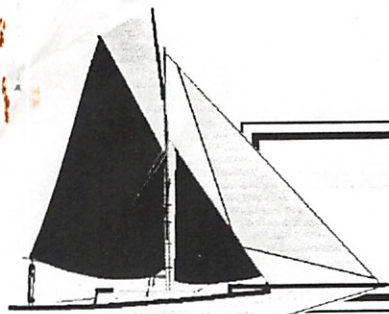




EASTCOASTER

ISSUE 49 FEBRUARY 2002

ANNUAL DINNER AT THE ROYAL BURNHAM YACHT CLUB 2 MARCH 2002

The Royal Burnham Yacht club is the prestigious setting for the East Coast's Annual Dinner, and signals the start of a new season. A four course dinner is served in the sumptuous dining room, followed by toasts and speeches rarely heard at any other function. This year the event is even more remarkable, as we learn that there are rumours from a reliable source that we will be honoured by the World President of the OGA and also, a delegation of the Dutch VKSJ. The MNKOGA Hon Sec Lena Reekie will put us all to shame by sailing there.

It really is a most enjoyable occasion, ideal for meeting up with old friends, or, if you have just joined the OGA, a chance to realise just what sort of an organisation you have joined! Meet up in the afternoon, bring along snaps of you latest restoration project, or just swap a few yarns.

Just a few points of etiquette:-

1. You need to find a shirt to go with the tie you have been using to start the Seagull outboard or temporary lashing round the topsail during the last 12 months. Ladies need to look right in the bottom of the sail bag where they left their frock from last year.
2. Do not try and crack any jokes in Italian or about Italians, or pass any comment about how they arrange races on the Crouch. This is the heart of Crouch Mafia territory. You could find the horse's head on your pillow. The Godfather will enlighten you after the Loyal Toast.
3. If you do not like sticky toffee pudding, do not complain to the catering staff, but pass it down to the Area Secretary for consumption and a favourable rating.

Queries and information from Denise ("Fred") Rawlinson 01621 783969.

IN THIS ISSUE

- 2002 PROGRAMME
- 2001 POINTS SERIES
- 2001 VKSJ EUROPEAN CUP
- GLAMOUROUS SHIPPING LINE
- HEIRESS CONFESSES ALL!
- EASTCOASTER GOES ON LINE
- HANDICAPPING
- MALDON ALLIANCE SWEEPS TO POWER
- DECOMMISSIONING OF FISHING VESSELS- MORE PROGRESS

MENU

- Crispy Camembert Fritters served with Cumberland Sauce and a garnish of mixed salad
- Salmon en Cruet with watercress sauce, or chicken - (please advise when booking-), potatoes and vegetables
- Sticky Toffee Pudding with custard
- Cheeseboard
- Coffee
- 7.30 pm for 8.00 pm
- £18.50 (+ANY DONATION TO OGA!)

To Denise Rawlinson 24 Russet Way, Burnham on Crouch, Essex CMO 8RB

Please book _____ places, incl. _____ salmon _____ chicken at the RBYC on 2 March

I enclose £ _____ (incl _____ donation to OGA)

NAME, ADDRESS & TEL. NO _____

www.eastcoastclassics.co.uk- it's Eastcoaster on line

Colfu
PAUL



I'm sorry this Eastcoaster is a bit below par. My architectural clients are starting to realise that once the gaffers season starts their drawings won't

get done, and they have been getting worried as Spring approaches. And the one who has been putting me under the most pressure has also worked out that I have been sneaking off to Holland once a month throughout the winter. Hopefully by the time you read this she will have had her Valentine's Day delivery of drawings and I will be on the Maryll!

It has been interesting to have a winter on the IJsselmeer. Compared with the East Coast, they almost all lay up for the winter, there's very little winter sailing. Although I have been stormbound at Enkhuizen the odd time and stuck in the ice another, it has generally been very worthwhile. It's a bit like sailing on the Thames Estuary sizewise, if you imagine Friesland being where Kent is. Big difference is that there are so many picturesque watering holes within a day or half a day's sail, although I won't go to Urk again, it's too religious! I also have been meeting a number of our Dutch VKSJ friends whilst over there.

Subject for another book that may be, but you will no doubt be hearing about exploits of your other committee members. Your President is having published in March or April Arthur Ransome's Racundra's Third Cruise. Brian located unpublished manuscript in Leeds University archives, and has pieced together a beautiful book. Another of our Committee has won a big prize on a TV Quiz show, which will no doubt pay for Vashti's new transome! (BBC 1, 7pm 16 March)

We welcome some new committee members this year- Richard Giles, Richard Phillips and Peter Maynard. Full details in the AGM minutes.

I must end with another apology. A number of Dutch people reading "Only So Many Tides" have been seen falling over in fits of hysterics. Apparently I have spelt the first name of an esteemed Rotterdam Pilot member of the OGA with "aa" in it, which I realise makes his name mean "cheese". Apologies from a stupid Englishman, Kees.

Jon Wainwright Hon Sec

MORE PROGRESS ON DECOMMISSIONING OF FISHING VESSELS

One area of activity, which is unfortunately rarely credited to the OGA by the boating press, is its important role as a consultee on a variety of government and other legislative issues. No other club or equivalent organisation does as much as the OGA does behind the scenes, except perhaps the RYA. Plenty pass talk about subjects as they arise, but the OGA actually do something; not just for their members but for many others too.

Take the decommissioning of fishing vessels for instance. When the issue first became live there were lots people going into print and saying how terrible it all was, but who was talking to the civil servants and the people behind the legislation-the OGA. We found a way of helping the people who draft directives and legislation to understand our case, and more importantly how to get round the problem.

So when recent new White Paper on Decommissioning of Fishing Vessels came out, it was the OGA who was consulted and drafted a very important clause requiring the heritage value of vessels to be considered when they are decommissioned. The particular OGA people involved do not want to take any credit personally (although they should), but they would like the association to be accredited. What they have demonstrated that it is far better to discuss and negotiate in a reasonable manner, rather than passionate protest. The latter approach, although more populist, immediately makes the other side put up barriers. It is far better to see things from their point of view a bit more, and gain their confidence.

Maldon Alliance Sweeps to Power!

At a well attended general meeting in Maldon a new committee was elected to run the Maldon Town Regatta (and OGA Anniversary Rally). Peter Maynard is the Chairman, DD is the Hon Secretary. It was very pleasing to see that most of the interests in Maldon are represented, and although there will be quite a task to raise the necessary funds, the future looks good for the event. The OGA having set up the original public meetings and working group to enable a new membership to be formed, which in turn could elect the committee, can now retire into the background as consultee.

It is possibly not realised the difficult position the OGA was in, trying to keep the event going in such a highly charged local political situation. For various reasons the old committee had to hand over to us as a partner, and the OGA undertook to run the event as already planned until a new committee could be formed by us. We returned the favour they did us when our OGA Anniversary Rally folded. We thank Michael Emmett and the old committee for running and obtaining funding for the event for several years, and creating one of the best events on the River Blackwater. We also thank Tessa for running the event last year.

The OGA wish the new committee all the very best success for the future, and trust we will continue to be a partner.

For further details Peter Maynard
01621 852 808



FELGATE MEMORIAL TROPHY

The Felgate Memorial Trophy for the 2001 Points Series was awarded for the first time at the end of season AGM and Social in November. Qualifying races included the Crouch Rally, the various events which form the East Coast Classics and the East Coast Old Gaffers Race. This is the first time in the UK that this has been done for gaffers and classics together, and also acknowledges that the East Coast Area of the OGA runs a season-long series of events, unlike any other organisation of its type.

To succeed in any points series, you have to take part in as many races as possible, and perform over a range of conditions. The EC Area races are very varied, from racing in rivers like the Crouch, Estuary courses like the Old Gaffers Race and Passage Races to likes of Southwold and Lowestoft. Wind conditions ranged from light airs to 30 Knots. Whilst coming first always helps, generally it is vessels that consistently come in the first quarter of the fleet that tend to do well, rather than the out and out racer, which might win the East Coast Race, but is not equipped to go much farther north than Bench Head!

The vessels which headed the list did not sail every event, but clearly the large programme at the classics helped. My Quest in 10th place sailed a cracker at Burnham, and in the races she did take part in at the Classics she did very well. She is a very able boat in a range of conditions inshore and offshore, and had she

continued this form in more races, she would have been outright winner- more shore leave Captain Gavin! Molly Cobbler did take part, and did well in a wide range of conditions at the Crouch, the Classics and the EC Race, and again, had she taken part in more races she was showing more consistent form than higher placed boats. Geoffrey in Cara Cara had a good steady run in the Classics, just needed a couple more events, but still a good overall result at 8th. The Bawley Bona had a similar sound run in the Classics, not quite as good as 2000, but still a good result like Cara Cara. The Ex Ocean Racer Vashti was another one which only had the Classics to count, and being deeper draft she is at some disadvantage e.g. the Pennyhole Bay race where she grounded short of the finish. Not being able to sail two boats at the same time is a disadvantage for some owners, but Maryll took time to hit form in the Classics and had bad luck with the wind at the East Coast Race. But her relatively high placing shows what can be achieved with just a steady performance. You don't have to win to do well, it's the taking part which counts. Airlie, like My Quest, is a good all round performer sailed by someone who knows his business. She had strong competition in the Classics, which just edged her out of the silverware.

In the silver at third place was Snippet. Snippet was on her best ever form during the Classics, and won the Victor Ludorum. If only she had taken part in another race! Second, and the first bermudan boat was MA Solitude. She was short of some of the races in the Classics, but had a good overall placing in the East Coast Race. The Crouch Mafia must be kicking themselves for allowing Deva to come third at Burnham, because those points made the difference! She had a good East Coast Classics, lots of 3rds and one or two seconds, under Pete the Knife's helming, beating her regular skipper in Maryll, and that's what makes a points series winner!

The Committee's thanks go to Paul Wright for working out the results.

OGA Combined 2001 Points Series

Pos	Vessel	May	Psg	Sole	Lowe	Orford	Penny	Deben	Pres	ECOG	Total
1	Deva	9	14	12	19	18	9	5	4		90
2	Ma Solitude		9		18	17	10			29	83
3	Snippet		22	13	16	13	6	6	6		82
4	Airlie		14	16	17	16	12				75
5	Mary11		12	7	9	15	7	1	5	18	74
6	Vashti		19	12	11	13	3	2	8		68
7	Bona		11	15	16	16	5				63
8	Cara Cara		17	6	15	0	8	7	7		60
9	Molly Cobbler	7				8	11			27	53
10	My Quest	11	15		20						46

VKSJ EUROPEAN CHALLENGE CUP

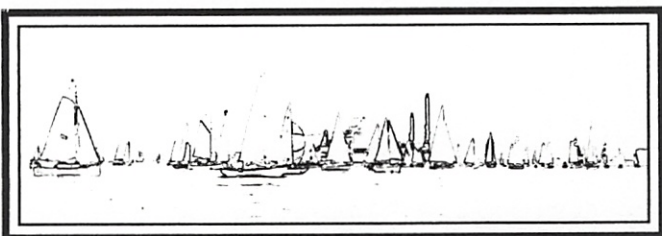
On Saturday 12 January 2002 in London, the results of the VKSJ European Points Series were announced by Ron Valent. The competition is for the best aggregate performance in recognised classic boat events over the 2001 season, and is worked out by the Dutch. Events such as the Dutch Classic Yacht Regatta and the East Coast Classics, together with the North Sea Classic Passage Race might be considered for example. A maximum of nine races count. So there is a great variety of types of racing involved, including round the cans on inland waterways, estuary sailing, coastal passages and offshore racing. As with any points series it is having a good average over the right number of races which scores, rather than individual firsts.

Taking the cup for third place was the ex RORC Class III 37ft Ocean Racer "Vashti". She was built in 1958 at Priors of Burnham in Essex. She is owned by Dr Paul Wright of Waldringfield. Second was "Mushka" an immaculate Dutch owned and professionally crewed 75 Square metre. Taking first place was the 1937 26ft nobby "Maryll." Although she sports a traditional gaff rig, she also sets an unusual reaching sail, neither spinnaker nor genniker, of doubtful parentage called lovingly by the crew "The Bastard"

Steve Hall of North Sea Sails, Tollesbury, who created this unusual sail with the assistance of Gayle Heard, is reportedly over run with orders for bastards for other boats.

It says a lot for Maryll's simple fishing boat designer, Crossfield of Arneside, that he could produce a boat whose performance in a wide range of conditions was comparable with those from the boards of good yacht designers. A similar nobby design, Deva, won the Cup in 1997.

But the greatest victory for the competition is the way it brings classic and gaff together, strengthening the brotherhood of our passion for traditional boats between nations.



HANDICAPPING

All handicapping within the OGA is as fair as it can be within the financial and time constraints available given the disparate kinds of vessels that race together.

The rating system is based on the RORC 1957 formula, and relies on entrants submitting their own boat's measurements to the committee prior to racing. There are adjustments for rig, age, engines and other factors, as set out in the sailing instructions. The resulting handicap is a time correction factor (THCF) which is multiplied by the elapsed time on course to give a corrected time.

It is recognised by the committee that there are some boats which because of their measurements either benefit favourably or do badly compared with the majority of vessels. The committee has looked at many options for overcoming this over several years, and tried out several as well, without success. There appears no practical answer, within our resources. The same would appear to be true with every other similar organisation we have studied.

However, we do award many different types of prizes. It is the enjoyable participation which paramount.

Paul Wright has been computing race results using handicap data by others. As a precise mathematician, as well as the man who is on the receiving end occasionally of comments from competitors, he has been worried about this. He therefore produced a paper to a recent committee which sets out a position for the OGA. This was thoroughly endorsed by the members.

The OGA is an association committed to the support of and interest in Gaff Rigged boats. It is not a Racing Association, and if you want to be serious about racing, then join (and pay for membership of and insurance to join) an organisation that has racing as its primary objective, where handicapping receives close scrutiny, and all races are run under strict control. For myself, VASHTI is not a Gaff Rig boat, and when she was seriously raced she raced within EAORA and RORC respectively. If I personally wish to race on a 'level playing field' I will join one of these organisations and abide by their rules. However, I cannot afford to maintain or pay for my boat to compete at this level, and as such I now race for the joy of taking part, as much for the spectacle and enjoyment as the racing. In the interests of the preservation and longevity of my vessel, I am now more interested in preserving a beautiful boat in seaworthy condition and enjoying the act of taking part in events with like-minded people. I suggest that others do likewise'.

There is, within the huge number of prizes on offer at the classics, a special committee prize called "The Pain in the Ass". Normally in recent years it has been awarded to a member of committee. But it has been awarded for other things!

Confessions of a Shipping Line Heiress

Problems at sea are like buses down the high street, none for ages, then suddenly they all come at once, almost as if they are lined up like dominoes waiting to fall. So it was, that blissful first summer with my first little yacht, Margaret Ann. She was a pocket cruiser of the 1930's, a two and a half ton Hillyard, an 18' gaff cutter. We had led a charmed life over the summer, never touching hard enough to stick in the mud, always finding a breeze to take us home on Sunday night. Even the fact that the beautiful single cylinder 4 stroke Brit minor was now more of an ornament than a method of propulsion failed to concern me.

This weekend was one of the last of the season and my boyfriend was coming down to crew. He had sailed with me just once or twice before, and was keen but not yet used to the ways of this little gaffer. We planned to meet up with my work colleagues who were bringing their boats round to Stone Point at Walton and the forecast was for strong winds, although they had not yet materialised. The wind and the falling tide would take us the short reach down river to the anchorage, so I set a just jib and off we went.

As we reached the anchorage, there was one of my colleagues aboard a high top-sided Moody (or Grumpy as we used to refer to them). They waved and signalled us to come along side, arranging fenders down the near side. I hesitated and then made the wrong decision; rather than follow my plan of anchoring near by; I accepted their suggestion. The tide was running hard, and I just did not have the speed with jib alone to get across to them and turn up along side, nor did I choose to round their stern and turn up on the far side, which would have been a more sensible option. Instead I let Margaret Ann poke those high white topsides with her inquisitive little bowsprit as we drifted sideways at an increasing rate. My crew was standing stationary on the foredeck, watching the boat go by.

Our Moody friends pushed the bowsprit away, and we were off again, running down wind towards the narrow channel out to Harwich. I gybed round, loosing precious ground to windward, then tried to sail back already the wrong side of a red buoy. The sands stood out, just covered by rough water – we were not quite making it over the point and it was clear that we needed the main, to sail back up against the tide to anchor in a suitable spot. I was about to go forward to hoist the main, when my crew offered, and I foolishly agreed. As he went forward to raise the sail, I threw off the sail ties, loosened the main sheet and headed her into the wind. Slowly I realised that more than just the gaff was disappearing up the mast – I looked up and realised that my crew had chosen the peak and topping lift, rather than throat.

Time was now becoming critical, the wind was setting us onto the sandbanks, and the tide was going out at a tremendous rate. I shouted to my crew to forget the main, just get the anchor over the side. He did both. The boom and gaff fell from the sky – one on my head, the other over the side, the halyards left to fly in the wind. The anchor disappeared over the side and the chain rattled out after it.

The curious thing was that she didn't snub on that anchor then turn and lie quiet, instead she kept up her sideways dash for the sandbanks. Looking forward I realised why – the chain was still paying out, unrestrained and useless. Before I had time to leave the cockpit I felt the sand under us, that awful, hard sand that feels like concrete.

For the first and I hope, the last time in my life, I lost it with my crew. I stood in the cockpit and vented all my frustrations to the heavens, then dashed to the bow, stripped off to my underwear and jumped over board!

As I stood there in water, my shoulder against Margaret Ann's bow, my boyfriend joined me and together it was quite an easy job to push her head round, but more than that was hopeless. However the cold water did much to cool my fury and I slowly realised that this was all my fault, he had done his best at following my brief commands. We climbed back aboard and it grieved me to feel the waves breaking on Margaret Ann's topsides. Just as I accepted a T- shirt from him to cover myself, I saw our saviour, the Dorothy Maureen, hovering on the edge of the sandbank, offering a tow, which we gratefully accepted!

So it was that Margaret Ann was towed back to pick her spot to anchor amongst my colleagues' boats, with wet sails flogging, ropes flying free and a soggy, chastened skipper, fortunately none of us the worse for our five minutes of confusion!

Name and address will not be supplied with photographs (unless accompanied with 4 pts of Adnams)

2002 OGA EVENTS

2 MARCH- DINNER AT BURNHAM

4/5 MAY- FOULNESS/ BRANDYHOLE RALLY

25/26 MAY- MANNINGTREE

1-4 JUNE – JUBILEE CROUCH RALLY

15 JUNE – EAST COAST RACE BRIGHTLING-SEA

16 JUNE – COLNE PARADE OF SAIL TO WIVENHOE

17 JUNE- PASSAGE RACE TO WALTON

18 JUNE – HARWICH HARBOUR RALLY

19 JUNE- HMS PASSAGE RACE TO SOUTHWOLD

20 JUNE- ADNAMS- SOLE BAY RACE, SOUTHWOLD

21 JUNE- SOUTHWOLD SMACK AND CLASSIC BOAT REGATTA

22 JUNE- PAASAGE RACE TO LOWESTOFT FISH FAYRE

23 JUNE – PASSAGE TO ORFORD HAVEN AND BBQ

24 JUNE – ORE & ALDE RALLY

25 JUNE – SCANDINAVIAN SEAWAYS RACE TO RAMSHOLT/ DEBEN RALLY

26 JUNE – HARWICH HAVEN PRESIDENT'S RACE TO LEVINGTON

27 JUNE – THORN RACE TO MISTLEY- STOUR RALLY & WRABNESS PARTY

One of the main topics of discussion at the ECAGM in November was the issue of putting the East Coast Old Gaffers Race as a header to the Classics Series (15th – 30th June). (The bermudan issue wasn't even debated again, the East Coast has moved on!)

Whilst the majority present were in favour of the proposal, there was a significant minority who wanted the status quo of the East Coast Race in July at West Mersea. The Committee has looked at this again, and with one exception is in favour of the change. One of the big problems is that we do not have the resources amongst ourselves in West Mersea, especially now without Sue Taylor. The plea for help went largely unheeded. Another problem is that the Yacht Club is not as able as it was to lay on all the racing infrastructure needed for such a large event.

We do not have a lot of local resources at Brightlingsea either, but the Harbour Authorities and Colne Yacht Club are very keen to host the event. On our side we can use the resources which we have for the East Coast Classics.

The Committee wishes it made clear that members are not expected to do the whole fortnight of East Coast Classics. The Classics is a series of separate rallies and races, each with its distinctive flavour. You can of course just pay the £40 and do the whole lot. Or you can pay £10 for an individual event, whether it is the East Coast Race, Southwold Passage, Lowestoft, Two Rivers or the finale at Ipswich Wet Dock. There's three great weekends on offer plus some mid week do's.

Before the Classics Series, we have three events- Brandyhole & Foulness 4/5 May, Manningtree 25/26 May, Royal Burnham Jubilee (includes the Crouch Rally) 1-4 June. After the Classics, there is the Swallows and Amazons Weekend on 13/14 July, the Walton and Woolverstone Rally August Bank Holiday, and the Gaffers Burnham Week 29 August- 1st September. The last event is the Maldon Town Regatta and OGA Anniversary Rally 28 September.

It is also hoped to arrange another cruise in company to Holland in the Summer. www.eastcoastclassics for details

28 JUNE- TWO RIVERS RACE TO IPSWICH

29/30 JUNE- OGA/ IPSWICH MARITIME TRUST RALLY AT IPSWICH WET DOCK FOR SMACKS BARGES AND CLASSICS- ECC FINALE

13/14 JULY- ARTHUR RANSOME WEEKEND AT WALTON BACKWATERS- RACE AND PICNIC

24/26 AUGUST – TBA- POSSIBILITY OF BLACKWATER RALLY AT HEYBRIDGE AND WEST MERSEA

28 SEPTEMBER- OGA ANNIVERSARY RALLY AND MALDON TOWN REGATTA

OGA Weekend with Arthur Ransome 13-14th July 200

Following a very successful Walton event last year, the Old Gaffers Assoc have been invited back the Walton & Frinton Yacht Club on Saturday 13th July. This event is aimed at the little boats, the dinghies, the Jewels, the smack's boats, the scows and particularly the myriad of clinker, lugs'l dinghies so beloved by Arthur Ransome. However there will, as last year, be a Barbecue at Stone Point for the big boats on the Friday night, who are bringing their tenders to compete, or just to support the event.

On Saturday we shall race the traditional "**Swallows and Amazons Round the Island Race**". This takes the fleet right through the heart of Secret Waters, across the Wade, round the island and back up to W&FYC. All the boats will race together, although prizes will be awarded within certain classes where appropriate – we hope to have enough entries of each, to make up classes for Smacks Boats, Jewels, Scows etc. On Saturday night we have been invited to use the W&FYC as our base, and judging from previous years, it will be a great night with good food and beer.

On Sunday, to make a change from the usual picnic, you are invited to join a **Treasure Hunt**, around the Backwaters. All dinghies may enter, faster boats being handicapped, and pots of gold may be found!

The OGA and the Walton & Frinton Yacht Club extend a warm invitation to all those with traditional dinghies who would like to join us for the weekend. Enquiries to Tessa Mackenzie- 01245 382058.

EAST COAST WEB SITE EASTCOASTER ON LINE!

www.eastcoastclassics.co.uk

Following requests at the 2000 AGM to get Eastcoaster on line, we have now set up own dedicated website. This is a separate operation to our contribution to the Central OGA website. This the East Coast Area will continue to support properly, (unlike some other OGA areas, who ought to be ashamed of themselves!)

It's designed to be very easy to navigate there's a button menu down one side- sailing events, social events, notice board, Eastcoaster, race results and picture gallery.

Those who have already visited the site will have seen that our picture gallery is big- bigger than most you will find. Check whether your boat is on there- if not send me a pic- Check also I haven't put a compromising photograph of you at some OGA orgy at Dove Point you have long since forgotten.

The site is also an opportunity for members to advertise their boats or equipment, or a forum for discussion, or using to ask about repairs, crew etc. Do send contributions to me either by post or email to JRWainwright@cs.com.

The website is continually updated- normally several changes every week, so if you have access to a computer, do make a point of visiting it regularly. For instance, we had to change the date of the Burnham Dinner- the site has had the information for several weeks.

So whether you want to see a pic of Ali in Deva's "boudoir" or read the latest confessions of a shipping line heiress, or something boring about a race, just click on "www.eastcoastclassics.co.uk"!

DUE TO FLEET MODERNISATION

**MACKENZIE SHIPPING CO WILL BE
DISPOSING OF 28FT POOLE FISHING BOAT
"MARGARET CATCHPOLE"**

ONLY SO MANY TIDES

Wonder why we do it?

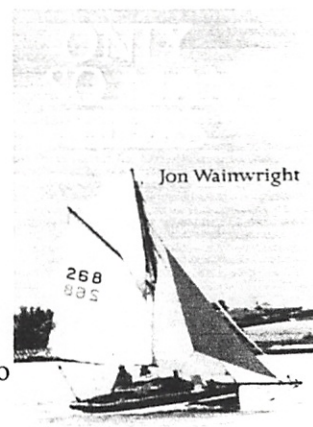
Wonder how we do it?

Wonder what we do it in?

Wonder how long we do it for?

Wonder why it's fun?

Why not have a read of "Only So Many Tides"?



It's a life time adventure in which the author and his boat faced many trials and tribulations together. Capturing many of the best qualities of traditional sail, the story unfolds against a changing setting that stretches from Liverpool Docks (and North Wales) to Felixstowe and across the North Sea- with the forging of links to Holland through classic boat events.

It illustrates how much traditional boats of modest cost and aspiration can give great enjoyment cruising, racing and fishing, confounding opinions of today's plastic navy pundits.

There are views on rigging, repairs and maintenance, with illustrations in many cases.

But perhaps the greatest illustration is that you do not have to be rich, gung-ho and healthy for a life of pleasure on a little old boat.

Signed copies from the author, Jon Wainwright, Portview, New Road, Mistley, Essex CO11 2AE, £9.95 +£1.00 p&p.

£1.00 per book goes to East Coast Funds.

(NB For those who were expecting remainder copies to be handed out as prizes at the Classics- Tough- it's selling like hot cakes!)

To Jon Wainwright Portview, New Road, Mistley Essex CO11 2AE

Please send me _____ books at £9.95 +£1.00 p&p. Please dedicate (if required) as follows:-

I enclose a cheque/ PO for£ _____

Name and address _____