



International Moth Lowriders 2020 Yearbook



International Moth Lowriders Steering Committee 2019 - 2020



Ian Marshall ian.marshall@intmothlowriders.org

Ian is a stalwart of the Moth Class, the driving personality in the Lowrider Group. In 2019 he campaigned both his Shelley Mk1 on the CVRDA circuit, and his Magnum 6 design "Digby's Donkey", winning the 2019 Lowrider National Championship.



Lyndon Beasley lyndon.beasley@intmothlowriders.org

Lyndon was crowned 2018 UK Lowrider Champion at the inaugural International Moth Lowrider Championships at Loch Lomond sailing his Magnum 7 "Scrapheap Challenge". He is often to be found campaigning and promoting the Lowriders at the CVRDA events.



John Edwards john.edwards@intmothlowriders.org

Having caught Obsessive Moth Disorder in the 1990's with a Magnum 8, John has a foot in both camps, being an active foiler sailor owning a new Lithium foiler, but also having a fine example of a Hungry Tiger Lowrider.



John Butler john.butler@intmothlowriders.org

John started sailing Moths in 1968, with a Shelley Mk1 that he bought from Moth legend Charlie Reeves. John has owned 11 different designs of Moth, including 7 that he designed himself. Now he's retired, John is building a "wide" Moth suitable for his age.



Paul Hignett paul.hignett@intmothlowriders.org

Paul is the only current member of the Moth Class who has continuously sailed Moths for the last 30 years, and is also a racing member of the Atomik UK Lithium foiler Moth team. Paul is a craftsman who has lovingly restored a number of old Moths to pristine condition.



www.intmothlowriders.org



International Moth Lowriders

How You can Get Involved and Help our Group Thrive !

1. Join our Facebook Group and our e-mail List.
2. Help us conduct a search of every Sailing Club in the UK for Lowriders.
3. Let us know if there are any sailed or abandoned Lowrider Moths at your Club, or (better still) hidden away undercover.
4. If you are a Lowrider owner, complete the online database (via the Facebook International Moth Lowriders Group page "About" tab) and tag yourself on the Google Map.
5. If you would like to buy a secondhand Lowrider, let us know and we will attempt to help you find the right boat.
6. If you would like to build or buy a new Lowrider, we can help you with that too.

The Lowrider Revival

Welcome to the 2020 International Moth Lowrider Yearbook!

We have resurrected the tradition of an annual Yearbook that was a regular feature with IMCA (UK) from 1964 through to 2001 during the Lowrider era.

As we look forward to sailing Lowriders in 2020 we will continue in our efforts to build on the momentum of restored/new boats and members, encouraging supporters to come to events and increase our profile.

As ever a huge amount of work goes into organising our events, writing up reports and keeping the Lowriders on track and I would like to take this opportunity to thank our Steering Committee for their support this last year and already in planning 2020. If you are interested in helping us please let us know!

I am looking forward to seeing you out on the water in 2020.

Ian

Ian Marshall



Editorial

I want to extend a big "Thank You" to those who have assisted in the production of this Yearbook, and would like to acknowledge our supporters and those who supplied photos including Katie Hughes, Ian Marshall, David Henshall, Ratt Mutter, Nikky Evans, Greg Pitt, Chris Eyre and others uncredited that we've been unable to identify.

John

John Butler

UK Lowrider Events & CVRDA Rally Locations 2020



Date	Club	Event	Website
1. 09/10 May	Hunts SC	CVRDA Rally - St Ives, Cambs	www.cvrda.org
2. 13/14 June	Hykeham SC	CVRDA Rally - N Hykeham, Lincoln	www.cvrda.org
3. 04/05 July	Carsington SC	UK Lowrider National Championship	www.carsingtonsc.co.uk
4. 18/19 July	Roadford SC	CVRDA Rally - Lifton, West Devon	www.cvrda.org
5. 25-31 July	South Caernarvon	Abersoch Dinghy Week - North Wales	www.scyc.co.uk
6. 8/9 August	Bowmoor SC	CVRDA Rally - Lechlade, Gloucs	www.cvrda.org
7. 29-31 August	Clywedog SC	CVRDA Rally - Llanidloes - Mid Wales	www.cvrda.org
8. 10/11 October	Dalgety Bay SC	Lowrider Scottish Championship	www.dbscweb.wordpress.com

2020 UK LOWRIDERS CHAMPIONSHIP



SATURDAY 4th & SUNDAY 5th JULY 2020
CARSINGTON SAILING CLUB
CARSINGTON WATER
ASHBOURNE DE6 1SU

Social camping at the nearby Uppertown Farm Caravan & Camping site from Friday.

Classic & Vintage Racing Dinghy Association

CVRDA



The CVRDA is an association that welcomes all dinghy sailors to come along to any of their events as long as the boat being sailed qualifies! (built before 1990 and of a class designed before 1965). Qualifying Lowriders Welcome. Further details at www.cvrda.org

The CVRDA works to:-

- get classic and vintage racing dinghies together as often as possible
- share and disseminate information and vintage dinghies
- get classic and vintage dinghies on the water for people to use, see and appreciate
- to keep all these boats sailing and in good condition and viewed by as large an audience as possible and to raise the public awareness of these boats and the nautical heritage they represent
- to help and support classic class associations finding it hard to compete in the modern sailing scene and help them find hosts for their nationals

THE TIMELINE OF THE INTERNATIONAL MOTH CLASS : 1928 - 1972



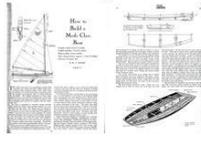
1928
Australian Len Morris designs "Olive", the 1st Inverloch 11 foot design of Moth at Inverloch, Victoria. It becomes the earliest design of Moth sailed in the World. Its performance was so outstanding for its time that two more boats, "Whoopee" & "Flutterby" were built soon after.



1929
American Captain Joel Van Sant from Atlantic City designs "Jumping Juniper" a flat scow type sailing dinghy that he calls the 1st US "Moth" with an M in a circle logo on the sail, and sets up the "National Moth Boat Association". The 1st Class Championship takes place in 1930.



1932
William Crosby (designer of the International Snipe) designs the US Skimmer Moth design, which rapidly becomes the de-facto standard design on the USA East Coast and big fleets grew at Atlantic City & Elizabeth City.



1933
The US sailing magazine "The Rudder" publishes an article by William Crosby entitled "How to Build a Moth Class Boat", and the Australians see it and change the name of the "Inverloch 11 foot" Class to the "Moth" Class.



1933-1936
Meanwhile, over in Europe, the French also see "The Rudder" article, and within 3 years over 500 French Moths have been built to the Skimmer design, but unlike the US version their versions have a small cockpit.



1935
Captain Joel Van Sant changes the Association name "National Moth Boat Association" to the "International Moth Class Association" (IMCA), which becomes the organisation that runs Mothing until 1972 when the class gets full International Status from the IYRU.



1936
The World Championship for the Antonia Trophy is held in Melbourne, Florida, USA, under the newly named International Moth banner. It is won by the founder Captain Joel Van Sant sailing "Cassiopeiae". The photo shows his son Jimmy's boat number 123 "Great Bear"



1941
Even during WW2 in France, the local Moth enthusiasts are active. The Nantais blunt "V" nosed design is conceived and rapidly becomes popular throughout the Vichy run part of Southern France during the war.



1950
By the 1950's, new French designs are springing up rapidly, and the class spreads across the border to Switzerland's lakes & true International Moth competition starts in Europe. The flared nosed Swiss Fragniere design quickly becomes the favoured & leading design.



1950's
Sometime in the mid-1950's, the class holds a European Championships in Algeria, which prior to 1962 was a département - an administrative region of France, and therefore classified as Europe not Africa!



1954-1957
Back across the Atlantic, Warren Bailey wins the 1954 World Championship in a Mach One design. 3 years later in 1957, American Patricia Duane becomes the first ever woman to win the International Moth Class World Antonia trophy in a Florida Cates Moth design.



1960
The World Championship moves to Europe for the first time, to Bandol in France, and is won by France's Jacques Faroux. Jacques subsequently goes on to win again in 1971 in France, and also in 1972 in Switzerland with his modification of the Duflos design.



1960
Alois Roland from Belgium develops the Europa Moth design based on Pierre Marique's drawings of a similar design and is dominant in the early 1960's. It is the forerunner of the Europe one design dinghy that eventually becomes an Olympic Class for Women 30 years later.



1963
The British Association for International Moth Racing (BAIMR) is formed in the UK, followed by the first ever UK National Championship in 1963, held at Stock Exchange SC lake in Surrey, won by Joel Roland of Belgium in his Europa, with UK's Chris Neilsen 2nd in a Willis.



1964
Jean-Pierre Rogge of Switzerland, wins the 1st of his 3 World Championships in Bandol, France, the 2nd in Cape May, USA, and then his 3rd & final in Lausanne, Switzerland. He is the only European to win the "old" Worlds Antonia Trophy, and credited as the first sailor to add wings on a Moth.



1965-1967
Kiwi John Shelley introduces the Shelley design to Europe. In 1966, heavy wind specialist Tony Blachford wins the UK National title in his Shelley, with Charles Reeves also winning the following year in his Shelley Mk2. Charlie also narrowly misses out on the World Championship.



1968
French sailing legend Marie-Claude Faroux, sister of Jacques, wins the Worlds in a Duflos skiff, the 2nd and last woman to do so. She also becomes famous for becoming the first woman to complete the gruelling 1972 transatlantic singlehanded yacht race.



1969
Dave McKay becomes the first ever Australian to win a World Title, in Ocean City, USA, sailing an Australian Scow, and successfully defends his title back home in Victoria, Australia, the following year. Meanwhile, back in the UK, Chris Eyre wins the Nationals in his 2nd Nervous Breakdown.



1970-1971
In the final years of the older rigs Dick Owens cleans up the UK Title in a GRP Skol design in 1970. A year later in 1971, a young John Claridge in his Duflos surprises himself & gains his first ever title. John goes on to develop and build the Mervyn Cook Chelsea Morning design.



1970-1972
Major Tony Hibbert from the UK reaches out to all the various strands of Moth Class across the globe, and sets in motion an initiative to turn the USA based International Moth Class Association into a truly global unified International Class, adopted and ratified by the IYRU in 1972.

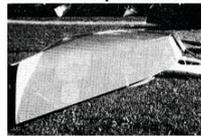


THE TIMELINE OF THE INTERNATIONAL MOTH CLASS : 1972 - 1990



1972

Colin Brown wins the 1972 UK National Championship in the Chris Eyre designed Stockholm Sprite design, (K3222) the first UK Moth design to win with wide aluminium tube and trampoline wings and a fully battened sail.



1972-1975

Australian Ian Brown builds a Skiff that allows him to dominate the World Championships in New Zealand, the 1st win for a skiff in the southern hemisphere. His Aussie rival Rob O'Sullivan wins in 1974 in Sweden, and then Peter Moor in 1975 in Australia, both in scows.



1976

American Ted Causey wins the World Championship in Ware River, Virginia, USA in his modified version of UK Chris Eyre's Poacher design of skiff, with 1975 Aussie World Champion Peter Moor in a borrowed Sprite 2nd, and John Claridge 3rd in Mervyn Cook's new Magnum design.



1977

The World Championships comes to Hayling Island, the first to take place in the UK, and the diminutive British Mothist, Bill Short, in a Peter Conway designed Womble, beats Australian Cliff Burton in his Red Ned scow into 2nd place.



1978

The Australians host the World Championships in Brisbane, and Aussie Rob O'Sullivan secures the penultimate win for the once dominant Aussie Scow designs.



1979-1980

UK's Mothing Legend David Iszatt wins the first of his 3 consecutive World titles in Travemunde, Germany, giving the Magnum design the first of its many major wins. He travels to New Zealand and successfully defends his World Title in 1980 against the ultra competitive top Aussies.



1981

The Australians send a formidable 14 boats to Harderwijk in the Netherlands to challenge David Iszatt's supremacy, but Dave again comes out top, ahead of UK's Richard Hargreaves and Robin Wood. Glen Hammond in a loaned Magnum is the leading Australian in 4th.



1982

Aussie Greg Hilton secures the Scow's last ever World Title win when the competition returns to Australia, sailing his father Ray Hilton's Bunyip IX scow design.



1983

The World Championship once again returns to the UK, with the top 3 positions all being filled by UK sailors in Magnums, despite Greg Hilton's valiant attempt to defend his title in his scow. Winner this time around is Welshman Robin Wood, with Roger Angell 2nd and Chris Cottrill in 3rd.



1984

The Worlds move across the globe to Lake Hamana in Japan. This time the top Australians arrive with their new Wombat skiffs to test the Magnum supremacy. Robin Wood comes out on top again, with Andrew McDougall (AMAC) 2nd in his Wombat skiff, with Roger Angell in 3rd.



1985

The Worlds moves back to Europe, this time to Switzerland, giving the local light wind Euro specialists a great chance to notch up a win. With Robin Wood absent, this time Brit Roger Angell yet again denies Australia's Andy McDougall in his Wombat with Tony Phillips in 3rd.



1986

Australian Steve Shimeld leads the way home in his narrow Gladiator skiff at the 1986 Worlds back in Oz, with Adelaide proving to be the ultimate ultra-windy all Australian affair. Andrew Cuddihy & previous World Champion Greg Hilton complete the top 3.



1987

The Australians finally get back to winning ways in Europe, with Steve Shimeld defending his World title in Gothenburg in Sweden, with new British face Jason Belben and old hand John Pearce in hot pursuit.



1988-1989

With the next one being in the New Zealand in their summer of 1989, there isn't a Worlds in 1988. Aussies Andrew Landenburger and Richard Reatti rule the front of the fleet at the 1989 World Championships, with the ever consistent Brit John Pearce in 3rd.



1990

The Worlds are held on a large lake at Ratzburg in Germany with the Magnum 9 of Roger Angell & the Ghoul of Clive Everest tying on equal points at the end of the series, with the title being decided on the winner of the last race, in which Angell recovers from 6th to 1st to claim the title.



THE TIMELINE OF THE INTERNATIONAL MOTH CLASS : 1991 - 2018



1991
Miyazu City in Japan is the location of the Worlds in this year, and with strong winds of 25 knots in all but the last 2 races, it is the Aussies who dominate, but UK's Toby Collyer matching them sufficiently to gain a deserved 2nd place behind Champion Emmett Lazich, with Tim Webster 3rd.

1992
With the Japan Worlds in 1991 being late in the year, the next one is scheduled for Highcliffe in the UK in the summer of 1993. Two Australians, Emmett Lazich & Tim Webster head to Europe in 1992 to prepare, cleaning up at UK open meetings on the circuit along the way.

1993
Toby Collyer shows up at the 1993 Worlds in Highcliffe, UK with the Claridge conceived T foil rudder that subsequently changes everything for the super narrow low-riders. Collyer in his Magnum 9.5 wins, with the defending champion Emmett Lazich 2nd & Roger Angell 3rd.

1994
A new face appears at the front of the fleet in 1994, with the UK's Simon Payne winning the Europeans on Lake Neuchatel in Switzerland. He later goes on to win in foilers. Toby Collyer secures the UK Nationals and the scene is set for the next big confrontation in Australia.

1995
The Worlds on Lake Macquarie is all set for a showdown. The big Aussie development is the introduction of cambered sleeve luff sails on carbon masts. Emmett Lazich & Tim Webster end up 1st & 2nd with the first Brit being Toby Collyer down in 10th.



1996
The top Mothists head back to Ratzburg in Germany, and a youthful Nick Spence leads the UK challenge in a Skippy design. Out on the water, battle recommences and Nick Spence outfoxes the Aussies, with Mark Thorpe & Phil Hebden giving him a hard time in 2nd & 3rd places.

1997
With no Worlds in 1997, Nick Spence wins the UK Title with Andy Paterson in his Axeman in 2nd, and a returning Toby Collyer in 3rd. The super narrow foam/carbon/epoxy Axeman becomes the leading UK design. Over in Oz, the Hungry Tiger design makes its first appearance.

1998
Royal Torbay is the setting for the return of the Worlds to Europe, and the Brit/Aussie rivalry is renewed. This time, Australian Mark Thorpe in his Hungry Tiger totally dominates, winning by over 47 points from Nick Spence, with Ian Forsdyke from the UK in 3rd.

1999
After 10 years of working his way to the front, Ian Forsdyke finally wins the UK Nationals in his Axeman. Ian is then despatched to challenge for the World Title in Perth Australia in the first week of January 2000 where hydrofoils make their first appearance at a Championship.

2000
Over in Perth, on their home waters, the Aussies Chris Dey, Andrew "Tassy" Coxall and defending Champion Mark Thorpe finish in that order at the World Championships. Forsdyke finishes 5th in his UK Axeman design, with UK's other entry, Nigel Oswald back in 11th.



2001
In Choshi, Japan, its the battle of the Aussie Champions at the front, with Mark Thorpe in his Hungry Tiger leading home defending champion Chris Dey to become World Champion again, and double runner-up from the 1980's, Andrew McDougall (AMAC) back in 3rd.

2003
Although the Hungry Tiger of Mark Thorpe defends his title in Les Sables d'Olonne in France, the writing is on the wall as John Illett successfully develops the in-line foils setup and bow mounted wand flap control and Rohan Veal in his foiling Fastacraft Prowler finishes 3rd out on the water.

2005-2017
In Melbourne, Rohan Veal outclasses the low-riders in his Prowler, winning ahead of Simon Payne & Adam May. Foiling technology develops, led by Fastacraft, Bladerider and Mach2, & in the UK, Aardvark, Full Force and later Maguire, Lennon & Atomik UK. Some late lowriders convert to foils.

2006-2017
The popularity of foiling, despite the costs, drives Championships attendance up, but shifts participation away from smaller inland venues. Rohan Veal wins a 2nd title in 2007, with Simon Payne completing a double in 2006 & 2010. UK's Paul Goodison scores the first of his 3 titles in 2016.

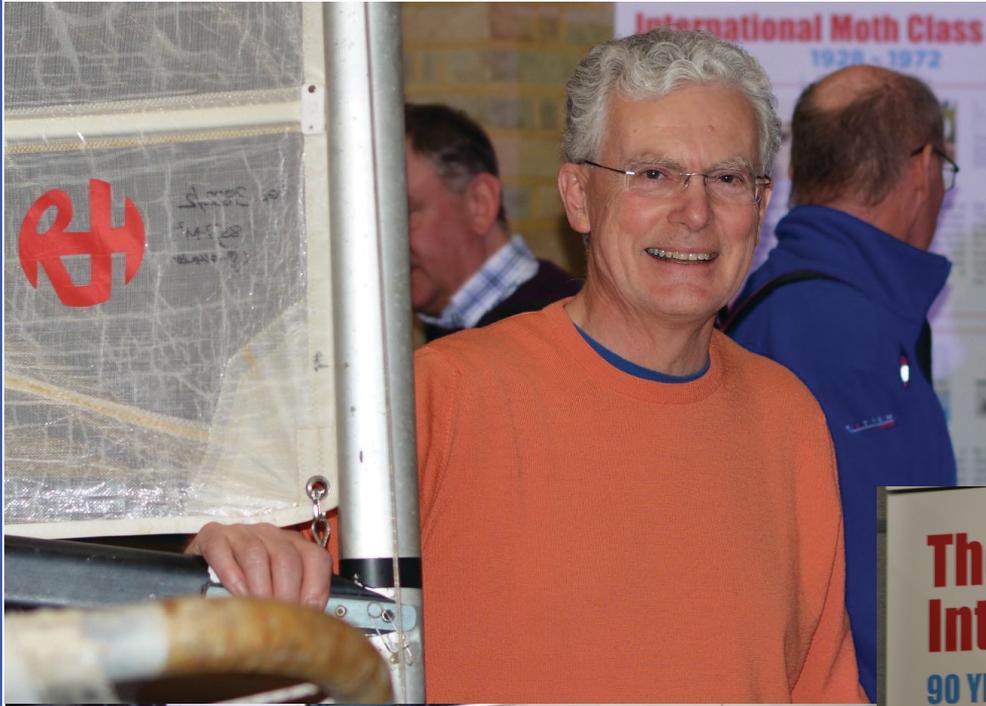
2017-2018
The value of low-riders is recognised as a bridge to foiling, and ageing boats are sourced & restored. The 1st Low-Rider Nationals takes place at Loch Lomond. The drive to locate old boats continues, and the new Low-Rider circuit includes Carsington SC as its 2019 Nationals venue.



2019 RYA DINGHY SHOW - 90TH YEAR ANNIVERSARY STAND



2019 RYA DINGHY SHOW - 90TH YEAR ANNIVERSARY STAND



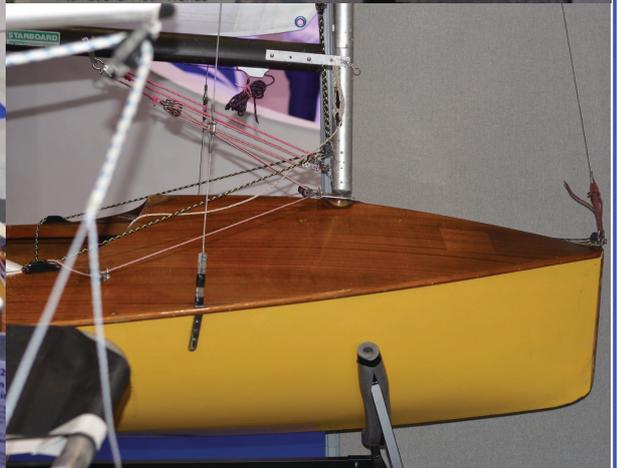
The story of the International Moth...

90 YEARS OF CONTINUOUS INNOVATION

At 90 years old, the Moth has a long history of providing a platform for sailors to come up with new ideas and has remained a hotbed for development.



Paul Goodison's win at the International Moth Worlds



K3911 "ACTIV8" MAGNUM 8 DESIGN RESTORATION STORY

"Activ8" was a Championship winning Magnum 8 design originally sailed by Double World Champion Roger Angell and also the then Class President, Melvyn Cooper.

The then owner, Dean Martin, bought it on Ebay & brought it to a CVRDA Rally at Clywedog in September 2017. Terminal rot in the daggerboard case became evident in a capsized, so it came to pass that Paul Hignett ended up taking it home to Glasgow, to evaluate its overall condition.

Paul Hignett was aware that it had an important history as a boat, (Roger Angell,1987) so was prepared to take on the boat for a full restoration.

The whole restoration process took place from September 2017 to May 2018.

The boat came back up to Glasgow and was put in the garage and examined for rot... the bottom of hull was found to be rotten from 10" in front of daggerboard box right back to transom.

All the bulkheads had become detached from the hull and deck, and the daggerboard box was split. The deck was also rotten around the daggerboard box and near the transom.

The rotten part of the hull was cut away and the foredeck was removed to allow bulkheads to be rejoined.

The hull was repaired with new plywood from Fyne Boats was also reinforced with carbon fibre cloth to take the weight of a "fully grown" sailor.

The foredeck was replaced with a single piece of plywood to shape to the curve of the boat.

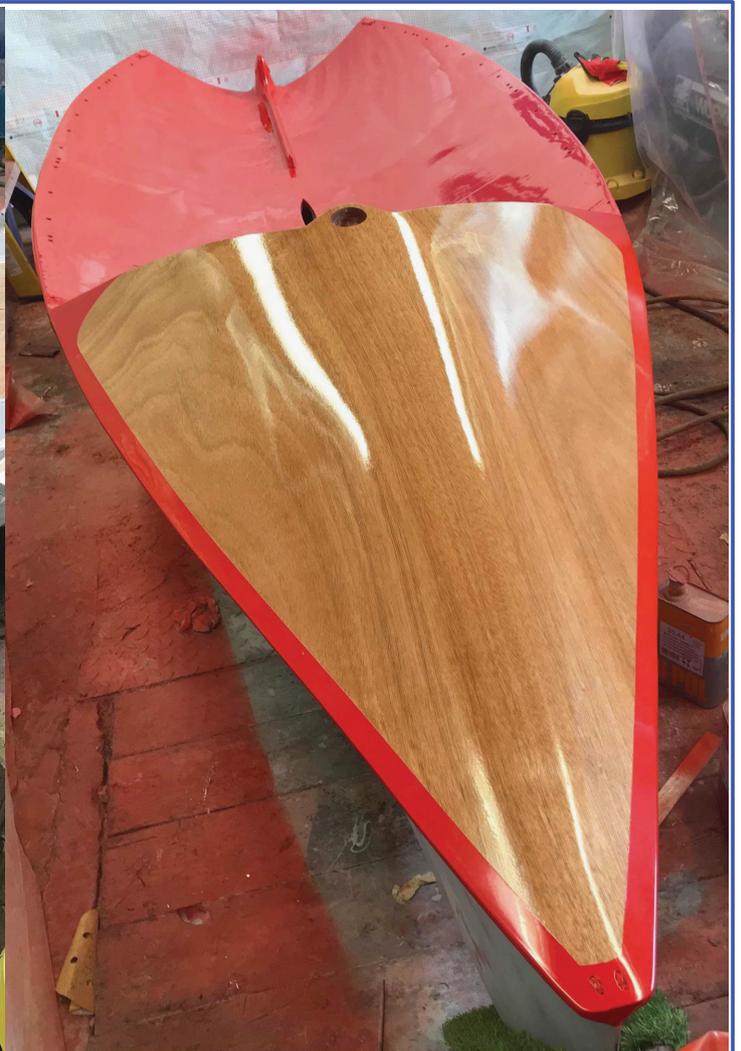
The boat was finally spray painted with red paint to match its original colour, and the foredeck was sanded and varnished. The finished hull weighed approx 25kg.

The old trampolines were in good condition and a new sail was custom made by Saturn sails to fit the old John Claridge tracked alloy mast.

Paul had the restored boat back on the water at Loch Lomond by Spring 2018 and competed at the CVRDA event at Clywedog in September, where he was not only first Moth, but also won the CVRDA event overall.

In early 2020, Paul Hignett sold "Activ8" to Rob Copley, who sails at Ullswater YC.





FEATURED DESIGNS ACROSS THE DECADES - 1960'S

THE BIRTH OF THE UK FLEET

In August 1962 the International Moth World Championships were held in Ostende, Belgium. The then British Moth Boat Association sent a team of 6 helmsmen in an assortment of converted old Flying Moths and borrowed boats. The UK fleet started with a small number, two US Florida, one US Connecticut, one converted Flying Moth, one Torpedo, and a John Westell scaled down version of his 505 design.

SECTION V I.M.C.A. (U.S.) PRESIDENT'S REPORT FOR 1962

Formation of the Class in the U.K.

In August 1962 the International Moth World Championships were held in Ostende, Belgium. The British Moth Boat Association sent a team of 6 helmsmen in an assortment of converted Flying Moths and borrowed boats. Against strong International competition they succeeded in winning only two places in the first 10 Chris Nielsen 8th and Eric Scobie 9th, but they were immensely impressed with the performance of these International Moths, and when they returned to the U.K. it was decided to form a class.

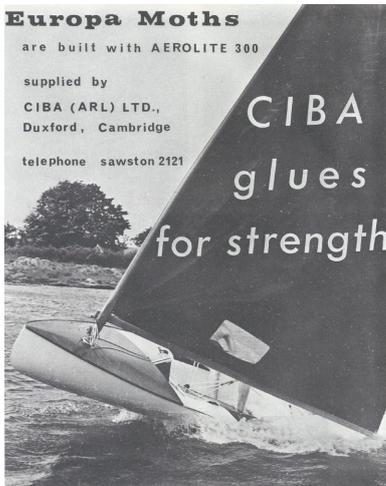
Organization in the U.K.

During the initial build-up phase, the Class Association is continuing organization and administration steadily. As soon as possible however, local fleets will be conducted with their own fleet organizers and committees. After which the Class Association will act mainly in a supporting role.

Development of the Class in U.K.

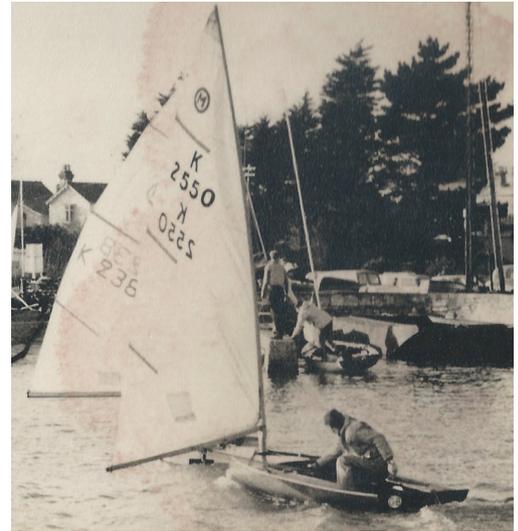
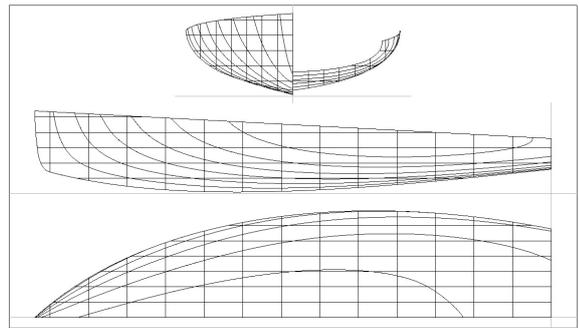
Starting from scratch at the beginning of 1962, we had hoped to build the International Moth Fleet in the U.K. to 50 boats before 1964. Orders on prototype type boats for competitive trials, showed up progress by some 6 months and by the end of September 1962 only 28 International Moths had been registered, with another 4 unregistered boats. However, orders on hand and enquiries received, indicated that at this late date there was still a good chance of reaching our target in the first year.

THE EUROPA DESIGN



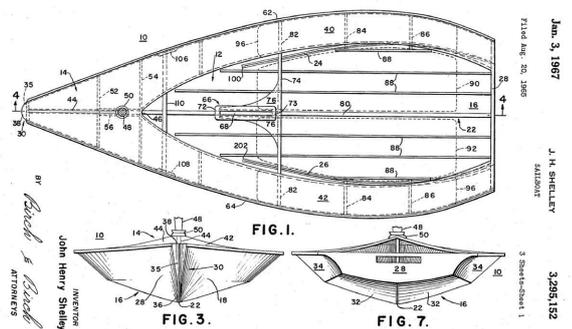
In Europe, until 1962, the Faroux and the Fragniere designs won most races; but 1962 saw the emergence of the Europa Moth, designed by Alois Roland, which consistently won all the major events in Europe after it was launched.

A number of Roland built Europas were imported into the UK in 1963 and Tangye Brothers started production of the design in the UK also in that year. Joel Roland, the then European Champion, travelled across from Belgium and finished 1st at the 1963 UK National Championships ahead of Brit Chris Nielson, with a certain Mervyn Cook down in 6th (who should have been 3rd but the Race Officers didn't credit him for a high placing after a change of boat for the 2nd race.)



THE SHELLEY DESIGN

The most significant of the classic Moth designs that took the UK by storm was the John Shelley flat chined design that he conceived in 1964 and for which he was granted a US patent in 1967. It won the 1966 UK Championships in the hands of Tony Blachford, followed in 1967 by



FEATURED DESIGNS ACROSS THE DECADES - late 1960'S & early 1970's

Moth legend Charlie Reeves, who took it to 6th in the Worlds in the same year and 3rd in the 1969 Worlds. Always fast in planing conditions, it lost out to others in light winds.

Charlie Reeves



John Claridge

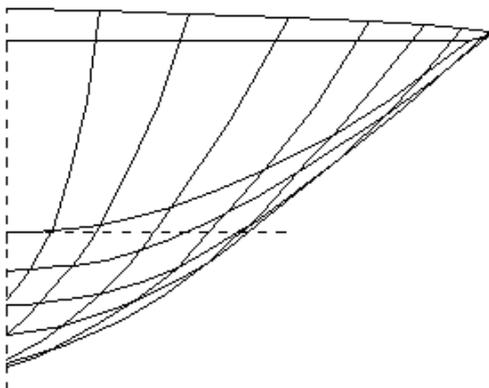


Andy Francis



THE DUFLOS DESIGN

Across in Europe, both Marie-Claude Faroux and her brother Jacques both won a World Championship title in this 1963 Benoit Duflos' deep V round bilged design.



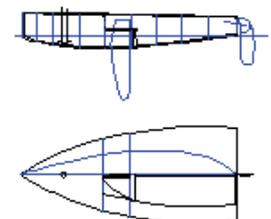
MOTH DUFLOS 1963

reproduction interdite

DESSIN VALABLE POUR LA CONSTRUCTION D'UN SEUL BATEAU

ECHELLE 1:5

Numérisé et remis en forme par
L. Pillon 01/04/2001



FEATURED DESIGNS ACROSS THE DECADES - EARLY 1970'S



The ubiquitous Duflos, initially with winglets, and then in a cut down version with aluminium wings, stayed competitive until the mid-1970's, with John Claridge taking the 1971 UK Championship, and then Chris Edwards picking up the European Championship in 1972.



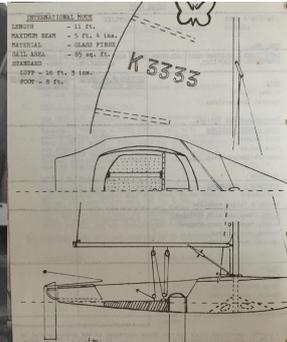
In the year that Chris Eyre's almost unsailable 2nd Nervous Breakdown picked up the 1969 UK Title, another design made an appearance that was to be one of the most numerous in the UK.

THE SKOL DESIGN.

The Skol made its appearance with the deep cockpit Mk 1 version, of which only 3 were built, including this one featuring Major Tony Hibbert (right), followed by the self draining Mk2, which was initially a glassfibre hull with wooden decks, and then went into mass production with a fibreglass deck and tub cockpit by builder Rondar Boats, followed later in late 1972 by the wider, open-transomed Mk3.



A lot of the Skol's commercial success was down to the success of Dick Owens in winning the 1970 UK Championships in his early Skol Mk2.



Whilst a larger number of the Mk3s have survived, been restored, and are being actively sailed, the early build quality of the Mk2s led to a lot of failures as they aged, so fewer survived into the next millenium.



FEATURED DESIGNS ACROSS THE DECADES - MID-LATE 1970'S

Attempting to rival the success of the Skol, was the **STOCKHOLM SPRITE DESIGN**



Although designed in 1968, Chris Eyre's flat winged Stockholm Sprite design, in the hands of Colin Brown, eventually won the 1972 UK Championships at Lymington.

Built by Trott/Streamlyte, complete or as a kit, and also buildable from plans, it proved to be really popular.

American Ted Causey won the 1976 Worlds in a modified version of Chris Eyre's later Poacher design, with Aussie Peter Moor in a borrowed Stockholm Sprite in 2nd.



Colin Brown switched to the cold moulded Poacher design to win the 1973 European Championships, but it never proved as popular as the Sprite due to build complexity.

Whilst most Skol sailors persisted for a few seasons with no wings, the other winged designs such as the Sprite, Sean Cox's 1973 UK winning Hoplopteryx design and Mervyn Cook's more numerous Claridge built Chelsea Morning were proving much faster, as well as Derek Chester's home-buildable clone of the Duflos, the Mistral Mk2.

In 1974, a rather quirky Magnum Mk1 by Mervyn Cook, with timber wings, bow winglet and no flares, appeared in the hands of John Claridge... it was early days, but more was to follow. Mervyn & John added flares to the Mk2 version and John won both the 1975 UK & European Titles and finished 3rd in the Worlds. More about the Magnums later...



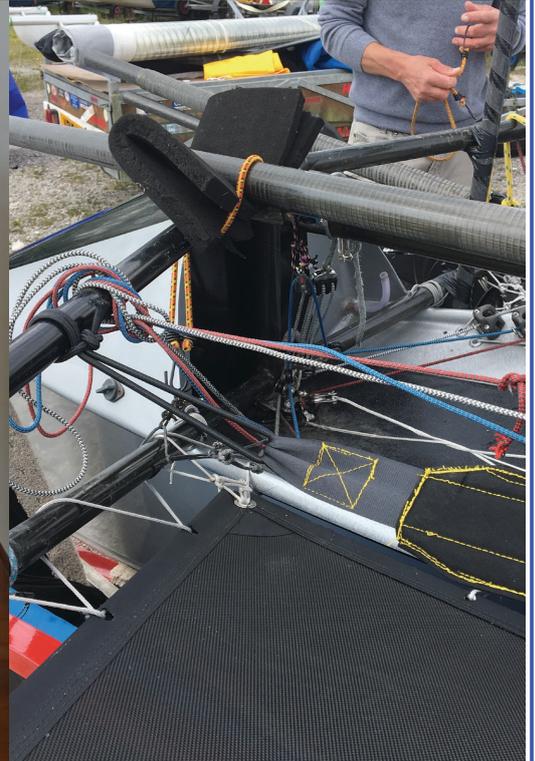
Also in 1975 came the **WOMBLE DESIGN** from Peter Conway with its engineered hollow timber wings. Peter sailed it extensively during that year, finishing 2nd at the UK Nationals.

In light winds on Plymouth Sound, Wombles were 1st & 2nd at the 1976 UK Championships, with Peter winning, and a diminutive sailor from Eastbourne, Bill Short, close on this tail.

The 1977 World Championships were at Hayling Island, and after a hard season of campaigning, Bill was on top form, and took the World title in his Womble from 2 Magnums and Cliff Burton's Aussie Scow "Red Ned" in winds that were not light.



2019 UK NATIONAL LOWRIDER CHAMPIONSHIPS - CARSLINGTON SC



2019 UK NATIONAL LOWRIDER CHAMPIONSHIPS - CARSINGTON S C



Even the youngest bike rider will know, subconsciously (until their dawning knowledge of Newton's Laws), that forward momentum brings lateral stability. Similarly, that stabilisers make a significant difference to the ease of going slowly without falling over.

For Moth sailors, the difficulty of light airs sailing, particularly downwind, can be as extreme as handling manoeuvres in heavy air. Take away the wide underwater stabilisers that the foilers have and there is probably a no more challenging discipline in light airs than sailing a Lowrider Moth. Despite the lack of velocity all weekend, the mass gathering provided further evidence of the momentum of the Lowrider class revival.

Hence those who should know better gathered on a calm Saturday morning and acknowledged that the sailing's equivalent of "unicycle track stands" would be the order of the day. It seemed unlikely that the growl heard coming from the reservoir on Friday afternoon would be repeated.

The Hungry Tigers were likely to remain silent and the older designs would have their day, but

first there were old acquaintances to refresh: seven participants from the 1991 Moth Nationals at Saundersfoot were present, including Carsington SC member and PRO John Nixon, who enjoyed greatly presiding over the largest gathering of "lowrider" Moths in 15 years.

Thankfully, his empathy for the fleet in coping with less than 5 knots meant that he set courses with reaches rather than runs, which made coping with the light conditions much easier. Even more generous, he lent his own boat to an observer. Defending champion Lyndon Beasley also brought a second boat, the Magnum 3 bought at the EISCA auction in 2017 and recently restored.



The fleet was diverse, including a modified Europa, a Skol 3, a Stockholm Sprite, a pair of Magnums, an assortment of Axemans, two Skippys and three Hungry Tigers. Some helms were stepping back into Moths for the first time in many years, others had never left the class. Several more, active sailors were unable to make the journey and with a number of boats under restoration, it's clear that there remains enthusiasm towards these challenging, rewarding and historic craft. Racing was held

2019 UK NATIONAL LOWRIDER CHAMPIONSHIPS - CARSINGTON SC

using CVRDA derived handicaps, with adjustments agreed at the briefing.



Despite the light conditions, racing was able to start on time, with 13 boats in the line. The order of the weekend was soon established, with Paul Hignett moving towards the front of the fleet chased closely around the course by Martin Harrison. Racing was close and competitive, although good mannered, throughout the fleet: right of way was given more with a raising of an eyebrow than a vocal demand. Third on the water was Ian Marshall, an ominous demonstration of the relative speed of the Magnum 6 in light airs. Katie Hughes led to the first mark in the second race, although her challenge faded with the dying breeze.



The fleet returned ashore after two races, to join club members for an evening of Pie/Peas/Mash and Horse Racing, before the later entertainment of seeing how many Moth sailors can squeeze into a campervan. (The answer was...)

On Sunday, there was the promise of a knot or two extra wind, which was enough for those who had avoided middle-aged spread to ease back into the toe straps from time to time, and provide some relief for the rest of us. It was not enough to bring the narrow boats to the front on handicap, however. Three races were completed, with Martin holding off the challenge of Paul for line honours.



Considering his over the water positions, it was no surprise that Ian Marshall gained a picket fence of scores in his slippery Magnum 6 to become the 2019 National Lowrider Moth Champion on handicap. His prize was the stunning Hibbert Bowl, a 1931 vintage silver rose bowl sourced by John Butler and which bears an uncanny resemblance to the Moth World Champion's Carling Trophy.

2019 UK NATIONAL LOWRIDER CHAMPIONSHIPS - CARSINGTON S C



The Blue Circle Trophy was won by Katie, as Ladies Lowrider National Champion. The Broxbourne trophy was awarded to George Coles, as leading Under 21 sailor. Paul was runner up and winner of the fastest boat trophy. The Slowrider Wooden Spoon was given to John Butler, whose historic Europe K4 was refurbished and adapted for forecast conditions that, unfortunately, did not arrive.

Third was Tom Foxall, who claimed his previous best in the International Moth National Championships was 13th. Interestingly, the archives confirm that this occurred in 1991, and show in 12th that year Paul Hignett, with Nigel Williams getting the better of both in 11th... Old rivalries have been resumed...

The prizes were distributed by CSC Sailing Secretary Stephen Barnett and John Nixon, who were thanked for providing excellent facilities and racing. Two other historic Moth trophies have been offered by the Iszatt family as perpetual prizes for the Lowrider National Championships.

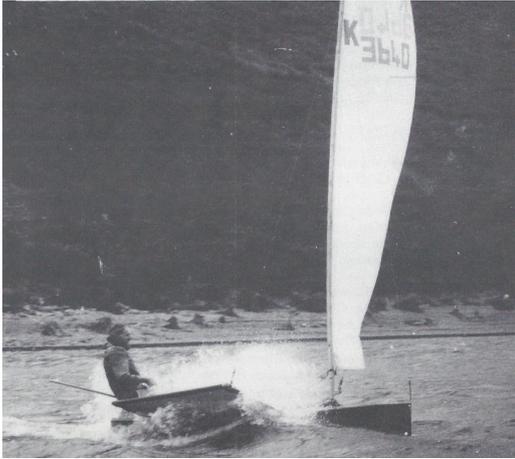


Overall Results:

Pos	Helm	Club	Design	Boat No.	Sail No.	PN	R1	R2	R3	R4	R5	Pts
1	Ian Marshall	Bowmoor SC	Magnum 6	K3887	3887	1100	1	1	1	1	1	4
2	Paul Hignett	Loch Lomond SC	Hungry Tiger	ISAF 3029	3029	980	2	3	2	2	5	9
3	Tom Foxall		Magnum 3	K3663	4066	1115	4	2	5	5	2	13
4	Martin Harrison	Royal Victoria YC	Axeman 7	GBR 4043	4043	980	3	10	3	4	4	14
5	Lyndon Beasley	Greensforge SC	Stockholm Sprite	K3222	3222	1120	5	6	4	3	3	15
6	Nigel Williams	Bartley SC	Axeman 6	GBR 4026	4014	980	6	5	6	6	7	23
7	Russell Wheeler	Isle of Sheppey SC	Hungry Tiger	GBR 4046	4046	980	7	7	8	7	8	29
8	John Butler	Sutton-in-Ashfield SC	Europa	K4	364	1148	10	4	10	9	9	32
9	John Edwards	Abersoch SC	Hungry Tiger	ISAF 3017	3017	980	11	9	7	10	6	32
10	George Coles	Carsington SC	Axeman 2	K3993	3993	1050	12	11	9	8	10	38
11	Katie Hughes	Loch Lomond SC	Skippy	GBR 4014	3327	1000	9	8	11	14	14	42
12	Dave Costain	Budworth SC	Skol 3	K3330	3330	1130	8	14	14	14	14	50
13	Nic Streatfield	Rutland SC	Skippy 2	ISAF 3002	4281	1000	13	14	14	14	14	55

FEATURED DESIGNS ACROSS THE DECADES - 1970'S & 1980'S

The Dragon Design



At the time, Sean Cox's landmark design was regarded as extreme, and only him and Mike Iszatt seemed to be able to stay on board them and sail really fast, but this fibreglass & ply composite Moth design was both groundbreaking and super quick, but a beast downwind in a breeze...

The mast was stayed from the end of the front wing tubes with a tensioned understay fixed to the side of the hull, which certainly kicked up some spray in waves and stronger winds. Its other novel feature was the below-waterline bow bulb, along the lines of those on supertankers. A number have surfaced since the Lowrider search has begun, and as their fibreglass hulls have survived better than some later ply ones, they are much sought after as a restoration project.

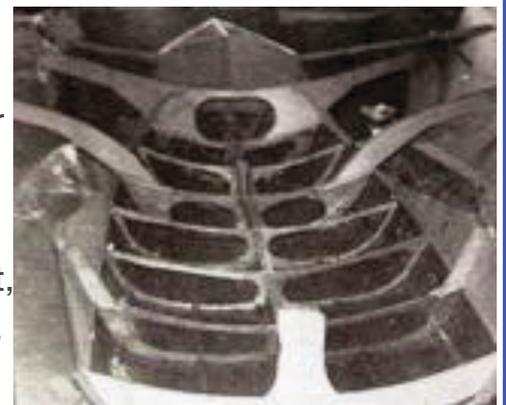


So now to the Biggie! - **The Magnum Design** comes of age and dominates! Although the story of the Magnum started in 1974, various genres of the design totally dominated the front of the fleet for nearly 20 years.



Magnum Mk1 - 1974

The first ever Magnum had timber wings with the mast stayed at their outer front ends, but the talking point was the bow winglet, added to counteract the design's tendency to nosedive. John



Claridge told us later that it worked fine up to a point... and then disaster...a design rethink was required and flares with aluminium wings were added for the next season.

FEATURED DESIGNS ACROSS THE DECADES -THE 1970'S & 1980'S

Magnum Mk2



Mervyn & John put their heads together and came up with the idea of adding flares to counteract the nosediving tendency of the Mk1, and instantly the design was a title contender.

John started the year by winning the prestigious Burnham Icicle Trophy and then went on to win both the 1975 UK & European Championships

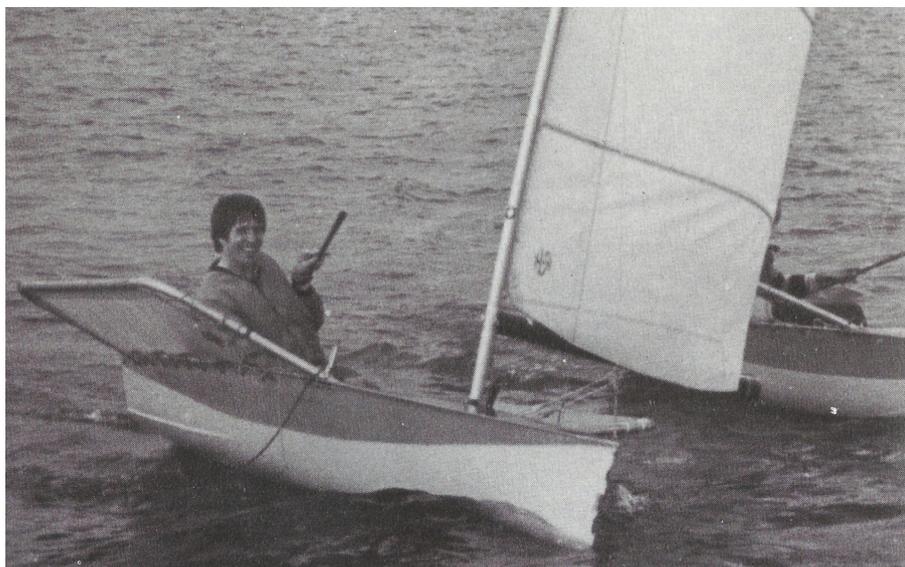
John's order book boomed as others began to see the potential in this new development. At this stage the boat had a deep cockpit and a rear buoyancy tank, but the basic hull shape was quick, very quick.

Whilst the Womble was having a good couple of years in the results, in 1976 the Magnum 2 was 3rd in the Worlds, and 5th & 6th in the Nationals in the lighter winds that didn't suit the design.



Magnum Mk3

In 1977 came the gamechanger, the Magnum Mk3, which retained the back tank but became self-draining through drain tubes, and finished 2nd & 3rd in the Nationals and Worlds of that year. Both top sailors and the joe average ones in the fleet turned to John for a slice of success. The Iszatt brothers, David, Mike & Peter arrived on the scene, and joined John, Richard Hargreaves and Chris Cottrill in pushing the competitive sailing level forward at the front of the fleet.



Magnum Mk4

The Marie Celeste of the Magnum designs.... all we know is JC & Dave Hall had one....

FEATURED DESIGNS ACROSS THE DECADES -THE 1990'S



Magnum Mk5

With finer lines and slightly more rocker, the Mk5 was the new marque that Dave Iszatt and Richard Hargreaves took to the World Championships in the Netherlands for the UK/Aussie confrontation of 1981.

The Aussies sent over 16 helms to Europe, sailing shipped over designs and borrowed UK & European designs in a big fleet of 80 or so boats. Dave Iszatt ruled the waves, with Richard Hargreaves in 2nd.

As a Magnum design, the Mk5 was an improvement, popular with most Mothies as the transom dragged less than the Mk3 and was therefore quicker in the lighter winds, but it carried less weight that disadvantaged a few of the heavier helms.

Magnum Mk6

Introduced in 1985, well over 20 of this marque were built in the course of the years, a goodly number. 2019 Lowrider UK National Champion, Ian Marshall, won his title in one.

Back in 1985, Roger Angell won both the UK & World Titles in his Mk6, with Tony Phillips in 3rd & Toby Collyer 4th in theirs behind the Wombat of Aussie Andy MacDougall at the Worlds.

Magnum Mk7

The 1986 offering was less numerous than the earlier Mk6, with only 6 built, and was designed with more rocker for the light winds expected at the Worlds venue in that year. It quickly made way for the Mk8 that superseded it.

Magnum Mk8

In 1987, John C (seen here in 3913) devised the next upgrade to the Magnum shape, the Mk8. John admits it was probably his favourite of all the Magnums, as the later 9's and 9.5's were a lot harder to build and sail as the transoms got ever narrower and the Dragon style bow bulb was introduced to create extra buoyancy up front as the shape got ever thinner. The Mk 8 held sway for a couple more years until 1989.



FEATURED DESIGNS ACROSS THE DECADES -THE 1990'S

Magnum Mk9

The Magnum 9 was no slouch, allowing Roger Angell to notch up yet another double of titles, winning both the 1989 UK & World Championships in "One Step Beyond" ahead of Jason Belben in his Blitz and the incredibly quick Clive Everest in his Ghoul Mk3.



Magnum Mk9.5

The Mk 9.5 was to prove the Magnum design's final hurrah. As the class hurtled towards the 1993 Worlds at Highcliffe, and the bows & sterns got narrower & narrower, a new innovation was needed to make them sailable. Introduced in 1992, the step up in performance was the addition of the "T-foil" on Toby Collyer's 9.5 at the start of 1993, which gave him the edge at both of that year's UK & World Champs.

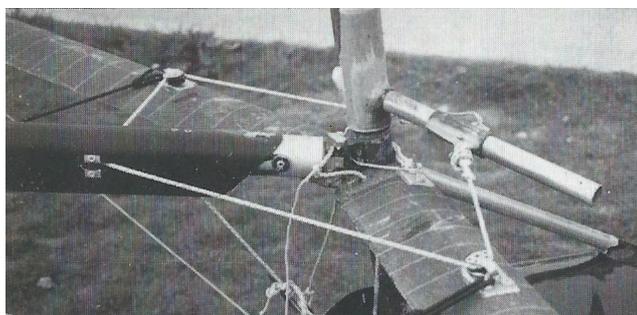


The Blitz Design

Jason Belben managed a 2nd in both the UK & European Championships in 1989 with his brother Russell's design, pushing Roger Angell all the way. Built in foam epoxy with a concave dished foredeck and an aluminium spaceframe, it was certainly a departure from normal thinking at that time.

The Ghoul Design

Clive Everest managed a 3rd in the 1989 Euros, then seriously challenged Roger Angell for the World Title in 1990, ending first equal on points, but losing out on countback on the result of the last race. It was certainly radical with its aerofoil wing setup and over-rotating mast.



FEATURED DESIGNS ACROSS THE DECADES - 1990'S

The Axeman Designs

Another quick design, conceived in the late 1980's by Andy Paterson and gradually refined like the Magnum with a succession of design upgrades over a decade, it was expertly built in foam, carbon & epoxy, unlike the tortured ply of the Magnums.



The Skippy Design

The Skippy was Roger Angell's own breakaway design after he finished racing a succession of Magnums and a close working relationship with John Claridge.

The Mk2 with its extreme high and narrow foredeck was both distinctive and aggressive looking, relying heavily on the T-Foil rudder to prevent nosediving.



The Hungry Tiger Design

Designed by Australian Mark Thorpe, this design proved itself to be the fastest ever Lowrider before the foilers finally outclassed them all with their superior boatspeed. Beautifully engineered, only a handful made their way to the UK, where they are prized possessions for those who own one.



NEW LOWRIDER BUILDS - AXEMEN & AN ULTRA FAT BASTARD

MILES JAMES AND THE ABERSOCH AXEMEN

3 foam/carbon/epoxy Axemen 7s were built in succession in 2019 by Miles James.



JOHN BUTLER'S ULTRA FAT BASTARD

Built the traditional way in ply/cedar/kevlar/epoxy, this design has yet to be launched.



FASCINATING DESIGNS FROM TIMES PAST

Mark Dunlop's Smokey Joe Design - Beautiful, just beautiful after restoration.



The Flying Moth

It's the 1960's and the very start of an International Moth fleet in the UK. This design was actually designed as a separate class by Mike Waters in 1954 while still 19, and studying naval architecture at Southampton University. As a boat, it just so happened to meet International Moth rules when the flame of interest in the UK was set alight.



Around 1960 or so, we believe that Tony Hibbert sailed one in an Int Moth European Championship and achieved 4th place... reporting that it was the fastest of all the boats upwind, but too heavy to compete downwind, and as races finish downwind, it was just about impossible to be in the top 3. This restored one was seen at at a CVRDA meet.

FLASHBACKS TO PREVIOUS YEARS

1976 UK Nationals - Mayflower SC Plymouth



ICI
TERYLENE
"Terylene sails to victory"

Sailcloth woven from ICI TERYLENE is becoming increasingly popular with sailors. Why? ICI has the world's widest range of synthetic yarns, specially designed and manufactured for the racing and leisure sailcloth market. ICI's competitive sailing (ICI) sailcloth is made in our new state-of-the-art mill at Haverhill, Cambridgeshire. With yarns that are selected for performance, reliability and durability, ICI have become Europe's largest supplier of specialist sailing yarns. If you want advice, samples or a quotation, please write to: ICI Textiles, Haverhill, Cambridgeshire. Tel: Haverhill, 0437 8844. Telex: 520000.

"TERYLENE SAILS TO VICTORY"

Two International Moths enjoying a close race. The 1979 National Championships of this exciting single handed development class took place at Lymington recently. The winner for the second year in succession sailed made by Richard Hargreaves with Windmaster Sailcloth, woven from ICI TERYLENE. The second, third and fourth boats this year also used sails by Richard Hargreaves.

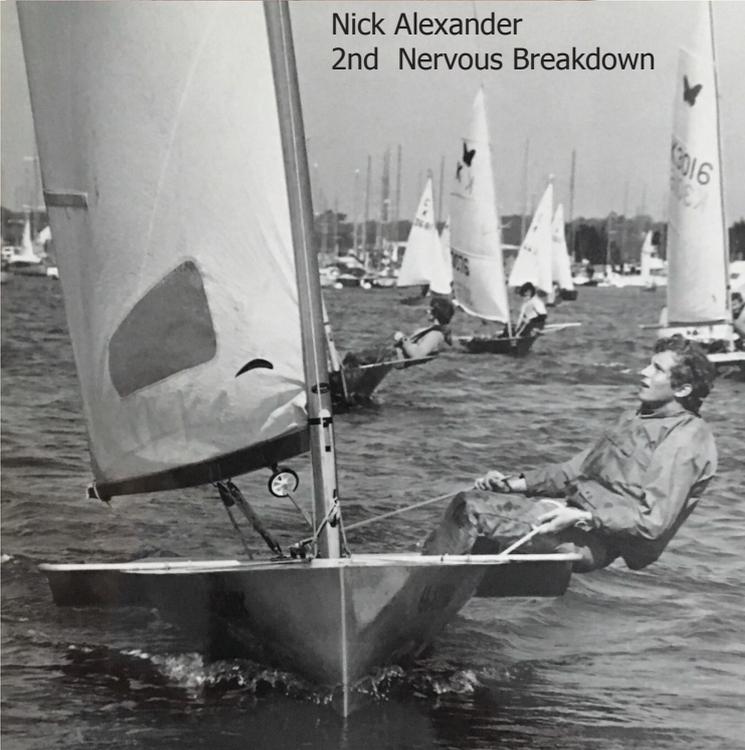
Photo: Alastair Black

Mick Wood in his Magnalium

Barry Cox's
Scollop



Nick Alexander
2nd Nervous Breakdown



JUST LOWRIDING



RESTORED AFTER BEING RESCUED FROM THE SCRAPHEAP AT AN AUCTION



K3222 "DOLLYWAGGON PIKE"

Lyndon Beasley's Restoration of the 1972 UK Championship winning Stockholm Sprite design

As with all Moths of a certain age, restoration starts with discovering the underlying condition of the hull & deck panels and the integrity of the supporting structures for masts and daggerboard case, etc.

The boat had been left hanging up in a garage roof for nearly 30 years, then the owner advertised it on the CVRDA Forum.

The hull & deck took weeks of heat gun & scraping to get back to the bare wood, particularly the black decks. This revealed that a section of the bottom panel forward of the case had been repaired in the past, but part of the outer ply was delaminated and covered in body filler to blend the joints.

The whole section was cut out and replaced with some lighter ply. As it was originally butt jointed, the jointing strap inside was retained and the new ply glued to it with epoxy resin.

After removing the front lower deck it was found that there was no direct support under the mast step and the daggerboard case was suspect.

A new central spine was created to support the deck, and linked together with a new daggerboard case. In addition, a pair of diagonal bulkheads were inserted to triangulate the shroud points and mast step.

A couple of supporting deck ribs were extended down to the hull to stiffen the deck, and then the deck was re-fitted.

It was then decided to double up the thickness of the floor and reinstate the small side tanks to the cockpit well, that had been removed sometime during the boat's previous life.

All joints were renewed using epoxy and filler and new ply bulkheads created for strengthening purposes using 3mm & 4mm plywood and cedar strip timbers.

The decks were then glued in place and the edges taped as before with glass tape, but now with epoxy resin instead of polyester. All edges of the tape were sanded out as smoothly as possible to be as invisible as possible under the varnish.

New and old decks were then varnished and the outside hull primed and then sprayed with a 70's style metal flake finish.





AROUND THE MEETINGS IN 2019



TIMES OF YORE

Mervyn Cook (2850) Chris Eyre (2857) Bob Humphreys, John Chaundy & Jacques Faroux





Spiderman Does Lowriding!