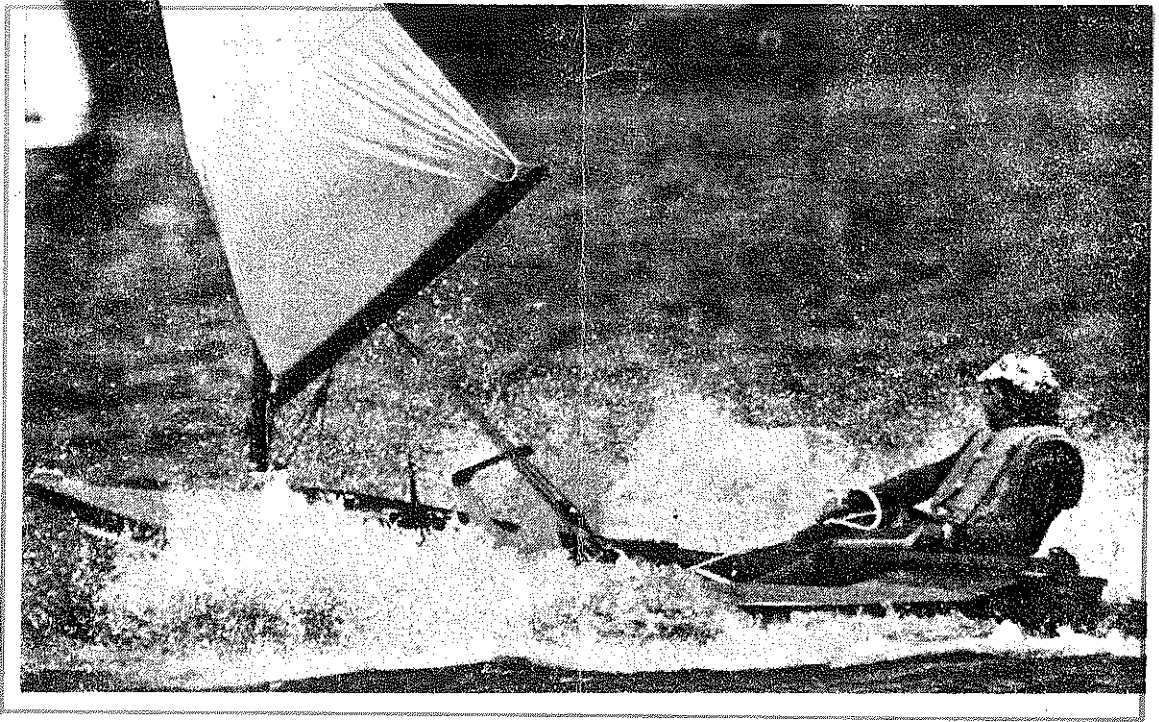


JULY 1982



West Wind



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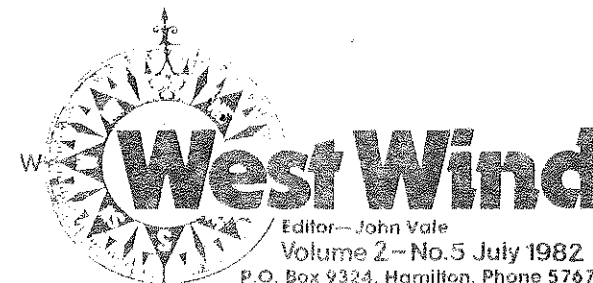


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Editor—John Vale
Volume 2—No.5 July 1982
P.O. Box 9324, Hamilton. Phone 57670

EDITORIAL

In a moving ceremony at the Saturday night function at the Auckland Champs ZOA chairman Dave Thorp presented Des Townson with his Life Membership award. Des was so moved by the sincerity of the acclamation of all present that he made, for him, a rare public speech. His emotionally charged address touched every one. If we didn't know before, we now know the Zephyr is very close to his heart. Life Membership of ZOA is just a small token of thanks and appreciation from the many Zephyr owners that have derived so much pleasure from their wonderful little yachts over the past 26 years. And if he didn't know before, Des now knows he is very close to the heart of all Zephyr owners, past and present. Des continues to take an interest in the class. He will always continue to be made welcome at any Zephyr event he is able to attend in the future.

Now is the time to decide to go to the 1983 Nationals in Christchurch. NZ Railways have Strait ferry crossings on special until 18 July. If fares are paid in full before that date you will not have to pay the increased rate. How's that for incentive to act NOW.

By the way you haven't missed an issue of WEST WIND. It was planned to publish in June but as the AGM was set for 4 August it was decided to wait till closer to the date so that you wouldn't forget. It seems many readers have become anxious over WEST WIND's tardiness. We even had a toll call inquiry from Christchurch (not collect either) last week. The caller undertook to spread the good news locally that an issue was imminent so as to avoid the expense of more toll calls from other Cantabrians. Sorry to keep you all waiting. It wasn't done deliberately but it's nice to know we are looked forward to!

COVER: Captain Ladd's well known couplet, "A hiss of spray, and we're away", could well apply to Roger Walker as he 'takes off' on Lake Rotoroa, Hamilton. Roger is all concentration as he extracts the utmost from his Zephyr Solitaire and the wind. Who said it never blows at Hamilton? Photo by Trevor Bridges.

**WEST WIND is photocopied by courtesy of
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Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Zephyr Owners Association will be held at the Gold Room, Pukekohe, on Wednesday, 4 August 1982, at 8 p.m.

- AGENDA:
1. President's Report
 2. Treasurer's Report
 3. Election of Officers and Committee
 4. General Business

M.J. Walker, Secretary

Annual Report

Ladies and Gentlemen,

It is my pleasure to present the President's Report for the past season.

As a brief recap of the year's happenings I would like to mention the main items once more.

New North Island hulls launched at Hamilton and Auckland with more to come (Waiuku with a bit of luck).

The generous grant from Broadlands for past and coming season.

The moving occasion of the presentation of life membership to Des Townson.

The most memorable of them all, thanks to the unstinting work of the past president, Alan Walker, and our great supporters in the Yachting Federation and other areas in general, the granting of national status for our beloved Zephyr after some 25 odd years.

I would like to thank the committee, fleet captains, yacht clubs and my dear wife for all their support in the past year for with their help the job was made so much easier.

After some eight years on the ZOA as treasurer, committee member, treasurer and finally president, I will not be seeking reelection this coming year and will be making a complete break from the ZOA. I would like to see some new blood come forward to share the load and to bring new ideas to the class.

This coming season we have the pleasure of attending the Nationals at Christchurch and I hope to see as many of you there as possible.

Will definitely see you on the water.

1983 National Championships CHRISTCHURCH YACHT CLUB, 6 - 11 January

These championships will be the 25th class championships and the first to be held in the South Island.

The hosts are already preparing for the contest and to quote fleet captain, Rema Maynard, they intend to make sure their visitors enjoy themselves with a well run series, plenty of sailing and the opportunity of meeting new Zephyrim.

Preliminary Details

Invitation Race 5 January
Five Race Series 6 to 10 January
Day in reserve for cancellation or postponement 11 January

Accommodation

Motels, Yacht Club, Tent/Caravan Sites, Billets.
Suggested Motels: Sumner Motel (2 units available)
Arcadia Motel and Ferry Motel
both on Ferry Road have plenty of vacancies and are handy to the Yacht Club.

Please advise your fleet captain of your accommodation requirements as soon as possible.

Travel

Those intending to travel should book and pay their ferry passage before 18 July to avoid the new rail charges.
Approx. total ferry cost at present, \$308 return - includes car, trailer, 2 adults and 2 children. Doubling up on trailers will save approx. \$66 each way (the trailer cost).

Subsidy

The Z.O.A. has set a fund raising target which is expected to allow a subsidy of at least \$100 per boat. Fund raising will get underway shortly and all owners will be asked to actively support the fund raising campaign.

DON'T DELAY - DECIDE TODAY and make the necessary arrangements.

If you have any queries contact your fleet captain, the secretary, Hamilton 52572, publicity officer Hamilton 57670, or Rema Maynard, Christchurch 841286.



The place is now knee deep in Zephyrs - we have 15 at the last count. The Club is a Sunburst stronghold and one week we outnumbered them. It is interesting

to watch the differing boat speeds and to note the tape measures which come out after the races, The Sunburst group has taken some exception to the flood of Zephyrs occupying the scene and in a formal protest has declared a 200 mile radius restriction and blockade. Diplomatic talks are continuing and we are hopeful to a peaceful solution by Opening Day!

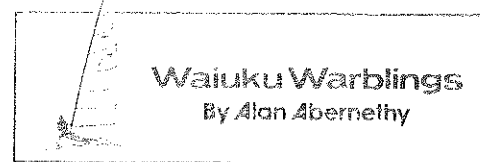
The increase in the Zephyr fleet has meant that Zephyrs will sail in their own division next season instead of with all the tupperware in the Open division. A selection of the Club's cups and trophies has been allocated to Zephyrs and the competition should be interesting.

On the Estuary in Christchurch, Pennants racing can be very exciting. There are usually about 180 or so yachts going about their own class racing. At the last mark there are Sunbursts etc. approaching from due East, Zephyrs and most others including trailer yachts from NE, all psyched up for the last quarter mile to the finish ... some skippers could tot up a dozen 720's here. Pennant winners over the four race series (three to count) this season were Peter Pascall, Katryn, 1, Austin Ebert, Zonda, 2, Sandra Hines, Zippy, 3.

Jack Willcox and Max Cullen seem to excell in winds over 80 knots and I seem to do well when it gusts up to two knots. All Zephyrs seem equal in speed downwind (assuming they are above water level). John Willocks was lucky enough to be able to choose from his stable of Zephyrs and was going very fast in Alibi. However, he has since sold Kahu (his spare Zephyr) to John Hawtin who obligingly beat him by five minutes first time out. Perhaps he sold the wrong boat? The new Zephyrs of Bertie Coombes, 310, and Alan Blyth, 306, No Idea, are in their shining glory but I had some secret pleasure in spotting a tiny paint run on Alan's boat! Heather Cullen would be our best all-round skipper. We are pleased she was married on a non-sailing day and relieved that she is going to Wellington and our placings will all move up one. Robert Glue's Charade appears able to sail directly into the wind which is annoying to the rest of us as we haven't found his secret. As he works with the University computer it is rumoured that a micro-chip is actually at the helm.

Next season we should be a well trained squadron. It seems a pity that those skippers in the offshore islands will be wasting their money coming to the Mainland for the Nationals!

At the A.M. and prizegiving the Mount Pleasant Trophy and Commodore's Trophy went to Heather Garside, Spirit Wind, (nee Gillan) and the cup for highest annual points went to Tony Cole, Jetstream. Tony also was awarded the Early Bird pennant for two sets of races which started about 8 a.m. due to tides. Jack Willcox, Pilatus, was awarded the Mark Foy pennant for Open division. John Hawtin, Kahu, just made the end of the season by gaining the Last Chance pennant. Christchurch is a bit smoggy at the moment, probably the dust from 200# wet and dry paper locally!



Closing Series was a hectic time on our little patch of water, mainly because the Zephyr visit coincided with our last Champs race which was mixed in there somewhere in the

Closing Series. It seems only fitting to pay tribute to the heart-warming hospitality of us Waiuku people. Not only are we modest but also benevolent to a fault. Who else would provide fluctuating weather and flokey winds that are guaranteed to make (most of) our visitors feel right at home. But more than that - few people would deliberately stand aside as we do, to let our visitors win so convincingly - well done Max Walker! We agreed beforehand that Dave Thorp should come second, thus maintaining a suitable balance in the results. To congratulate Brian Smith on third place would indicate that Hamilton showed themselves to be a dominating force - so I'll leave the third place getter out: but well done anyway, Brian.

Fourth was Graham Cooke (Hamilton) and Ralph Skinner was in fifth spot with Barry Mackie (Hamilton) sixth. Barry Mackie won the last race and as a consequence deservedly won the handicap series. Joy Homewood (Hamilton) was rewarded for some fine sailing by being placed second on handicap. So you can see it was a Hamilton benefit weekend.

RESULTS 1982 WAIUKU WEEKEND

Place	Name	No.	Boat	1	2	3	4	Points
1	M.J. Walker	85	Gamble	2	1	1	3	8.7
2	D.E. Thorp	83	Springbok	3	2	5	4	26.7
3	B.A. Smith	12	Cindy	8	9	2	2	35
4	G. Cooke	157	Zapphire	5	4	7	8	45
5	R. Skinner	51	Bernadine	6	6	6	5	45.1
6	I.B. Mackie	116	Frith	20	10	3	1	47.7
7	D.A. Barker	192	Ebony	1	5	11	15	48
8	G.J. Wilson	11	Rewa	13=	7	9	6	58.7
9	D.Shackleton	34	Pussyfoot	10	8	10	11	63

10	B.D. Martin	118	Vooka	17	3	14	15	63.7
11	R. Wilson	105	Pandora	7	13	4	19	65
12	J. Homewood	167	Rebel	16	17	8	7	72
13	C. van der Pol	146	Sandpiper	11	16	12	12	75
14	C.A. Barlow	40	Aroha	9	17	18	14	76
15	S.K. Smith	99	Vendetta	18	18	12	16	88
16	S.C. Cook	84	Marie	12	19	16	18	89
17	J. Brokenshire	236	Eclipse	19	20	20	10	93
18	M.C. Duncan	98	Bluestreak	4	14	DNS	DNS	96
19	J.P. Vale	53	Technique	22	15	17	20	98
20	T. Harper	22	Gae	DNS	21	15	13	101
21	P.V. Smith	63	Frantic	15	21	21	21	102
22	A. Abernethy	27	Pal O'Mine	13	12	DNS	DNS	105
23	K.C. Delores	185	Blue Max	21	23	22	17	107
24	E. Frankham	171	Tania	DNS	DNS	19	22	121
25	T.W. Hume	37	Joey	23	DNF	DNS	DNS	127
26	G.A. Main	20	Zeehaen	24	DNF	DNS	DNS	128
27	H.J. Muir	5	Ariel	DNS	DNS	23	DNS	131

So much for our attributes. Local results for the summer season:
 Handicap series:- Steven Sharp, Sandgroper 1, Sam Shackleton,
 Pussyfoot 2, Dave Thorp, Springbok, 3.
 Championship:- Dave Thorp, 1, Grahame Wilson, Pandora 2, Don Barker,
 Ebony 3.

Home building and or home maintenance has caught up with the local
 fleet. Seems no-one has time for winter sailing, but that should
 mean refreshed skippers for next season.



The Club Champs, which this year
 were concentrated into the last
 three sailing weekends of the season,
 were run in generally light weather
 conditions. The exception was the

race on Saturday, 15 May which was judged by all who participated
 to be "just as bad as the worse conditions at the Torbay Nationals -
 with the addition of really big seas!" This race saw two Zephyrs
 dismasted, two abandoned (one deliberately, the other unintentionally,
 though its skipper was able to swim to, and hang onto, No.17 buoy)
 and one suffered a broken rudder. The only survivor was Peter
 Wieringa, who completed the course without even capsizing. Apart
 from this penultimate race, the conditions were best handled by
 Bob Foster, who won the Champs convincingly in Sea Fever. Peter
 Wieringa was second in Twirre and David Brown, sailing Pinocchio,
 was third.

It came as no surprise to those who have watched his rapid develop-
 ment as a helmsman of monotypes, to learn that Russell Durrant

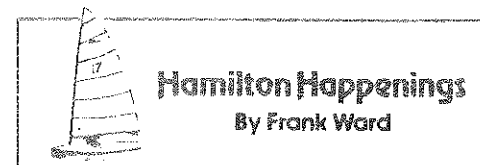
gained sixth place in the N.Z.Y.F. Youth trials. Nevertheless,
 heartiest congratulations to Russell are in order, especially as
 he was first in the under-18's, and has won himself a sponsored
 trip to Australia. Well done, Russell.

All Zephyr owners will feel deep sorrow at the death of Austin Leuty
 after a long illness. He was a life-long enthusiast of sailing and
 the Zephyr class was particularly dear to him. His funeral was
 attended by many who had sailed with him, and it seemed fitting that
 they were able to gather after the funeral at French Bay, where he
 had spent so many happy hours. Our sincere condolences go to Val,
 Clynton, Tania and Dean.

Any Zephyr skippers who are hardy enough (and whose boats, at this
 end of the season, are seaworthy enough) are invited to participate
 in the combined French Bay-Blockhouse Bay winter series. Details
 are as follows:

Race 3	Sun. 25 July	1.00 p.m. start	Blockhouse Bay
*Alternative	Sun. 8 August	12.00 noon start	Blockhouse Bay
Race 4	Sun. 22 August	12.00 noon start	French Bay
*Alternative	Sun. 5 Sept.	11.00 a.m. start	French Bay
Race 5	Sun. 19 Sept.	11.00 a.m. start	Blockhouse Bay

*The alternative dates for races 3 and 4 are to be used in the
 event of the first dates being cancelled through adverse conditions.



It always seems a mystery to me why
 the summer months should go by so
 quickly - we just get the sailing
 season under way and it's over before
 we know it. We must admit that the

last season was notable mainly for the difficulty the Sailing
 Committee had in getting through the Club Championship races. However
 get through them we did. Only five of the scheduled seven races were
 sailed. As it was, the season had to be extended by one sailing day
 to allow the series to count. Commodore of H.Y.C., Brian Smith, won
 the championship narrowly from Alan Richardson and Max Walker. It
 was so close that if either had been only one place better off in any
 race he would have won overall.

Whilst fleet numbers at the commencement of the season were generally
 very good, they did drop away with several skippers sailing only
 occasionally. We have not seen much this year of Ralph Skinner nor
 Joy Homewood and even Roger Walker deserted us in favour of a motor
 bike for several weeks. Fortunately most skippers have turned up
 week after week, particularly our stalwarts John Vale and Ron Thompson
 who seldom miss a race. Jim Brokenshire is also always there but
 doesn't always race having some strange aversion to light winds from
 the easterly direction, such as we had over Easter. Jim then decided
 he really ought to assist in the tower.

Our best sailors, Max Walker, Brian Smith, Brett Martin and Alan Richardson have continued their dominance throughout the season but on occasions they have been pushed by Russell Rimmington and Roger Walker. Apart from them we have seen rapid improvement in the performance of newcomers, Phil Smith, John Waite and Terry Knight, whilst mid-fleeters, Stan Cook, Bruce Tayler, Arthur Mohring and Colin Barlow continue to be models of consistency to make life easier for the handicapper.

Now is the time, all you good men and women, to rub down and paint that hull, varnish that deck and those spars, not forgetting your centreboard and rudder blade (after carefully reading again the good advice from Murray Sargisson in WEST WIND some months ago) and be ready for a good start next October.

AUCKLAND CHAMPS

It was a whitewash for Russell Durrant in his new Zephyr Skitten at the Auckland Champs at Tamaki. He won all four races convincingly. Although Skitten was only launched for the first time at the beginning of this season it is not really a new boat. Some person with enthusiasm ebbing slowly over the years since he first bought the uncompleted hull from Des Townson over twenty years ago finally decided the space in his garage would best be filled by something else. Russell won the 1981 Nationals on the same waters in his father's boat Cherie and not even the current champion Murray Sargisson could get closer than second in the two races he sailed. The minor places were closely contested. Brian Smith (Hamilton) was second on 31 points. Cameron Duncan (Waikuku) on 34.7 points was third, Max Walker (Hamilton) on 37.4 points was fourth and only 1.3 points further adrift was Brett White on 38.7 points. Handicap prizes went to Laurie Cranfield (French Bay), Don Waterer (French Bay), Keith Smith (Waikuku), John Vale (Hamilton), Stewart McPetridge (French Bay), and Cor van der Pol (North Shore)

RESULTS 1982 AUCKLAND CHAMPS - TAMAKI

Place	Name	No.	Boat	1	2	3	4	Points
1	R. Durrant	112	Skitten	1	1	1	1	0
2	B.A. Smith	12	Cindy	5	2	4	5	31
3	N.C. Duncan	98	Bluestreak	3	4	7	4	34.7
4	M.J. Walker	85	Gamble	10	3	5	3	37.4
5	B. White	193	Haiti	2	5	6	8	38.7
6	M. Murray	223	Lark	9	6	3	6	44.1
7	C. van der Pol	146	Sandpiper	6	7	11	13	54.7
8	S. McPetridge	29	Taboo	11	9	8	9	61
9	I. Bourgois	113	Firebird	8	10	16	10	68
10	M. Sargisson	82	Gazelle	DNS	DNS	2	2	78
11	K.C. Delores	185	Blue Max	7	14	10	DNS	85

12=	L. Cranfield	188	Pisces	21	15	13	13	86
12=	P.V. Smith	63	Frantic	16	13	14	DNF	86
14=	D. Waterer	68	Cascade	19	19	18	11	91
14=	S.K. Smith	99	Vendetta	18	17	20	18	91
16	E. Frankham	171	Tania	12	22	21	14	93
13=	D. Shackleton	34	Pussyfoot	20	12	9	DNS	95
17=	D.H. Brown	43	Pinocchio	17	20	17	17	95
19	S. Wilson	105	Pandora	13	21	23	15	96
20=	B. Foster	62	Winsome	14	18	24	DNF	99
20=	D.E. Thorp	83	Springbok	15	11	19	DNS	99
22	P. Wieringa	222	Twirre	4	16	DNS	DNS	102
23=	G.J. Wilson	11	Rewa	23	8	25	DNS	110
23=	R.H. Foster	38	Sea Fever	DNF	23	22	16	110
25	A. Abernethy	27	Pal O'Mine	DNF	24	12	DNS	115
26=	J.P. Vale	53	Technique	24	25	26	18	117
26=	J. Homewood	167	Rebel	22	26	16	DNS	117
28	D. Homewood	120	Moby Dick	DNF	27	27	DNS	133
29	G.W. Austin	48	Zig Zag	DNF	28	DNS	DNS	137



The interest in Zephyrs continues to increase with enquiries from many people in Christchurch, and the fleet is also increasing with the drift to the south of second

hand boats. Grant Badger has taken delivery of 50, Harlequin, and has been out several times as has Grant Hitchings in his new boat, 316, Gulliver. C.Y.C. has also been pleased to see some Mt Pleasant skippers sailing at low tide races. The weather over the last six weeks or so of the season has been very pleasant with warm temperatures and good sailing conditions, and not a polar bear to be seen.

South Island Champs: Fairly strong winds were experienced for two of the races, with only four finishers in the fourth race. First race was won by Richard Robertson in Tui, with Austin Ebert second. Second race saw Don le Page gain line honours after breaking his mast in the morning race. Third race was won by Jim Park, sailing Denys Colby's boat, and the fourth race was well won by Sandra Hines, in winds gusting to 30 knots. Overall winner was Austin Ebert who sailed very consistently throughout the series. Minor placings were Jim Park in Mystic, second, Ken Maynard in Runaway, third, Don le Page in Nutcracker, fourth, Sandra Hines in Zippy, fifth, Bob Park in Ripple, sixth.

We were pleased to have Cor van der Pol competing in this series although gear failure on his borrowed boat must have been very frustrating but we enjoyed having him anyway. Exceptionally low tides didn't help, but most agreed that it was a successful contest.

Estuary Pennants third heat: After waiting some time for a bit of wind, we started in a very light N.E. which increased a little but never really blew hard enough to suit the heavier skippers. Results were: Nutcracker, Don le Page, first, Karyn, Peter Pascall, second, Nexus, Eric Jackson, third.

The fourth race of Estuary Pennants was sailed in very light northerly airs, making the whole series the lightest for many years. Results: Zonda, A. Ebert, first, Karyn, P. Pascall, second, Nutcracker, D. le Page, third.

Now the sailing season has come to an end, we can look forward to the usual sanding/painting routine that winter always brings, and going by the number of boats I saw towards the end of sailing with gear tied up with bits of string, there will be plenty of repairs to do.

It was good to see Liz Galbraith out in the last few weeks. By the look of the prize list she has not forgotten how to sail either. Somebody looking remarkably like Sherlock Holmes has been giving our boats a thorough going over lately. They tell me his name is Jim. Grant Hitchings will be watching out for catamarans next season or he might find somebody has nailed a gumboot to his centreboard.

Organisation for 1983 Nationals is well under way and the interest and offers of help from local yachties is tremendous. If this is anything to go by we should have a really good contest. Personally, I am looking forward to meeting all those people who up to now are only names.

Zephyrs For Sale

- 14 Kororo, good order, two sails, full built-in buoyancy, beach trailer, price \$750. Scott Little, 87 Ferry Parade, Herald Island, Auckland, phone WE18431.
- 131 Zampa, two sails, beach trailer, immaculate condition, \$750. John Edwards, 35 Ravenwood Drive, Forrest Hill, Auckland, phone 466-582.
- 188 Pisces, above average condition, spare sail, good trailer, \$900. Laurie Cranfield, 70 Aldersgate Rd, Hillsborough, Auckland, phone 655.842.

Wanted: Road trailer suitable for 12 foot yacht. Paul Donnelly, 22 Cranwell Place, Hamilton, phone 64-937.

ZEPHYR MAST REPAIRS

by Peter Pascall

Most masts break at deck level, due to stay failure. It is a pity to junk these masts and the following is an "engineering" method of repair which has proved quite satisfactory over the last three seasons. The purists may say it affects mast bend, etc. but this does not seem a problem.

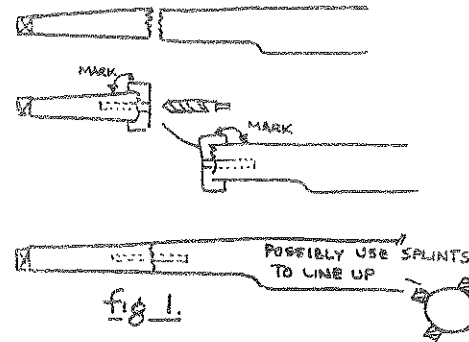
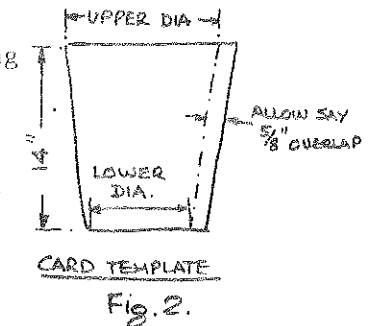


Fig. 1 shows the probable break. The fibres should be tidied up so that the ends match properly or saw (as little as possible) to give a clean end. Make up a collar which will fit over the upper and lower mast ends and which has on it a mark which can be set to match the front wood seam of the mast. This collar has a central hole in it (the size of your available drill and pin) through which the drill can be aligned. You will

realise that drilling into a rough wood end grain needs some sort of guide. Drill into the mast parts about 4 inches or so. Make up a pin out of galv. tube or rod or a piece of alloy. Liberally apply epigluce around the pin, its hole and the mast ends and force together. Line up carefully and leave to set somewhere where the kids can't get to it. After it has fully set clean the joint and fair off the edges. Remove all varnish 8 inches or so each side of break and lightly roughen the wood with sandpaper.

As the mast foot is tapered the strengthening sleeve has to be similarly tapered. With a piece of thin card about 14" x 9" wrap this around the mast (with join in the 'middle') and mark with a pencil along the edge. Open out the card and, from the dimension shown by the pencil line, make a proper card with a 1/2" or 5/8" overlap along the length. See fig. 2.



With this template, find a friendly sheetmetal shop and get a piece of 22 gauge stainless sheet, preferably type 316, cut to size and ask them to roll it to approx 2 1/2 diameter (or form it round a pipe). Fit this to the mast and tightly bind it using hose clips so that the centre of the overlap is at the rear of the mast. Scribe a line exactly down the edge of the overlap. Remove the piece and take it back to S/M shop and ask them to spotweld it to that line.

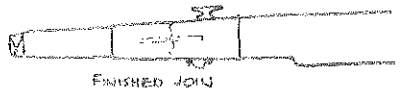
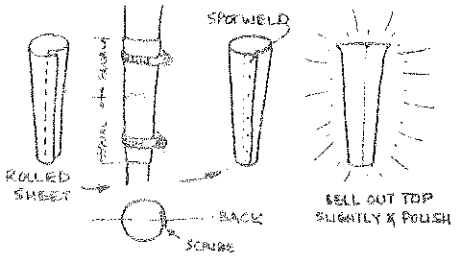


Fig. 3

You should now have a tapered tube which is a tight fit on the mast. (See fig. 3.) Bell out the top edge of the tube slightly to avoid damaging the mast outer fibres, clean the inside of the tube and polish up the outside. Put a mark 7" above break on mast, liberally apply epigluce inside tube and to mast surface and drive on the tube until it is in correct position. Wipe off surplus glue and leave to set. Clean up and revarnish - the overlap of the tube at the rear of the mast makes a good strongpoint to fasten the kicking strapbracket.

SAWDUST, WOODCHIPS & PAINT PEELINGS
By Zephyros

Once again it's that time of the year when boats get put into the back of the shed to gather dust until we realise it's only two weeks to opening day and there's a mad rush to get the boat ready for the water. Many Zephyrs I've seen lately have been much the worse for this treatment by being stored away either with water in the bulkheads and the covers on or they are kept outside where water can constantly keep vulnerable areas wet. Zephyrs are prone to dry rot along the keel area in the bow or stern if stored with water or dampness in these areas particularly if the keel has parted company with the hull exposing the timber to water.

GUARD AGAINST FIRE

EPIGLASS
in support of boating safety

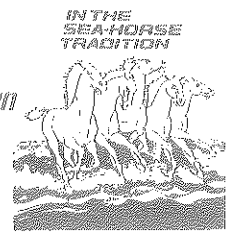
The boat drain to the S.I. is continuing unabashed with enquiries for more Zephyrs being received at regular intervals. It's good to see such healthy activity down there and no doubt the 1983 Nationals have created added interest. The C.Z.O.A. has the organisation for these well in hand and a thoroughly enjoyable contest is assured for all those who attend. Don't leave things too late, get organised now and make the necessary arrangements. Don't let me hear you saying when it's all over, "I wish I'd gone."

By the way Paddy has almost finished this new Zephyr but he's having trouble organising the christening ceremony. He can't find a church with a big enough font to fit the Zephyr in.

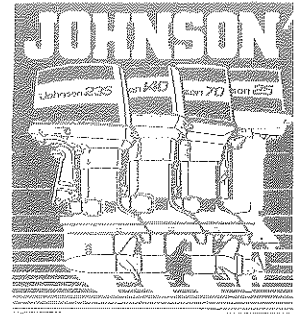
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