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The end-of-term class photo from the Inlands at a very glassy looking Grafham Water – photo Copyright Tania & Sergei Samus Photography (www.photoblink.co.uk). Brave jumper Barnsie (or did Pete decorate it for you...)

Chairman's croakings

(It's more than Man Flu Honestly!)

So it's nearly here - Xmas... Hoorah! Time to kick back and stuff our faces.

For many this will be the time of year when the boat is tucked away in the garage gathering dust waiting for the sun and warmth once again return, but not for the hardy (and proudly slightly mad) B14 fleet. With ringleader Barnsie we are about to start our countrywide tour invading winter handicap and pursuit events on mass. Barnsie will be there pot hunting as usual but we will all be there flying the B14 flag and enjoying more fun and games with the fleet. Take a look later in this newsletter for the winter events list and I hope to see a few of you there.

With the increasing interest in the winter events it seems a change of dress code for some of the fleet is afoot. Those hardy Brightlingsea boys will claim it's nothing new and they have been doing it for ages [*not me, I'm a strictly rubberware man – Ed.*], and with style! Yes the Drysuit has been seen making an appearance in the fleet. Clearly we need to work on our technique with me being mistaken for a farmer (no comments please) and Barnsie sporting a very big red ducks arse. There if that isn't reason enough to come to a winter event then what is. Informal prizes for the best winter fashion in the pipeline I think.

I have to pay a huge thanks to this month's unsung hero. The 2008 calendar has just been published and Dan, hats off to you for a cracking line up for next year. For anyone involved in organising events it is a largely thankless task and tying up with other classes, finding venues and ensuring dates that are popular and well spread out at the best venues is an almost impossible task. I hope everyone will agree this is looking like one of the best yet with some new locations.

The B14s return to Plymouth for a circuit event has been long awaited and provides a perfect way to test the water for the Nationals here in 2009. (Yes I might be a slightly biased Plymouth Lad!) We are back to the hugely welcoming Lee on Solent (scene of much fun for the 2006 Nationals, I hope they are ready for us!) and off to Thorpe Bay to try somewhere new. We have also moved Great Yarmouth and Gorleston SC into the hot seat as the warm-up to the Brightlingsea Nationals on the second May bank holiday. So watch out Dick and Kate here we come and it will be on mass this time!

Finally we have seen 2 top Ovington B14's hit the market and disappear to new owners in a matter of hours. With both boats going to owners that will be on the circuit next year and one to a man with a pedigree that needs no introduction (Nick "Who needs two tiller extensions anyway" Craig) the front of the fleet will once again be given a shake-up. For those of you wanting to upgrade or join the fleet please take a look at the deal that the class association has struck that will give you an all singing all dancing new B14 with all the trimmings for less than an RS800. Thanks to Barnsie for working on what is frankly an amazing deal (I was even tempted!). We have a few signed up already and I can't wait to see 5 new B14's hitting the water in the spring.

Finally a Merry Christmas and a Happy New Year to you all and lets make 2008 the best season yet.

Mark Watts

B14 Class Chairman

B14 772 (Ex Ince&Co)

New boats deals!

The Class Association has been working behind the scenes for a number of months to get a package together to bring the B14 into line with other dinghies such as the RS800 on price. This is not straightforward as we decided we would not compromise on quality and therefore were limited to a select number of suppliers. However, we do feel we have achieved our goal and put in place a package that should suite any serious potential purchaser.

Package A

Option 1

£4,694.12 including VAT.

Bare hull with only those fittings required to be fitted prior to hull/deck jointing. So very basic.

Option 2

£6,200 including VAT.

The hulls and bespoke parts are to come from Ovington Boats as class builder in Europe. This will include, fitting of mast gate, bow ring, rack horns and wing guides, wings in basic form ready to fit out but assembled, transom bar, rudder pin, cassette stock with tiller, cassette rudder blade, dagger board and fabric packing, complete boom. For those upgrading with a carbon mast, this is the package you should be looking at buying.

Option 3

£7,295 including VAT.

Option 2 but with fully rigged carbon mast and no running ropes.

Option 4

£8,795 including VAT.

This boat is ready to hit the water and will only need jib ratchets and fettling to your individual requirement once delivered. You will need sails, covers and combi trailer.

Package B

£1,750 including VAT.

The combi will come from West Mersea Trailers and is the gunnel hung type with 10 in. road wheels. Reason for going down this route is that it means the new combis will be combatable with the majority of the fleet.

Undercover will be Nylon and top cover Poly-cotton supplied Rain and Sun.

Tramps will be as per current standard and be supplied by Advantage Sails.

Kicker sock will be in Mylor film as is current class standard supplied by Advantage Sails.

Kite bag will be as per latest design used by the front boats and be supplied by Advantage Sails.

Fittings supplied will be as per those on Seavolution and be a mix of Harken and Holt products. Again we will be aiming to supply the best parts for the job. This package is top specification and is not changeable.

Ropes to be the same as on Seavolution, predominantly Marlow.

This package does not include the tiller extensions or kite sheets as both seem to be very personal to their users and vary.

New boats continued...

Package C

Sails supplied by North Sails UK. If bought in Winter discount (25%) prior to December 15th from North Sails UK £1,493 including VAT. Next discount option is to buy at the Dingy Show at Alexander Palace where you will be able to obtain 15% so costing £1,692 including VAT. Other active suppliers of sails are Hyde Sails and Rowsell Morrison in Exemouth.

Delivery

The price does not include delivery as this may potentially be different for each boat. However, if all were to be collected on the same day, would suggest in Essex as Dave Hall is based there and the combis and some parts come from Brightlingsea.

Fitting Out

To do the full fit out we will provide a PDF doc to show you exactly what goes where and it should take you a max of 2 light days work. I reckon I can do one in 1.5 so achievable if you can operate a drill, screwdriver and use a metal tape measure.

Conclusion

This undercuts the RS800 and is the cheapest you will ever get a new B14 for in the future. We have 5 boats provisionally booked for delivery during April 2008. If you would like to order one of the slots, you need to let us know ASAP and pay a deposit of £500 to Ovington Boats before the end of January but confirm by mid January. However, I cannot emphasize that we need to build at least 5 boats to make this package achievable. These prices will be held to the end of January when Ovington boats will be reviewing their pricing. As a benchmark other classes are seeing an increase of approximately 3% in 2008.

We have now done the leg work and believe we've got some cracking deals. It is now down to those wishing to invest in their new boat and the class's future to go out and buy a boat.

If you wish to discuss, drop me a call. My number if you do not have it is on the committee page.

So that means that the full package (option 3) with everything above £10,737 inc. Vat. Ex Vat approx £9,137.87

Package (option 2) without mast but with sails £9,642 inc Vat. Ex Vat approx £8,205.96.

Package (option 2) without mast or sails £7,950. Ex Vat approx £6,765.96

Full ready to go package (option 4) with sails £11,247. Ex Vat approx £9,571.92

Full ready to go package (option 4) without sails £9,555. Ex Vat approx £8,131.92

Boat with full class association package has more fittings than the Ovington fitted out boat as you will need to add Jib Ratchets and take up systems which will add about another £150 – 200 to the on water cost subject to fittings used.

Mark Barnes, GBR 768 Seavolution/Blue Marine

Ovington Inlands & UK TT08, Grafham Water

Well after a mainly light weather season, the weather Gods were not to disappoint with light winds the forecast for the weekend. The B14 circus arrived at Grafham Water to a SW 5–7 knot breeze and partly cloudy skies. Racing was to be held on the western course following the Musto Skiffs and 49er/Int. 14, starting at 3 minute intervals, so it was going to be a case of keeping in clear air and still trying to go the right way.

Would it be a rematch between CSC, Ince&Co (Mark Watts/Drew Malcolm) and Seavolution/Blue Marine, or would the light air specialists 758 (Tim Harrison/Jonny Radcliffe) prevail, but then there is Dave Hall guesting in the back of Ovington Boats with Phil Eltringham. Whatever was to happen, it would be a hard fought event with the little details making the difference.

Race 1 and with the bias swinging further to the pin, 758 rolled the dice and just cleared the fleet on port tack to hit middle right and take control of the first beat. At the windward mark, they led from Ronstan (Mike Bees/Ferret), Ince&Co, Blue Marine (Allan Stuart/George Morris) and CSC. Down the run the fleet compressed with Seavolution/Blue Marine (Mark Barnes/Pete Nicholson) being the guys finding the snakes and getting their teeth into the back of the front pack. Up the beat 758 and Ronstan pulled away from the others with little to separate the next 10 boats. Rounding the windward mark Ronstan and 758 were neck and neck, with little to chose all the way to the finish with 758 getting the gun. Behind them, Seavolution/Blue Marine had got past Ince&Co to chase down CSC. At the gybe for the lay-line to the finish, Seavolution/Blue Marine, got inside CSC, so rolling them to claim 3rd with CSC 2 boat-lengths astern followed by a similar margin to Ince&Co.

Race 2 and more of the same but no port flier to chase down. At the windward end, CSC got the best start followed by 770 (Simon Hadley/Tristan Hutt) at the pin end. Up the beat it was a case of go into lighter airs and wind bend to the left or right and stronger breeze but greater distance. By the windward there was little between the 2 groups, with Ronstan, 770, CSC, 758, Ovington Boats (Dave Hall/Phil Eltringham), Seavolution/Blue Marine and Hyde Sails (Alan Davis/Kathy Sherratt) rounding in the first tight group. Down the run with the fleet splitting left and right with the middle empty, the right hand side juggernaut looked to be favoured. At the leeward mark it was Ronstan from 758 followed by 770, CSC, Ovington Boats and Seavolution/Blue Marine. Up the next beat the front 2 covered the fleet. At the windward mark Ronstan led from 758 and CSC. Down the run Seavolution/Blue Marine got the jump on Ovington Boats and CSC, with CSC splitting out left down the middle. At the leeward mark, Ronstan, followed by 758 erroneously rounded for another beat. Next CSC on starboard converged with Seavolution/Blue Marine on port, getting ahead on the gybe to head for the finish and taking the win from Seavolution/Blue Marine, 770, Ovington Boats and Hyde Sails. Ronstan recovered to 9th and 758 to 8th.

Race 3 and with the 49er/Int.14 fleet general recalled to the back, the B14s had their first chance at a clean breeze on the first beat. Up the first beat it paid to go up the middle with Ince&Co leading 774 (Piers Lambert/Kathy Sherratt), 776 (Dick Roe/Kate Dulieu) Ovington Boats, 770, CSC and Seavolution/Blue Marine round the windward markup. On the first run, CSC passed 774 and Seavolution/Blue Marine passed 770 and Ovington Boats. Up the next beat, Ince&Co led the charge to the right followed by Ovington Boats, Seavolution/Blue Marine and Ronstan. To the left went CSC, 774 and 758. At the windward mark the right had paid but it was still very close with only a few boat lengths separating the front runners. On the run to the finish, all were aware that the 49er/Int. 14 fleets were closing fast. At the finish it was Ince&Co who held on from Seavolution/Blue Marine who in turn, held off CSC by the smallest of margins just beating 774 with Ovington Boats right astern. After this group, with 3 fleets converging on the leeward gate with little wind, big snakes and ladders took place with Ronstan being the biggest loser.

Race 4 and the final roll of the dice. Out of the blocks it was Seavolution/Blue Marine with Ovington Boats and Ince&Co. drag racing to right of middle Ovington Boats got inside Seavolution/Blue Marine and 776 but were beaten to the windward mark by Ince&Co and 654 (Dan Cowin/Rachel Bennett) from middle left. With CSC in contention and right on Seavolution/Blue Marine's transom, there was no sure winner. Down the run Ovington Boats, Ince&Co and Seavolution/Blue Marine headed down the middle with 654, CSC and 758 going left with the bulk of the fleet right. At the leeward gate the front runners had held position other than CSC getting the overlap on Seavolution/Blue Marine at the mark rounding and 776 slipping back one place. Up the next beat Ovington Boats held the lead closely followed by the next 4 with nothing to choose between them but Seavolution/Blue Marine managed to climb 2 boat lengths inside CSC on the drag to the right. Round the windward mark with 7 boat lengths separating the front 5, it could not be closer. Ovington Boats led to the

Ovington Inlands & UK TT08, continued...

right but Ince&Co now had Seavolution/Blue Marine breathing down on them, hotly chased by 654 and CSC. Gybing to the finish lay line, Seavolution/Blue Marine, got the better of Ince&Co and then soaked down to gas Ovington Boats on the run into the finish. At the finish, Seavolution/Blue Marine got the better of Ovington Boats with Ince&Co 3rd and 654 holding off the ever present charge of CSC.

With only one race where the leading boat at the last windward mark winning the race, most had a very hard day at the office. The B14s as ever, partied as they know how to at first the club and then the Wheatsheaf pub with a few stragglers from the Mustos.

With Drew, Allan and George on a mission to get Pete pissed and so scupper his chances of winning on day 2. One can only say they accomplished their mission well with Pete having to be rescued but alas to late to salvage the situation. That night he was to regret his evening's excesses with a call to the big white telephone, but in the middle of a field in a tent one did not exist. B****r a nice night's sleep but at least George got to share the experience.

Sunday dawned and alas another weekend where only one days sailing was held as the wind did not play ball, but not to be outdone the fleet retired to the clubs café for a hearty breakfast and packing up of tents and boats. Pete had been saved by the Wind Gods - he looked under the weather but was gunning to go.

The racing on Saturday had been well run and shore team provided good backup. Seavolution/Blue Marine won a very hard fought Inland Championships by the skin of their teeth, which the results did not reflect.

With virtually every race closely fought this year, 2008 can only get better.

Mark Barnes, GBR 768 Seavolution/Blue Marine

Full results:

Pos	Name	No	Helm	Crew	Club	R1	R2	R3	R4	Total	Nett
1st	Seavolution/Blue Marine	768	Mark Barnes	Pete Nicholson	Whitstable / Brightlingsea	(3)	2	2	1	8.0	5.0
2nd	CSC	775	Chris Bines	Dave Gibbons	Brightlingsea SC	4	1	3	(5)	13.0	8.0
3rd	Ince&Co	772	Mark Watts	Drew Malcolm	Weston SC	5	(7)	1	3	16.0	9.0
4th	Ovington Boats	777	David Hall	Phil Eltringham	Thorpe Bay SC	(11)	4	5	2	22.0	11.0
5th		758	Tim Harrison	Jonny Ratcliffe	Burnham SC	1	8	(9)	6	24.0	15.0
6th		770	Simon Hadley	Tristan Hutt	Marconi SC	(13)	3	6	8	30.0	17.0
7th	Ronstan	771	Mike Bees	Fursty Ferret	Brightlingsea SC	2	9	(dnf)	7	35.0	18.0
8th	Mess Around	654	Daniel Cowin	Rachel Bennett	Ely SC	7	14	12	4	37.0	23.0
9th	2 Racks of Pork	774	Piers Lambert	Nikki Webster	Brightlingsea SC	9	(13)	4	11	37.0	24.0
10th	Hyde Sails	753	Alan Davis	Kathy Sherratt	Weston SC	8	5	11	(13)	37.0	24.0
11th	Blue Marine	761	Allan Stuart	George Morris	King George SC	6	(11)	10	9	36.0	25.0
12th	XXXXXXXXXX	672	Steve Hollingsworth	Chris Murphy	Restronguet SC	12	6	(14)	10	41.0	28.0
13th	Hydrotherapy	776	Dick Roe	Kate Dulieu	Great Yarmouth & Gorleston SC	10	(12)	7	12	41.0	29.0
14th		729	Alan Bennett	James Lawton	Etherow	(14)	10	8	14	46.0	32.0
15th		682	Mike Raine	Jane Hill	North Staffs	15	15	13	(15)	59.0	42.0
16th		678	Barry Pine	Alistair Storer	King George SC	(16)	16	15	16	61.0	45.0

Like a virgin

Before joining the B14 fleet, I had never fleet raced dinghies. My time in Uni was spent team racing Firefly's, Larks and Laser II's. When I had fleet raced, it was either offshore on big boats (when you usually cannot see the other boats), or as bowman inshore when I was generally too worried about the next kite hoist to consider what we were doing in terms of boat-on-boat tactics.

I bought GBR 728 but never really managed to sail her properly until I teamed up with Allan Stuart in London, sailing at King George SC. Allan got me up to speed on how to sail high performance boats in record time. Both of us were committed and therefore threw ourselves at the 2007 season despite that I had never raced against another B14 before – in fact it was 4 months of owning a B14 before I had seen more than one!

In short, the season was worth all the travelling, all the money and all the hangovers. Our results were ok but we got consistently better at sailing the boat and our results did improve over the season. The Worlds were a high point, where we both noticed a huge improvement over the week – going from capsizing in the practice race on day 0 in about 15-18 knots breeze, to keeping her fully upright and flying on the last day in a consistent 25 knots. To summarise, there is no better way of learning to sail these boats than attending the events, and watching and learning. Everyone in the fleet, bar none, is the friendliest you can meet and so helpful with tips and boat set up. At our first event, 728 looked rubbish. By the time I sold her, she was one of the top Rondars on the circuit, mainly due to the tips and tricks given to me by Barnsie, Mark Watts and others.

And the nights out... Particular highlights involving myself include being sick on the streets of Brightlingsea, retrieving a large inflatable ball from the waters of Weston (numerous times!) at the Nationals, being molested in a cage by Lissa at "Remedies" in Falmouth at the Worlds, nearly being attacked by 2 guys who claimed they were in the territorial army at Whitstable, and most recently Pete "pukey-pete-sickle" Nicholson being sick on me in a tent at Grafham. Oh, and there was the "gimp suit" at Weymouth. And there was the "fish incident" at Weston as well. And I did almost kill Nils at Weston. And all my "play" fights with Don. And being given the beat-down at sumo wrestling from Tony "7 foot tall" Blackmore at the Nationals. And Dan and I (allegedly) threw Leaky into Barnsie's tent at the Nationals. And I did throw Barnsie's inflatable bed into the tide at the... oh no, that actually wasn't me.

So, despite a few boat-ownership hiccups (like owning 2 B14's at the same time for 3 months, then selling both of them in the space of a month) I have enjoyed every second (apart from the Tide Ride...). My message to all the owners is, get on the circuit. Come to the Nationals, and sign up for the Worlds in Hobart. I'll be there, so you can guarantee some sort of amusement (probably at my expense – see above...).

And a final plea... we are exhibiting the B14 at the Excel Boat Show in January, and at the Dinghy Show in March at Alexandra Palace. We need volunteers to man the stands and entice prospective owners. Details will be on the forum and I would love some offers of help – please email me at george.morris@simmons-simmons.com. As a class we get no outside help in terms of advertising and support, so if you want more boats to race against, you have to come down and help out yourself.

Please support your class!

George Morris, ex 728, ex 761, now GBR 772 Ince & Co.

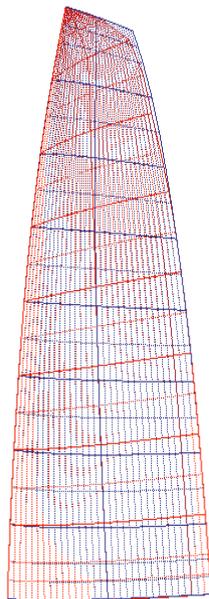
Mainsail development from North Sails

The New LGM-6 Mainsail

Sail development happens the same way as any scientific experiment. You start with a theory, and then set out to either prove or disprove it.



Above: Graph shows the difference in luff curve of the new sail. With the tack on the left and head on the right you can see how the luff curve has been biased towards the head.



Left: This picture shows the extra area in the head of the LGM-6. This gives a touch more area for lighter conditions and helps the sail to twist in stronger breeze.

I had been out of full time B sailing for a couple of seasons which unfortunately was at exactly the most exciting time for the class for a number of years. The class made the decision to adopt the carbon mast and it instantly proved to be a huge improvement over the previous aluminium rig. I was involved in some testing of the early versions of the mast and our North design main always transferred well onto the rigs so we thought we would have an easy life with no work needing to be done on our sails.

With the top 6 places at the next Worlds going to boats with the new rig and our sails it confirmed our sails were working well on the new rigs. But this was only half the story.

Once I teamed up with Dave Hayes and started to do some more regular sailing in the boat at the start of this season I began to think that we could improve the main even more. The flying shape through the mid wind range was great but a deeper sail in the lighter breeze would give more power. Most importantly the sail was 'starving out' when the breeze got up. This means that there was not enough luff curve in the sail to match the mast when it was at maximum bend. The only way to test this theory was to build a sail and go sailing.

The other area I decided to look at was the sail area in the head. I had always been against the bigger headed sails on the ally mast because I did not think that that mast was working properly. My favorite phase was 'if it's not pushing you forward then it's slowing you down'. Now though, the boat has the rig it deserves and it was time to go big!

The first thing you look for in a new sail is that it is not slower than the previous version, and sailing with Nils at the Nationals we proved that the sail was at least as good as the LGM-5 in lighter winds (unfortunately it was not very quick when under the water as we found on the Monday after a legendary Sunday night).

Mainsail development from North Sails continued...

The Sunday of the Tide Ride was a different story. Back with Dave in the boat the breeze was up and I was looking forward to seeing if my mast bend theory was right. We cocked up the start of the first race and were almost last off the line but even so managed to sneak around the top mast first. We were quick!

With full Cunningham and plenty of Kicker the sail went board flat even with the extra luff curve. This meant that the mast was able to bend more with the new sail than the old and was really working through the gusts. Dave continued to play around with the Kicker, which as everyone knows is his favorite control, and found we needed less with the new sail. Combined with the larger head, less Kicker meant the sail twisted more and the boat felt perfectly balanced. During the next few races we had moments of blistering speed upwind and times when we were level with the other top boats.

So we had done what we set out to achieve: A sail that was no slower than the old one in any condition and at times was significantly faster. I think that there is still plenty to learn about the new sail, particularly on the cap tension and how to change gears, but as we learn more the fleet can only get faster.

Richie Bell



Tim Harrison and Jonny Ratcliffe pull off one of their trademark port tack starts at the first race of the Ovington Inlands. Photo Copyright Tania & Sergei Samus Photography (www.photoblink.co.uk).

Website

The last few months of website maintenance have been fraught. Our ISP proved increasingly unreliable and we finally took the decision to transfer the site. Cathy Pank did a great job shifting the site with the minimum of disruption - just a couple of forum posts lost in the ether. Unfortunately just at the last step as she went to connect the www.B14.org name with the new site the organisation that hosts the name threw a fit and disabled all their customer accounts. So for the last few weeks we have been living in a state of limbo with the site halfway between the old ISP and the new one. All should be resolved by the time you read this and we will now be able to start reworking the site. Changes currently planned are:

- New Events structure - NOR, report, and results for a single event will be on the same page.
- Rework of the 'About B14' - during a short lapse of concentration Alan (Davis) mentioned he had some free time so he has now been volunteered to sort these sections out.
- Quicker update of the TT series results through the season.
- Membership database - with a profile for all class association members (this is done just waiting to release it).
- Boat numbers list with year of manufacture and last known owner/location.
- New gallery.
- New home page with the latest news more prominent.

If you have any ideas that you want us to include on the website - either mention it on the forum or email Barnsie, Alan or myself directly.

Southwest Region Ramblings

We have lost a couple of boats at Starcross this autumn - Harrison Ashton (645) and Paul McGahey (653) are studying/working/lounging in foreign climes now. Turnouts for the club racing have however remained high and we now effectively have our own start using windward/leeward courses - the racing remains very tight with at least one dead heat. Despite the reduced fleet at Starcross the number of the boats in the SW region continues to grow. Frank Rowsell has bought 756 and Mark Cotter has bought 695 and will hopefully be joining the fleet at Starcross soon. Garry Phare has bought 728 and will be racing out of Torbay - Garry put in a very impressive performance first time out at the windy Weymouth event, keeping the thin black thing pointing upwards for most of the time. Rod B is back on the water with the refurbished 745 and he has also been busy demonstrating the boat at Plymouth to various interest ed parties. I am aware of three teams looking for boats.

We are also trying to organise a SW region series for 2008 - with events at Starcross (B14 TT event), Plymouth (Final Fling), Torbay (Regatta) and Falmouth (Asymmetric Open) to provide more events without having to travel the other side of the country. We are trying to finalise dates at the moment to make sure that they do not clash with the other B14 TT events. In the more innocent days of the 1970s when I started travelling to open meetings, the winner of this regional series would be called "Cock of the South West" - the terminology probably needs a bit of a rethink for current times! This 'regional piggyback' series might be a way to get a regional series going in the North as well - there are enough events up there to piggyback on and it just needs some organisation to know which events the B14s are going to turn up mob-handed at.

Mark Elkington, GBR 762

Winter workout

Well after a very successful series in 2006 - 2007 where we raised the profile of the B14 beyond our expectations, we are now heading for the 2007 – 2008 series. This year on advice of the tidal situation, we will not be attending the Starcross Steamer, which is a shame as it was the best attended event over the previous series.

The **Brass Monkey** is a one race handicap event on Boxing Day at Leigh-on-Sea near Southend. Seavolution/Blue Marine won last year. Good one to escape the in-laws for the day. Coordinator: Barnsie

The **Grafham Grand Prix** (30.12.2007), a long established event with B14s doing very well on handicap. A 3 race series and well worth the drive. Attendance this year is looking good with the main protagonists from 2007 attending. Coordinator: Mark Watts.

Bloody Mary at Queen Mary Sailing Club (12.01.2008). Love it or hate it, it is a big pursuit race encompassing the whole reservoir. It looks as if Starcross will be attending this one en masse with some of the class regulars. If the breeze had not turned off last year a B14 would have been in the hunt at the end with the I14s and Thames A Rater. Coordinator: Dan Cowin.

Ovington Demo Series (19.01.2008) at **Excel**. We will be the main draw on the Saturday of the with the 29ers and Musto Skiffs (only one fleet sailing at a time). This will consist of three 20 – 25 minute windward leeward races being orchestrated right in front of the main arena. Winners will be presented with their prizes on the main stage in EXCEL. We are looking for 10–12 boats to attend. We will be aiming to have each boat joint sponsored (this is for class exposure and is a first off so probably only benefit will be exposure for the B14 and exhibitor) by one of the exhibitors, so getting more bystanders involved. Richard Parslow will be providing the commentary. So if you have not got your name down for this one and have a spare day, let Mark Watts or Barnsie know ASAP as we want to make this one a real showcase.

EXCEL 2 (20.01.2008) a closed event 2 hour pursuit race at the Boat Show, start approx 1230. Boats racing are Ince&Co (Wattsie/George Morris) and Seavolution/Blue Marine (Barnsie/Pistol Pete). On the concourse will be Mark Emmett's new boat (ex Blue Marine) 761. We need assistance to man the stand on the 19-20.01.2008.

Weston Warm-up at Weston on Southampton Water (26-27.01.2008). With a local fleet this is looking to be well attended. Coordinator to be confirmed but for enquiries contact Mark Watts.

Tiger Trophy supporting the John Merricks Trust (02 – 03.02.2008) at Rutland. Consists of 2 handicap fleet races on Saturday and one big pursuit race over the whole reservoir on Sunday. The highlight this year was the B14 fleet as a group gybing in formation on the first long run just off the club. Seavolution finished second this year with other B14s finishing in the top 20 of 200 boats. Saturday night is the big dinner and with the group we have going to the event, should be a riot. We currently have 10 boats confirmed with accommodation and dinner tickets. Entries are limited to 200 and when they open up 14.12.2007, they will go fast and so if wanting to attend this event, contact Barnsie your coordinator ASAP.

Steve Nicholson Memorial Race at Northampton (late February 26.02.2007 TBC). Consists of 2 races and well supported. It is a who's who of dinghy sailing with many classes represented. Great for B14s and one finished 5th last year. Possibly bigger than the Bloody Mary. Coordinator: Dan Cowin.

Hoo Freezer at Hoo Ness on the Medway (08 – 09.03.2008). Arguably the biggest adrenalin rush of the winter now the Starcross Steamer is off the list. Saturday is a practise race and Sunday the big one. There are 2 starts (fast and medium) and the race runs over the length of the Medway. Entries from 90 boats upwards depending on weather. B14s have done exceptionally well over the years, winning both the team (3 boats) and individual prize on several occasions. But for a navigational error last year, the B14 Class Association would have triumphed but AT&T, CSC and Seavolution/Blue Marine missed a mark and had to unwind themselves so scuppering their chances. Mainly upwind/downwind event. The second highest turnout of the winter. Coordinator: Barnsie.

We are doing the entries through the coordinators so that we can monitor the turnout and assist the clubs running the events in providing rescue cover and boat parking. So if thinking of doing these events, watch for developments on the website and notify your coordinator in plenty of time. User either the PM service on the website or emails off the Committee page to contact the coordinator.

Good sailing and have fun. **Mark Barnes, GBR768 Seavolution/Blue Marine**

2008 Calendar

January			
12th	Winter Pursuit Series	Bloody Mary	Queen Mary SC
19th	Winter Pursuit Series	Excel Fleet Race	Excel Dock - London
20th	Winter Pursuit Series	Excel Pursuit Race	Excel Dock - London
26th	Winter Pursuit Series	Steve Nicholson Memorial Race	Northampton SC
26th - 27th	Winter Pursuit Series	Weston Warm Up	Weston SC
February			
2nd - 3rd	Winter Pursuit Series	Tiger Trophy	Rutland SC
March			
1st - 2nd		Dinghy Sailing Show	Alexandra Palace - London
8th - 9th	Winter Pursuit Series	Hoo Freezer	Hoo Ness YC - Kent
16th		Training	Rutland SC
17th	UK Circuit	TT Series Event 1	Rutland SC
21st - 24th		Weston Easter Grand Slam	Weston SC
April			
12th - 13th		TASA Training Event	King George SC
May			
4th	UK Circuit	TT Series Event 2	Great Yarmouth and Gorleston SC
24th-26th		NATIONAL CHAMPIONSHIPS	Brightlingsea SC
June			
7th - 8th	UK Circuit	TT Series Event 3	Mayflower SC - Plymouth
July			
5th - 6th		Lord Birkett Trophy	Ullswater SC - Northumberland
12th - 13th	UK Circuit	TT Series Event 4	
26th		Training	Starcross YC
27th	UK Circuit	TT Series Event 5	Starcross YC
August			
30th - 31st	UK Circuit	TT Series Event 6	Lee-on-the-Solent SC
September			
13th - 14th	UK Circuit	TT Series Event 7	Thorpe Bay YC - Southend
27th - 28th		TASA Training/Racing	Weston SC
October			
4th - 5th	UK Circuit	TT Series Event 8 - Holt Tide Ride	Hayling Island SC
11th - 12th		Final Fling	Mayflower SC - Plymouth
25th - 26th		TASA Final Event	
November			
1st - 2nd	UK Circuit	TT Series Event 9 & Inland Championships	Grafham Water SC
December			
2009			
January			
2nd - 4th		Pre -Worlds / Australian National Championships	
6th - 10th		WORLD CHAMPIONSHIPS	

Dan Cowin, GBR 645 (soon to be ex) and 761