



# Streaker Class Owners Association

## October 2010

This newsletter is published three times a year and circulated to members of the Streaker Class Owners Association.

**All contributions gratefully received.** See foot of last page for publication dates, address, deadlines, etc.

### Chairman's message

While frostbiting at Ulley SC in 1975 I had an opportunity to sail a new single-hander which had been brought up to Ulley for sailors to have a go in. The boat was being actively marketed by Jack Holt through some of the Jack Holt agents, the local agent being Peter Copley Marine in Sheffield. I had just started sailing Enterprises at the time, but quite enjoyed having a go in the new Streaker, number 102.

Fourteen years later, in 1989, I joined the Streaker class – but little did I realise how much the boat would become one of my favourites or think that one day I would become Streaker Class Chairman. I've lost count of how many Streakers I have actually owned, but I can remember my first Streaker, 1351, which my dad built from a Jack Holt kit. It cost £522 including the sapele decking, less the sail which I later got from Mike McNamara.

Over the years various people have asked me about the Streaker. I have of course told all who would listen just what a great little boat it is. Surprisingly, some of these sailors disregarded my enthusiasm, only to discover for themselves years later that they should have taken my advice in the first place!

I am proud that the class has managed to develop into the racing dinghy we have today. Although the development road has sometimes been rocky, I feel that the boat and the class are much the better for it. Certainly the committee of the last three years, entrusted by you to look after the affairs of the class, has worked in a much more democratic way than previously. I would like to thank the retiring Chairman, Mike Rimmer, and the retiring Hon. Secretary, Ian Bradley, for all their hard work. Mike is of course still with us as Treasurer, but unfortunately we have been unable to obtain a volunteer to be Hon. Secretary. Maybe the amount of work previously covered by the Secretary is preventing a member from volunteering to take on the job. In fact, today, the principal role of the Secretary is to act as an initial contact for members and new members. Most of the contact is through email, and a lot of it consists of requests for advice on buying a Streaker and information on where the boat is sailed.



*Our new National Champion, Tom Gillard*

*Photo: Bill Strange*

The Secretary also takes minutes of committee meetings and then reminds other members of the committee when an action is required. As you can see from the list of committee members on page 8, the main topics are in general covered by those other members. The Hon. Secretary's job is not nearly such an onerous task as you might think! So if you feel you would like to be a little more involved with the Streaker than just as a member of the Association, please get in touch.

It is amazing that one of my first jobs as Chairman was to present my son Tom with the National championship trophy. Elsewhere in this newsletter is a report on the Nationals. It really was a great weekend, and we are grateful to Stewartby Water Sports Club for an excellent event, the success of which makes me feel that a return to Stewartby in the not too distant future would be beneficial to the class.

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*Chairman's message (continued)*

We have approached Pennine SC to hold the 2011 National Championships. On our last visit to Pennine in 2006, we achieved our highest ever turnout for a Streaker Class event of 60 boats. Yes, it would be nice to beat that with another large turnout – but if we could couple this with every aspect of our championship being just that little bit better than the last time, this would make the Streaker National Championship an event truly worthy of the Streaker Class.

In reading this newsletter I hope you will agree that one of the best decisions taken by the Streaker Committee has been to re-establish a regular newsletter. Presently the majority of articles seem to be written by committee members, but I am sure that if you have views, news or gossip, Hugh would be delighted to receive contributions.

Very slowly things are starting to come together with the re-writing of the class rules, and this needs to be brought into being alongside the official plans/patterns that will shortly be made available by the Association.

I have said before that we need to be in control of all Streaker Class dinghies that are being built. This is not possible if uncontrolled copies of plans/patterns are being used to construct Streakers without the knowledge of SCOA.

As I write this I am still hopeful of competing in another couple of Paddle meetings before the end of the year. Please come and support these events. There is a lot to be said for supporting each others' open meetings – it makes things worthwhile for the organisers, who perhaps earlier in the season supported your open meeting.

The committee has been considering that perhaps we should have an end-of-season event, at which the prizes for the respective area Paddles could be presented. It is too late for this year, but this is something to discuss for next year.

That's all for now. Keep an eye on the website for the latest news.

**ALAN GILLARD**

## Seven reasons not to sail the Paddles?

*Did you sail in any open meetings this year? The reasons for not taking part vary considerably, and here Ian Bradley takes a look at some of them. Are they reasons, or just excuses?*

### **It's too far to travel**

This may be a good reason. Fuel is not getting any cheaper. When I started I buddied up with another Streaker sailor from my club. This has many advantages: you share the costs, there is someone to talk to on the journey, you already know someone when you get there, and you get a benchmark – you know how well you normally perform compared to your club mate. The great thing is that in a different fleet you may find that your normal pecking order no longer applies!

### **I don't have a trailer**

If you don't fancy buying one, either borrow one or share one. Support the boat well in transit, perhaps even fitting your own trolley on to a borrowed road base. Although not a necessity, an undercover is a sensible investment to keep road grime and stone chips off your beautiful hull finish, if you have one.

### **I won't know anyone**

Sorry – not for long! The Streaker fleet is one of the most welcoming open fleets in the country, so you'll soon meet new friends. Everyone is pretty keen to help if you have a problem, and you may be amazed by the courtesy you meet out on the water.

### **It's all too complicated**

Actually the rules are exactly the same as you already use. You may learn one or

two that you don't already know, but use your common sense and you won't go too far wrong. If you do get it wrong, just say sorry and do your turns!

### **My boat isn't good enough**

Not a good reason – anyone can sail in an open meeting in any boat – and they frequently do. The first boat that I took to an open meeting was thirty years old, and that went pretty well.

### **I'm not good enough**

If this is true, it may be because you haven't been to an open meeting! It is the best place bar none to improve your Streaker sailing. You will find yourself sailing near somebody. If they get away from you why not ask them how they did it – either when you catch them up (way to go!) or on shore? Everyone loves to

explain how good they are, and then you can identify what to work on to improve your own sailing.

### **I'm too busy at home/at work**

Fair do's – life happens. But check you're not making excuses based on a different reason.

*OK, so there are lots of reasons not to go to an open meeting, but the bottom line is that you won't actually know if you will enjoy the experience until you try it. A final word of caution – its actually great fun, and you may become addicted.*

**See you out there next year!**

**Ian Bradley**

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## Streaker National Championship 2010



Our 2010 National Championship was held at Stewartby Water Sports Club in Bedfordshire over the weekend of 12/13 June. The event was sponsored for the third year running by Noble Marine and attracted a total of 48 boats from as far afield as Scotland and the south coast of England.

As is now the norm for the Streakers, a training day took place on the Friday before the main event, ably conducted by Steve Cockerill and Ian Bradley. There was much activity on the measurement side, and Alan Simmons was kept busy weighing boats and measuring sails.

Stewartby had arranged for the whole of the water to be available for the Streaker Nationals, with no powerboats disturbing the peace or creating unwanted wash. A triangle/sausage course was set, with the finish adjacent to the leeward mark for quick race turnaround. Unfortunately the wind direction on Saturday meant that the upwind leg was across the lake, giving a relatively short beat, and the wind was very variable in direction and strength. For the first time in three years, however, all scheduled races were sailed.

**Race 1** started at the first attempt, with those boats at the pin end making the best start. Mike Hanes took advantage of the swing of the wind to the port side of the course to round the first mark with a comfortable lead. Not comfortable

enough – as lying in 2nd was Tom Gillard, who closed Mike down on the downwind legs before taking the lead up the second beat. Tom and Mike held their positions to the finish. Behind, Steve Cockerill (sailing with a broken wrist) had been steadily improving his position in the race, but an error going for a fifth lap when the leaders had already finished enabled Chris Catt to claim 3rd.

**Race 2** was eventually started under black flag. Maybe it was the chocolate cake at lunch that upset the Streaker sailors' concentration at the first attempt. When we did get going, Dave Smith was leading over on the starboard side of the course, looking good on a starboard shift in his lime green Streaker (what was he thinking?). The shift was also enjoyed by Ian Jones and Steve Cockerill.

Closer to the windward mark, Tom Gillard had managed to play a couple of shifts himself, enabling him to cross Dave, Steve and Ian and round the first mark in the lead. This was the last that was seen of Tom, who did a horizon job on the rest of the fleet. Dave Smith held on to 2nd place for a couple more laps but eventually Steve and Ian out-shifted him on the penultimate beat. Tom won from Steve and then Ian, Dave finishing a well-deserved 4th.

**Race 3** was sailed back to back with Race 2. There was a major shift on the first attempt so again the fleet got away at the second attempt, although not under black flag this time. We were getting used to the sight of Tom Gillard's transom by now. That's the way it turned out, although Tom had left himself open on the second beat when the wind disappeared and filled back in again just where Ian Jones happened to be. This reduced Tom's lead for a while, but he still won comfortably. Ian claimed 2nd by a good margin from Chris Catt who had worked his way through the fleet.

Day one over, thoughts turned to the footy later that evening. Stewartby had arranged for a big screen in the bar so we could all cheer on our boys against the USA. A full-on Hog Roast was on the menu, ample was served and eaten with relish, washed down with the local brew. The evening festivities were completed by a quiz in the bar.

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*A clean pair of heels: Tom Gillard (1717) shows the rest of the fleet how it's done.  
Photo: Robert Finch and Karl Pountney*

On Sunday the wind had done a 180-degree turn, and had dropped to under a force 2. Nonetheless, the fleet got away first time in **Race 4**, the committee boat end being favourite. Robin Parsons took an early lead up a very light first beat. Ian Jones was OCS at the start but recovered well, with a quick loop around the committee boat and a tack to the right enabling him to pick up the breeze as it filled in. Not far

behind but more to the middle of the course was Tom Gillard, playing the shifts as usual to eventually round the first mark just in front of Robin and Ian. Tom did well to hold his lead down the next two legs as the wind filled in. Robin got swallowed up by a group, but Ian managed to stay out of trouble, enough for him to establish 2nd as he rounded inside Paul Burgoine and Alan Gillard at the leeward mark. The wind was starting

to establish itself a little more as the race progressed. Chris Catt pulled through to take 3rd behind Tom 1st and Ian 2nd.

In **Race 5** the Streaker fleet forgot its manners – too many boats reaching down the line caused a general recall. Under black flag the race got away at the second attempt. The wind had started to increase to a good force 3. Steve Cockerill made the best start, although also looking good were Robin Parsons and Dave Smith. Even so Tom Gillard was making sure he was to win all five races, leading around the windward mark and doing another disappearing act. Ian Jones pulled through to finish 2nd, and Chris Catt claimed 3rd.

The Streaker Class has gained a new National Champion. In winning all five races, Tom Gillard not only mastered the tricky conditions but showed he had boat speed to spare. The Streaker Class, however, can be proud of the quality of racing throughout the fleet.

We are most grateful to all at Stewartby Water Sports Club for the hard work and hospitality extended to the Streaker fleet.

**Alan Gillard**

## 2010 Streaker Nationals: trophies presented

- 1st Overall – **Tom Gillard** (Sheffield Viking SC)
- 1st Over 45 – **Steve Cockerill** (Stokes Bay SC)
- 1st Over 55 – **Dave Shuster** (Deben YC)
- 1st Over 65 – **Dave Smith** (Welton SC)
- 1st Over 75 – **Geoff Town** (Broxbourne SC)
- 1st Lady – **Ruth Baker** (Deben YC)
- 1st Silver Fleet – **Peter Collier** (Bartley Green SC)
- Altogether Shield – **Deben YC**
- Most improved – **Michael Hanes** (Deben YC)
- Concours d'élégance – **Hugh Ambery** (Blakeney SC)



*Photo: Robert Finch and Karl Pountney*



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## Scottish Streakers!

*Ruairidh Campbell would like to see more activity north of the border – and he is doing his best to ensure that it happens.*

This was the inaugural year of the Scottish Streaker travellers. The idea was to raise the profile of the Streaker class within Scotland. It was quickly established that we had four boats that were willing to travel, and so attending each others' home regattas became the 'Scottish Streaker traveller series'!

On the calendar for 2010 we have had:

- The Scottish Streaker Championships
- A traveller event at Bardowie Loch



*Ruairidh Campbell at North Berwick SC. Photo by kind permission of Derek Braid (www.braidimage.co.uk)*

### The 2010 Scottish Streaker Championships, Helensburgh SC, 14–15 August

The event was set over a weekend with three races scheduled for each day. The course was windward/leeward with spreader mark. Five boats competed in the event, with one travelling 200 miles to attend! Saturday started off with light winds due to the large high-pressure system sitting over Scotland. The light wind in the morning disappeared by the intended start time and racing was abandoned for the day. The Saturday evening barbeque was blessed with sunshine and enough wind to keep the Scottish Midge at bay.

Sunday dawned with sunshine, light winds and a strong flooding tide. Racing got under way in a very light wind and strong tide. This made for an interesting time trying to hold position on the start line. Paul Noble got away cleanly and built up a lead on the beat followed by a closely spaced pack. Bob Woodruff rounded the leeward mark in second place behind Paul but missed the shortened course signal and sailed to the far end of the line, allowing Ruairidh Campbell to take second. Derek Braid came fourth and Dave Normington was fifth.

A steady force 2 breeze filled in while the last boats were finishing and the officials reset the race course. The start of the second race saw Derek taking a daring port flyer start but he was caught out by a starboard boat. He recovered well to finish fourth. Paul again built up a commanding lead and finished first. The finishing order for the second race was exactly as in the first: Paul, Ruairidh, Bob, Derek, Dave.



The race officer and team did well to get a third race under way before the time limit. This start saw all boats on starboard heading up to the windward mark. On the final approach to the windward mark Paul just managed to tack underneath Ruairidh and lead round the mark. Paul finished first and took the championship with an impressive three wins, Ruairidh finished second overall with three second places, Bob and Derek tied on points but Bob took third on highest placed finishes and Dave finished in fifth place.

### Bardowie Loch (Clyde Cruising Club), 11 September

The travelling boats arrived to find the loch calm and glassy. After unpacking the boats, bacon rolls and coffees were demolished while we awaited the briefing. As forecast, a steady force 3 built up and racing got under way. The first race saw Ruairidh Campbell lead off the line and after some tussling with Paul Noble at the leeward mark he held the lead to take first with Paul in second and Dave Normington in third.

The second race got under way immediately after the first in a good force four gusting five. Paul was unfortunately forced to retire with a back injury, which left Ruairidh and Dave revelling in the stronger wind. Ruairidh took first with Dave second.

Racing halted for lunch of soup and rolls and then it was back out for some more action. The increased wind stayed for the third race but then calmed down to a force 2 during the fourth race. Ruairidh won the event, with Dave in second and Paul in third place.

### Next year

On the calendar we have the following dates, all to be confirmed with the host clubs. All are welcome to join us for any of these events, and feel free to get in touch!

Date	Event	Location
2 April	Bardowie Opening Regatta	Bardowie Loch, Glasgow
4 & 5 June	East Lothian Regatta Open Event	North Berwick
13 & 14 August	Helensburgh Regatta	Helensburgh

**Ruairidh Campbell** (ruairidhcambell@yahoo.co.uk)

## WAVE sail: the rules

At the 2010 Streaker Class Owners Association AGM a proposal was put forward for a standardised smaller storm/racing sail to be known as a 'Wave sail'. The proposal was approved by the members present. Below are the new rules governing this sail and its use on a Streaker Class dinghy. A full copy of the updated rules will shortly be added to the website.

### 10.2 'Wave' sail (smaller storm/racing sail)

*The Wave sail is a smaller sail standardized in size for use on all Streaker Class Dinghies.*

- i.* The dimensions and design of the Wave sail are the property of the SCOA. General details are shown in **Diagram 4**.
- ii.* The detailed specification for the Wave sail shall only be made available to SCOA approved sail makers. *(The Wave sail shall only be available from approved sail makers Sail Register and Rooster).*
- iii.* The identifying sail number attached to the Wave sail shall be the registered number of the Streaker.
- iv.* The sail shall be white in colour.
- v.* The Wave sail shall have a blue wave across the sail from luff to leech as its identification and class insignia and may say 'WAVE' above the insignia.
- vi.* A window is permitted, of clear plastic with the height not greater than 300 mm and the length no greater than 900 mm.
- vii.* No changes shall be made to the Streaker spars as supplied by the spar manufacturer to facilitate the fitting of the Wave sail.
- viii.* The Wave sail shall be set on the existing spars. The tack of the Wave sail shall not be set lower than the upper edge of the lower mast band.

### 10.3 Use of the Streaker 'Wave' sail

- i.* A Wave sail may be used as an optional alternative to the current standard Streaker sail as specified in **Rule 10.1**.
- ii.* A Streaker competing at SCOA events will be allowed to sail with either a standard sail or the Wave sail.
- iii.* There shall be no handicap rating used for either standard or Wave sails at SCOA events.
- iv.* The decision to use the Wave sail or standard sail is at the sole discretion of the helm of the Streaker competing at an event.
- v.* The Streaker Class Owners Association recommends a trial **PN handicap rating of 1190** for use in club handicap races.

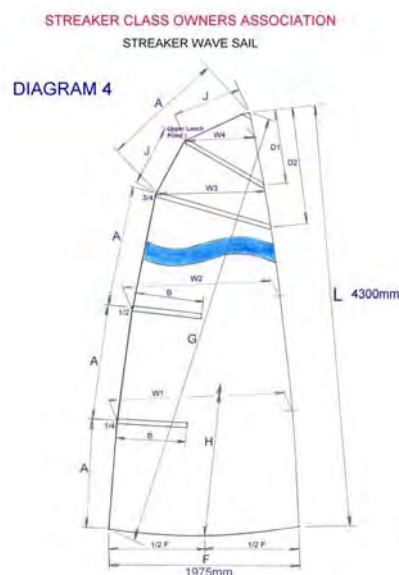



Photo: Chris More


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## Join the 'After You' Brigade!

*For some unknown reason, the author of this article wishes to remain anonymous*

What sailing needs are experienced sailors with objectives other than the sole one of winning – sailors who make it their business not to become better, not to become good. In fact, sailors who are and who intend to remain in the 'After You' Brigade.

Being in the AYB offers considerable advantages. The AYB sailor still gets his fresh air and exercise, but in a hassle-free way, a real escape from the working week. He or she makes more friends and spends less money than a 'Hot Shot', and still gets the pleasure of driving his or her Streaker as fast as he or she can. Instead of the occasional satisfaction of winning, he or she gets the satisfaction every time of having contributed to the success of the race as a whole.

Don't think it's easy, however. It requires willpower, and the proper objectives must be kept constantly in mind or regression sets in. No, not regression – progress. For example, time brings improving boat handling and increasing confidence; these take the edge off your natural aggression, so that eventually you may unwittingly become a Hot Shot – if you're not careful.

First you must adopt a proper attitude of mind. Abandon selfish dreams of covering your sideboard with trophies. Your overall purpose, your mission in Streaker sailing, must be to keep up the numbers of people sailing Streakers.

The first specific objective should be to attend every club race in the season. This helps swell the crowd of people at the waterside dressed in fancy sailing gear (but you should never wear such uncomfortable items as sitting-out shorts), which maintains the right atmosphere of interest and importance.

Arrive in the dinghy park early, and encourage other sailors as they arrive that it is going to be an excellent day's sailing. Avoid filling your mind with thoughts of winning. Keep your car boot full of tools, burgees, shackles, spare lifejackets and the like, just in case fellow sailors have been forgetful. The delay while you 'lend' these out will help you to keep the also-rans company. In the course of a season your bits and pieces will

make a definite impression on the average number of entrants per race. It will cost you a pound or two, but you'll get it back in the form of the odd pint at the bar.

Offer to collect fellow competitors' launching trolleys as they launch. Being last to get out there will avoid the throng of boats jostling for position on the line. Sounds easy? No, it will be an achievement of which you can be proud if you constantly give priority to your overall purpose. At this stage, just aim to get to the start line before the gun. Once there, again try hard not to focus your mind on winning. There will be plenty of others ready for the blast of war blowing in their ears, sinews stiffened, nostrils dilated. Remember, you're trying to provide some counterbalance.

Hold back on the line, and wait for the Hot Shots to get clear. Then concentrate on boat speed until an opportunity arises to encourage those who need it – the less experienced, or those with a disability such as natural courtesy, arthritic knees, or a poor old boat.

When one of these seems petrified on port, deaf and blind, when you're on starboard, refrain from ramming him or screaming 'Starboard!' as if it were an insult. Seek him out in the club house afterwards, buy him a drink, and offer to lend him your rule book. If you spy a green youngster with his kicking strap too loose, or trying to pinch up too high, go near and make a friendly suggestion. Next time he sees you sweating to haul your boat out the water, he'll rush to help.

Coming into the gybe mark is where you can really live up to the AYB name. Hold back, and allow your fellow sailors to have room. Never hail 'water', but be courteous with a polite 'after you'.

If you are going to finish miles in front of the next

guy, slow down; let him think you've had a struggle to beat him. He'll think you and he are great sailors – he won't even notice you were the last two to finish.

Don't be afraid to capsize – in fact do it frequently. Besides helping you to keep the tail-enders company, it will help them to be less discouraged by their own capsizes. Perhaps they'll get things in a better perspective, and cease to view the possibility of a capsize as a disaster and the actuality as a great disgrace. Point out to them those other classes who spend more time swimming than sailing, who view a capsize as a loss of speed and a small increase in the normal degree of wetness.

Don't worry if you come in last. You will have greatly encouraged the last-but-one, perhaps ensured that he or she will enter again next week, perhaps saved him or her from giving up sailing altogether in despair.

When you have come this far in your re-education as a member of the AYB, mind you don't get a stiff neck from the weight of your halo.

Don't spend money on go-faster gear. It might work! Be particularly careful not to buy new sails – besides

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*'After You' (continued)*

being expensive, nothing improves boat speed more. You may spend a small amount of money on making your boat more comfortable and convenient. This not only makes sailing more pleasant, it also adds weight to the boat, improving your chances of a modest position at the back of the fleet.

Last off the water should ensure that

you are still in your sailing gear when it comes to volunteering to help put away the rescue boat. You will of course have missed the privilege of a hot shower – all in a day's work for the AYB.

But fear not – you will go on to win the occasional race. Hot Shots are like sheep that follow each other around totally the wrong course, you

being too far behind to tell them.

Take pride in your new-found ability to succeed as an AYB sailor. You will be respected by other sailors and club members as not just somebody who makes up the numbers. But always look on the bright side – you did not have to kiss the Commodore's wife, like the Hot Shots at the prize giving. Not in public, anyway.

## SCOA Committee 2010/11

Alan Gillard – Chairman and Technical Officer

Mike Rimmer – Treasurer

Nick Lovell – Membership Secretary

Hugh Brazier – Newsletter and publicity, Dinghy Exhibition coordinator

Dave Metcalfe – Northern Area Paddle series organiser (along with Peter Tyerman)

Geoff Town – Southern Area Paddle series organiser

Matt Whitfield – Committee member



*A new venue for an open meeting in 2010: Yorkshire Ouse Sailing Club. Were you there? If not, see page 2!*

*Photo: Mike Craggs*

## Where's Freddy?

Some years ago the Streaker Class had its very own mascot, which seems to have been misplaced over the years. 'Freddy Bear' was presented to the Association by Mr Streaker – George Robinson – in 1986. Freddy was sailed for at a special open meeting every year until he was lost. Anybody know where he is?

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## Streaker Nationals 2011

Pennine Sailing Club, 25/26 June

It's official! Next year's National Championships will be held at Pennine Sailing Club over the weekend of 25/26 June, with the AGM on Friday 24 June. Further details in the January newsletter – or keep an eye on the website. Last time we held our Nationals at Pennine, in 2006, 60 boats took part. Let's see if we can beat that record!

The **Streaker Newsletter** is published three times a year, in January, April and October. Deadlines for submission are 15 December, 15 March, 15 September. Please send contributions to [newsletter@streaker-class.org.uk](mailto:newsletter@streaker-class.org.uk) or to the editor, Hugh Brazier, at 9 Moor Lane, Strensall, York, YO32 5UG.



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