

The TYSON TROPHY for 10 Raters.

Stephen Crewes. Historical Person ARYA. 2006

Around 1973, Model yachting in Australia was coming into an era of radio control. The Australian Model Yachting Association (The AMYA) was at that stage doing all it could to stop the advancement of racing R/C yachts in this country. This phenomenon was not only happening in this country, for it was also happening in the USA, at the very same time with their MYRAA and for the very same reasons.

Radio control units were getting better and better all the time through this period, till about 1972 when the early proportional R/C sets started to appear. All of a sudden the realities of practical fleet racing became available to us here. The people who ran the organization in Australia, were quite happy to let the vane racing prevail as had happened for the previous 20 odd years. They were not looking to what was on the horizon, on what was going to happen to our sport in the near future. Now, I would not get too complacent here shipmates, you might think it was as plain as the nose on your face this was going to happen and soon.

10raters of Newcastle



Well to some it was all about the 'purity of the sport' in their eyes and if it did not have a vane on the transom, then it wasn't "real" sailing on their ponds. This stalling on the part of the national body was a bit like King Canute trying to hold the tide back.

Vane sailing was all about having acquired skills in setting a boat up to perform in a pre-arranged way. You set your vane to 27 deg for a windward beat and pulled the sails into the numbered line on the booms and away you went, if you lost the race with your opponent then

you would finely re-adjust again. The science of it all was in knowing when to adjust and by how much.

You would not think there could be so much argument over placing one little servo on a rudder tiller. There were many bitter 'ongoing' arguments on this R/C question. The main combatants in these arguments were George Middleton, the then AMYA Secretary, The President, Ron Dunster and a few others in powerful positions including the MSPBC of SA. Ranging against these were the Sydney Model Yacht club, Northern Mariners and the Tasmanian R/C clubs. The sticking point was the Lake Macquarie Model Yacht club, who wanted to do something entirely different again. Albert Park Model Yacht Club who had the final solution. The AMYA who said it was not going to ever happen!

It got to the stage where this R/C group of clubs was dissatisfied with the outcome that the AMYA had decided upon, namely no R/C yacht racing in National Events. The AMYA knew they could not stop individual clubs from practicing this form of the sport in their own states. But they could certainly stop them having R/C in the National events.

This bitter confrontation continued for some time. It all raged around having a pintle and vane, verses a servo and battery on the transom of a boat, till it was decided by the Sydney Model Yacht Club, the Northern Mariners and the Tasmanian clubs that the only way forward was to do their own R/C National Association. So they did just that and called it the Australian Radio Control Model Yacht Association or ARCMYA in June 21st1974.

Just before this happened, in early June 1974. The then Secretary of the Albert Park Model Yacht Club, Barry Fox, sent a letter (snail mail) to the AMYA secretary (George Middleton) imploring the Association to stop ignoring these clubs who wanted to run R/C events and to act on bringing these R/C clubs back into the AMYA. Barry said the Albert Park club would be hosting the National Vane A Championship event in December 1974 (the classes in those days had separate nationals) and at the same time they would like to have the National Q class (radio A class was known as Q class then) event for Radio Control at their venue as well. So that both types of sailing could happen but they didn't know anything about R/C racing and enclosed a map of the venue; showing how they were going to do it. This was the catalyst for bringing it all about for the Albert Park Club was a vane club.

The Lake Macquarie Club (NSW) got involved to help Albert Park Model Yacht Club (VIC) with expert advice to run the first National R/C event.

Just going back to the later part of 1973, the then Publicity Officer of the SMYC, Ray Bennett, organized a R/C regatta between the Sydney clubs and the Newcastle club under the banner of the ARCMYA. This regatta was so professionally done that all involved took heart and wanted to do it again, and soon. The trophy for the event was called the Nock & Kirby Trophy. Nock & Kirby's was a large Hardware department store in Sydney, Ray had some contacts there. This showed everyone we were capable of running a big event.

The friendship between all the NSW clubs continued and the Tyson Family of the Northern Mariners (Note* NM didn't sail 10 raters at that stage) donated a large silver plate trophy to promote racing between the 10 rater clubs of Sydney and Newcastle and to be called the "TYSON TROPHY". (I was there at the presentation). Phil Tyson's (who incidentally sailed A's) father and family presented it on the third event that was held. (# Note) There was

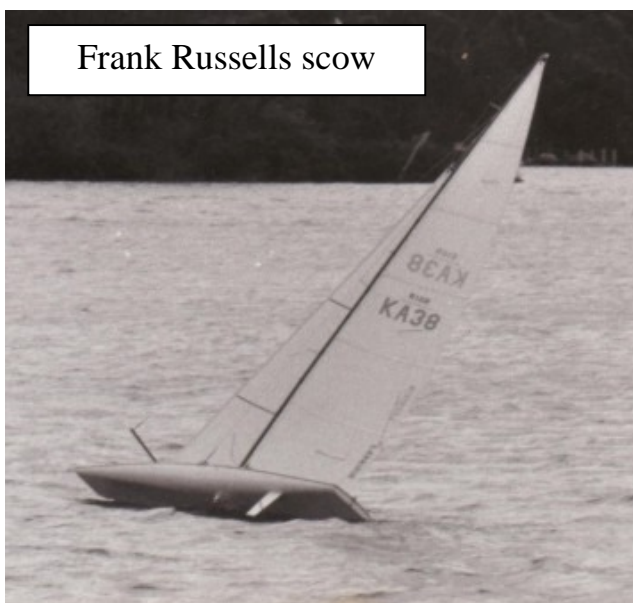
no Central Coast club at that time, when the Tyson Trophy first started. The first winner of the Tyson Trophy was, I believe, Trevor Watts (LMMYC) sailing 'Top Cat' KA40.

The newly formed ARCMYA quickly got into stride and started a newsletter called "Round -the - Buoys"; (I managed to secure a copy for our ARYA archives). This did much to further the new body's aims. They also organized their own registration certificates, organized events in R10R, RA and RM classes. The New Associations procedures and objectives paralleled the full-size yachting movement.

The ARCMYA members, (for they were all individual members), were sent Racing Rules, Rating rules and all the other stuff that they had been trying to get out of the AMYA for years, in one fell swoop.

So you may ask, dear reader, where are they now? Well when this all happened, (the rival organization) The AMYA, suddenly got a wake- up call from the Albert Park club, who said the (AMYA) were going to lose a great slab of members. The Americans actually lost their MYRAAA (vane) organization completely to the new lusty AMYA (R/C USA). MYRAA actually appealed to the International World body to have them, (the AMYA), stopped in their country. That's another story.

Well it all eventually 'Jelled' with our national body. I was reading through letters of that period some days ago, To find a couple of letters on this very subject from the then Secretary (George Middleton), writing to the (AUS) AMYA President and saying that he had actually got the ARCMYA to rejoin the AMYA again (circa 1975). That the AMYA would agree, (he mentioned "reluctantly") to place R/C racing at the National Championships. The ARCMYA rejoined en-mass, for as far as they were concerned they had proved their point. Ray Bennett quickly became the AMYA publicity Officer. He arranged some far reaching effects that were to benefit R/C sailing in advertising for many years to come in our sport. Including designing a motive for NSW (that appears on the NSW web page). Producing a beautiful handout brochure. Ray at this time was a highly rated advertising person throughout the World.



This outcome put all the R/C skippers in the position of getting a head start with our AMYA, and you all know the end results?

Vane sailing, at a national level, died within 12 months in Australia (circa 1976-7). Lets hope the next time the writing is on the wall for change, we see it?

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