

FILE

# PERIHELION

## Newsletter 6



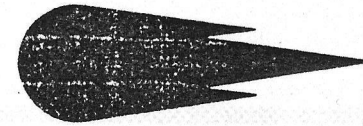
**Comet Class Association**

# PERIHELION

## Newsletter 6



Comet Class Association



## Comet Class Association

\*\*\*\*\* NEWSLETTER NUMBER SIX \*\*\*\*\*

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## COMMITTEE MEMBERS

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## Responsibilities

CHRIS is acting as the Open Meeting co-ordinator for 1988.

MIKE is acting as our representative to the Class Associations Forum.

ANDREW is providing graphics and layouts for the Newsletter.

JACKIE is selecting our Class Association prizes for 1988 and CARR is considering our publicity requirements.

## FROM THE CHAIRMAN

So here we are, beginning the new sailing season in 1988 with considerable interest in the Comet following exhibitions at Earls Court Birmingham and Crystal Palace and a good order book adding new members to the Class and your Association.

We have just finished the Sailboat '88 exhibition which proved to be an enjoyable, if hardworking, weekend at Crystal Palace in South London. Our stand in the advantageous Hall 2 was well presented with screens, large photographic display, charts of our progress and a map of the major class locations. The boat displayed was Jeff Penfold's 99 "Just Hussle", National winner from Gunfleet last August and the all white hull and decks looked very smart.

We gained good crowds on the stand and received favourable comment on the clean hull lines, uncomplicated layout and simple control system with an overall finish noticeably better than some competitors. The result was a successful show with a number of orders near closure and long lists for the forthcoming demonstration days, Kingsmead take note!

My thanks go to all the Committee members who helped on the stand together with Jeff and Hayley Penfold, Ralph Rowe, Andrew Simmons, Margaret and Barrie Hylton. Without them it could not have been done.

Now, after letting the feet and voice recover, it's newsletter time!

The main news relates to the expanded Open Meeting programme for 1988 consisting of 11 events through April to October. The full programme is included in this Newsletter and we hope that the range of events from river, lake and sea sailing from the South Coast to the Midlands will provide something of interest to all members. I must say again how important it is that we obtain good turnouts at the events, both to promote the class and also to be invited back to these clubs next year.

It is particularly important to get the season off to a good start and our first event is at Cam SC, a river location just north of Cambridge and with good access via the M11, A45 or A1/A604. There is the beginnings of a good size fleet at Cam and the Comet seems very well suited to the type of water so please try to make this event successful. See you there on April 17th!

A new location for the Class is JCB (Uttoxeter) SC who are kindly providing us with a full weekend event, complete with entertainment on the Saturday evening and the challenge of a lake with islands, large gull-like structures and a fountain, switched off I'm assured! It will be a fun weekend where hopefully all our Midlands based owners will be able to attend without the problem of travel. However, the weekend has its serious side as JCB are running an NSPCC appeal until July with a target to raise £100K and have already raised £60K. All proceeds from our event will go towards the appeal so please attend to enjoy the sailing and help a worthy cause.

Other meetings early in the season are at Kennet Valley, near Reading and Denham on the western outskirts of London. Kennet was a junior only meeting last year and is now a full open meeting and both meetings suffered from poor weather last year so let's hope they both have a good day for sailing and good entries to reward them for having us again.

Of course, the main event will be the Nationals at Sovereign SC in July, a poster is included in this newsletter and a full briefing will be included in the next issue. Can we break all records and get at least 30 Comets on the water for this event.

It is helpful to the clubs concerned to have some idea of the number of entries and so I would be grateful if you would return the enclosed Open attendance slip to Chris Robertson.

I mentioned earlier that there are a number of demonstration days planned at venues such as Kingsmead, Chase, JCB and Grafham Water during March, April and May. There were queues of people booking to have a sail in a Comet and this level of interest must be most heartening for the future of the Comet. You can also help - if a member of your own club shows an interest in the boat, then give him a sail, two-up if necessary as I think the boat sails even better than it looks.

Now for my regular plea for newsletter items! You really are the most silent bunch of sailors I've ever met - something must be happening out there, so why not tell us all about it!

The wordsearch of Newsletter 4 is closed with unfortunately not a single entry and I'll give you one more issue for the rules quiz from the last newsletter.

It is a little disappointing that only around half of the 1987 members have so far renewed their membership of the Association although members receiving their boats from August onwards or joining after that date are still members until the end of 1988. This newsletter will be the last going to all 1987 members so please do take this opportunity to rejoin the Association. Also please encourage all the Comet sailors at your club to join and help make the Comet class and its Association the growth area in dinghy sailing for 1988.

Finally, it's your Association and it is of no use unless it is providing what you, the members, want to see. If there are any ideas or events that you feel should be considered please call myself or any of the Committee members and we will do our best to oblige.

See you on the circuit!

Keith Lamdin

Chairman.

P.S. Please note that from 26th March my telephone number will be Dunstable (0582) 665194.

## BIRMINGHAM BOAT SHOW

As boat shows go Birmingham is not a boat show! It describes itself as a boat, caravan and leisure show but it is now primarily devoted to caravans. For them it is excellent. There are a large number on display as well as tents, camping accessories and even holiday sites at home and abroad exhibit. With free parking, a train that drops you at the front door, attractively presented refreshments at a reasonable price, it makes for a pleasant day out.

It seems that caravan manufacturers have been advancing over the years and the boat builders have retreated. There were several power boats on display and a number of sailboards but apart from a few maverick dinghies, the Comet and Laser were the only ones exhibited on trade stands. I heard people remark on how disappointed they were that support for the boat show had dwindled and others who said they had almost missed us because, although we were close to the RYA stands, we were sandwiched between mobile homes and holiday resorts.

Birmingham is not a good show for the dinghy sailor. What it does offer though is a good opportunity for those who want to become dinghy sailors to choose their clubs and courses. Twentytwo sailing clubs had stands showing what their club had to offer and exhibiting at least one of the dinghies sailed there. I was tempted by Rutland Water: 300 acres in beautiful English countryside. Eleven dinghy class associations were there too; a 505 was angled precariously over one aisle alongside a caption which read "Learn to sail at .....!"

The boating section of the Caravan and Camping Club attracts a lot of interest and many caravanners, thinking of taking up sailing, are directed to our car-toppable Comet. This year they had a week at Rutland Water on offer to their members. At £30 a pitch per week they had plenty of takers and were already expecting over 100 units. For the caravanning Comet owner this association has a lot to offer. While at Rutland Water they will be running RYA courses and arranging racing and cruising with the usual rescue facilities manned by members themselves.

Having a Comet at the show does mean that most of the Midland area sailing clubs get to know of it. In fact we had two Comets at the show because we had one on our trade stand and another on the Pool Hall S.C. stand. Our first sale of the show was to a member of Lenchford SC whose own stand was opposite Pool Hall's. Many people noticed the Comet first on the club stand and were directed to us following their enquiries. For at least half the show a Comet sailor was manning the club stand too and was able to talk from personal experience about the boat. My days were lightened by the enthusiasm of the Pool Hall members who recounted stories of their sailing expeditions at Lake Bala and off the beach in Wales.

The local press reported daily that the show was breaking all attendance records but I found it very quiet during the week and some of the most serious looking visitors to our stand were often not what they seemed; they were not potential customers at all, indeed they wanted to sell me something. The young man who took such an interest in the quality of the Banks top cover was, I later discovered, in the same business himself.

The comment that the praddel is of no use if you need a screwdriver to remove it is heard at every show. However I was asked, for the first time, how the boat could sail when the sail was fixed at

the head, tack and clew and the leech could not flap! The sailor in question did not use these technical terms though. The man had an Enterprise and he was adamant that the sail was not fixed at all three points and that it flapped. Like a birds wing I assumed. I ought to have directed him to Keith's article on sail trim but I abandoned him.

The video attracts a lot of interest. For some it is an excuse to stay awhile and rest their feet. Others stand engrossed, interrupting their viewing only to make disparaging comments about the sailing. They are usually sailing instructors just making constructive criticism.

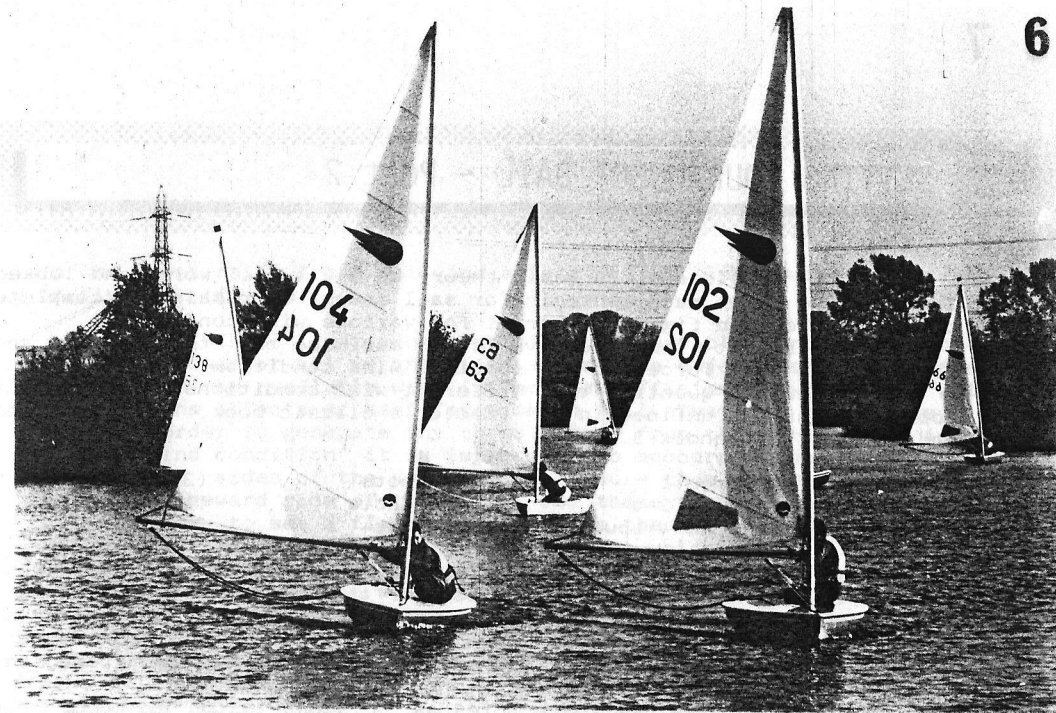
We will be back in the Midlands on 2nd May for the visitors' day at Chase Water SC. The club is very keen to have us there again and we are happy to oblige because the first Comet is going there later that month. We still get sailors who stop at the stand and remark that it is the first time they have heard of the Comet but that is why we go!!

Margaret Hylton

Dinghy Leisure.



Committee members at the A M S Marine stand, Earls Court Boat Show. Left to right : Mike Crawshaw, Keith Lamdin, Jackie Hudson, Chris Robertson and Andrew Cowser.



## BUILDERS REPORT

London Boat Show proved to be well worth the effort and expense. A professional looking stand with three Comets, our new videos and David Hudson's photos created a lot of interest from the public as well as other exhibitors/competitors! Did you spot the Comet Malcolm McKeag was leaning on when introducing the Boat Show programme? Next year I must endeavour to get the Comet filmed sailing. A lot of Comets were ordered at the show but just as importantly nearly 100 names and addresses were taken of people wanting demonstrations.

As soon as the show ended I started looking for a new addition for our team to enable us to increase production. Andrew has recently moved to a new job in London so I had to look for two new lads! Paul, who is local and not yet a dinghy sailor, has been here about a month and, by the time you read this, Alistair, a Laser sailor from Doncaster, will have just started. No doubt you will meet them at some open meetings and Karen, our girl Friday, is still here keeping things running smoothly.

We are having another workshop built in early May, increasing to three Comets a week in mid-May and at the moment we are quoting mid-June for the next available Comets - quite an order book!

Our next show is the Daily Express Plymouth International Boat Show (to give it its correct title) at Easter. It looks as if this new show could grow very big over the next few years. I'll let you know how things went in the next report. It would be nice to get a fleet at a 'local' club, might even get an open meeting in glorious Devon one day!

See you at most, if not all, of the open meetings.

Andrew Simmons

AMS Marine

## SETTING YOUR COMET SAIL - Part 2

Having considered the basic theory of how a sail works and looked at using the three main controls for sail shape, it remains to complete the table shown in fig 14 of part 1 for various wind conditions.

Remember that the objective is to maximise the thrust force and minimise the heel force for any specific wind condition.

In order to quantify the different wind conditions I'll use the following ranges, defined in Ian Proctor's classic book, "Sailing, Wind and Current", Appendix 3.

Light	Force 1	0-3 Knots	(3.45 mph)
Medium	Force 2-3	4-10 Knots	(11.5 mph)
Strong	Force 4 upwards	11 Knots+	(13 mph)

These ranges will vary from helm to helm particularly the point at which you will need to start to depower the sail in stronger winds. Those helms who are taller, heavier, younger or fitter (or any mix of these) will be able to provide greater righting effort and so may consider the range of strong winds to start at a higher wind speed, say force 5 at 16 knots or 18 mph.

Therefore please use these notes as a guide only to your own requirements in sailing your Comet and experiment as to your ability to extend the medium range in particular.

In addition I'll consider in this article the requirements of setting the sail for inland waters where there are no wave effects to consider as this applies to the majority of Comet sailors. A future article will consider the specialised requirements of sea sailing and the effects of waves on the sail settings.

I start with medium winds as being the most common sailing conditions:-

**MEDIUM WINDS:** Medium wind conditions are characterised by the sail providing sufficient thrust force to get the boat moving relatively quickly but without any excessive heel force which may prevent a helm from being able to hold the boat upright on the beat.

Therefore the setting of the sail is aimed at providing the maximum thrust without being too concerned about the heel forces being produced by the sail.

For the Comet, I start with the outhaul because of the significant effect it has on the lower half of the sail. I pull the outhaul out until the first signs of a crease appear along the foot of the sail and then release the outhaul slightly so that the crease disappears. This leaves a rather full sail shape with the maximum draft in the normally designed position of around 40% back from the luff.

I then put a very slight tension on the cunningham down the luff to ensure that the wind does not push the point of maximum draft back from the design position.

Then I put just sufficient kicker tension on to hold the outer end of the boom down without being enough to bend the mast. The purpose is solely to control the leech of the sail and ensure that the aft section of the sail is providing power without removing any fullness from the sail by causing mast bend.

The final shape should be a fair curve with the maximum fullness

in the front half of the sail and a fairly tight leech with no tendency to flutter, (figure 1).

**LIGHT WINDS:** Light wind conditions are notable for the absence of any real power at all in the wind and so the objective is to generate thrust from the available wind in the most efficient way possible while ignoring the affects of heel force which will always be negligible.

In order to generate any thrust force from the sail at all in the minimum wind condition it is important to encourage the wind to flow around both sides of the sail and to ensure that it does not separate from the leeward side of the sail. For these reasons, somewhat oddly, it is better to set a flatter shape into the sail rather than a full shape that the wind will not have sufficient velocity to flow round and from which it is easily separated.

So, starting again with the outhaul, pull the sail out along the boom until a crease just appears along the foot and leave it there in order to flatten the sail slightly, particularly low down where the wind will be weakest. Away from the friction effects of the water the wind will be slightly stronger at the masthead and the sail will adopt a slightly fuller shape.

With the foot of the sail slightly tensioned, the point of maximum draft in the sail will be pulled slightly aft to about the midpoint of the sail which will help the airflow to remain attached to the sail as far as possible towards the leech.

Because of the ease with which the airflow may separate from the leeward side of the sail there should be absolutely no tension on the cunningham which would otherwise tend to hold the shape fullness forward. Do not worry about any light horizontal creases running from the mast luff aft as these will not affect the performance of the sail in light winds.

Because we cannot induce any pre-bend in the mast by any action of shrouds or rams but instead we are flattening the sail shape through use of the outhaul, there is no need for any kicker tension.

The aim is a straight mast with the sail shape controlled solely by the outhaul and the leech tension will be adequately maintained by both the mainsheet and the weight of the boom in such light conditions.

The overall shape will be flattish with the point of maximum draft set relatively far back in the sail, (figure 2).

**STRONG WINDS:** Finally, in strong wind conditions we are faced with the opposite problem. The forces of the wind in flowing around the sail shape are such as to create at least, if not more than, enough thrust to reach maximum hull speed on the beat and to create planing conditions off the wind. Unfortunately, the same wind force creates more than enough heeling forces to make it extremely difficult to keep the boat upright and eventually enough to cause the boat to capsize.

So the intention in setting the sail is to concentrate on keeping the heeling force under control and to forget about the need to optimise thrust because there will easily be enough thrust for the boat requirements in these conditions.

The main requirement for controlling the forces generated by the sail is to flatten it such that the pressure differential through the sail is reduced accordingly and the effect of significantly reduced depth or camber is to make the rig more manageable.

Fig 1

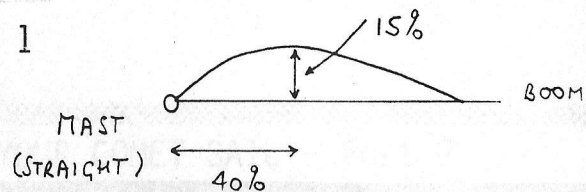


Fig 2

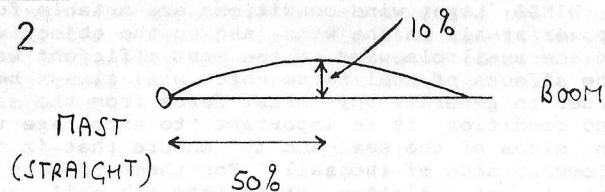


Fig 3

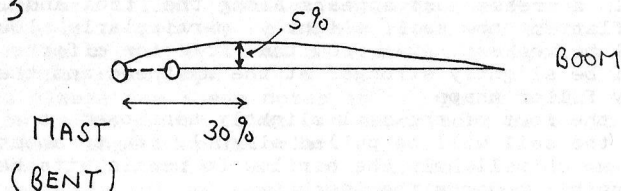


Fig 4

	LIGHT	MEDIUM	STRONG
O'HAUL	SLIGHT TENSION	EASED	TIGHT
C'HAM	OFF	SLIGHT TENSION	TIGHT
KICKER	OFF	SLIGHT TENSION	TIGHT

Therefore the outhaul is taken out along the boom very tightly so that the camber or depth is taken out from the bottom half of the sail in the aft direction.

Next, the kicking strap is taken down very tightly in order to bend the mast forward in the middle height and to take depth out from the middle and top half of the sail in the forwards direction towards the luff.

The effect of both controls is to completely flatten the sail shape so the whole sail can be swung like a barn door on the mainsheet and be effectively feathered into the wind and creating the minimum thrust necessary for boat speed while considerably reducing the heel forces.

Another benefit of the mast bend induced by the kicker is that, as the middle mast bows forward, the flexible top mast will bend off in the aft direction and twist off to leeward. This allows the leech of the sail to be eased and twisted off to leeward, depowering the leech and allowing wind to be spilt from the back portion of the sail.

Finally, the strong wind will tend to push the maximum draft point backwards in the sail and so the cunningham is pulled down hard to hold the draft, reduced though it may be, in the front third of the sail. This will have the effect of bringing the force vector forward and will further help to reduce the heeling forces.

The precise tightness of each of the controls depends on the helm but basically, the stronger the wind, the tighter the controls until each control is at maximum for the strongest wind you intend to sail.

The resulting sail shape is very flat with the maximum draft point held well forward in the front third of the sail, (figure 3).

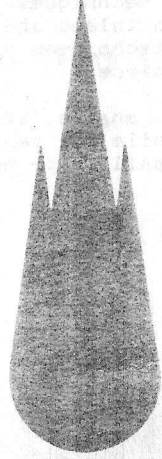
The table shown in part one of this article should be completed as shown in figure 4.

Further articles in this series will cover the techniques of sailing the Comet in the different wind conditions both inland and on the sea. However, please remember that all the sailing techniques will not compensate for an incorrectly set sail in the first place.

The sail is your engine in the boat and, like any engine, it is important to get it tuned right and it would be worthwhile for you to spend a few minutes in the boat park experimenting with sail shape next time you go sailing.





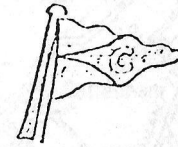


## Comet Class Association

Affiliated to the Royal Yachting Association

### OPEN MEETINGS FOR THE 1988 SEASON

Host Club	County	Date(s)	Water	Notes
Cam S.C	Cambs	April 17	River	
Kennett Valley S.C	Berks	May 15	Lake	
J.C.Bamfords S.C	Staffs	June 4/5	Lake	Proceeds donated to the NSPCC
Denham S.C	Herts	June 19	Lake	
Chipstead S.C	Kent	July 16	Lake	Event shared with Streaker Class
Sovereign S.C	E.Sussex	Jul 23/24	Sea	National Championship
Aylesbury S.C	Bucks	July 31	Lake	
Gunfleet S.C	Essex	Sept 4	Sea	
Walton S.C	Surrey	Aug 20	Lake	
Bewl Valley S.C	Kent	Oct 16	Lake	Any Class Entering 10+boats to have their own start
Kingsmead S.C	Berks	Oct 30	Lake	Event shared with Laser Class



# CAM SAILING CLUB

*Clayhithe Waterbeach*

# OPEN MEETING

FOR  
COMETS

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SUNDAY 17th APRIL 1988

First Race 11.00am

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LUNCH AND REFRESHMENTS AVAILABLE

OVERNIGHT ACCOMMODATION FOR SATURDAY  
CAN BE ARRANGED IF REQUESTED

ENTRIES - £2.50 TO:-  
R. BRYANT,  
2, THE BRAMBLES,  
BALSHAM,  
CAMBRIDGE.

TEL 022029 420

LOCATION MAP OVERLEAF



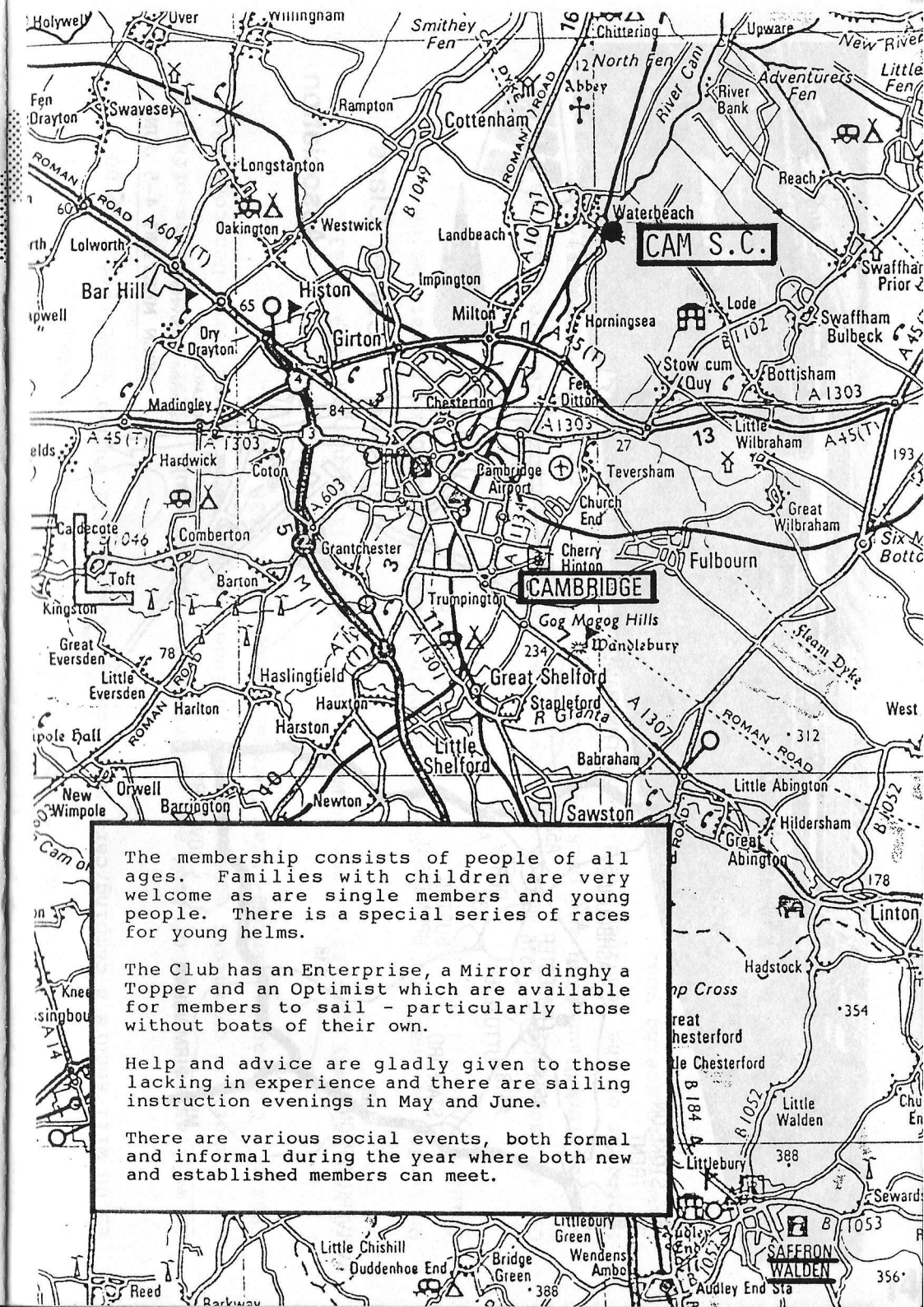
Kingsmead Open, 25 October 1987

## CAM Sailing Club ( Founded 1899 )

The Club is situated on the River Cam just below Clayhithe Bridge (access from the lay-by near the level-crossing at Waterbeach station) and has some three and a half acres of attractive grounds with a long river frontage. Sailing takes place over a course of three-quarters of a mile of open river between the club and Bottisham lock. The Clubhouse is well appointed with showers and changing rooms. Tea and coffee are always available on Sunday afternoons during the sailing season which extends from mid March to November.

There is a large dinghy park and other facilities include storage and varnishing sheds. There are two dinghy slipways. Adopted classes are Merlin-Rocket, Enterprise, Laser and British Moth. There is also a Handicap class for any dinghy of 14ft. or less without a trapeze or sliding seat. Including now five Comets. Dinghies not in these categories may be brought to the Club for pleasure sailing only at the discretion of the Committee. There is a full programme of races during the season, these are mainly on Sunday morning and afternoon. Team racing with other local clubs takes place on Saturdays.

Part of the river frontage is occupied by cruiser moorings, and there is an enthusiastic cruiser section. The whole Cam/Great Ouse river system is easily accessible from the Club

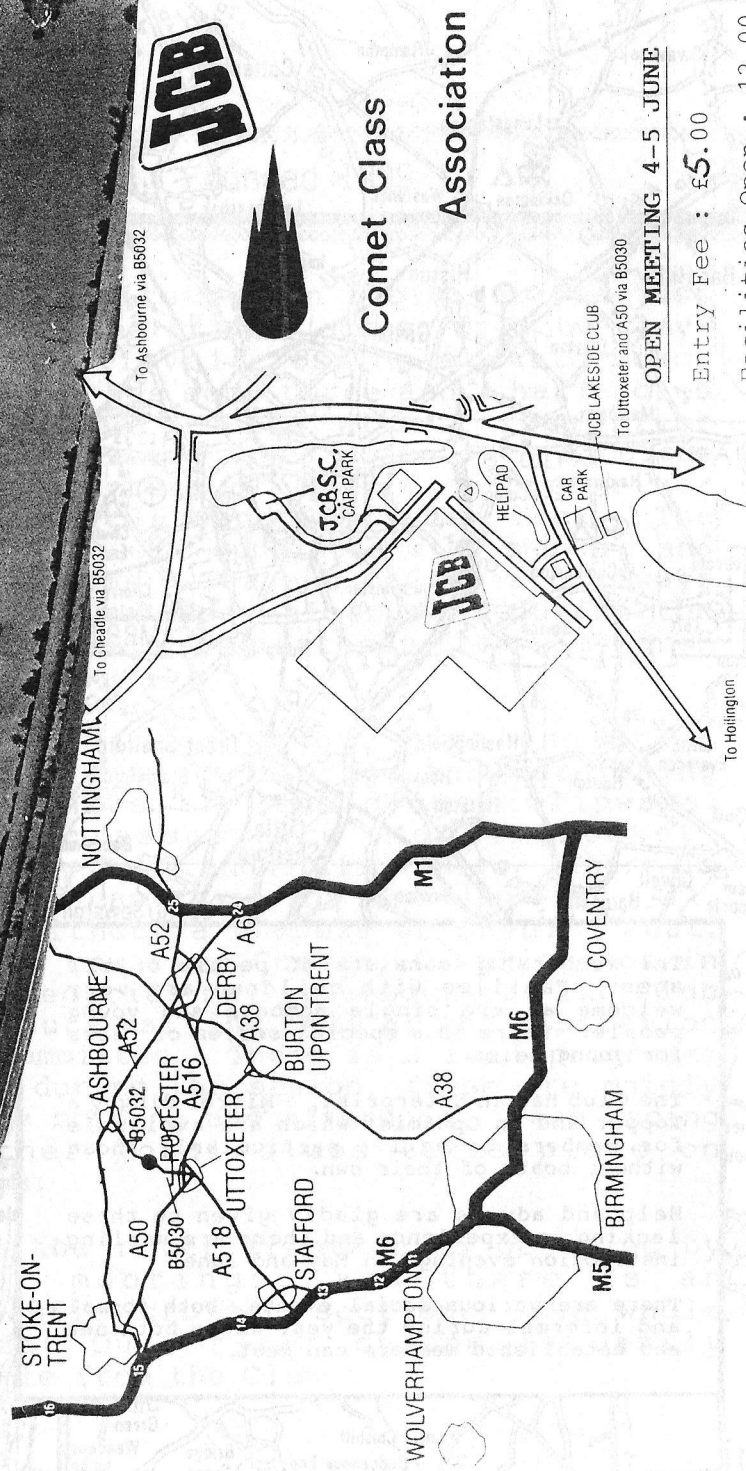
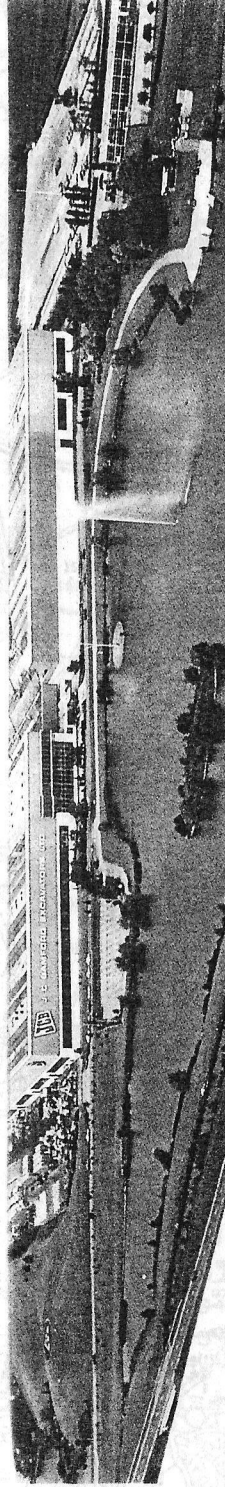


The membership consists of people of all ages. Families with children are very welcome as are single members and young people. There is a special series of races for young helms.

The Club has an Enterprise, a Mirror dinghy a Topper and an Optimist which are available for members to sail - particularly those without boats of their own.

Help and advice are gladly given to those lacking in experience and there are sailing instruction evenings in May and June.

There are various social events, both formal and informal during the year where both new and established members can meet.



Saturday : 2 Races - 2.00 and 4.00 pm  
 Sunday : 3 Races - 11.00 to 2.45 pm

**OPEN MEETING 4-5 JUNE**  
 Entry Fee : **£5.00**  
 Facilities Open : 12.00  
 Last Race Finish : 3.30 app.

3 to count;

£5.00 will secure a camping/caravan pitch (book with Will Turner ASAP).

As well as an evening of food and entertainment in our club, alternative sites offering more luxurious overnight accommodation include:- B+B - Manor House Farm, Denstone 0889 590415. Caravans & Tents - Star Caravan Site, Alton 0538 702219.

If you have any queries do not hesitate to contact Will Turner on 0889 562637.

On Sunday we shall have a Bar-B-Que, so bring what meat you like to eat, we have the fridge, and will do the rest.

Our manmade lake is 550 metres long by 250 metres wide (approx. 28 acres) and is served by excellent launching and parking facilities. We are situated in the southernmost foothills of the Pennines, and spectacular scenery is all around us. We are looking forward to seeing you.

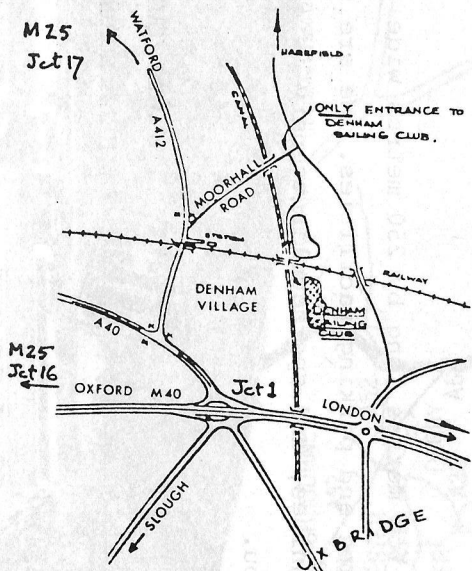


ENJOY YOURSELF AND  
 HELP SUPPORT THE N.S.P.C.C.

# Denham Sailing Club

## COMET OPEN

### SUN 19 JUNE 1988



Denham SC is off the A412 just north of Denham station along Moorhall Road. Entrance to the club is through a locked red gate on right of road approx 300 yds after canal bridge off road named Dellside.  
(Gate open 9.30 - 11.00)

CONTACT: Colin Wilcox  
(Sailing Secretary)

01 428 6937

22 Margeholes  
WATFORD  
Herts  
WD1 5AP

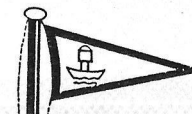
THREE RACES ( TWO TO COUNT )

FIRST RACE 11.00 AM. BRIEFING 10.30AM

DRINKS AND LIGHT REFRESHMENTS AVAILABLE (BRING YOUR OWN SANDWICHES!)

ENTRY FEE : £ 3.00

x x x x x x x x



# SOVEREIGN SAILING CLUB

Royal Parade, Eastbourne, East Sussex BN22 7AA  
Telephone: Eastbourne 20715

ARE HOLDING

## THE COMET

## NATIONAL'S

(resident National Champion)

RD WEEKEND 23 & 24<sup>TH</sup>

JULY 88

ENTRY FEE £10.00

TEMPORARY MEMBERSHIP AVAILABLE FOR WEEK COMMENCING 17<sup>th</sup> JULY. £5.50. SEE APPLICATION BELOW.

## Comment from a Senior Member

Three years ago I caught the Sailing Bug - hook, line and sinker so to speak!

After some research I wholeheartedly decided on a "Comet", which had everything I could wish for to enjoy my newfound interest.

I am 65 years 'young' this year which coincides with the sail number of my "ASTRA" so there is reason for celebration. Who knows I may even sail her to the front line in the 1988 Championships - one can hope!

Here is to a good year's sailing.

John Franklin.

"ASTRA".

## FOR SALE

1. Top quality 2 piece roof rack as supplied by AMS Marine. Will fit any car with exterior rain gutters and is in excellent condition having been used less than 10 times.

£20, phone Keith Lamdin on Dunstable (0582) 665194

2. Folding launching trolley as supplied by AMS Marine for Comet. Very good condition.

£40 ono, phone John Franklin on St. Albans 53430

## THANKS

Thanks to David Hudson for the photographs in this issue.

Please cut out and return this slip to the Secretary.

## COMET OPEN MEETINGS 1988

NAME:

BOAT NUMBER:

I hope to attend the following Comet Open Meetings.

CLUB	DATE	YES/NO
Cam	17.4.88	
Kennet Valley	15.5.88	
J.C.Bamfords	4/5.6.88	
Denham	19.6.88	
Chipstead	16.7.88	
Sovereign (Nationals)	23/24.7.88	
Aylesbury	31.7.88	
Walton	20.8.88	
Gunfleet	4.9.88	
Bowl Valley	16.10.88	
Kingsmead	30.10.88	

Please return to:-

Chris Robertson,  
15 Havelock Road,  
Tonbridge,  
Kent.

Cut along this line.

Cut along this line.



# Dinghy Leisure

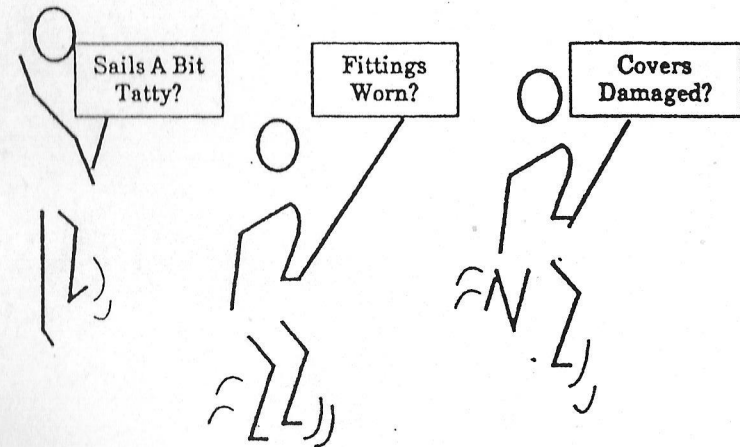
FOR



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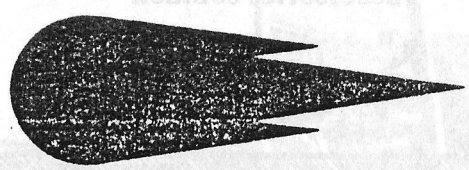
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