gains in distance, ie provided no-one close, weathering around just as quick as gybing - in a blow. So, same order at leeward mark. Although we are all, I imagine, in survival mode, and taking care, I rationalise that, although I have the necessary one boat between Dick & I, it would be prudent to try to overtake Martin. So, on the long starboard tack up to the windward mark, I gradually catch Martin and draw alongside, to windward. Of course, Martin, having the inside advantage at the mark, doesn’t worry too much. But, with, I guess, about 50 yards to go to the windward mark, the RO shortens course at the mark and I was marginally ahead!! To say Martin was upset would be an understatement! Of the 55 competitors, 20 stayed ashore, 18 retired and just 17 finished.

So, National Champion (and Worlds, as it then was, but I never claimed that) at 43. Thank you, Arthur, and thank you, “Pogs”. However, the day was not quite over, of course. We still needed to get ashore through the waves. So, just short of the breakers, pin out from rudder, board half up, wait for a gap, sheet in, aim for the gap between the four waiting helpers and, when you reach them, un-hike and fall backwards into the water. By the time I surfaced and cleared my eyes, “Pogs” was already halfway up the beach. Great club, great event. Anyway, Jon was right, the first seven boats overall were all Lovett.”



Max Blom, who purchased Bungler 3286 from Geoff Carveth for an undisclosed sum leads Dick Batt in from the left as the swell builds. Peter Bos works the right of the course in ‘Macduff’ H492 with Richard Willetts on his tail in 3414, both Willett’s built Solos.

NATIONAL SOLO CLASS - WORLD CHAMPIONSHIP 1985

Pevensey Bay S.C. hosted the 1985 Solo Worlds from July 28th to August 2nd. 55 boats entered with 12 travelling from Holland. Wind strengths varied from very light to Force 7 and the week is certain to be remembered for the super fast reaches in the big seas.

Sunday's Practice Race was delayed due to heavy seas and gusting winds. The fleet eventually started in a Force 4 with a long swell running. The starboard side of the first beat paid off and at the first mark Max Blom (H517) led from Craig Moffett (3423) and Ian Houston (3425). The wind continued to abate during the race and Dick Batt (3300) pulled through to the lead which he held to the finish with Ian Houston second, and Ken Falcon (3315) third.

The Brixham Yacht Club Trophy is the prize for the first points race which started on the Monday in a Force 5 with a large sea. A long Starboard tack out to sea was the way to go to the first mark and Richard Goodenough (3302) rounded first followed by Geoff Carveth (3316) and Ken Falcon. The long swell gave exciting reaches, with Ken Falcon providing the first capsize of the day at the gybe mark. Geoff Carveth took the lead on the second reach and with the wind increasing to a reported Force 7, the run became littered with capsized boats. The Race Officer wisely shortened course at the end of the third beat and it was Richard Goodenough who took the gun followed by Geoff Carveth and Nick Yeoman. As a measure of the severity of the conditions only 21 boats finished.

Tuesday morning saw much activity in the boat park as competitors repaired the ravages of the previous day. After a recalled start the fleet chose a long downwind starboard tack. Ken Falcon was first to the weather mark followed by Martin Lambert (3350) and Dick Batt. With less wind than the previous day but with a long swell remaining, the reaches were again fast and furious. The three leaders opened up on the rest of the fleet and at the finish Ken Falcon was first followed by Dick Batt who just managed to stay ahead of Martin Lambert.

Race 3 on Wednesday started in a light breeze which shifted just after the start to favour the port end of the line. Mike Wilkie (3421) led from John Daniels (2750) and Bill Barnes (3377) with the leading contenders back in the teens. However by the leeward mark Dick Batt was in second place and took the lead on the run. As the wind increased the early leaders slid back into the pack and at the finish it was Dick Batt from Ken Falcon and Martin Lambert.

The Race Officer delayed the start of Race 4 so that the wind could settle. Ken Falcon found the right shift on the first beat to lead the first triangle followed by a bevy of Dutch boats. A shift to the port side of the second beat allowed Hans Arends (H497) to take the lead which he held to the finish. Geoff Carveth, having taken a long tack out to the starboard corner on the third beat came through to second with Dick Batt third.

The wind returned for Friday's race and rumours of Force 8 deterred many helms from putting to sea and some of those that did were soon to return to the beach as the Force 5, gusting 7, wind kicked up a difficult sea. The Race Officer set a short inshore course which gave a grandstand view to those watching from the clubhouse. At the windward mark, Martin Payne (3283) led from Ken Falcon and Chris Avery (3229). Chris promptly capsized leaving a group of 6 boats which pulled away from the rest of the fleet, many of whom were finding the large cross seas on the first reach extremely tricky going. There were many capsizes and retirements in the pack. With conditions getting worse the race was again shortened on the third beat and in the closest finish of the week Ken Falcon squeezed past Martin Payne to take the race and become overall World Champion.

Although the weather conditions were not to the liking of the majority of competitors, the friendly and efficient way that this championship was run by Pevensey Bay, both on and off the water, made for a most enjoyable week for all.

Some personal highlights of the week:

Seeing Dick Batt capsize on his first attempt to gybe a Solo on the way out to the start of the Practice Race.

The excellent meat and potato pies available for lunch in the clubhouse. Homemade!!

Ken Falcon towing Ian Barnett back to the start area after Ian's halyard broke and he was fast disappearing downwind to Hastings.

Sitting in the Rescue boat on Monday watching my boat being supported upside down on its mast tip as the hull came out of the water in the wave troughs.

Paul Beard joining me in the same rescue boat and complaining of the difficulty of going downwind in the waves to get back to the clubhouse when he was about a mile and a half DOWNWIND of it already.

Our flat mate and later to be Champion Ken Falcon appearing on a special Southern T.V. feature on the Worlds. What an actor! Pity they spelt your name wrong - Mr Falcon.

***** Richard Willetts *****



Jan van Darl ahead of Nick Yeoman and Chris Avery as the fleet prepare to tackle the South coast swell

PEVENSEY BAY SAILING CLUB

Solo World Championship 1985

Position	Name	Number	Helia	Club	Total
1	Pops	3315	Ken Falcon	Chew Valley S.C.	8.5
2	Unknown	3300	Dick Batt	Cookhaa Reach S.C.	9.75
3	Custard Tart	3316	Geoff Carveth	Littleton S.C.	13
4	Houtje Touwtje	H 497	Hans Arends	Z.V. de Onderlinge	15.75
5	Forensic	3350	Martig David Laabert	Northampton S.C.	21
6	Vindaloo	3302	Richard Goodenough	Northampton S.C.	22.75
7	Metrosoae	3283	Martin Payne	Salcombe Y.C.	26
8	Hunt Flo	3236	Nick Yeoman	Dovey Y.C.	26
9	Spitting Image	3425	Ian Houston	Littleton S.C.	41
10	The Invincible	H 512	Jack Van Dwrvenbade	Zoosse Onderlinge	46
11	Fugleaan	3420	Tony Thresher	Oxford S.C.	46
12	Gissa Go	3391	Tony Cook	Littleton S.C.	47
13	Midnight Mariner	3229	Chris Avery	Draycote Water S.C.	48
14	Fools Dvetture	H 478	Kees Rekelhof	Aalsmeer W.V.	59
15	Firebird	3382	Tony Catchpole	Hayling Island S.C.	63
16	Lorenzo	3386	John Dixon	Chase S.C.	68
17	Sonzo	H 444	Jan Van Deventer	K.N.W.V. de Kaag	69
18	Pan Galactic Gargle Blaster	3323	Gordon Barclay	Bell Quay S.C.	71
19	Bunsler	H 517	Max Bloa	K.W.V. de Kaag	73
20	Crusader	3421	Mike Wilkie	Walton on Thames S.C.	75
21	Mazrelaar	H 7	Johan Geenen	Zaansse Onderlinge	80
22	Aladdin Sane	3301	Jonathan Clarke	Draycote S.C.	87
23	Inians	3345	Ian Lissimore	Chelmarsh S.C.	93
24	No Claia	H 471	Erick Van Os	I.W.V.U.	95
25	Jaded	2750	John Daniels	Shustoke S.C.	100
26	Just William	3178	Bill Loy	Reading S.C.	108
27	Sir Dotye Grden	H 505	Henk Sonje Jans	Z.V. de Onderlinge	108
28	Clean Sweep	200	Ian Mitchell	Bell Quay S.C.	112
29	Deanted Dalek	3414	Richard Willetts	Maidenhead S.C.	117
30	This Is It	3243	Andrew Billington	Wibleball S.C.	121
31	Au Maturelle	H 508	Jan Van Darl	R.Z.V. Gouda	122
32	Run To The Beat	3402	Barry Green	Bowoor S.C.	130
33	Archaeopteryk	3351	J.H. Clay	Draycote Water S.C.	132
34	Nosloa	3173	N. Pusinelli	Esworth S.C.	136
35	Hydraulic Jar	3410	M. Barnes	Bewl Valley S.C.	140
36	Mister Blue Sky	H 4781	Peter Klint	Windsurf Club Aalsmeer	146
37	I've Started So I'll Finish	3377	Bill Barnes	Salcombe Y.C.	147
38	Marionetta	2727	Fred Osborne	Chichester Y.C.	152
39	Deisos	3375	Ken Culverwell	Chase S.C.	154
40	Don't Panic	3255	Roger Smith	Marconi S.C.	155
41	Afterthought	3252	Roy Barnes	Bewl Valley S.C.	156
42	Cinnabar	8236	Neil Moore	Lyme Regis S.C.	161
43	Jet Black	3424	Paul Heasley	Felpham S.C.	167
44	Made For Me	2119	C.B. Allsopp	Chase S.C.	172
45	Wisp	3137	Norwan Young	Chase S.C.	173
46	MacDuff	H 492	Peter Bos	R.Z.V. Gouda	179
47	Rubber Solo	2189	Stanley John Alllope	Chase S.C.	181
48	Sail Ellen	3313	P.C. Beard	Wraysbury S.C.	187
49	Rock Machine	3251	Tony Hanan	Chelmarsh S.C.	197
50	The Mohock	3404	Chris Morgan	Esworth S.C.	203
51	Fata Morgana	H 518	Jan Bot	Zoosse Onderlinge	205
52	Decisions Decisions	2105	Ian Barnett	Bell Quay S.C.	209
53	Wayne	3409	T.R. Fairclough	Colewerg S.C.	210
54	Mollie B.	3423	Craig Moffatt	Walton on Thames S.C.	213
55	Rebel Vortex	3393	Thomas William Abbott	Sutton Bingham S.C.	226

Friday 2nd August 1985

Equipment Analysis - Worlds 1985 (British Soling)

1) 3315	LOVETT WOOD	PROCTOR	BATT
2) 3300	LOVETT WOOD	NEEDLES PAR	BATT
3) 3316	LOVETT WOOD	PROCTOR	BATT
4) 3350	LOVETT WOOD	HOLMES PAR	HYDE
6) 3302	LOVETT WOOD	PROCTOR	HYDE
7) 3283	LOVETT WOOD	NEEDLES PAR	TABB
8) 3236	RUNNEMERE WOOD	PROCTOR	ULMAN
9) 3425	BECKETT WOOD	PROCTOR	HYDE
11) 3420	THRESHER WOOD	NEEDLES PAR	BATT
12) 3391	UTLEY WOOD	SWEES PAR	MACNAMARA
13) 3229	? WOOD	HOLMES PAR	ALVERBAUK.

BATT SAILS WIN



Race Winning Design
Individually cut from the best materials
Superbly Finished to Last and Last
Supplied to the most complete Racing Specification

SOLO
BATT make SAILS make SENSE



Call us now for full details.

Bridge Boatworks, Silver Road,
MAIDENHEAD SL6 6AT.
Telephone Maidenhead 0629 22367



"Sailing every Sunday, plus open meetings at Frampton-on-Severn, Draycote, Sutton Bingham, Chew, British Steel & Llyn Aled, brought us to the 1986 Nationals at Lee-on-the-Solent. This was a 3-day event with just 5 races and 64 competitors. I recall that it was sunny and relatively light-winded. Geoff gave it a miss, but all of the other usual suspects were present. Given the light winds, not very much excitement, but I managed to defend successfully with Martin Payne 2nd and Dick 3rd.

Hoorn, in Holland, in the Netherlands, for the 1986 'Worlds', is a classic place to holiday and to sail on the Markermeer. Every Solo sailor should take advantage of the Dutch Nationals, with a holiday thrown in before and after. Edam, Marken, Volendam, steam train to Medemblik, boat to Enkhuisen, train back, Zaanse Schans and much much more. If you haven't been, add it to your bucket list.

The sailing area is shallow with, generally, a short chop and the course is usually big with mile-long legs. Total entry was only 34, 14 of whom were from the UK. The Dutch, especially Hans Arends and Mark Tigchelaar, pushed hard, but I managed to retain the title with a race to spare.

I only recall the last race when, having already won, I started at the CB end of the line when the pin end was favoured, turned sharp right and, without once looking over my shoulder, banged the right-hand corner, ie I did a Geoff Carveth. I tacked when I thought I must be near the lay-line and, then, without looking around, sailed to the windward mark where I arrived first followed very closely by Mark. Absolute classic Geoff, which, normally, I could not have even contemplated. I came across the opening line of my vote of thanks the other day. It was: "Donk oo for un fainu veg. Main Hailuh fameelie haift hats nire hun zin Jerhot."

That evening/night, we heard of a classic set-up. Martin Payne had borrowed a Solo, "Green Gilbert", I think. With no trailer, nor roof racks, he car-topped it using an old bed mattress on the roof. After the prize-giving, on his way home, he travelled into Amsterdam to stay the night with friends. Harold Cranch and Billy Barnes, whom also sail at Salcombe, knew where Martin was staying and that his car would be parked on the road. They were going home that night, would be passing through Amsterdam and had space on their trailer for another Solo. So, on the way past, they 'stole' Green Gilbert and took it home on the ferry. Martin was back at home and had apologised to Green Gilbert's owner for losing his Solo before he was told. Classic!!

Sailing at regattas, open meetings (Frampton-on-Severn, Chew & Port Talbot) and every 'free' Sunday at Chew followed, although I did have to take three months out in the winter when I hurt my back.

FLASHBACK 1986

Ed; Chernobyl has been destroyed, the American space shuttle has also exploded, Top Gun is released and Argentina beat West Germany 3-2 in the World Cup.

Lee on Solent is the venue for the 1986 National Championship which is held over a long weekend in generally light winds.

Martin Payne is racing on older wooden Solo 2505 but has the largest Tabb sail anyone has ever seen.

Dick Batt turns up with 3300 but the varnish has peeled off and it looks a bit of a mess!

Ken defended the title with 4 bullets while Dick picked up 1 (despite the typo in the results opposite). Ian Houston had got his Beckett going to finish 4th with Jon Clarke 5th.

Ian Mitchell was racing Solo 200 again but would have a new one built by his dad for 1987.

The World Championship at Hoorn was another epic event, the Dutch were very well represented and the racing was generally long and physical. I do remember the legs being so long no one really knew where the next mark was.

As with most big events, my own targets were getting to the bar as quickly as possible, stoked by Jon Clarke, my drinking mentor.

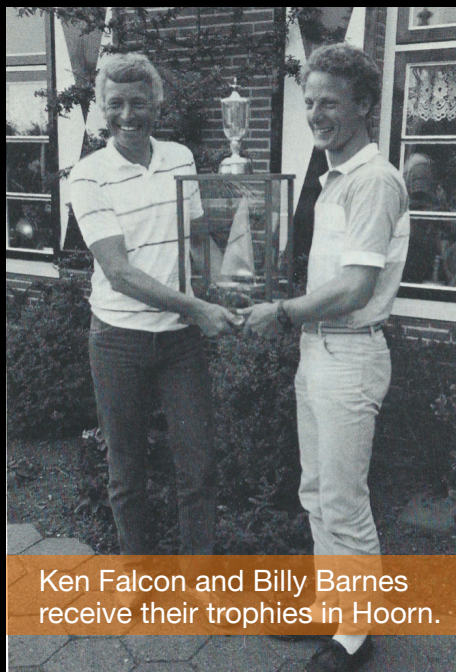
Geoff was missing, I believe he was windsurfing and the tour was lucrative if you were good.

NATIONAL CHAMPIONSHIPS 1986

Held at Lee on the Solent SC

RACE POSITIONS

BOAT	1	2	3	4	5	TOTAL
1	3315	1	1	71	1	3
2	2505	6	71	2	3	15
3	3300	5	10	1	1	17.75
4	3425	4	7	4	12	20
5	3301	3	2	8	14	20
6	3302	7	17	5	4	22
7	3350	19	14	9	5	30
8	3424	15	4	6	8	32
9	3390	2	8	72	13	34
10	2878	10	9	72	7	34
11	3423	21	6	15	10	40
12	3414	9	3	11	73	40
13	3470	23	5	10	16	43
14	3382	12	30	12	9	46
15	3427	28	27	14	6	50
16	3391	32	20	7	19	56
17	3464	11	24	3	72	56
18	3407	13	12	18	24	63
19	3178	16	32	13	21	65
20	3243	17	23	22	11	73
21	3325	31	15	17	15	75
22	3304	18	19	20	30	78
23	3251	14	21	25	72	82
24	3462	24	18	19	27	88
25	3478	26	28	27	17	94
26	3323	30	40	30	18	101
27	3273	35	13	23	31	102
28	3229	25	29	28	26	108
29	3340	41	26	32	22	109
30	3375	27	25	35	28	111
31	3421	29	37	16	29	111
32	1737	20	53	24	72	113
33	3393	8	11	71	23	113
34	200	33	41	26	71	127
35	3303	38	60	40	20	130
36	3410	37	34	41	36	133
37	3040	43	51	31	25	134
38	3252	39	33	36	33	140
39	3255	46	39	21	39	141
40	3173	36	48	33	35	145
41	3200	49	31	47	32	149
42	3345	22	16	45	71	154
43	2837	51	35	72	34	156
44	3103	34	59	29	40	162
45	3202	40	72	43	43	163
46	3389	57	45	39	38	165
47	1281	58	36	36	41	171
48	3409	45	47	71	47	173
49	3073	55	55	38	37	176
50	3479	54	52	42	45	173
51	1201	56	58	49	46	209
52	2847	50	73	72	42	209
53	3379	44	22	71	73	210
54	3404	59	42	46	71	218
55	2290	52	50	44	72	218
56	3473	72	56	72	44	219
57	2727	71	44	34	71	220
58	1909	47	38	71	73	229
59	2355	42	49	71	71	233
60	3128	60	54	48	73	233
61	3043	48	46	73	73	240
62	2233	73	57	71	73	245
63	3064	73	43	71	73	260
64	2003	53	73	73	73	272



Ken Falcon and Billy Barnes receive their trophies in Hoorn.

WORLD CHAMPIONSHIPS - HOORN, HOLLAND 1986

	POINTS
1	3315 Ken Falcon 2-6-1-3-1-1 8.7
2	500 Hans Arends 5-1-5-2-4-4 29
3	519 Mark Tigchelaar 1-5-2-4-OP-6 32.7
4	515 Martin Kranendonk 6-4-6-1-8-OP 45.4
5	517 Max Blam 4-14-4-6-2-14 50.7
6	3421 Martin Payne 3-11-8-5-7-OP 59.7
7	3425 Ian Houston 11-3-3-13-11-DS 66.4
8	478 Kees Rekelhof 24-8-17-10-3-5 68.7
9	3424 Paul Helmsley 20-2-13-8-10-7 75
10	3391 Tony Cook 7-DS-12-7-5-17 77
11	514 Jaap Knap 10-19-7-17-10-12 86
12	512 Jack Van Duyvenbode 13-20-10-18-16-10 97
13	3301 John Clark NG-13-22-12-14-8 99
14	7 Johan Geenen 18-12-24-19-OP-3 102.7
15	3386 J.Dixon 15-10-9-23-18-21 103
16	473 Hans Hulst 9-23-11-14-17-NG 104
17	492 Peter Bos 14-9-25-NG-14-2 109
18	444 Jan Jaap v. Denventer 12-DS-21-11-6-DS 114.7
19	471 Erick van Os 21-17-27-24-11-15 118
20	481 Max Vijzelaar 19-26-18-16-9-NG 118
21	3178 Bil Loy 31-7-16-21-24-23 121
22	502 Robert Hamburger 23-15-21-9-OP-DS 121
23	3243 Andy Billington 33-21-26-22-12-11 122
24	3410 Kenn Mack 8.30-19-31-OP-19 130
25	3410 M. Barnes 22-DS-15-20-21-22 130
26	314 Leen van Goeverden 32-16-28-30-15-13 134
27	3375 K. Culverwell 17-16-31-28-OP-24 139
29	518 Jan Bot 26-27-23-15-OP-NG 145
30	3457 Roger Houston 29-32-29-27-23-9 147
31	505 Henk Jongejans 28-35-31-26-OP-14 154
32	516 Jacco Grandiek 16-29-41-NG-OP-18 158
33	439 Peter v.d. Klink 27-37-32-29-19-25 162
34	2930 H. Cranch OP-22-38-33-22-NG 179

FLASHBACK 1987

The Great Southern Storm hits the UK.
The Zeebrugge ferry sinks.
Terry Waite is kidnapped.
Margaret Thatcher wins a third term as Prime-minister

Ken writes:

"August 1987 saw the Nationals (and Worlds) at Mumbles. Plenty of tide, gate starts, still just one long race per day & 90 competitors. Two events stand out for me. 2½ hours into Wednesday's race, it was abandoned after one of the marks went walk-about with the ebbing tide. I don't recall if it was the leeward or the gybe mark, but whichever, as the course got

bigger and bigger, the fleet became so spread out that it was difficult to see who was where. It was a long way back from the mark, against the tide, to the dinghy park. All for nothing!

So to Friday and, having lost a race, the RO decided on an early start, ie the scheduled 10.30 start was re-scheduled for 07.00! This meant getting up very early so as to vacate the rented flat. Then, out on the water to the start area for the 07:00 start, which was postponed due to a lack of wind. We actually started at the originally-scheduled time. (Another lesson for when I would act as RO myself!!). A gate start again, but, on this occasion, the tide being with us, once the RO had released the pathfinder, the gate boat altered course to starboard by about 5 degrees, which, given that I had chosen a 'later' start, resulted in me having to plane downwind to get behind the new line. When I started, I could see a mass of boats in front of the mast from my normal hiking position. At the windward mark, Helen, who was watching from the clubhouse roof, stopped counting at 30! And I had to beat Mark Tigchelaar to defend the title! Then a break! Black marks against a black coastline resulted in the leaders heading for a non-mark! Luckily for me, they didn't realise until after I had rounded the windward mark. As soon as I realised they had 'turned hard left', I did likewise in the mass-run to the gybe mark. That error lifted me to about 10th and, somewhere between there and the finish, I got up to 5th and in sight of Mark. But that wasn't enough and Mark would have won, except that Jon Clarke, probably realising that he owed me for the purple decks, decided to win that race. As a consequence, I won that event by a single point!! Thank you, Jon.

1987 Championship Race Winners

Race 1 Ken Falcon
Race 2 Robin Boardman
Race 3 Martin Payne
Race 5 Marc Tigchelaar
Race 6 Jon Clarke

FLASHBACK 1988

The Jamaican Bobsleigh team and Eddie the Eagle feature at the Canadian Winter Olympics
Ben Johnson wins the infamous 100 metres final

During the winter of 1987/88, Open Meetings (Frampton-on-Severn, Teign Corinthian, Chew, Bristol Corinthian & Wimbleball) and regular Sundays at Chew provided all of the practice that I would manage. By now, apart from running my own business, I was, with the patience of my family, immersed in the first year of a four-year, part-time, Law Degree. The Nationals in 1988 were held at Harwich over a long weekend with just 50 competitors. As ever, memories are scarce other than that it was a bit of a tussle with Ian Barker, especially when I finished 12th in Race 3. However, an incident in that race demonstrated to me how one's interaction with other competitors can help, or hinder, progress. At the first windward mark, I was as good as last. Never mind, I thought, press on and try to creep up the order. Unfortunately, on the first reach, I didn't pass a single boat, but approached the gybe mark with a mass of boats immediately in front of me. Where to go? To my amazement, the competitor with 'water' at the mark called to the outer competitors for 'water at the mark' until there was a clear gap between him and the mark. Then, he turned and pointed at me and to the gap, beckoning me through. I'm not saying who it was, but ... wow! Still didn't get past 12th, though.

I also recall at the end of the second day, I was first to be returning to shore. In the near distance, I could see Jon Clarke sailing a very irregular course between myself and home. Without it occurring to me that his rudder had broken, I sailed too close. I became aware when one of his random changes in direction resulted in him crashing into me and putting a hole in the hull. Never mind, a bit of gaffer tape was sufficient for the last two races to be sailed and the trophy retained."

"Then, in August, it was off to Uitdam for the 1988 'Worlds' with 26 Brits in a 48 boat fleet. Generally, it was a windy week with a long F6/7 gust hitting the fleet during the 2nd race causing much capsizing and boat damage. 23 DNFs!! I can remember hurtling down the 1st reach of the second triangle quite clearly. A white-knuckle ride. Luckily, I think the wind eased by the time we reached the gybe mark. Racing was cancelled for the rest of the day and the 3rd day was lost to gales.

By the last race, I had to beat Hans Arends with two boats in between. I managed to get in front and keep a close cover, but getting two boats between was going to be a tall order. In the end, the intervention of a starboard-tack traditional Dutch sailing boat obliged me to break off covering, leaving Hans to pass close to the stern of the boat on port. He nearly capsized to windward, but didn't! I waited for the boat to move ahead before tacking back onto port, at which time there was 30° wind swing to starboard and I lost Hans and dropped to 9th. That was it. Hans won the event with a 2-place margin, neither of us counting the last race."

"Apart from two Inland Championships (1989 @ Grafham & 1992 @ Draycote), there then followed a series of 2nd places to Geoff Carveth (3), Mark Tigelaar (1), Jim Hunt (3) and Graham Scott (1, although this was on a tie-break).

Solo 3315, "Pogs", was sold in March 1991 and replaced by 3615 "Miss Wizz", a Bob Becket which had been bought as an unpainted hull in late 1989 and had spent at least 6 months in the Lounge at home. (Bob's grandson, Mike Beckett, is a member of the British Sailing Team in the Laser Standard, now the ILCA 7) The Inlands at Draycote were remarkable in that the wind was so light and variable that it was a high-scoring event and I won with race places of 3rd, 4th & 5th because there was no discard for three races! With a discard, Andy Bond would have won with 16, 1 & 4".

SOLO NATIONAL CHAMPIONSHIPS - HARWICH.

1988 saw the Solos go to Harwich for their National Championships for a long weekend on 15-17th July. The entry was a little disappointing at 50 boats which was more than 30 down on the Worlds of 1987.

The first race started in a moderate force 3-4 breeze and Ken Falcon soon showed that he intended to retain his title. He led most of the way with Ian Barker, Keith Bond and Ian Houston in close attendance. Ken went on to win but a mistake by Ian Barker at the finish saw him relinquish his second place to Keith Bond with Ian Houston third.

The wind eased a little for the second race and Ian Barker was once again at the front with Ken Falcon, Graham Tinsley and Keith Bond. This time Barker made no mistake and went on to win.

Race three started on Saturday morning in a similar breeze to race two. This time there were major shifts up the first beat and the points leaders were well down the order at the first mark. Roger and Nick Yeoman got it right and were first and second round with Tinsley in attendance. Tinsley's amazing off wind speed took him to the front by the leeward mark and he stayed there to the finish. Roger Yeoman took second and Barker pulled up to third.

Race four saw Falcon at the front again and he won but not until a hard fought battle with Houston, Tinsley and Bond had been won. The championship seemed to be between Falcon and Barker with Tinsley having an outside chance.

Races five and six proved to be the undoing of Barker. After being caught out in race five by a wind shear across the course he was left with too much to do and with Falcon winning it was all over bar the shouting. Although Barker won the last race Falcon did enough by finishing fourth to take the title for the fourth successive year.

The other major prizes were won by Janet Keeble, Ladies champion, Ian Mitchell, Junior champion and Robin Webb, Veterans.

Bob Maguire won the fleet captians cup and Littleton S.C. the Team Trophy.

Ken Falcon's Race Management CV

NSCA President – Summer 1992 (Penzance Nationals) until Summer 1995 (Felpham) – 3 years

- Paignton Sailing Club Commodore – 1993, 1994, 1995 & 1996 (4 years)
- PRO at PSC for National Championships and other major events – commencing 1994 (Hurricanes) and ending 2009 (Laser Nationals) – 34 no events (including Solo National in 1998, 2002 & 2007)
- PRO for UKLA (Lasers) – commencing 1999 (Qualifier at Hartlepool) until 2018 (Nationals at Mount Batten, Plymouth) – 76 no Qualifiers, 14 no Nationals, 19 no other – at 26 no different venues.
- UKLA Committee member – 2005 to 2018 (13 years), of which Chairman 2004 until 2009 (5 years) and 2013 until 2018 (5 years)



Ken and family in 1987



Hall of Fame

Ken Falcon



HARKEN[®]

**SUPER
PARS**

SOLO NATIONAL CHAMPIONSHIP 2022

WHEN? JULY 16-19

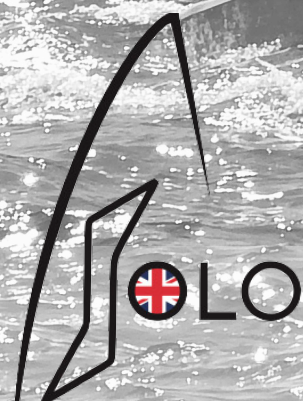
WHERE? ABERSOCH

WHY? BECAUSE WE CAN

NOR **HERE**

ENTER **HERE**

*4 Days of Championship
Racing in Beautiful Abersoch
which is situated on the Llyn
Peninsula in North Wales*



National Solo Class
Association UK

Sea Series 2022

So after two years of understandable disruption to sailors & clubs, hopefully 2022 will see the return to a near normal programme of events, and with it a full Sea Series of Opens across the UK. This year some tweaks have been made to the list of venues included to allow the opportunity for as many Class Members to qualify with their best 4 event results from the 9 scheduled.

Last year we saw a total of over one hundred members compete in at least one Sea Series venue, but only two members qualified with the required 4 events – I hope we shall see many more achieve this during the year, with an eye on winning the Sea Series Cup or will Jamie Morgan retain it?

As before each of the Western, Southern & Eastern areas have three venues in each of their patches, and with the Spring Champs at Felpham included, this may be that all important fourth venue for many to qualify! The Series Events have been loaded on the website with all the venue details, but for those planning their diary and readying excuses for disappearing at the weekends, the full Series dates are:

Spring Champs, Felpham SC 7 May

Leigh on Sea SC 15 May

Hayling Island SC 21 & 22 May

Lymington Town SC 28 May

Brightlingsea SC 25 June

Harlow Blackwater SC 2 July

Torpoint Mosquito SC 9 July

Starcross YC 6 August

Salcombe YC 15 & 16 October

I look forward to seeing you on the water in the coming year.

Robert Laurie Sea Series Rep



2021 Sea Series Champion
Jamie Morgan

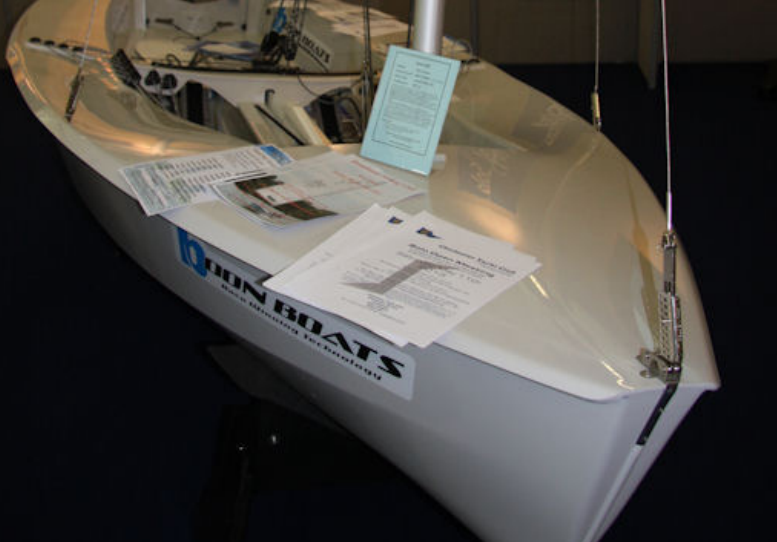
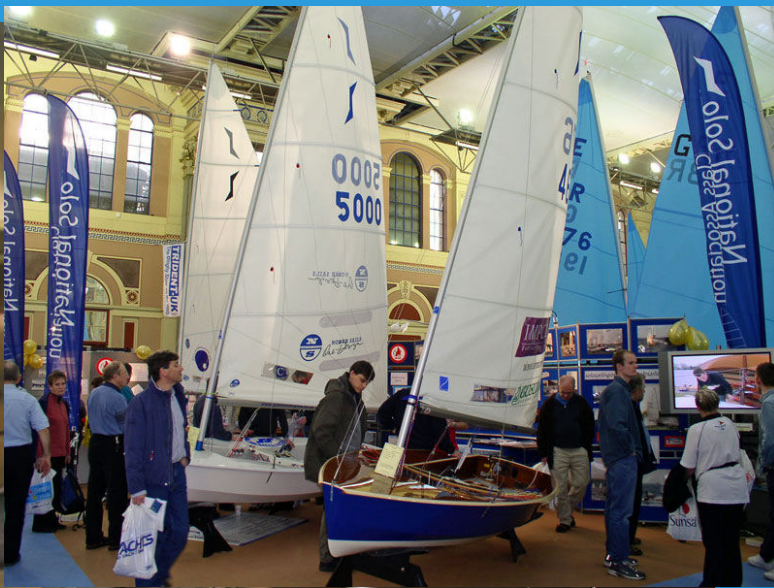
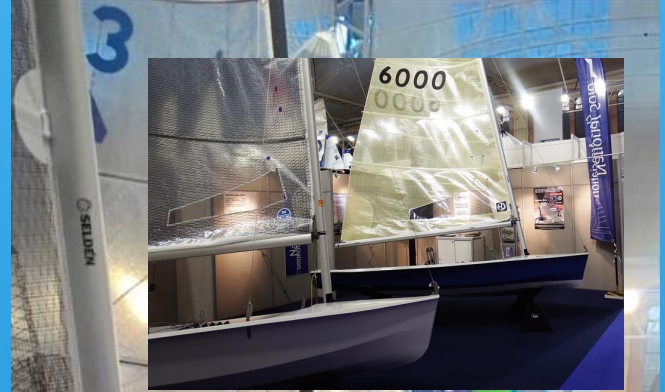
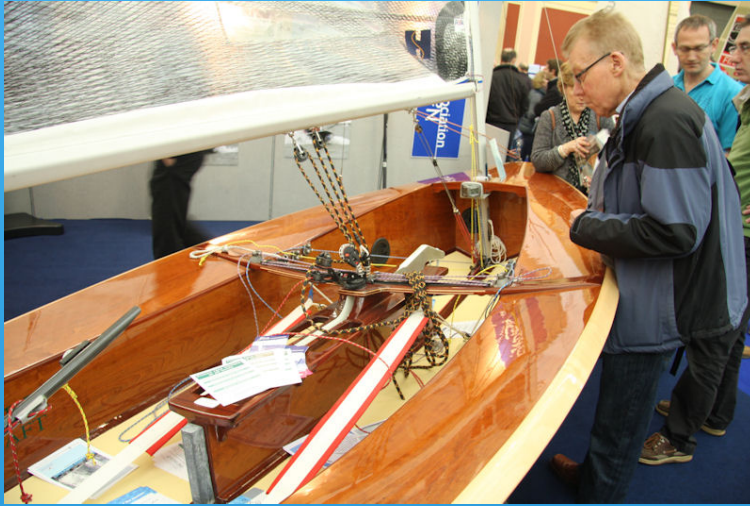
RYA DINGHY & WATERSPORTS SHOW

PRESENTED BY SUZUKI

Come and meet the NSCA team and see the new Demo Solo

FARNBOROUGH INTERNATIONAL

26-27 FEBRUARY 2022 • www.dinghyshow.org.uk





PROVEN RESULTS.

THE ONE STOP SHOP FOR ALL YOUR SAILING NEEDS – WORLD CHAMPIONSHIP WINNING BRAND

THE P&B SOLO DINGHY PACKAGE IS A LONG-STANDING RACE WINNER IN THE CLASS. WITH A CHOICE BETWEEN OUR P&B BUILT JP SOLO + THE WINDER SOLO MK1 / MK2, WE CAN TAILOR THE BOAT PERFECTLY TO YOU.

P&B offers the following cuts of sail for a number of designs:

FLAT CUT:

For the M7 and Zeta mast. Flatter in the middle and lower regions of the sail allowing lighter helms to compete in the breeze. As used by Isaac Marsh.

Optimum weight, <70kg.

MEDIUM CUT:

For the M7, M2, Zeta or D+ mast. As used by Vince Horey.

Optimum weight 76-85kg.

FULL DESIGN:

For the M2, D+ or Cumulus mast. As used by Oliver Davenport.

Optimum weight 86kg+.

#TEAMPB RESULTS 2021

NIGEL PUSINELLI TROPHY:
1st + 4th.

MIDLAND AREA CHAMPS: 2nd.
SALCOMBE SOLO OPEN: 2nd + 3rd.

HAYLING ISLAND OPEN: 2nd.

SOLO NATIONALS: 4th.
(with 2 race wins).

SOLO ASSOCIATION MEMBERS' WEB DISCOUNT

FOR 7% OFF* USE CODE SOLO2345

*EXCLUSIONS APPLY, NOT AVAILABLE ON SALE ITEMS.
PINNELL AND BAX LTD
HEATHFIELD WAY, NORTHAMPTON, NN5 7QP • CALL 01604 592808 • INFO@PINBAX.COM

GET SOCIAL @PINBAX



*T&Cs APPLY – SEE WEBSITE FOR DETAILS

WWW.PINBAX.COM

SOUTHERN AREA SERIES 2022

Broadwater SC Southern Series , Eastern Series , Thames Valley Series ,	SAT MARCH 5
Bough Beech SC Southern Series ,	SAT MARCH 26
Spinnaker SC Open Southern Series ,	SAT MAY 7
Frensham Pond SC Southern Series ,	SUN MAY 15
Hayling Island SC Open Southern Series , Sea Series , Southern Championship	SAT-SUN MAY 21-22
Lymington Town SC Open Southern Series , Sea Series ,	SAT MAY 28
Chichester Yacht Club Solo Open Southern Series ,	SUN JUNE 19
Dell Quay Solo Open Southern Series ,	SAT JULY 2
Mengham Rythe SC Solo Open Southern Series ,	SAT SEP 10

Southern Area Champion 2021
Tim Lewis

The magic ingredient that is designed into all the Super Spars mast tubes is the magnesium content. It gives controlled bend and recovery response for differing weight of crew, wind strengths or gusty conditions, allowing the leech of the sail to be more positive.

SUPER SPARS



M2 Section

1st National Championship
1st Inland Championship
1st North Sails Super Series



Sponsoring the NSCA
Demo Boat and
National Championship

Putting the sailor at the centre of their sailing performance

Super Spars Ltd
Mill Road Industrial Estate, Mill Road, Fareham, Hampshire, UK. PO16 0TW
Phone: 01329 232 103