

WEST WIND

JAN. 1981

NATIONAL
CHAMPS
ISSUE



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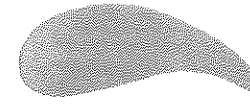
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WEST WIND

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P.O. BOX 9324, HAMILTON

VOL.1.

NO. 4.

- EDITOR JOHN VALE -

JANUARY 1981

EDITORIAL

In this issue of WEST WIND is published a supplement - a liftout Souvenir Programme of the National Zephyr Championship to be held at Tamaki on 6-8 February 1981.

The Nationals are the focal point of the 25th year celebrations and allows the opportunity of the Z.O.A. to pay tribute to the designer Des Townson and Bill Moyes who took delivery of the first Zephyr in August 1956. It must give both these far sighted gentlemen immense pleasure to see the class flourishing so energetically 25 years on. Their modest aspirations for the class in those early days did not envisage the growth that has occurred.

All who have owned, sailed or just watched a Zephyr at any time during the past quarter century are extremely grateful.

A record entry befitting the importance of the occasion is expected and with at least five boats (possibly one more) from Canterbury it will be a truly National contest.

The Z.O.A executive is aware of the cost involved and has asked a H.A.Z.O. fund raising expert to organise a raffle.

It is hoped members approached to assist will co-operate to enable as generous a grant as possible to be made to the mainlanders invasion.

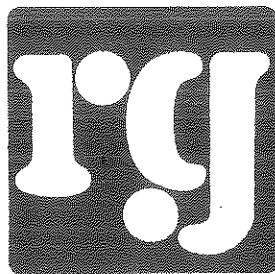
Your Attention is drawn to the PRESIDENTIAL ADDRESS which is featured on Page 6. of this issue.

PAST SECRETARY

David Brown, ZOA Secretary for the past two years is a tiger for punishment. After his retirement at the last A.G.M. he has taken on the secretaryship of French Bay Boating Club. David's untiring work for ZOA is gratefully acknowledged.

Other retired committee members from last year are also thanked for their contribution. They are Graham Findlay, Phil Pither, Brett White, Ron White and Graham Wilson. Ron (with Barbara) is still active with organising the match racing event and chasing up missing boats on the register.

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CANTERBURY CAPERS

By Rema Maynard

Have just received the December issue of WEST WIND - again a fine job! A person from an international class, which shall be nameless was heard to remark "I wish the ... had a magazine like that!!!" It was suggested that perhaps that person should change to Zephyrs. (Sounds O.K. to me. Ed.)

Canterbury have five boats organised for the 1981 Nationals at Tamaki, a mixture of 3 old and 2 new hulls. (It will be interesting for N.I. skippers to have the chance to compare the new hulls off our mould with the boats up there). Our top lady skipper, Sandra Hines, is bringing N^o. 302 Zippy, Don le Page, N^o. 4 Nutcracker, Austin Ebert, N^o. 304 Hustle and Ken Maynard, with daughter Liz Galbraith's 181 Runaway, which has been resting in the shed for 2 or 3 years while Liz has been busy producing 2 future Zephyr skippers, Catherine & Anna, and Lyn Holland who has bought Cupid N^o. 86 from Papatoetoe and will take delivery at and will sail in the Nationals. Maurice Hines, Coral and Paul le Page and Jean Ebert are also coming along for the ride.

Hope Auckland can turn on some really beautiful weather for the occasion this year.

Another new hull has been ordered - N^o. 315, Micheal McFie. Probably be next season before we see Micheal on the water. New boats out regularly include N^o. 305 Eric Jackson, 300 Jack Willcox, and 312 Heather Cullen and we are expecting one or two more out before the S.I. Champs at the end of January.

It is pretty quiet on the racing scene over the Christmas - New Year period but we hope to see a good number of Zephyrs out when things get moving again in the New Year.

PORTHCOMING EVENTS

SOUTH ISLAND CHAMPS - Christchurch Y.C. 24-25 January 1981
Ak. ANNIVERSARY DAY - Tamaki 26 January 1981
NATIONAL CHAMPS - Tamaki 6-8 February 1981
WAIKATO THAMES CHAMPS - Lake Waikare 28 February - 1 March 1981
TOWNSON DAY - Tamaki 14 March 1981
AUCKLAND CHAMPS - French Bay 21-22 March 1981
WAIUKU ZEPHYR WEEKEND - 4-5 April 1981
MATCH RACING - Lake Pupuke 2-3 May 1981 (Tentative)

THE BAD OLD DAYS

Once upon a time girls used to go for a swim
looking like Old Mother Hubbard
But today things don't look quite so grim
now they look more like her cupboard.

TUNING FOR SPEED - II

By Murray Sargisson

Are all those gadgets and adjustments really necessary? Some Zephyr skippers sail with nearly everything able to be adjusted while on the water, others with the minimum of this type of gear. Before considering adjustments however, the boat must be set up correctly.

3. Mast and Stays

The chain plates are allowed to be 150mm forward of the main deck beam. In this forward position the boom will go out as far as possible and there is less interference of the side stay on the sail. With the chainplates further back, flat-run performance will be impaired. The side stays should be all wire and metal. Nylon lanyards may be inexpensive but they stretch and this allows the mast to bend sideways giving poor on-the-wind performance. Many Zephyrs have an adjustable forestay. As the wind strength increases and the sail cannot be flattened further through increased mainsheet tension, easing the forestay helps the mast to bend further if the base of the mast is held firm. It also helps rake the mast further aft which is supposed to be beneficial for windward performance. The reason for this is never fully explained but one theory is that as the mast is raked further aft and the tip of the boom becomes closer to the deck the efficiency of the sail is increased through less "leakage" of the air between the boom and the boat. On the Zephyr a substantial amount of rake is required just to get the boom horizontal. VOOKA (N^o. 118) and Kerry (N^o. 183 - 1980 National Champion) are examples of well raked masts and both boats are known as being fast on the wind.

However raking the mast aft of vertical reduces off-the-wind performance, so one usually has to compromise by setting the mast at 90° to the deck between the front stay and the mast-well, which results in the boom not being quite horizontal. It is a pity that the leech on the Zephyr sail is not another 75mm. longer as this would allow the mast to be set more vertically and all-round performance would be improved.

One bad effect of easing the forestay is that the side stays become slack allowing the mast to bend side-ways.

The adjustable forestay should therefore be used only after the traveller has been eased out and the boat is still being over-powered by strong winds. Heavy skippers, or those with flat sails may find it unnecessary to adjust the forestay at all.

4. Main Sheet Traveller

A good traveller that slides under all conditions and mainsheet tension is a must. The traveller should be either straight or convexed upwards (high in middle) so that mainsheet tension increases as the traveller is eased in the gusts. Easing the mainsheet only allows the mast to straighten, increasing draught (i.e. camber or "fullness"). An exception is the sudden very strong gust that is sometimes unexpectedly encountered. In this situation the mainsheet must be eased quickly to get the boat flat again. The best technique in most gusts when you see them coming is to play the traveller by holding the traveller adjustment sheet and easing it out (with the mainsheet cleated) as the gust hits, feathering the boat slightly into the wind if necessary and then pulling the traveller in again as the gust passes.

When using this technique you should be able to maintain your maximum hiking out position and keep the boat at the same heel-angle.

In light winds the traveller slide is set at the centre of the boat and as the wind strength increases moved progressively to leeward. The best position can only be found by trial and error as it depends on mast stiffness, fullness of sail, weight of skipper and mainsheet tension.

5. Kicking Strap

The kicking strap should be all wire between the mast and boom and be adjustable with a drum winch or lever with a minimum 7:1 advantage. A good kicking strap is essential if you want your boat to go fast when reaching. Any lifting of the boom causes the sail to twist excessively and lose its drive. Ideally you should be able to adjust the "Kicker" while sailing if you want to get it "just-right" or are unsure how tight it should be when you leave the shore. As the wind increases, the kicking strap should be tightened accordingly.

6. Outhaul

Adjustable outhauls are difficult to use when racing but are desirable because often the wind either increases during a race or the wind is stronger than estimated from the shore.

The outhaul tension should be increased as the wind increases in strength so that no crease at 90 degrees to the boom appear when beating. Off-the-wind, ideally the outhaul should be eased but I have not yet seen an effective system that allows this adjustment to be easily made from the side of the boat.

PASSENGERS HIT BY CANCELLED TRAINS.

SAWDUST, WOODCHIPS AND PAINT PEELINGS

Paddy called in the other day and reported that he had been offered a sail (to replace the one damaged in the explosion we reported earlier) for \$100.00 less 10%.

Not being too good at maths he had asked his favourite barmaid how much she would take off if he offered her \$100.00 less 10%.

He didn't buy the sail!

Talking of sails has anyone responded to Peter Lewis' ad. His sail has come to the end of its life and if he can't get a replacement he'll have to stop sailing. Why doesn't he buy a new one? You ask. He's in the middle of building a keeler, need I say more!

I guess the woodchips have been flying lately as I hear the President has a fancy new centreplate hanging in his garage - too bad you hadn't read Murray's article first Alan but you can always use it for a kidney shaped coffee table.

I'm up to my knees in shavings which my wife thinks are coming off shelves for the bedroom and no doubt a few others are up to similar tricks.

I said that in this column we would endeavour to answer readers queries and I was gratified to receive a second request for advice. (The first coming from P. Pascall) this time from "Moping Molly" who desires to remain anonymous. She asked

"Dear Zephuros, Can you help me?. In the Ladies Championship the other day a young upstart from the Starlings thrashed the pants off us all and I don't know what to do". Well dear, I'd say your only hope is to try wearing a dress. Alternatively you could try out against the boys, you might enjoy it a little more.

I'm off to help organise some fund raising to assist the overseas contingent coming up for the Nationals, so I'll see you all at Tamaki.

Zephuros

P.S. For those skippers from Hamilton and Waiuku not used to the big seas to be found at Tamaki, the following snippet from the Weiti Boating Club mag. may be useful especially on Sunday 8th February.

"Baking soda will neutralize seasickness odour, refrigeration smells and is also a remedy for indigestion".

P.P.S. My favourite barmaid would have taken my head off.

WEST WIND CROSSWORD N° 4.

By Peter Pascall

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Post your entry, together with your name and address to :-

WEST WIND CROSSWORD N° 4.,

P.O. Box 9324,

HAMILTON

by 16 February 1981

DOWN

1. Has position but no magnitude
2. Promontory
3. It is rude to ...
4. To sail into wind
5. NE by N is a compass one

SOLUTION TO CROSSWORD N° 3.

ACROSS: 1. Spuds 2. Spuds 3. Spuds 4. Spuds 5. Spuds

DOWN: 1. SSSSS 2. PPPPP 3. UUUUU 4. DDDDD 6. SSSSS

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PRESIDENTIAL ADDRESS



"The Whitehouse",
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OR

8 Craig Road,
MILFORD Ak. 9.

As from 3rd February 1981.

Depending on whether he has come or gone.

1	2	3	4	5
2				
3				
4				
5				

ACROSS

1. Popular class
2. Useful in dry weather
3. Leaf buds on potato
4. Female chooks
5. To playfully torment

WAIUKU WARBLINGS

By Alan Abernethy

The Wilson family have had a good run lately - Ross sailed Rena to take line honours in the 2nd Champ race, while Grahame in Pandora took an early lead in the Memorial Cup race and wasn't seen again until back at the clubhouse. (Guess who got greyer after that lot!). (Is that possible? Ed.)

The same Cup race saw Raffele back in the water after a long absence, well sailed by Gerrad Langham who has had previous experience in his 'P' class.

Another boat in the water recently was Zeppelin, (Keith Holborow) seen cavorting thru the waters during the Cruising race. Keith has been busy with other things lately but we hope to see him out more this season.

In another event, Wee Chips added another grey hair to some-one's head, when Kevin Dolores showed great concentration and kept Wee Chips out front for most of the race. Unfortunately Wee Chips sailed into a hole at the last gybe mark and let the red boat thru.

With the pressure going on it's a small wonder the bloke in the red boat has packed up his sailing manuals and retired to the beach to study.

(See - I said I wouldn't use your name Dave!)

HAMILTON HAPPENINGS

By Brian Hutchinson

With the National Championships to be sailed at Tamaki on 6-8 February rapidly approaching it goes without saying, the contest being the 25th year of the Zephyr class, will be a unique occasion.

The organisation for the event has been in hand for sometime and has involved several Hamilton owners.

While the sailing is the excuse for getting together the social side will play a significant part of the overall activities. The official functions include a Bar-B-Q on Friday night and a Dinner Dance on Saturday. I believe that an unofficial party will be held on Thursday evening at the H.A.Z.O. Motel as an advance party will be travelling north for some pre contest practise. In fact Jim Brokenshire and Peter Williams are planning going to Auckland earlier in the week to plot the reefs.

It looks like more than 60 entries could be achieved with 30 plus from Hamilton area. Hamilton also leads the way with 21 out of 38 entries for the Auckland Anniversary Regatta.

The example of five or six entries from Christchurch and the Hamilton contingent should be an example to owners more handily placed to Auckland to enter. Waiuku and Auckland only need to muster 25 between them to hit the 60 mark!

Most of the Hamilton area and Waiuku visitors are booked into three motels in Kohi all close together so this should increase the friendliness and fun of the Nationals. I know visitors to the motels will always be most welcome.

It is often heard, particularly from less experienced skippers that "I am not good enough to compete". I can assure these people that they will be as welcome as anyone else and accepted on the water by all other competitors as being entitled to be there. The experience gained in such a contest not to mention the enjoyment on the social scene is tremendous.

So, any skippers as yet undecided, please make the effort to come to the Nationals.

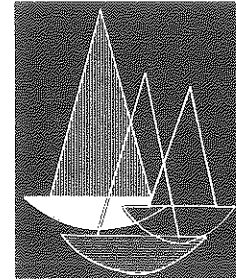
Lets hope that Mother Nature looks kindly upon us with good breezes on all three days.

STOP PRESS!

Congratulations to Kay Clapperton on purchasing the first hull off the new Auckland mould, N^o 234. Here's hoping many more will follow her lead.

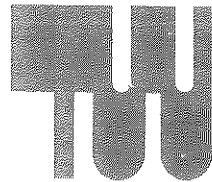
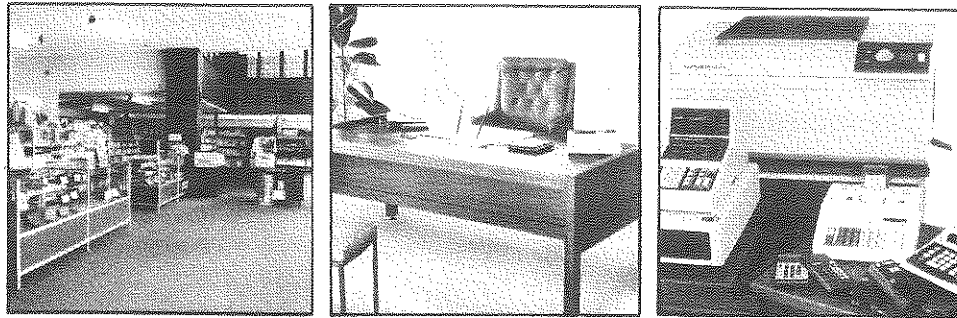
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