

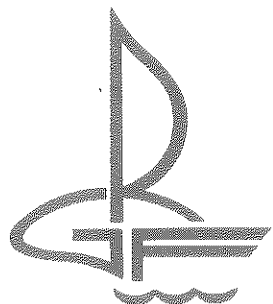
MARCH 1983

A circular compass rose logo with a fleur-de-lis at the top. The cardinal directions are labeled: N (North), NE (Northeast), E (East), SE (Southeast), S (South), SW (Southwest), W (West), and NW (Northwest). The rose is surrounded by smaller text, likely representing the 32 points of the compass.

# West Wind



West Wind is published by the Zephyr Owners Association Inc.



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# West Wind

Editor—John Vale  
Volume 3—No.3 MARCH 1983  
P.O. Box 9324, Hamilton. Phone 57670



**EDITORIAL** After an experience like the Broadlands National Championships at Christchurch Y.C. it takes time to adjust to the routine of normal life and activity. Full marks to CYC and all the many other Canterbury helpers and yachtsmen who helped make the 25th National Championship such an outstanding success. The friendliness and warm hospitality of the local fraternity together with the support from our sponsors Broadlands made the contest one to remember for a long time. The relaxed tempo of one race per day with each successive start allowing an extra hour per day in bed was appreciated by most. Max Walker's win was a popular one and was acknowledged by the estuary based yachtsmen who with the benefit of local knowledge had to bow to his superior skills. Max was runner-up for the last four years in a row being only a point or two away from victory on each occasion. Two years ago a sporting gesture on his part cost him the title. At that contest as reported by WEST WIND at the time, he loaned his spare mast to Russell Durrant whose own was too badly damaged to use in the final race. Although Max won the race, Russell's second place was enough for him to win the championship by just 0.7 of a point!

The third annual Zephyr Match Racing series is to be held on Sunday, 27 March 1983. It is to be sailed at Tamaki and is being used as a fund raiser for the Spirit of New Zealand. Entry fee is \$20 per boat and can be obtained by commercial sponsorship. Sponsorship will be acknowledged on the sail of each entry. Details and an entry form are included elsewhere in this issue. Study the conditions and decide to enter.

**COVER:** National champion Max Walker sailing Gamble on the estuary.

A true sportsman and hard worker for yachting, Max is Publicity Officer for the Hamilton Yacht Club. He was on the ZOA Committee before becoming secretary, a post he held for two years, and is currently president. He is active in junior training at Hamilton and is always available to assist and encourage others with their sailing. His two daughters Bernadette and Celia are showing promise in their Optimists and together with their mother Janice witnessed their father's triumph on the estuary.

Celia sailed one of the early Optimists to be built, No.48, at Charteris Bay! (belonging to the Robertons)

This photo was taken by Gamble's new owner, Paul Stemmer.

## COMMITTEE COMMENTS

From the ZOA Committee meeting this month:

1. Each N.I. boat at the Nationals to receive \$50 grant towards travel expenses.
2. Report from Ray Harrison, O.D. at the Nationals, included favourable comments re Zephyr class. He stated that there were no protests throughout the contest. This was not because infringements did not occur but rather such was the level of sportsmanship that 720° turns were regularly noted. It was a feature of the contest that many of these penalties were voluntary, that is to say they were begun without the call to do so ... a happy contest to be associated with.
3. North Island v South Island teams match. This event to be held annually at the time of the National contest and a special trophy be provided by ZOA for this event. The Tonkin Memorial trophy be retained as at present for inter-club teams racing on a challenge basis.
4. National Contests
  - (a) Suggested venues for 1984: Turangi, Waiuku, Whitianga.
  - (b) A decision on holding the AGM at the National Champs was deferred but in any event a special general meeting similar to one held at Christchurch was agreed for future National Championships.

The Questionnaire replies may help the Committee decide. Points to be resolved included the need to alter the constitution and the balance date, a change of officers part way through the season, and the variable times of the year (January through to Easter in April) that the contest may be held. Also the time required to conduct an AGM with a full agenda compared to a less rigid Special General Meeting.
  - (c) A questionnaire be conducted through WEST WIND to ascertain owners' preference for venues, time span and time of year preferred for National contests.
5. Sails: Kevin Dclores (Waiuku) and Barry Mackie (Hamilton) fill vacancies of the sails sub-committee. Max Walker (Hamilton) continues as convenor. Information on sails appears elsewhere.
6. Masts: Enough oregon timber for 12 new masts has been purchased. John Duncan, mast maker extraordinaire has sustained an injury to his foot and will not be able to manufacture any more masts for a little while. The demand for new masts has increased to an extent that makes it difficult for John to cope. An aluminium mast is to be obtained for evaluation. This does not mean aluminium masts will be adopted in the near future but ZOA will have information to base decisions on adaption of metal masts should this prove desirable.
7. Rules: The class rules and the constitution of the ZOA are being revised.

## AUCKLAND CHAMPS

The Auckland Champs are to be held at Kohimarama on 5 and 6 March. The first race is timed for 10.30 on Saturday, briefing at 9.30. Second race will start at 1.30 p.m. on Saturday afternoon. Third race is to start at 10.00 on Sunday morning and fourth race 1.30 p.m. on Sunday afternoon.

There will be a barbecue available on Saturday evening

## 1983 BROADLANDS NATIONAL CHAMPS - CYC

We are indebted to O.D. Ray Harrison and Phyl Penney, secretary and recorder of the Race Committee for the following reports of the Nationals. There were 48 starters with five from Auckland and six from Hamilton, the rest being from Canterbury.

Ray Harrison was an outstanding officer of the day. The contest was well run and organised with no detail overlooked. While he necessarily kept tight control of things he never let that interfere with the pleasure of the event. He and his capable helpers all seemed to enjoy it as much as the contestants.

### Invitation Race

34 started, 8 finished. 10.30 a.m. start, general recall. 10.44 a.m. start, all clear. In the first start 3 boats were over the line, when the 'round the ends rule' siren was sounded (42,131,310). Jim Park, Pooh Stick, had an excellent start in a fresh southerly 16-22 mph at the start, but increasing to 22-28 mph with gusts over 30 mph for most of the race, dying to 10-12 mph at the finish. Compass bearing swinging 20°. Craig Rosevear, sailing Alan Blyth's boat (No Idea) found the conditions very much to his liking and built up a 5 min. lead over the first triangle; Clynton Leuty (Belinda) and John Morrison (Hauriki) remaining a consistent second and third. Like so many No Idea did not finish - some finding the conditions too rough and many preserving their gear to sail another day.

### Race One

Flag Officer broke third substitute, sounded two signals to draw attention to change in sailing instructions re distance mark. Briefing 9.00 hours. Forecast: N.east 10 knots, tending N.west 15-20 knots. Actual conditions at start of race S.west 7 mph compass bearing 220° - during the race wind strength increased to 12 mph, swinging to the south, compass bearing 180° - while at the finish of the race the wind had increased from 12-16 - 20 mph shift from the south 180°.

Race started at 11.50 hours - good clear start! 46 started. Eric Park (Rocket) observed 'round the ends rule. At the end of the first triangle Craig Rosevear (No Idea) had built up a 115 sec. lead from 181 Ken Maynard (Runaway) with John Morrison (Hauriki), Max Walker (Gamble), Ross Wilson (Rewa), Richard Robertson (Tui) never far behind. By the wing mark in the second triangle, Maynard had taken the lead by 20 secs from Craig Rosevear (No Idea) and continued to increase the margin, winning by nearly 1½ mins. Other places remained the same, with the exception of Robertson, who let Clynton Leuty (Belinda) slip across the line ahead of him,

46 started - 46 finished; a good and interesting race.

#### Race Two

Forecast: Winds from the westerly quarter, 15 knots with occasional gusts to 25 knots. Possible showers. Actual conditions, typical north west! At the start of the race wind was a steady 15-18 mph with gusts 25-30 mph. During the race the wind increased to 22-24 with gusts over 30 mph. Conditions trying for all, disastrous for many and 'off putting' for most of the fleet.

Race started at 12.30 hours. Compass bearing 270°. 22 Zephyrs reached the start line, 18 started across to race, and 10 finished. No Idea observed the 'round the ends rule'. Sandra Hines (Zippy), the only woman to brave the elements, had an excellent start and showed the rest of the fleet how to sail to the wing mark - where a capsized caused her to lose her favoured position. John Morrison (Hauraki) then showed his mastery and except for an excellent gibe at the wing mark by Craig Rosevear (No Idea), which allowed him to forge ahead briefly, Morrison showed he was going to be hard to beat; even if his winning margin was only 28 secs.

#### Race Three

Forecast: Winds from the westerly quarter 20 knots, occasional gusts 25 knots from the N.W. Actual conditions - at 12.00 p.m., wind from the west 210°, 10 mph; by 12.30 p.m. wind had veered to the N.E. 60°, steady 10 knots. Answering pennant flown at 1.15 p.m. Compass bearing 60°, wind 8 mph.

Race started at 1.39 p.m. Wind N.E. 60°, strength 10-12 mph. Wind continued to increase throughout the race from 12-16 to 22 mph. and had altered to 70° at the finish. 46 started. A good start, especially Max Walker - good racing with Ken Maynard taking the lead early in the first triangle and winning with a margin of 90 sec. Walker, Don le Page, John Morrison and Ross Wilson changed places many times - but allowed other boats to pick up places on the final beat. Finishing in this order - Maynard, Walker, Clynton Leuty, le Page, Jim Brokenshire, Morrison, Grant Badger and Wilson. A good day's racing in good fresh winds.

#### Race Four

Forecast: N.E. 18-20 knots swinging to N.W. 15-20 knots. Actual conditions at the start (2.00 p.m.) N.E. compass bearing 60°, wind strength 24-26 mph, gusting to 30 mph. Wind eased slightly 16-18 mph, 60-65° at the finish. 47 zephyrs made the start line. Gusty conditions took their toll on both skippers and boats with only 28 finishing. Don le Page, Craig Rosevear, Ross Wilson, Lyndsay Ebert all had good starts with Jim Park picking up a good wind shift which carried him to the top mark - then Park, Max Walker, Wilson jostled for the lead for most of the race. Finishing positions: Walker, Wilson, Clynton Leuty, John Morrison, Craig Rosevear, Park, le Page, Ken Maynard, Jim Brokenshire and Richard Robertson, with Sandra Hines the only woman to complete the course sailing into a commendable 11th position. Good wind, good course, good racing.

#### Race Five

Forecast: light winds N - N.E., turning West of North 15-20 later in the afternoon. Actual conditions, an O.D.'s nightmare! Winds of varying strengths coming from every quarter except due East. Original start (2.45 p.m.) delayed while the Northerly swung to the N.W. The second start at 2.52 p.m. was 'blown up' as the wind veered back to N. again. Third start at 3.10 p.m. in fresh 20-25

mph winds. Compass reading 300° wind died to almost dead calm, increased to 20 mph finally steady at 15 mph 310° at finish. A number of boats over the line 'round the end rule'. All cleared themselves. Craig Rosevear over the line at the start - also cleared himself. 41 started 30 finished. In the second triangle after Clynton Leuty led to the top mark, Dave Crossan led to the bottom, Max Walker took over the lead and won convincingly.

Cor van der Pol was second but John Morrison, Craig Rosevear and Ross Wilson were never far behind.



Your scribe can't resist the temptation to extol the virtues of Hamilton skipper Max Walker and his fine and well deserved win in the National Championships at Christchurch.

Max has tried very hard for several years and it is all the more pleasing to see him achieve this success.

Reports from Hamilton folk who attended the Champs were all very favourable with excellent organisation and hospitable hosts. Zephyrs seem to be really taking off in Christchurch and some of these wealthy South Islanders even purchased a few of our best boats with offers the owners couldn't refuse. Even Max succumbed and sold Gamble to some lucky guy.

The highlight of the Hamilton scene recently was the 24 hour marathon held on 12 and 13 February. First placed Zephyr was Allan Richardson's Minx with supporting skippers Robin de Leeuw and Max Walker. Second place went to yours truly's Gwendoline assisted by Bruce Tayler and Barry Mackie. We were elated at holding the winners - a talented trio in an excellent boat - to a one lap lead after 24 hours sailing. Arthur Mohring sailed Corino with Peter Williams and Alan Clarke, John (editor) Vale entered Technique assisted by Graham Cooke, Mike Howell, and Richard Thompson. The event which attracted sponsors, raised around \$2000 for the Spirit of New Zealand appeal. All participants enjoyed the event even if it took some of us several days to recover.

The next major event is the Waikato Thames Championships to be sailed at Te Puru (north of Thames) on 26 and 27 February and this will be followed by the Auckland Champs on 5 and 6 March at Kohimarama. Needless to say we expect Hamilton skippers to be to the fore in both events.

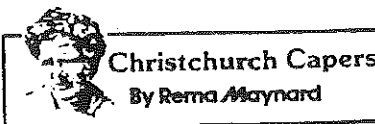
Good performances are being shown by most of our regular skippers in club series races, and particularly by Roger Walker who is always right up there. Allan Richardson is also a front runner and hard to beat. Other skippers showing good form include Jim Brokenshire, Bart Oosterbaan, Arthur Mohring, Jack de Leeuw and John Waite. Terry Knight is showing more consistency and old stalwart Ron Thompson is always in there trying hard. Ron has been putting a lot of thought lately into the weight and shape of his battens and with beneficial results.

\* \* \* \* \*

FIXTURES 1983

Waikato/Thames Champs	Te Puru	26 & 27 February
Auckland Champs	Kohimarama	5 & 6 March
Estuary Pennants 4	Christchurch	6 March
South Island Champs	Christchurch	26 & 27 March
Charity Match Racing	Tamaki	27 March
Freshwater Champs	Huntly	1 to 4 April
Waiuku Zephyr Weekend	Waiuku	30 April & 1 May

\* \* \* \* \*



**Christchurch Capers**  
By Rema Maynard

On the morning of Wednesday, 12 January, I looked out towards the Yacht Club to a pretty desolate sight - no forest of Zephyr masts, no banners, no flags, no caravan or

occupants Keith and Jean, upstairs door shut - in fact after the commings and goings of the previous weeks, especially the last week, it was all rather dead and depressing. Now we have recovered somewhat and can look back on the 25th Contest with a feeling of nostalgia. New people met, friends made, and look forward to doing it all again sometime.

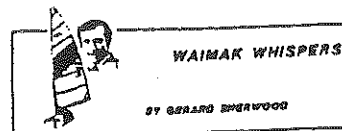
On behalf of all C.Y.C. zephyr owners and others concerned, I would like to sincerely congratulate Max on his win in the Contest. A well deserved and popular result.

Back down to earth and into the second half of the sailing season which will probably go down as one of the worst for many years. They say it doesn't blow like it used to - no, it blows a \*''\*\*\* sight harder: It makes it difficult, to say the least, for those of us who prefer light to moderate conditions, and even some of the Heavies who shall be nameless have had their moments, particularly on one S.W. Sunday about three weeks ago. At least one boat I know of will not need much doing to it next winter as it has hardly been out of the shed.

The exception to the weather was the annual C.Y.A. Regatta on Waitangi Day. Several Christchurch skippers made a picnic day of it and lunched at Cass Bay. Perhaps early morning rain was the reason for a fairly small entry of Zephyrs as only twelve competed. Morning race was very light s.w.: Ken Maynard (Runaway) 1, Sandra Hines (Zippy) 2, Paul Stemmer (Gamble) 3. Afternoon race, very light s.w., calm, light east, shortened course: Sandra Hines 1, Ken Maynard 2, Bill Beere (Echo) 3.

A meeting of C.Z.O.A. on Monday, 31 January, was poorly attended. I wonder if it had anything to do with the cricket? Anyway the meeting didn't get under way until the Aussies were all out!

We are now looking forward to better winds and weather as we go into March. It can only get better! (I hope).



Our sailing season is now drawing to a close and it has been one of the windiest seasons we have ever had on record. Since the last issue the Waimak Club visited

Pigeon Bay on Banks Peninsula for a Christmas Regatta. This was a most enjoyable occasion, even though, unfortunately, very windy. The four races were won by Don le Page from Christchurch Club, there being only three other Zephyrs racing. Hopefully, more members from Christchurch Club and Mount Pleasant Club will visit Pigeon Bay next year as it is an excellent weekend. Results of the Nationals will be published in this issue. Suffice to say the Waimak Club can only do better in the future. We have now acquired a third boat, 146 Sandpiper (ex Cor van der Pol) and John Powell is the new enthusiastic convert to the Zephyrs. Waitangi Day Regatta was held on Lyttelton Harbour in very calm and flukey weather conditions. First race was won by Ken Maynard with Sandra Hinds second. Second race was won by Sandra Hinds with Ken Maynard second, with the Waimak contingent finishing in fourth, seventh and ninth positions. It was a pleasure meeting the North Island visitors to Christchurch during the Nationals and we certainly look forward to renewing acquaintances in the future.

\* \* \* \* \*



French Bay salutes Z.O.A. President Max Walker on his victory in the first South Island Nationals. We all appreciate well the dedication that has characterised Max's work

for the class and the result could not be more deserved. We are proud of the efforts of the two French Bay members who ventured south although it means that we are now two boats short, as Belinda and Sandpiper were sold after the Championship series, by Clynton Leuty and Cor van der Pol respectively. However, 204 (Rosemary) is now in the possession of Tania Leuty and is being restored by her with Clynton's assistance.

We'd like to extend a welcome on these pages to Hugh Tetlow who has purchased Twirre from Peter Wieringa and to Gary Adams who joins the fleet with 16 (formerly Mark II, now named Night Moves). He has lovingly restored the boat and it is resplendent in glossy black, in keeping with its new title.

At the time of writing only four club races have taken place this year, in conditions ranging from very light to fresh. Numbers have been rather lower than usual, but at least some of us are getting in some practice for Kohi. See you there for the Auckland Champs in March!

ZEPHYR 131

Gerard Sherwood, Waimak Fleet Captain, has a fascinating name for his Zephyr. It is Woftam. But what does it mean? A South African bird? a South American reptile? a voluble talker? No! It stands for Waste of f...ing time and money!

## SPACE INVADERS?



Just imagine all these Zephyrs bearing down on you on the video screen. How many do you think you could zap out before the sheer weight of numbers overwhelmed you?

This crowded scene at the 1983 Broadlands Nationals depicts Zero 147, Darryl Sherwood; 306, No Idea, Craig Rosevear; 11 Rewa, Ross Wilson; 116 Frith, Barry Mackie; 311 Tui, Richard Robertson; 126 Hauraki, John Morrison; 153 Carousel, Dave Richardson; 238 Pooh Stick, Jim Park, and 33 Rocket, Eric Park.

Christchurch Press, photo

\* \* \* \* \*

### CHARITY MATCH RACING

The selected charity this year is The Spirit of New Zealand fund. The 1983 Match Racing series will be held at Tamaki on Sunday, 27 March, commencing at 10.30 a.m. Briefing will be at 9.30 a.m.

The same format as used in Hamilton last year will be used. Entrants will be seeded in accordance with handicaps for the first race. The winners will form pool A and the losers pool B using the same course. If a large number of entries are received further pools will be used. Each pool to complete a round robin series. All entrants (even if they lose every race) will sail as many round robin races as everybody else.

Sponsorship of \$20 per boat is the entry fee. Entries must be received by Monday, 21 March 1983. This is to allow sufficient time for signs to be prepared for affixing to the sail of each boat. If weather causes cancellation the event will be transferred to Hamilton on 9 and 10 April.

## SAILS

In response to a number of requests we repeat the details regarding sail orders.

### Standard Sail

White, black numbers; plastic batten pocket ends; 6 mm bolt rope with 9 mm clearance to batten pocket ends.

-- Options:  
leather pocket ends; smaller/larger bolt ropes;  
red or blue numbers; window.

(Note: Bolt ropes and leather pocket ends require notice at time of ordering a new batch or for sail to be made one off at an extra 15%.)

-- Coloured sails are also available.

ORDERS TO: Sail Committee,  
Z.O.A.,  
P.O. Box 9324,  
HAMILTON.

Purchasers should note that present sail making techniques result in substantially thicker material at the head, tack and clew than on older sails. This may result in sails not sliding up the track without it being widened by sanding, etc.

Any complaints should be made promptly to a member of the sail committee. The members are now:

Max Walker, Hamilton 52572; Barry Mackie, Hamilton 496556;  
Kevin Delores, Waiuku 59250.

\* \* \* \* \*

### SPECIAL GENERAL MEETING

At the request of the Waiuku fleet a Special General Meeting of the Zephyr Owners Association will be held on Sunday, 6 March at approximately 12 pm. to discuss matters of interest to Zephyr owners. Venue: Kohimaramara Yacht Club. The meeting will follow the Auckland Champs third race.

\* \* \* \* \*

### BEER BY THE POUND

The North Islanders travelling to the South Island for the Nationals (some Mainlanders too) were intrigued to learn that Woodend, just north of Christchurch, is the only place in New Zealand that you can buy beer by the pound! The pub is situated right next door to the Woodend Council animal detention centre.

## SAWDUST, WOODCHIPS & PAINT PEELINGS By Zephyrus

Christchurch and the organisers are to be praised and thanked for their splendid efforts.

In the north the Auckland champs are expected to draw a greater response than in recent years from those stalwarts who normally dust their boats off for events such as the Nationals.

In the south reports are that the Nationals have whetted everyone's appetite and the S.I. champs will be very keenly contested. Three more Zephyrs moved south after being sold at the Nationals and it looks as if Gamble is the only boat which will be replaced in local fleets. Offsetting this are further reports of a resurgence of interest in Waiuku and this should ensure Zephyr fleets strengths are maintained in the north.

One note with satisfaction the Officer of the Day's comments in his National Champs report that no protests were received and that boats were seen to do 720° turns after infringements without being called on to do so. This contrasts markedly with two all-night (to 1 p.m.) hearings the same officials were faced with on the next two nights after our champs arising from the Finn and 470 contests being held at Lyttelton. Makes you realize we're on to a good think, so let's try and keep it that way.

We extend congratulations to Max Walker, our national champion. All reports indicate the Nationals were an outstanding event, both socially and competition-wise. Nice one, Christchurch! Our own family team of Ross and Scott Wilson (brothers) with Graham (father) as manager fared well and heaped praise on the Christchurch event. Makes me sorry I missed out.



## WAIUKU WARBLINGS By Kevin Dolores

The Waiuku fleet has seen nothing but boisterous conditions producing heaps of broken gear, torn sails and broken masts. We are sorry to see Keith Holborow let his Zephyr 216 Zeppelin go. We are however pleased to see that Glenys Duff now has this boat and sails it regularly. It is amazing how a female skipper affects language on the course. Thorp has given up swearing and has taken to throwing concrete blocks instead. We don't mind the extra weight - slows him up. Speaking of Cap'n Bones, 83 has had a real fright - the deck has been revarnished! However Dave reports that he is not going overboard and you will be pleased to know that his famous weetbix boom is unchanged. Roy Aldworth who recently purchased 221 Cherie, and who has never sailed before, has developed a very annoying habit. He insists on sailing through the fleet and after reaching the leaders asks where do we head next? As for Tony Hume, 37 Pal Joey, the less said about him the better.

### Controversial Topics: (1) Sails

Have you purchased a new sail recently or a new mast or both? If you have you will know the heartbreak of having to enlarge your sail track to fit the new sail thus rendering your old sail useless. If you haven't and are about to, I suggest very strongly that you specify your sail requirements exactly. Check WEST WIND November 1980 for explicit ordering information and November 1982 for not so explicit information. Let the buyer beware.

### (2) Alloy Spars

Owing to many breakages of masts within our fleet we await anxiously the results of the evaluation/trials on suitable alloy spars presently being conducted by ZOA. Keep the faith.

With the Nationals over the season is now concentrated on local championships both in the north and the south. All reports were of a well run and enjoyable contest in

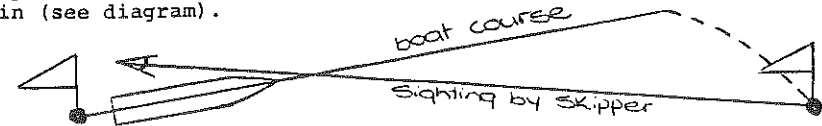


## RACING TACTICS PART 3 By Murray Sargisson

Reaching (and running) is part of racing that most people pay too little attention to. Where upwind sailing may be more a tactical or mental game, reaching is more a pure speed part of racing.

The reach actually begins just before the reaching leg. Before rounding the mark preceeding a reach, some decisions must be made as to how to sail the next leg. If you were alone or in an unthreatened position from behind and enough astern of boats ahead that you didn't have to be concerned with either group, the decisions would depend on wind strength and shiftiness. In general on a reaching leg you want to sail lower in gusts and higher in lulls. When shifts are thrown into the picture you can consider sailing lower in headers and higher in lifts. It is surprising on a tight reach how much faster the reaching leg can be made using this latter technique.

When the wind is consistently going forward over the entire reach it is best to sail higher at the beginning of the leg - keeping your relative heading as similar as possible over the entire leg for top speed. A trap to avoid that many people get caught in is finding themselves sailing high for most of the leg through lining up the bow with the next mark from the position they are sitting in (see diagram).



A lot of distance is lost by having to sail on a very broad reach at the end of the leg which is not as fast as the tighter reach.

As other boats are brought into the picture things become a bit more complicated. Normally you have to consider what is happening with competitors around you more than the weather. If you round a mark just in front of a group you are probably going to need to sail high at least at the beginning of the leg. On the other hand if you are just behind a group, you can realise they are going to sail high and with this in mind sailing low can be beneficial to catching or passing the group. Often however you will not find yourself either alone or next to large groups. Normally you are trying to catch one boat at a time. There are several ways to do this:

In strong winds it mostly doesn't matter which way you decide to pass a boat ahead. Normally if you're going faster the person you're passing is not going to go very far out of his way to try and prevent you from going to windward.

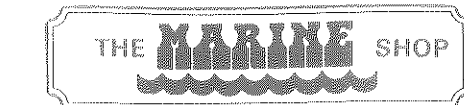
Passing to leeward involves getting on a nice wave and blasting through the lee of the boat to weather.

It's in lighter and medium winds that you have to be more thoughtful about how you are passing another boat. If you want to pass to weather its normally best to ease your way to windward of a boat ahead to the point of being 2-3 boat lengths above him as you approach an overlap. Being this far away, the leeward boat will not normally try to defend because of the distance he would have to sail. Coming right up to the transom of the boat ahead and then trying to pass will normally solicit a more aggressive defence. In passing to leeward distances should be about the same. As you are passing the boat ahead, try to sail low as long as you can until nearing his wind shadow. Once you get to this point about a twenty degree turn upwind, sheeting in at the same time, should propel you through the bad air. The key to both windward and leeward passing techniques is timing. You have to start early with your approach to the boat ahead, also, be alert as to what the wind is doing. A good gust and a header can help you to pass a boat ahead to leeward very quickly.

RESULTS 1983 BROADLANDS NATIONAL CHAMPS - CYC

Place	Name	No.	Name	1	2	3	4	5	Points
1	M. Walker	85	Gamble	4	DNF	2	1	1	11
2	J. Morrison	126	Hauraki	3	1	6	4	4	21.7
3	C. Rosevear	306	No Idea	2	2	16	5	3	21.7
4	K. Maynard	181	Runaway	1	DNF	1	8	7	27
5	R. Wilson	11	Rewa	5	4	8	2	6	32.7
6	C. Leuty	87	Belinda	6	DNF	3	3	8	37.1
7	D. le Page	4	Nutcracker	13	8	4	7	5	45
8	J. Park	238	Pooh Stick	25	5	9	6	9	51.7
9	W. Beere	69	Echo	8	7	13	DNF	11	63
10	R. Robertson	311	Tui	7	DNF	10	10	17	68
11	S. Hines	302	Zippy	21	10	12	11	12	69
12	A. Ebert	304	Hustle	15	3	17	14	22	69.7
13	J. Brokenshire	236	Eclipse	18	DNF	5	9	15	70
14	S. Wilson	105	Pandora	19	25	15	13	76.7	
15	D. Crossan	145	Bally Hoo	14	DNF	11	18	10	77
16	B. Pullan	73	Witchspark	20	9	33	12	14	79
17	B. Mackie	116	Frith	23	DNF	14	17	16	94
=18	C. van der Pol	146	Sandpiper	9	DNF	DNF	16	2	95
=18	R. France	182	Lola	12	DNF	15	25	19	95
20	K. Smith	99	Vendetta	10	DNF	22	22	18	96
21	E. Park	33	Rocket	11	DNF	20	28	21	104
22	G. Badger	50	Harlequin	28	DNF	7	20	26	105
23	J. Willocks	108	Alibi	22	DNF	28	24	23	121
24	M. Hines	303	Warau	29	DNF	19	23	27	122
25	J. Willcox	309	Pilatus	31	DNF	27	19	28	129
26	L. Ebert	26	Bambi	27	DNF	DNF	13	20	133
=27	R. Park	141	Ripple	38	DNF	35	21	34	152
=27	D. Richardson	153	Carousel	41	DNF	36	27	24	152
29	J. Vale	53	Technique	26	DNF	21	DNF	33	153
30	L. Holland	86	Cupid	24	DNF	30	DNF	29	156
31	J. Homewood	167	Rebel	17	DNF	18	DNF	DNF	157
32	J. Hawtin	102	Kahu	32	DNF	23	DNF	31	159
33	D. Homewood	120	Moby Dick	42	DNF	34	26	35	161
=34	R. Maynard	151	Westerly	16	DNF	26	DNF	DNF	164
=34	M. Cullen	314	Choral	37	DNF	29	DNF	DNF	164
36	B. Mason	310	Giselle	36	DNF	32	DNF	32	173
37	R. Glue	70	Charade	34	DNF	31	DNF	36	174
38	A. Britton	3	Anitra	30	DNF	24	DNF	DNF	176
39	G. Sherwood	131	Woftam	40	DNF	39	DNF	30	182
40	G. Austin	42	Free'n'Easy	35	DNF	37	DNF	39	184
41	H. Francis	209	Maria	33	DNF	40	DNF	DNF	195
42	C. Fraser	170	Koanui	43	DNF	43	DNF	37	196
43	J. Rhodes	313	Tamatea	DNF	DNF	42	DNF	38	202
44	D. Sherwood	147	Zero	39	DNF	45	DNF	DNF	206
45	K. Thompson	134	Stardust	DNF	DNF	38	DNF	DNF	209
46	C. Cooper	317	Jiffi	DNF	41	DNF	DNF	DNF	212
=47	W. Cutts	308	Titan	44	DNF	DNF	DNF	DNF	215
=47	D. Colby	197	Mystic	DNF	DNF	44	DNF	DNF	215

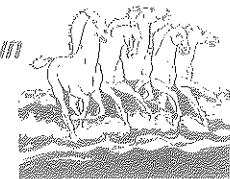
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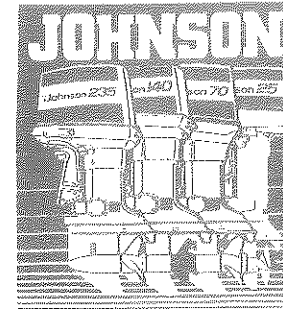
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