

West Wind

The Newsletter of the NZ Zephyr Owners' Association

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April 2005

2005 Zephyr Nationals

Akaroa

A very pleasant affair

Forty four sailors turned up for the 49th National Championships in Akaroa this year. Eleven North Islanders (Rob Ebert, Keith Paine, Graham Bridges, Mark O'Brien, Colin Maddren, Russell Turner, Don Foley, Tim Snedden, Bruce Hopwood, Andrew Geddes, David Bridges), supplemented by Bren Nelson (Dunedin) and John Blunden (Timaru) made it one of the more representative fixtures in recent years.

Akaroa proved to be a very pleasant venue. Most people's motel accommodation was within easy walking distance of the Yacht Club and the camping ground further away offered spectacular harbour views. A small number of street cafes 200m from the Yacht Club were well patronized during the delays in sailing. Akaroa has a harbour side restaurant strip that was also well patronized.

Sailors began arriving on Wednesday, well in advance of the Thursday afternoon official opening and Practice Race. Blue skies, 10-12knot sea breezes and local dolphins made for some delightful practice sails. Banks Peninsula Mayor Bob Parker took time out from painting his house to officially open the event ahead of a briefing from Race Officer Jim (don't forget to sign in) Park. Then it was out for the practice race in about 5-8 knots of westerly breeze.

Race 1 was delayed until a moderate southerly arrived, allowing three races to be completed. Tristan Ormsby showed his intentions with wins in Races 2 & 3. Consistent performances from Matthew Hannah, Mason Williams and Sean Proko suggested the event would be keenly contested. Racing on day 2 was again delayed, initially getting underway in a light southerly breeze which shifted to the east during the race and freshened from that quarter for the rest of the day. Defending champion Mark O'Brien brought himself into contention with two wins and a fourth placing along with consistent placings again from Proko, Hannah, McKenzie and Ormsby.

The points table was close going into the final day with several sailors in position to win the event. Racing began on time in 20knot plus easterly conditions that saw a number of contestants retire. Another consistent performance from Proko (2nd) in Race 7 followed by a discardable 13th in the final race was sufficient to take out the overall championship. He finished up with 20 points (4,2,3,5,2,2,2,13) ahead of Matthew Hannah on 24 points, (3,3,2,3,5,3,8,5,) followed by Tristan Ormsby, 25 points, (6,1,1,16,7,6,3,1,) Glen McKenzie 26 points (2,5,8,2,4,1,4,8) and Mason Williams 33 points. Defending champion Mark O'Brien was sixth on 37 points.

Proko took a relaxed approach to the event, remarked upon by John Coffey in his "The Press" report of the event

on 31st Jan. He was sailing a borrowed boat, #4 *Why*, which won the inaugural Zephyr Nationals in 1959 in N Thom's hands. Past champion Glen McKenzie sailed below

his best this year, proving that he is mortal after all. Defending champion Mark O'Brien and erstwhile 3.7 sailor excelled in the moderate conditions but his borrowed boat was not well set up for fresh conditions and he suffered accordingly.

As always, contestants had a lot of fun. Tim Snedden, competing in his first nationals, had an in and out relationship with *Zephyrus* with a "personal best" for his number of "soft" capsizes. Shane Foster had the distinction of recording the first capsize, an honour usually reserved for Alex Aitken. A pleasing feature of the event was the number of "lost" boats that appeared. Bruce Hopwood turned up with the immaculately restored #22 *Gae* and Don Foley's #161, *Gem* was also very smart. #209, *Born Free* was in rougher condition, but welcome also.

National's evergreen Don le Page sat out this year's contest recovering from shoulder surgery, with John Kennett, the original owner of #256, resuming the helm.

The social programme was keenly contested too. The Akaroa Cruising Clubrooms on the harbour's edge was home to the BBQ with the contest dinner in one of the restaurants in town. A "free" night gave contestants a chance to explore the various shoreline restaurants, the local hotel, or the Fish'n'Chip shop. The weather generally obliged, the wind dropping in the evening to meet the requirement of the social programme.

This was a good event to be part of, with good race management and an excellent social programme. The spirit on shore and on the course was excellent.

See you in Auckland next year!





From the Pen of Alex Aitken National President

Welcome to Zephyr sailors. It's been a bit hectic over the last couple of months but we have resolved to publish another copy of West Wind before the end of the season.

We have some good memories of the national contest at Akaroa. I was pleased that a number from Auckland, Hamilton and Palmerston North made the effort to join the South Island fleet. It turned out to be a great holiday venue and coupled with deep water and pleasant sailing conditions future contests at Akaroa will be high on the agenda.

I have received a copy of the 2005 Auckland Zephyr Championship to be held at Takapuna on the weekend 23/24 April. Alison and I will be visiting family in the North Island and I plan to devote some time during that weekend to Zephyr business. Also hot off the press are minutes of the Jubilee Regatta meeting No 3. The organisation is now swinging into gear. A principal race officer has been appointed and a race management plan is being drawn up. At a recent meeting of the Canterbury Zephyr Owners, high on the agenda was the need to start planning to ensure a good South Island representation at the 2006 Regatta. We know of a number that will want to participate in the Auckland Anniversary regatta and we will be looking at two or three 40' containers to arrive at Milford on or about the 27th of January.

I am also looking at the AGM of ZOA. This will be held in Auckland and it would appear that Wednesday the 20th of July 2005 would be ideal date, but this subject to confirmation. This is the same date set down for a Jubilee committee meeting. As there are little or no contentious issues at this year's AGM it should be over in around half an hour and we can concentrate on Jubilee matters. We aim to post an agenda with annual accounts in late June.

One issue that needs to be tackled is that of up to date measuring certificates for all the Zephyr fleet prior to the Jubilee celebrations. The Canterbury ZOA has passed a resolution to have all boats measured and I would ask that the Auckland and Hamilton take similar action. It has become apparent that the selling and buying of Zephyrs is enhanced if a current certificate has been issued. The question of hull weight is often asked. It is a fact that the quality of hulls, rigging and foils have greatly improved over the past two years and the asking price is now around the \$3500 to \$6000 for a well presented Zephyr yacht. As a final note, Robert Brooke is working on his new Zephyr #501 with the aim to have it ready for an Auckland Boat Show in June, and to help the promotion I have ordered a hull #502 to be built to the number one option specification. This will be for sale at \$3300.00. I know there has been considerable interest in the hull re-design project and this will be the second hull off the new mould.

On the ZOA finances front, Trading income \$14911, expect around \$18000 by 31 May. Subscriptions \$2030 with admin expenses to date \$1511. Cheque a/c balance \$5105. 43. No 50 Account with interest stands at \$8324.65

As a piece of useless information I turned 65 a few weeks back and WINZ have issued me with a New Zealand Super Card.

Regards and best wishes for the rest of the sailing season.

Alex Aitken



Special General Meeting Akaroa, 28th Jan 2005 Minutes

Attendance: A Aitken, (Chair), R Ebert and 30 members of the ZOA.

Apologies: Nil

General Business:

Sails: The meeting was updated on the status of the sail "development" programme. After discussion, it was resolved to return the three trial sails to "standard" and explore the options of a redesigned sail with Doyle Sails. The style and performance should be as close as possible to the existing sail. R Ebert to write to Chris McMaster at Doyles.

Hulls: The meeting was updated on hull building progress. The first hull has been taken off the mould and decked. Orders are awaited for further hulls. Builder Robert Brooke was expected to visit the contest over the weekend (he did so).

Rules: Formation of a Technical Committee to advise on Rule Changes and interpretations was recommended.

Hull Promotion: Boating NZ, Yachting NZ Briefings to be notified of the availability of new hulls.



NEW HULLS*More details on the web site.*

Stage 1 - Shell Triple skin shell with deck frames, bulkheads, centre case, mast step and floor battens. ZOA royalty, admin costs, freight paid to all New Zealand	\$3300
Stage 2 - Decked Seal inside bulkheads, fit deck Labour content only, with timber to owner's specifications - specialty plywoods can be up to \$500	\$250 plus materials
Stage 3 - Trimmed To add all finishing trimming. Labour content only, as specialty trims can be expensive.	\$300 plus materials

Terms

- A payment to ZOA of \$1500.00 is required with order.
- Hull number is supplied through ZOA boat registration.
- ZOA would issue building consent in writing to conform with Zephyr rules and any additional work required.
- It is agreed that all communication will be between ZOA and the prospective owner. The builder (Robert Brooke) welcomes owners to view progress.
- Delivery details to owner's address is the responsibility of ZOA. Hull to be sealed and wrapped where delivery is undertaken by a cartage contractor.

2005 Auckland Zephyr Championships**Saturday 23 April & Sunday 24 April, 2005.****Takapuna Boating Club, Takapuna Beach, North Shore.****Entry Fee \$50.00****Saturday 23 April**

- Welcome & Briefing 1030 hrs
- First Warning 1200 Hours

Sunday 24 April

- First Warning 1030
- Up to 4 Races may be sailed back to back for each class on either day.
- Up to seven races are scheduled to be sailed.
- No Races will be started after 1600 hrs on Sunday April 24.
- All competitors are invited to a barbecue and prize giving at the clubhouse following the event.

THE ZEPHYR OWNERS' ASSOCIATION**National President**

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SUBSCRIPTIONS 2004-2005

Subscriptions for 2003-4 are \$20 for the NZZOA, and \$10 for local associations in Auckland, Hamilton and Christchurch. If you are an "orphan" outside these areas, the \$20 NZZOA sub can be forwarded to Alex Aitken, President, or Rob Ebert, Secretary. Please include your boat name and number, so we can update the Zephyr Register.

We need your support for all sorts of reasons!**ZEPHYR COMPONENTS PRICE LIST***Effective 30th June 2004**Confidential to ZOA and its members**Prices include freight and GST.*

Mast; anodised with riveted track and halyard cap	\$698
Mast; assembled complete with halyard lock, sliding goose neck, T cleat, kicker hanger, halyard strop and tail, 2 1/2 " 2 pin plug	\$1160*
Boom; 2.69m x mast section (tapered one end)	\$300
Boom; assembled complete with boom plug, block hangers (main and vang), x 3, adjustable outhaul complete	\$725*
Rigging. 10m x 2.5mm 1x19 stainless, 2.5mm hook swages x 3, 3x backing plates. (slotted into mast at heights listed in class rules, included in mast assembly)	\$103*
Sails complete with window, number, insignia (black, blue, red or green) wind indicators and tube bag. <i>Note; Coloured sails can be supplied at this price if included in a bulk order</i>	\$615
Sail Tube bag with Zephyr Logo sold separately	\$45
Sail coloured one off order (subject to availability of cloth)	\$678
Battens; Blue Streak per set	\$170
Gear bag; medium with Zephyr Logo.	\$75

Notes

- Freight costs have caused minor adjustments in the price of masts.
- Items marked with an * are ordered on request and prices quoted are subject to specification.
- New sails supplied by Doyles will be of the current design.

Enquiries and Orders:

Alex Aitken 03 358 4600

Russell Turner 09 534 7747



ZEPHYR SAILS CONSTRUCTION

Letter to Chris McMaster

The Zephyr Nationals have recently concluded in Akaroa. Some 44 boats turned up, with the event won by a sailor in #4, the original winner 49 years ago.

A Special General Meeting at the event was in favour of modernising the sail construction, so we are seeking a proposal from you on the various options available to us.

In briefing the meeting on progress to date I remarked that:

- The sails have been manufactured off templates provided to Boyd McMaster by the ZOA many years ago. The shape is pretty much unchanged, though there have been minor modifications over the years - elimination of the corner clew batten, addition of Cunningham eyes, standardisation of batten position etc.
- A few years ago we had Boyd McMaster/Doyle Sails transfer the templates into a computer cutting application. This was not entirely successful, I understand, as the panel sizes mean the cloth could not easily be gripped in the cutting process. Our understanding is that the cutting is now done by hand again.
- More recently, you indicated that shaping sails by means of darts in the material was no longer a "mainstream" manufacturing technique, and as a result, Zephyr sails were requiring a fair bit of input from yourself. Partly because of this, and general (long standing) dissatisfaction with the lower section of the sails, the ZOA commissioned a redesign of the bottom section of the sail and produced three test sails, one of which was further modified with an elastic foot. These "test" sails seem flatter than the old ones, but overall this latest modification seems satisfactory.

There was a feeling in the meeting that we were tinkering with an "old style" sail, and that it was inevitable that we would need to modernise its construction eventually. There seemed to be an acceptance that you would not be able to guarantee that performance of a modernised sail would be identical to current sails. The "risk" of improved performance was felt to be acceptable if the revised construction provided for an improvement in manufacturing consistency. Several owners commented on the frustration of buying a new sail and finding that their old battens did not fit, or that a new sail was significantly different in draft to other sails of similar age and usage - in a one design sail class that is a critical point. Owners present at the SGM indicated that the risk of a "one off" jump in performance will be acceptable if the product is significantly more consistent thereafter.

Therefore I would be grateful if you could provide advice on our potential options listed below. It is my intention to circulate this letter and your reply to the class, so you will be addressing them rather than just me.

1. **The "Do Nothing" option**

- What are the issues for Doyles if we stick with the current sail? I have outlined the issues as I understand them, but I may not have it totally accurate.

2. **Adopt the Test Sail with the Elastic Foot**

- Any comments on this approach? Can it be computer cut with resultant improvements in manufacturing consistency?

3. **Design a New Sail**

If neither of the above options are feasible, we would see the design brief for a new sail as being:

- Retain the current dimensions and leech profile of the sail
- Construction in woven dacron, ideally with a colour option for those who wish to take it up.
- Compatible with current rigs - we have a standard alloy section, but there are plenty of wooden masts and booms around and they are likely to be a feature of the class in the future.
- Easy to manufacture to a very consistent standard, with standard sail making techniques
- Batten pockets always the same length!
- Bolt rope foot v loose foot. You indicated that the "modern" approach to our sail would be to loose foot it. We would be reluctant to alter the traditional look of the sail by changing to a loose foot and webbing loop at the clew, and all boats would need to make a significant change to their outhaul arrangements if we went that way. In practice an effectively loose footed sail could perhaps be achieved with the clew loads carried by a slug and a foot panel in a lighter/softer fabric. This could give the best of both worlds.
- Similar cost - unless cloth recommendations change. If you end up recommending a more expensive sail, we need to justify it to our members.
- Similar performance - this is a relative requirement. A modern sail with the same performance would make life easier for the class but this may be unrealistic. If any of your recommendations are likely to substantially improve the performance of the sails, then you should estimate this.
- A migration pathway from old style sails to the new so that sailors who have just purchased sails don't have their investment devalued. This may not be feasible.

So far you have made the test sails at cost in expectation of an eventual return. If development costs are an issue for Doyle's, the ZOA may need to contribute more.

My apologies for the detailed nature of this inquiry. Several classes have come to grief with exercises like this, so we won't be rushing it! We are actually attempting to make life easier for you too!

I look forward to your comments.

Rob Ebert
Secretary

EDITOR'S NOTE

We have not had a formal reply from Chris McMaster as yet. Verbally, though, he has indicated that there are less people within the entire sail industry that have the capability to hand cut and construct Zephyr style sails. Unless we can go to computer cutting we run the risk of obsolescence. Informally, Doyles suggest we retain the current profile with foot and bolt ropes and revise the sail to cater for the current alloy mast bend. A new generation cloth may also be a suggestion. Chris McMaster suggests that any such "new" sail is unlikely to be a "super sail" that would propel a middle fleet sailor to the front. He anticipated greater ease of tuning and minor performance improvement.

We have not made any decisions here yet and will await his reply.

Rob Ebert

Editorial

This is one of my more challenging editorials. There is a page left in West Wind to fill – the only sensible option is to fill the space with whatever news I can dig up, the waffle.

The season is drawing to a close. Down in Hamilton it has been a mixed season. We had too much wind before Christmas, and very little after it. To boot, the Council drained a good 30cm of water from the lake just after Christmas, a time when lake levels slowly decline anyhow. It has left us well down on water giving us ever patient, infinitely flexible lake sailors another variable to philosophical about!

Generally the Hamilton Zephyr fleet has been stable, aided by the influx of a number of women sailors – a self styled Zephyr “green fleet” made up of Mums of junior sailors. We are hoping this will translate into more competition for the Ladies trophy in the 50th Anniversary Regatta next year.

I am intending to be at the Auckland Champs over Anzac Weekend, checking out the sailing and accommodation. Bruce Hopwood and Don Foley made the effort to travel south to Akaroa, so we will look to return the favour.

I thoroughly enjoyed the National Champs in Akaroa. The venue is a well kept secret, and would undoubtedly be more popular for bigger events with more generous launching and rigging facilities. The fleet of 45 boats was probably about maximum. The proximity of the cafes and motels was a real bonus. Zephyrs with masts up could be seen being wheeled down the streets of Akaroa, an activity which soon generated a good understanding of where all the trees were. Facilities for after hours activities – local cruising club, restaurants and hotel – were more than adequate. On the water organisation was fine and the Race Management team seemed to enjoy themselves!

Web site

I use an application called City Desk from Fog Creek Software to maintain the web site. Unfortunately, the file appears to have corrupted, so I may have to rebuild the site before I can upload an updated version. I had updated it recently and the content changes relatively slowly, but that may be it for a while! I could have done without another job!!

ZOA Admin and West Wind

Both Alex and I have some personal projects on this winter. I have renovations planned to the house, and I think Alex is in the process of doing up his house in preparation to moving to a smaller place. ZOA admin may be a little slow in the coming months and this may be the last West Wind for a while, though hopefully we will get one out before the AGM – this looks like being in Auckland sometime in July.

AZO News

Auckland reports that sailing numbers have improved since the New Year, with fleets of 10 or so in the recent races. The focus of Zephyr sailing seems to have moved to Point Chev, with French Bay Boating Club suffering a bit from really low sailing numbers.

Jubilee Regatta

Bob Allen reports that arrangements for the Jubilee Regatta seem to falling into place, with commitments from key resources, especially a club and a Race Officer.

New Hulls

Work continues on Robert Brooke’s hull #501, with the hull being at the painting and varnishing stage. Work is about to begin on #502, which may be ready in time for the June Boat Show. We did undertake not to expect adherence to deadlines from Robert, but the chance of displaying a completed hull alongside one completed to stage 1 seemed to be too good an opportunity to miss. If the hull is not finished, it may well be

possible to take the whole jig down1. Alex and I had been reluctant to go back into the business of “spec” hulls, but after considerable deliberation we decided to do so. We will probably find out one way or another this year if there is interest in new boats.

Mistrals

I was down in Christchurch last weekend and teamed up with Don Currie for a sail in Mistral #67, *Jessie*, purchased from Whitianga and possibly the only Mistral in the South Island. We had a very enjoyable sail on the Waimakiriri River in 12-15knots of breeze, ideal conditions for the boat. A number of Zephyr owners have branched out into the Mistral class, and I hope to do so soon too. Kerikeri YC built six new Mistrals for youth training and have six wooden ones. They offer similar boat handling and performance to the 420s, but of course, they have more charm! Conditions on the Waimak were a bit variable, considering the steady nature of the breeze. My Hamilton Lake background came in handy so I won’t feel as defensive about our “duck pond” in future.

Class History

I have been talking to Neil Kennedy about updating the class history for the Jubilee Regatta. The last account was in the programme for the 21st event. I would be interested in hearing from any past ZOA members with stories to tell, or from current class members who can suggest ex-members I should approach.

Sails

Russell Turner and myself have been discussing the sail issue, looking for a way to quantify the mast bend characteristics of the alloy mast in preparation for further work on the sails with Doyles. Is there anyone out there with advice on how it is best done?

Fred McNeil

The ZOA lost a loyal member recently when Fred passed away unexpectedly. Fred and partner Penny moved to Nelson from the North Island. Fred took an interest in our Association’s activities by way of emails and the odd telephone call. The ZOA extends its condolences to Penny and family at this time of grief and remembrance.

3.7 Nationals

Mark O’Brien may not have successfully defended his Zephyr title in Akaroa, but he took out the 3.7 Nationals in Rotorua over Easter. Zephyr sailors have always maintained that the class is a vital step in training future champions and this provides further compelling evidence! It is clear that any ambitious sailor needs time in a Zephyr if they want to go places in NZ yachting. Mark is well on the way now!!

Rob Ebert



ZEPHYR NATIONAL CHAMPIONSHIP RESULTS, AKAROA 2005

Rank	Boat Name	#	Helm	R1	R2	R3	R4	R5	R6	R7	R8	Champ	H'cap
1	Why	4	S Proko	4	2	3	5	2	2	2	13	20	3
2	Titan	308	M Hannah	3	3	2	3	5	3	8	5	24	17
3	Fiasco	204	T Ornsby	6	1	1	16	7	6	3	1	25	8
4	Pilatus	309	G McKenzie	2	5	8	2	4	1	4	8	26	21
5	Winsome	62	M Williams	1	4	4	OCS	6	5	11	2	33	16
6	Eclipse	236	M O'Brien	8	8	6	1	1	4	14	9	37	27
7	Zephyrus	259	T Snedden	7	9	19	7	3	21	9	10	64	2
8	Ebb Tide Express	253	C Maddren	10	10	12	9	21	13	16	4	74	4
9	Hustle	304	R Ebert	12	11	13	18	25	8	5	7	74	1
10	Destiny	92	M Hay	13	16	9	14	9	17	7	11	79	7
11	Bad News	325	M Agnew	11	14	11	11	11	15	19	12	85	15
12	Mi Mistress	260	R Ineson	18	20	17	4	8	12	17	14	90	34
13	Front Runner	256	J Kennett	OCS	13	10	OCS	12	10	6	3	100	37
14	Echo	69	B Beere	22	15	16	22	17	11	13	6	100	25
15	Zonda	152	G Bridges	OCS	6	5	10	16	22	1	DNF	106	31
16	Sherilee	18	K Paine	5	7	7	OCS	19	8	15	DNS	107	9
17	Zigeuner	182	D Currie	16	18	18	19	13	27	10	15	109	24
18	Wild Child	29	R Wenham	21	22	14	12	20	16	23	22	127	19
19	Lush	212	J Heathfield	9	27	15	20	14	23	20	DNS	128	10
20	Gamble	85	P Crofts	23	19	27	13	15	20	22	19	131	29
21	Cracklin Rosie	75	C Bridges	27	23	21	25	26	7	17	DNF	146	30
22	Zoom	217	T Park	15	24	23	21	27	18	26	20	147	5
23	Anitra	3	P Jones	25	17	34	15	18	19	30	24	148	22
24	Saucy Susan	327	J Proko	14	26	DNS	6	10	14	DNS	DNS	162	41
25	Karyn	194	D Mackey	24	25	22	32	36	28	21	16	168	6
26	Windbag II	39	R Mackie	26	29	20	28	23	26	27	18	168	23
27	Victoria	322	P Stokell	33	21	24	OCS	29	31	23	17	178	35
28	Sirocco	178	B Elliot	17	12	30	OCS	33	39	12	DNF	189	14
29	Gaye	22	B Hopwood	19	33	37	33	35	32	25	23	200	38
30	Tui	311	B Nelson	31	28	33	8	32	30	DNF	DNS	208	11
31	Twilight	252	T Kite	20	36	28	30	24	24	DNF	DNS	208	18
32	Alurial	95	S Parsons	29	39	25	17	28	29	DNF	DNS	213	20
33	Minnie	330	S Foster	28	30	31	26	31	35	34	DNS	215	28
34	Volumini	255	R Turner	30	37	36	24	22	34	DNF	DNS	229	32
35	Coriana II	170	R Proko	32	31	32	27	40	41	29	DNS	232	12
36	Zero	147	A Aitken	34	34	35	35	30	36	31	DNF	235	36
37	Born Free	209	S Jones	39	40	26	39	42	DNF	32	21	239	33
38	Iolanthe	49	A Geddes	35	35	38	29	34	25	DNS	DNS	242	42
39	Geisha	179	C Sellars	38	32	29	31	DNF	DNS	28	DNF	250	40
40	Ripple	141	J Blunden	36	41	39	23	39	38	35	DNS	251	13
41	Exception	323	B Wenham	37	DNF	DNS	36	38	40	33	DNS	276	26
42	Foehn	190	D Bridges	DNF	38	DNS	38	37	33	DNS	DNS	284	39
43	Carousel	153	W McLaughlin	40	DNF	DNS	34	41	37	DNS	DNS	290	43
44	Gem	161	D Foley	41	DNF	DNS	37	43	42	DNS	DNS	301	44
45	Irritate	71	A Holland	DNS	322	45							

Special Prizes Winners

Zephyr Class National Champion	# 4 <i>Why</i>	Saul Proko
David Cook Trophy - Runner Up	#308 <i>Titan</i>	Matthew Hannah
Masters Trophy	253 <i>Ebbtide Express</i>	Colin Maddren
Patron's Trophy - Handicap Winner	#304 <i>Hustle</i>	Rob Ebert
Zephyr Championship - Female	#323 <i>Exception</i>	Brenda Wenham