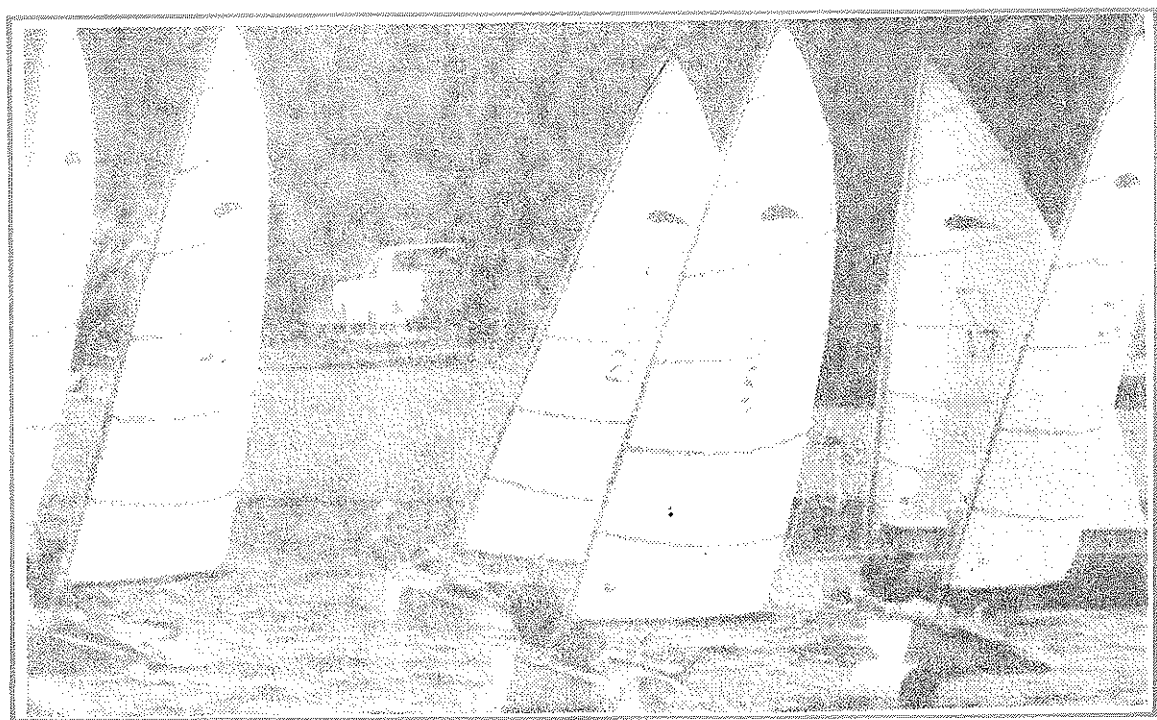


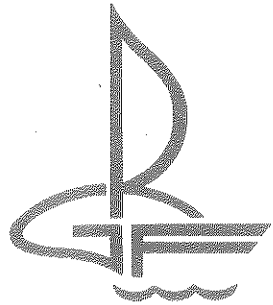
John Valle
Bus M.L.C.
← OCTOBER 1981
80279



West Wind



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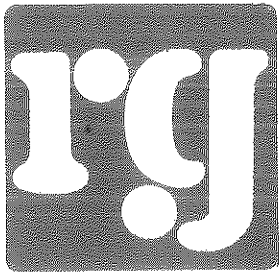
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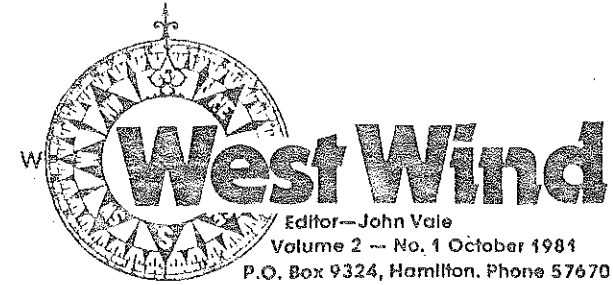


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EDITORIAL

With this issue WEST WIND attains its first anniversary and to celebrate we have produced a new cover. We are again indebted to Cor van der Pol for his imaginative and artistic

flair in designing such a splendid concept.

The incorporation of a different photo of Zephyrs each month will add a new dimension to each issue. Readers with photos that may be suitable for use on the cover are encouraged to submit them to the Editor for consideration. All photos used will be acknowledged and all prints will be returned to the senders in due course.

The season is now under way and it looks to be another full and interesting one. Early season activities include Freshwater champs at Huntly, visits to French Bay and Waiuku and Estuary Pennant champs in Christchurch. Tamaki wants to race Zephyrs but this depends on support they receive. The Nationals are scheduled for Torbay in January 1982 and in 1983 the Nationals go to the South Island for the first time.

As mentioned in the July issue, HAZO instigated a savings plan to encourage a large contingent to travel. Since then successful approaches were made to Broadlands to set up a savings scheme through them for ALL Zephyr owners throughout N.Z. Details are printed on page 3. Whether you go or even intend going or not, the scheme offers individuals benefits not otherwise available. Membership of the scheme will give tangible support for the sponsors and you are earnestly requested to join.

Subs are now due and accounts are enclosed with this issue. Please pay promptly.

COVER: A Zephyr always looks good but mass a group together and they make an even more impressive sight. Close racing on the Hamilton Lake shows Brian Hutchinson, 42, Alan Richardson, 215, Doc Skinner, 51, and Doug Underhill, 103, all on starboard tack forcing the hapless Frank Ward, 17, to keep clear.

Photo. Trevor Bridges



CHAIRMAN'S CHATTER

Once again we are on the brink of a new season's sailing. Firstly, I would like to say thanks and farewell for now from the committee, to Alan Walker, Noel Martin, and Keith Smith who with all their work made the ZOA function so well.

Welcome on the committee to Rachel Upton, Murray Sargisson, Stuart McFetridge and Ted Frankham.

This will be a year where we will reap the benefits of a lot of past work and effort. The main item will be the first of the new North Island hulls in action on the water. This will certainly be a shot in the arm for the Zephyr fleet and a small but positive "V for Victory" sign from us to the commercialised tuppaware exponents in general.

Look forward to the National Championship venue in Christchurch in 1983 and HAZO with its usual high degree of efficiency, is organising sponsors and a savings scheme for intending travellers. Your backing in this will be appreciated, so come on folks, let's show our friends in Christchurch that we can travel too. Support for the scheme will also show the sponsors our appreciation of their generosity.

To close, may I wish everyone the best for the coming season, good sailing and the continuation of the Zephyr spirit on the water and on the shore, which cannot be bettered by any other class.

Dave Thorp,
President, ZOA

*✓ Mr. Cook 34794 - Business
Bas.*

ZOA OFFICERS 1981-82

Patron: Alan Walker	President: Dave Thorp. <i>Walker</i>
Secretary: Max Walker	Asst. Secretary: Rachel Upton
Treasurer: Ted Frankham	Publicity: John Vale
Junior Rep.: Clynton Leuty	Auditor: Brian Smith

Committee: Cameron Duncan, Joy Homewood, Stuart McFetridge, Murray Sargisson and Cor van der Pol

Fleet Captains: Alan Abernethy (Waiuku), David Brown (French Bay), Brian Hutchinson (Hamilton), Rema Maynard (Christchurch), Peter Pascall (Mt Pleasant), Cor van der Pol (North Shore) and Dave Willmott (Tamaki).

1983 NATIONALS AT CHRISTCHURCH

The Committee is pleased to announce that BROADLANDS FINANCE LTD has generously agreed to sponsor the 1982 and 1983 National Champs at \$500 per year. This sponsorship is in conjunction with a savings scheme, instigated by HAZO but now extended to all ZOA members, to encourage owners to travel to Christchurch for the National Champs in 1983. All money saved through the scheme will attract interest at 14% p.a. "flat rate" on all investments spread over the reducing term of the year, viz. October 1981 to January 1983. Joy Homewood (HAZO secretary) has agreed to administer the scheme for ZOA. (Thanks Joy.) All skippers (and family members) are encouraged to join the scheme whether they intend going to Christchurch or not as it is a good investment and better interest than would be available on an individual basis. It is desirable that as many people as possible participate.

Rules

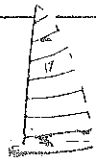
1. The monthly amount to be a minimum of \$10.00.
2. Lump sum investments are allowed.
3. Payments can be made by either:
 - (a) monthly automatic payments on your account payable to HAZO, W.S.B. Account No. 1733-86-0359895-15, Ward Street Branch, Hamilton.
 - (b) Cheques - post-dated progressively from November 1981 to December 1982.
 - (c) Cheque, for lump sum investments.
4. Each month the accumulated savings will be transferred to Broadlands for the remaining term, thus gaining maximum interest.
5. Withdrawals will be allowed, (it is your money), and repayments will be made, no later than two months (or earlier if possible) after advice in writing to the secretary. As fixed deposits cannot be broken, repayment would have to be made from the monthly cash flow. Interest would be payable on withdrawal, but may be at a reduced rate.
6. The interest and benefits accrued would belong to members and will be distributed to members of the savings scheme on an individual basis.

FRESHWATER CHAMPS

There will be a five race series at Huntly on 7-8 November, three races Saturday (first race 10.30) and two on Sunday. HAZO is organising the event. All those who attended last year thoroughly enjoyed the weekend and are keen to return. Camp sites for tents and caravans are available right by the clubhouse. There will be a barbecue on Saturday and a social in the clubhouse after. Billets are available in Hamilton. Phone Joy Homewood, Hamilton 77.437, if required. Five prizes for championship and five for handicap.

ZOA PROGRAMME 1981-1982

FRESHWATER CHAMPS - Huntly, 7 & 8 November 1981
ESTUARY PENNANT CHAMPS - Christchurch, 11 Oct, 8 Nov 1981, 14 Feb & 4 Apr
FRENCH BAY ZEPHYR DAY - French Bay, 14 November 1981
MANUKAU REGATTA - Waiuku, 15 November 1981
YEAR ENTRIES CLOSE - P.O. Box 657, Auckland, 4 December 1981
NATIONAL CHAMPS - Torbay, 23 & 24 January 1982
AUCKLAND ANNIVERSARY DAY - Tamaki, 1 February 1982
TOWNSON MEMORIAL (TEAMS RACING) - Hamilton, 6 February 1982
MATCH RACING - Hamilton, 7 February 1982
TOWNSON DAY - Tamaki, 14 February 1982
SOUTH ISLAND CHAMPS - Christchurch, 20 & 21 February 1982
WAIKATO/THAMES CHAMPS - Te Puru, Thames, 27 & 28 February 1982
AUCKLAND CHAMPS - Tamaki, 3 & 4 April 1982



Hamilton Happenings

By Frank Ward

The season is now under way at Hamilton, with an earlier start to our series races than usual, which probably accounts for the absence of several regular skippers. Our first three races have

been reasonably good entries and when the 'regulars' do show up we will have at least 20 entries in most races.

Many boats are showing the results of some winter maintenance with new paint and varnish very much in evidence, and the boats generally are a joy to look at. One of the new hulls is in the final stages of preparation and all are waiting to see it on the water. Brian Smith now has a new sail and from way he went in the last race of our "A" series it certainly performs well.

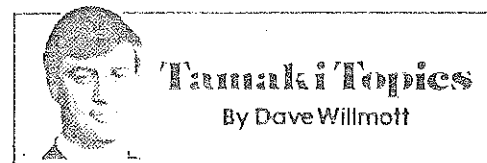
Good early season form has been shown by Brian Smith, Ralph Skinner and Brett Martin (the latter having joined our fleet after a season with 3.7's). The winners have been closely followed by Alan Richardson, Roger Walker, Russ Rimmington and Frank Ward, with some excellent sailing by our mid-fleeters Bruce Tayler, Bart Oosterbaan, John Vale, Ross Wood, Dick Mercer & Peter Lewis, not forgetting old stalwart Ron Thompson.

A couple of our best skippers seem to have temporarily deserted us for other classes. Noel Martin - who should know better - has bought himself a Laser, and Peter Hutchinson is sailing a 3.7, but give them time and they will return to the fold.

Nothing has been seen so far of Max Walker, and we don't know what he has been up to. No doubt we will find out when he does start his season's racing. Joy Homewood, Brian Hutchinson, Stan Cook and Sandy Bridges are others waiting for something or other - warm weather?

"A" series results: By Golly (Peter Lewis) 1, Miscka (Russell Rimmington) 2, Solitaire (Roger Walker) 3.

ZOA Rosebowl (most guns) 1980-81: Gamble (Max Walker)



Tamaki Topics

By Dave Willmott

Thanks to those potential Tamaki members who responded encouragingly to a pre-season circular by telephoning their interest and suggestions. If you weren't among them, please call me at 542724 soon.

Clearly subscriptions are too high to warrant joining TYC unless and until a fleet is established. Tamaki welcomes your attendance up to 3 times before subs become due. We envisage using this opportunity by nominating up to five Zephyr Days at Tamaki. All those interested should make every effort to attend least two or three times. Add in championships and open days at other clubs and we will get to sail as a group more or less monthly.

All this will involve close telephone contact (unless someone else is prepared to stake another mailing) so if you are at all interested in sailing with a Tamaki-based fleet this year you are urged/asked/ advised to call me at 542724 now. The following draft programme will provide a basis for telephone discussion. All those leaving contact telephone numbers will be advised of all TYC Zephyr days and group visits likely to attract a decent attendance.

Tamaki Programme:

- | | |
|-------------------|---|
| 21 Nov. 13.50 hrs | TYC Zephyr Day (<u>confirmed</u>) |
| *15 Dec. | TYC Zephyr Day (<u>tentative</u>) |
| *19 Dec. | TYC Zephyr Day (<u>tentative</u>) |
| *30 Jan. | TYC Zephyr Day (<u>tentative</u>) |
| 1 Feb. | Auckland Anniversary Day Regatta (at Tamaki) |
| 14 Feb. | Townson Day (<u>confirmed</u>) |
| 20 Feb. | TYC Zephyr Day (<u>confirmed</u>) |
| ** 6 Mar or 20 | TYC Zephyr Day (<u>tentative</u>) |
| 3,4 Apr. | <u>ZOA Auckland Champs at TYC (confirmed)</u> |

*Two or three of these tentative TYC Zephyr Days will be confirmed based on your telephone replies.

One or more further visits by TTRS to French Bay and Torbay will be arranged as demand indicates. All TYC Zephyr Days fall on French Bay off-days and we have been promised some support in exchange.

Hoping to hear from you soon.

LOST AND FOUND

White painted rudder/tiller combination found at Tamaki after the Match Racing.

Bottom end of a s/s turnbuckle complete with shackle pin found in the driveway leading to the Waiuku Yacht Club at Zephyr weekend.

Apply to the Secretary.



The basis of success in racing is the skipper's decisive command of himself, his boat, and the situation. Self-control, and a will to win or to do better than last time are of paramount importance to any skipper wishing to improve his performance. He must also know his boat well, like it, be skilled in handling it, confident that nothing is going to break, have carefully tuned all parts, and generally feel "at one" with the boat.

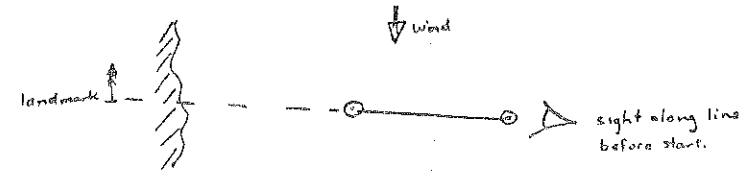
When the skipper can free his mind of matters such as worrying about traveller position, mainsheet tension and all those features which help make a boat go faster (or slower) that I discussed in my earlier series of articles, he is then able to think about what is happening around him, outside the sphere of his boat, and what could happen in the next ten seconds, or five minutes of the race. Assuming at least average boat speed, the skipper's ability to do well in a race is dependent, to a very large extent, on his ability to understand and use yacht racing tactics. In this series of three articles I shall consider commonly used tactics in (1) starting, (2) beating and (3) reaching.

(1) Starting

Everyone knows the importance of a good start but why is it that few skippers consistently start well but most are very erratic? Perhaps the reason is that the latter have left their starting technique to chance. The start of any race commences well before the race itself. Sometimes it's a call to the weather office, if the weather looks changeable, or it may be an assessment of how the wind (and tide) during the day is going to vary in direction and strength on various parts of the (likely) course. Up until five minutes before the start the skipper should be determining his plan or pre-race strategy. Go for a perfect start or second-best? Which way to go immediately after the start? From which direction should the first mark be approached? Where will there be geographic wind shifts? (More about this in next month's article.) Do I want to keep close to my usual rival or go for a clean air and sail my own course? Although the check list varies with the skipper's experience it is important to go through your own before each race. How many times have you heard someone, back on the beach afterwards saying, "If only..." Enough said, let us now consider starting tactics.

Generally there are two types of starting lines, (a) those that are square to the wind (such as in a well run championship race) and (b) those where one end of the line is favoured, that is, being closer to the first mark (for example, club races using set marks).

starting in clear air, being able to tack and take advantage of wind shifts is of primary importance. One usually starts on starboard but if this is a "header" at the start, those able to tack immediately after the gun and sail towards the next "header" are those who are going to be ahead when everyone crosses tacks about half-way up the first leg. If the starboard tack at the start is a "lifter" then the skipper should point high or bear-off immediately after the start to enable him to tack when the first wind shift comes along. To start in the clear air the skipper must determine, at least five minutes before the start, the lay of the start line. If starting on starboard, go to the starboard start mark and sight along the line and establish a land mark off the extension of the start line (see figure). The converse applies when starting on port.

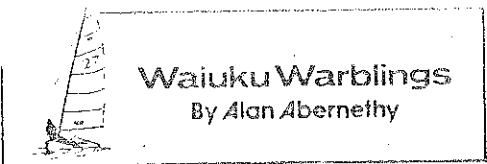


When starting, this land mark will be above or slightly behind the port start mark when you are on the line. Try to choose a spot on the start line somewhere near the favoured end or favoured side of the course.

The most important thing to concentrate on with 30 seconds to go is not to get "boxed in". Luff, bear off, slow down, gybe and go around in a circle ... try whatever seems appropriate at the time. But with five to ten seconds to go, get that boat sheeted and moving. Cross on the line with the gun going slightly faster than the other skippers alongside you and you are assured of a good start, providing of course that you are not at the wrong end of the line!

(b) The most common way of determining whether one end of the line is strongly favoured is to sail back and forwards along the line with the traveller in the centre of the boat and the mainsheet position held constant. In either direction first sail down the line with the sail just luffing. Go about at the other end and sail again, with the sail just luffing without moving the mainsheet. You will find yourself heading either above or below the line which will indicate which end of the line is closer to the windward mark. Going for the best start on a strongly favoured start line can often be disastrous except for the either very skilled or lucky skipper. This position on the line is usually either just to leeward of the main bunch (if you don't want to go about immediately) or deliberately coming in at the favoured end five seconds late (no barging please!) and going about immediately after starting to get clear air..

In the next article on beating I will describe the various types of wind shifts and how to detect these both visually and using a compass.



There has been very little activity out on the water this winter series but lots going on behind the scenes as most skippers seem to have chosen this winter for major repairs and renovations.

One of our new Zephyr skippers (Steven Sharp) has come from a Cherub into No. 10, Sandgroper, and after only one race during the winter has already shown himself to be a force to be reckoned with. Unfortunately Steven's mast broke recently but I hear Johnny Duncan has come to the rescue with repair kit and expertise.

Our other new skipper is John Muir. John has come from a Frostply and seems to be settling nicely into the cockpit of Ariel, No. 25. Zeppelin, No. 216, is getting lots of tender loving care from Keith Holborrow. Keith tells me he's working to a tight schedule to get Zeppelin ready in time. Blue Max, No. 185, has recently come out of the spray painters and I believe is getting the final touches at home from Kevin Delores. Pussyfoot, No. 34, and Pal-o-mine, No. 27, are the other two boats being renovated this winter. All in all the local fleet should at least look good this season as we all set off to try and catch the little grey haired man at the front of the fleet.

The sailing season at Waiuku started with the Icebreaker Series on 17 October.



When you read this, the season will be well under way but at the time of writing the last touches are being made to boats while the clubhouse and grounds are being prepared for the new season. 1981-82 will bring

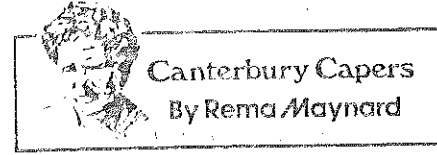
some changes to racing at French Bay. In recent years, all competition has run the length of the season but our new programme will allow Zephyr skippers to compete for six separate trophies or pennants run over four, five or six race series. The last of these will be the Club Championships. A few trophies like the Otitori Shield remain and will be awarded on the whole season's results as before.

The second change is to, wherever possible, boat starts and courses closer to the Olympic type. All Zephyr skippers are cordially invited to sample the new set-up. French Bay's Open Day for Zephyrs would be a good opportunity. It is to be held on Saturday, 14 November, immediately prior to the Manukau Regatta, being held at Waiuku on Sunday.

Lady skippers will now be able to enjoy a hot shower after a day's

sailing at French Bay. The framing, plumbing, lining and finishing were all done by Zephyr owners, five in number.

There have been some changes in the fleet since the end of last season. Contessa has been passed on by Clynton Leuty to his father, Austin, who is going to redeck it. Clynton has bought and restored Belinda, No. 87. Last season's Zephyr class champion boat Cherie has been acquired by Noel Fleet, new to French Bay and to Zephyrs, but by no means new to sailing. Russell Durrant will not be without a boat, however. He has been working on Slitten, No. 112, over the winter and this year will see it launched for the first time ever!



The Canterbury season is now under way, Mt Pleasant being first to open on 6 September. Most people started the day by sweeping frozen hail off boat trailers after a storm the evening before. Three or four hardy Zephyr

skippers took to the water and although it was sunny with a light breeze it was decidedly chilly. Three weeks later, it was Christchurch Yacht Club's turn and again three or four Zephyrs started in a very cold Nor'Wester (straight off the mountains), gusty, and not very inviting. Peter Cutts had the misfortune to break a shackle on a side stay with the result that some repairs are necessary before he can sail again. Some of us have decided to wait a bit, before admitting that our boats are ready to go!

It is interesting to note that, of the few Zephyrs out on the two opening days, one of each small fleet was a woman - Heather Cullen at Mt Pleasant and Sandra Hines at Christchurch. Sandra took a long time in the shower after the race, thawing out her feet! Question: Why does Denys Colby pick such lousy days to go sailing?

We would like to welcome Roger France and Geoff Comerford to the fleet. Roger has purchased No. 182, Lola, and Geoff has taken over No. 154, Moana, from son Peter. Both boats need a bit of work and we hope to see them on the water shortly. Geoff and Roger are both ex Laser skippers and will sail at C.Y.C.

A general meeting of Zephyr owners was held recently with 23 owners attending. A sub-committee was formed to organise the 1983 N.Z. contest. It was decided that the Canterbury fleet would remain as it is but elected Peter Pascall as Mt Pleasant contact within the Canterbury fleet.

It is rumoured through the grapevine that Heather Cullen is likely to move to Wellington. Although we will be sorry to lose Heather, we hope

Max Walker - \$800 ~~boat~~ 52572 work 89039
 SOLUTION TO ACROSSWORD NO. 7

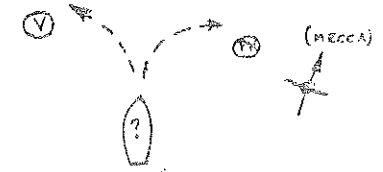
1. Silver
2. Your name address in block letters
3. Cat
4. Dog
5. Muldoon (it was his name then and still is - he hasn't changed it!)
6. George
7. Stephenson (spelt Stevenson in error WEST WIND, July 1981). (One competitor addressed the Editor as John Phale.)
8. No. 9
10. Ten
11. 1980 or None (either answer accepted)

PRIZE WINNER (RESULT OF PROTEST)

1 Doz. cans LION BROWN: Peter Pascall (194), 251 Efield Tce, Christchurch 2. (Prize may be presented at Nationals in Christchurch in 1983.)

PROTEST FORM *John Vale 57670*
 Protest lodged by Karyn (194); skipper P.J. Pascall against WEST WIND skipper J.P. Phale, who has not been informed. Date of incident: July issue. Whereabouts of incident: Page 11. Rules considered infringed: 3.2(a)11, 12, 14.1, 68.5, 76.

DESCRIPTION AND DIAGRAM



The course instructions had a grammatical and historically confusing error at Mark 7, materially prejudicing the above skipper of 194 (an ex-locomotive apprentice.) It is probable, unless corrected, that this error may be repeated by younger skippers causing a loss of U.E. (history) marks, subsequent lack of

employment, probable starvation and inability to pay yacht club annual subscriptions.

The "Rocket" was built by George and Robert Stephenson in 1829. The boiler design was by Henry Booth, exhaust blast action copied from Trevithick and blast nozzles copied from Hackworth. The Stephensons only successfully put together the bits and pieces. "Rocket" was built at the factory of Robert Stephenson and Co., Newcastle, some 25 years after Richard Trevithick built the first successful engine in 1904. ANY yachtsman should know that!

ZEPHYRS FOR SALE

No. 69, Echo, Mrs J. Horne, 45 Karaka Park Pl, Glendowie, Auckland, phone 555.465. *\$400.00 Sold*

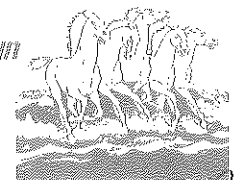
No. 125, Sabre, new deck, built-in buoyancy. \$600 o.n.o. Peter Rotherham, 33 Valley Rd, Titirangi, Auckland, phone 817-7310. *Kerlake 799660*

WEST WIND is photocopied by courtesy of THOMSON & WARD (1971) LTD.



JOAN VALE

IN THE SEA HORSE TRADITION

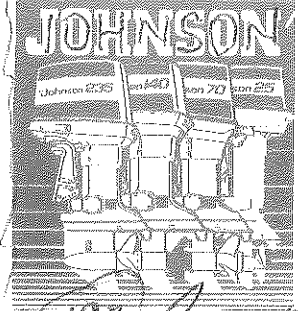


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