

The Mirror Class Dinghy[©]

Reg. Des. No. 909370.



All the joys of cruising. Get away from it all. Glide over sun-sparkled water on a lazy afternoon. Beach on a little island where no one is. Picnic. Drift back to the shore in the sunset. Cruising in the Mirror dinghy is so easy. You just put the mast in its forward position—run up the mainsail—push off from the shore for a day's outing. With the family aboard if you like. Even if you've never sailed before, you can take it easy. She practically sails herself, when the mast is in that forward position and you're under mainsail only. There's nothing to do, just the scenery, the fresh air, the sun, the sky . . .



Unlike a lot of kit boats the Mirror dinghy is supplied complete with racing rig. **All the thrills of racing** are yours at no extra cost. Step the mast in its second position—run up the mainsail *and* the jib and you have a taut little boat that'll slice through the water and handle like a thoroughbred. In racing rig this snub-nosed rascal shows her true colours. And small wonder. She was designed by Jack Holt and Barry Bucknell, men who know how. Thoughtfully planned to suit both the beginner and the expert. And if you should make a mistake, there's no worry. She's got built-in buoyancy. If you fill with water, you can still sail to shore safely.



All this could be yours



Go anywhere. Do as you please. The Mirror dinghy is for the free and easy. Chug around with a little outboard doing all the work. Or take some exercise and row. Every corner of the country has a piece of water just begging for you to enjoy it. Go fishing where no one else can go. Explore the river that's so pretty from the car. **All the fun of messing about in boats** is yours. And when it's over, when you've been bronzed by the sun and are feeling fresher than you've ever felt on land, you'll have your own tall tales to tell to the lubbers who stayed ashore. "There's nothing—absolutely nothing—half so much worth doing as simply messing about in boats."



She weighs less than most wives ! At 98 lbs ready for rigging the Mirror is a *true* car-top dinghy. Two people— or one extra strong man—can push the boat up onto *any* car. The smallest kind will do. You can sail at a different place every weekend when the getting there is so easy. A special roof rack makes it extra easy.



WHY?

Why a Mirror dinghy? Well, down through the ages the British have been a seafaring people. Sailing is in our blood—in the very fibre of our character. Self reliance, leadership, quick thinking, a sense of responsibility, these and many other benefits go to those who sail on the water. Until recently, however, only the wealthy have been able to get the health and happiness that a good boat brings. We at the *Daily Mirror* thought that thousands more could and would take to the water if a really low-priced boat were available. Nowadays, people have the time to go sailing . . . and sailing's popularity has grown and grown. And we thought a good boat *could* be really low priced if it used new materials, some new construction methods . . . and if the *Mirror* sold it in unheard of numbers. We decided to put a Mirror dinghy on the market. But what sort of dinghy?

WHAT?

We decided what we needed was a boat that was big enough for the average family to go cruising in, light enough for one man to lift, small enough to be carried comfortably on top of the smallest car. The boat had to be easy to sail—so that a beginner could take her out in safety—yet when in racing rig she should entertain experienced yachtsmen. In kit form, we wanted something simple enough for a teenager to assemble with perfectly commonplace tools. She had to have all those features and sell—complete with sails and oars—for a price lower than any other boat on the market. Who could fill an order like that?

WHO?

The *Mirror* asked the staff at *Yachting World* to handle the project. They had built several other boats to specifications almost as tough as these. And, because simplicity in construction was so important, we called in Barry Bucknell, a famous TV handyman. Of all people, he knew best what the average man could do with his hands. And he had worked on a revolutionary new method for building small boats. Then Jack Holt, one of the world's foremost yacht designers, was asked to take this method of construction and use it in a design that would suit all our requirements. Working together, this team succeeded.



Barry Bucknell, Jack Holt and Donald Heyman, Editors
And they added a few extra features ; the red Terylene sails, for example. No one had dreamt you could get that sort of feature into a low-priced boat kit. And the car-top carrier ! And the finance arrangements ! Then when all the details had been worked out, and three prototypes had been built, test after test was carried out on the boat. They tried to sink her. They had schoolchildren build her. But she passed every test with flying colours. The price test included ! How did they do it ?

HOW?

Remember, we said schoolchildren can build this dinghy. And the thing that makes the Mirror so easy to build is the same thing that makes her strong—and low in price. It's her remarkable method of construction. It's simplicity itself. Barry Bucknell used the oldest boat building method known to man : sewing. The Vikings used it on their ships. The Polynesians still do. They "stitch" the skin of a hull together—then waterproof all the seams. Barry Bucknell took this idea and applied it to dinghy construction. The photo story shows you how.

As soon as you buy a Mirror dinghy—or build one according to instructions—you can have her measured for racing, and join the Mirror Class Association. Among other things, it helps members meet each other, provides low-cost insurance coverage, and sponsors races galore !



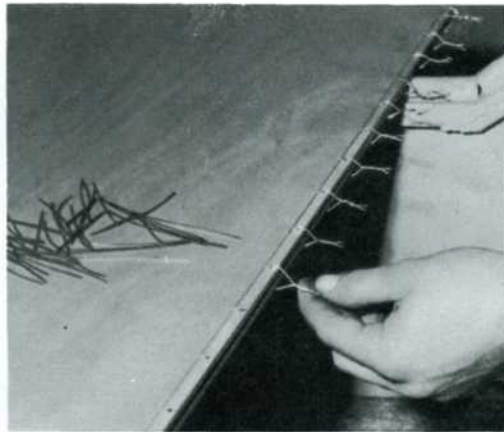
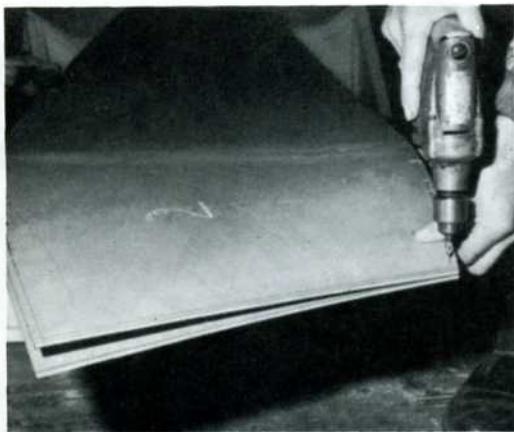
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The Mirror Class Dinghy ©



All this could be yours so easily

Just a small down payment and a Mirror is yours—ready for the water. That's the simplest way of getting in on the fun. Of course if you *must* consider the cost, you can buy an unfinished Mirror and do the painting and varnishing yourself. You save quite a bit when you do that, but over half the people who buy Mirror dinghies do *everything*. They build them from the ground up. From the kit. It's easiest for the pocket, and the easiest job you've ever tackled. "All I used was a drill, a pair of pliers and two sons." That's how one man says he did it. And he didn't exaggerate very much. Though you don't *need* two sons. A group of nine schoolgirls completed the hull at an exhibition in eight hours!! We find most people take about a hundred man hours to put a kit together. About one month of evenings and weekends. The "Stitch and Glue" method is what makes it all so easy and fast.

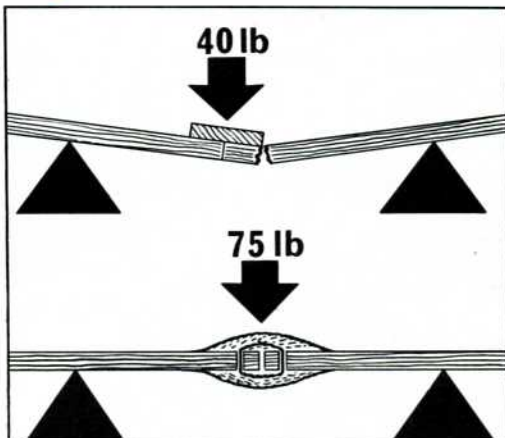
L.O.A. 10' 10" Beam 4' 7".
Weight, Hull only 98 lbs. Con
ft. Foresail 20 sq. ft. Mainsail
on mast and loose foot. 3 Bat
Hull 5mm pre-shaped ply pan
and tanks bonded both sides
1 Buoyancy tanks 2 Centre
rudder 5 Tiller 6 Tiller exte
mast stop 9 Mast 10 Boon
13 Fairlead 14 Shroud plate
16 Gooseneck 17 Dry stora



(1) While holding two pre-cut pieces of plywood together you drill holes along the edges to be joined. If you don't have an electric drill, a hand drill will do fine. (2) With the edges lined up, you "stitch" the two pieces of plywood together with short lengths of copper wire. When the six major parts of the hull have been stitched together, it already *looks* like a boat!



(3) Now you cover the inside of the joints with resin. Before the resin dries, glass fibre tape is laid in it and over the joint, then covered with another layer of resin. (4) Turn the hull over again and cut off the twisted ends of the copper wire. The wires were just temporary fasteners, they've done their job, the resin



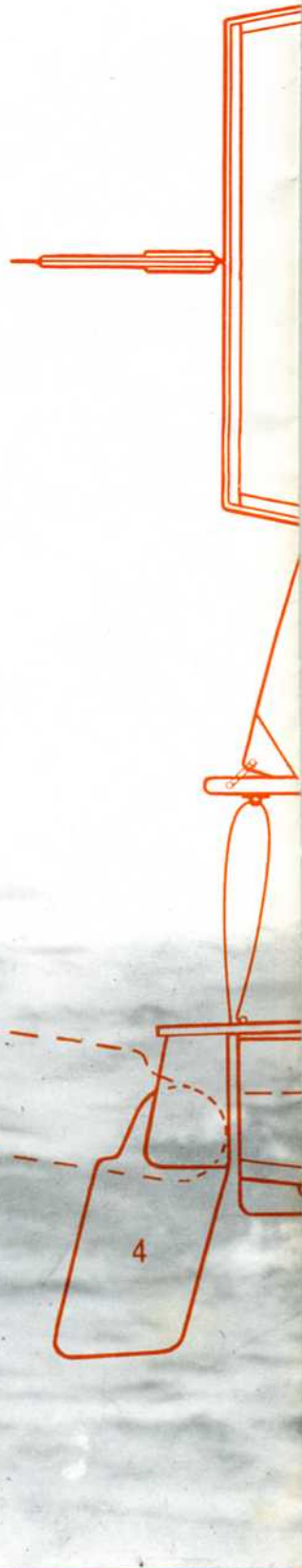
(5) Smooth the outside of all joints. Cover them with resin, then glass fibre, then resin again. That's all there is to it. The hull is ready for sanding and finishing. (6) The joint you have made is stronger than a conventional one. In fact, it has almost *twice* the failing strength! It holds the ply on both sides—and by its very design, adds rigidity to the whole hull.

asked the Timber Research and Development Association to test our glass fibre and resin joint. They compared it with the joint normally used in dinghy construction—i.e. a softwood batten glued to the inboard side of the ply with a urea formaldehyde adhesive. Tests proved what we show in our diagram. The various samples of the wood-batten joint had, on the average, just about *half* the failing strength of the Mirror joint. 41.45 lbs per $1\frac{3}{4}$ " width compared with 75.23 lbs per $1\frac{3}{4}$ " width for the Mirror joint. And that's not all. Further samples of both joints were steamed for six hours at 15 lbs per square inch pressure. The *tensile* strength of the Mirror joints after this was 478 lbs per inch width. The wood-batten joint fell apart because the urea formaldehyde adhesive had lost all its strength. *Without* steaming it had a tensile strength of 350 lbs, while the Mirror joint held under 900 lbs!! So you can see—when we say it's strong and will last—we mean it.

Mirror Class Dinghy Building Instructions



(7) Now if you don't understand this "Stitch-and-Glue" method—don't worry. The Mirror kit comes with complete and fully illustrated step-by-step instructions for building. (8) When she's finished, you can get a Certificate of Measurement for her from the Mirror Class Association, the fastest growing class association in the world. A certificated boat keeps her value over the years!



Mirror Group Newspapers reserve the right to make modifications to specifications and constructional details given in this brochure without previous notification.

ete 135 lbs. Sail Area, Main 49 sq.
f runs in sail-track on gaff, laced
s. Foresail taped luff 5 hanks.
. All joints including deck
ith glass fibre tape and resin.
ard 3 Thwart 4 Retractable
ion 7 Footrest 8 Forward
11 Gaff 12 Rowlock
15 Sail batten

