

# WEST WIND

Newsletter of the Zephyr Owners Association

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## 2021 –2022 Season Start

The 2021 – 22 Zephyr sailing season started like no other in living memory. By mid winter the future looked positive with a North Island Champs planned for Napier, South Island Champs in Picton and the 2022 Nationals scheduled for Wellington. As we all know, the Covid Delta variant and its relentless spread around the world quickly changed our sailing expectations. By the third week of August we were all in L4 restrictions, with unbounded time to address deferred Zephyr maintenance. A month later the restrictions started easing and slowly the country, apart from Auckland, started regaining some freedoms.

The first casualty was the October Auckland Champs — out of the question during L3 restrictions. Next was the November North Island Championship, part of the larger Napier SC summer regatta. The mandated 100 participant event limit made this regatta impossible and sadly, the NSC has no plans to reschedule this event in their already full calendar. Fortunately the South Island Champs went ahead and a report appears on page five.

The February Nationals at Wellington remains on schedule with registration available via either the Worsler Bay Boating Club or the ZOA website. YNZ has posted the Notice of Race on their website. The discounted entry fee option ends on 7 Jan 2022, increasing \$50 after this date.

Here's the link to the WBBC event page covering the regatta (through the news tab) and this also has the links to the NOR and the SSI.

[2022 Zephyr Nationals \(wbcc.org.nz\)](https://www.wbbc.org.nz)

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At time of writing, Omicron has started a fresh wave of concern around the globe, so let's keep our fingers crossed our Nationals unfold without disruption.

Demand for boats continues, with a report on page nine about two full restorations and the remediation of another. Two of the boats had been missing from the Zephyr scene for decades—their wood spars proof of such.

If confirmation of class growth was required, look no further than Nelson going from zero to four boats in the space of 12 months—one a brand new GRP boat for James Mead. Fleet report on page four.

The sale of eight new Mackay GRP Zephyrs in a little over 12 months re-enforces the fact Zephyring is humming with Boomers and Gen Xers discovering the magic their parents and grandparents already knew about these great little 11 footers.

One of the more challenging activities facing the ZOA Executive over 2021 has been mast supply. Since the last West Wind seven production masts have been uplifted. At first glance a promising start for this new iteration. We all figured this particular problem was solved, but a constant during this production process reared its ugly head. The maxim, *'For every two steps forward, one step backwards follows'* kicked in. Our next batch of five masts delivered mid December would've fulfilled all outstanding orders. Sadly, the tapering quality across the entire batch was underwhelming and will most likely end up re-appearing as booms. Due to the time of year, we've been forced to push pause, collect our thoughts and look towards 2022 as the year we resolve the production judder bars we've encountered. We remain optimistic for a straightforward solution.

The good news has been that bend testing showed the new Forged Fabrications masts to be very similar to the NZ Rigging masts. As a reference, the proceeding Northern Spars masts were slightly heavier and the



◀ Proof that alloy masts do exist. The November 2021 production run returned from anodizing, ready for distribution.

original Baverstock masts even heavier, stiffer and slower. First on the water was Rod Dawson's, 'not-a-moment-too-soon' replacement for his badly cracked, elderly Northern Spars mast. Day one saw two firsts and a second in blustery conditions. A week later Rod dished out another spanking to the troops in wind at the opposite end of the spectrum.

One of the upsides of the strange world we live in has been Zoom meetings and the ability of the ZOA Exec to meet monthly. This has worked well resulting in fresh ideas and constructive discussions. The range of ages, experience and background hasn't prevented unanimous decision making in an open friendly manner. Thanks to all the Exec for their well considered input. On behalf of the ZOA Executive I'd like to wish members a Merry Christmas and a refreshing break with family and friends.

Editor / Secretary  
Brian Peet

## **TREASURER'S REPORT – Tony Miller**

The great trading year for the Zephyr class continues, with three batches of sails already sold, resulting in thirty spoken for prior to delivery. International courier delays make stock supply a challenge so sailors need to order well in advance.

Three Mackay GRP hulls have sold, leaving one remaining. Enquiries continue, so this hull probably won't last long. More hulls can't be produced until toward the season end - anyone contemplating a GRP Zephyr will need to move quickly.

Subs continue to trickle in, but the time spent chasing sluggish payers is a distraction.

## **REGIONAL REPORTS**

### **AUCKLAND – Helgard Dannhauser**

I don't really have anything to contribute. Hopefully, next year we can get back to official club sailing and life in Auckland can get back to normal.

[Club along with afternoon fun races at Manly, Murrays Bay and Eastern Beach have resumed. Great to see four new sailors join our fleet. Mike Mason's new restoration #36 and Adrian Hayman in #49 have already made a positive impact with regular participation. Bruce Craies #144 and Tony Taine #120 have freshly launched rebuilds - hopefully we'll see them on the race track soon. Numerically the Auckland fleet is at a historical high. With eased restrictions and post the holiday break, we expect enthusiastic participation to resume. Editor]

### **HAMILTON / TAURANGA – Mark Thomas**

The Tauranga's winter series for the Zephyr fleet was somewhat disappointing in attendees, with five boats entered and only three sailing every race day. Once again Hansie Eichholz showing a clean keel to come away with the series win from Bob Smythe and Ian Watson in third place.

Tauranga's opening day and summer series kicked off on September 26<sup>th</sup> and we've been sailing most weekends since, with six to ten Zephyrs attending. December 4<sup>th</sup> and 5<sup>th</sup> was supposed to be the Sir Peter Blake Regatta which fell to the demise of you know what!!! So an impromptu last minute centreboard sprint series was held which was well attended by ten Zephyrs and won by our new "kid in town".

On a far more exciting and positive side we have a new sailor moved to Tauranga and has joined the

Zephyr fleet to add some new blood and enthusiasm. Nic Burfoot and his family have made a great choice to make Tauranga home and he's purchased #520 from Andy Knowles. Nic needs no introduction to fellow yachties with his past sailing achievements, [1994 World Laser Champion] He's already sailing #520 very fast and taking the gun in almost every race he's started. I believe the Tauranga Zephyr fleet are very fortunate to have a sailor of Nic's calibre join us and we all look forward to a little of his speed and experience rubbing off on us all. I'm sure we'll enjoy some training camps under Nic's guidance.

Sooo back to ANDY!!! He's now launched #704 and in true Andy style, she has a few gadgets on board. No boat name yet!! DID I MISS THE LAUNCHING PARTY???? Or perhaps we all missed it???? Andy is coming to grips with her and showing his skill and experience to keep us on our toes.

We have lost two or three Zephyrs from our fleet over recent times due to sales. Another younger sailor returning to Tauranga, Hamish Thurston is looking for a Zephyr so if anyone has a good boat for sale please let us know. Hamish who went through the learn to sail and centre board fleet with my son Kieren.

The 2022 Nationals in Wellington are not far away and Tauranga should have six sailors attending. To our fellow Zephyrers around the country a Merry Christmas to you all.

## WELLINGTON – John Kliffen

The 2021/22 sailing season has been a mixed start at Worsler Bay, with a bit of rough spring weather forcing a few cancellations, meaning our Zephyr sailors have had a bit less on-water race-time than we would have liked. But to help our build up towards the upcoming Zephyr National Champs, we've pulled Phil Williams in to coach a few keen Zephyr sailors and to give us a few tips to improve our sailing and our pace on the race-track.

To also provide some much-needed competitive racing, eight Wellington Zephyr sailors travelled across to Picton for the Zephyr South Island Championships held over 4-5 December. The South Island sailors were very welcoming and inclusive, and QCYC ran an excellent regatta following the new Vaccine Pass requirements, which all went very smoothly and was a great showcase for how regattas can run under the new Covid Protection Framework. The first day was a typical Picton light-air day, but the wind picked up for the 2nd day and the Wellington sailors also seemed to hit another gear. From the fleet of 22 Zephyrs, Wellington sailors ended with a clean sweep of the key results with 1st place taken by Mike Hood #502 (welcome back Hoodie!!), 2nd place to James MacRae #529, 3rd to Alastair Campbell #177, and the Women's Trophy going to Joanna Kempkers in #92. Not far behind the leaders were Chris Hargreaves #525 in 5th



Wellington sailors at the South Island Champs.  
Standing: Chris Hargreaves  
Front row Left to Right:  
Joanna Kempkers, Mike Hood, James MacRae  
Back Row Left to right:  
Alastair Campbell, Glenn Tassicker, John Kliffen, Dan Middleton

Photo: Cat Bridges

place, Glenn Tassicker #89 in 10th, Dan Middleton #111 in 11th, and John Kliffen #609 in 14th.

Planning is well underway for the next Zephyr National Champs scheduled at Worsler Bay over Waitangi Weekend from 3rd to 6th February 2022, with the early registration period closing on 7th January. WBBC will also run this event following the new Vaccine Pass requirements, which means that everyone must be vaccinated to attend, but it also means that we can plan to run the event as safely as possible with few other restrictions. We are certainly looking forward to welcoming a great turn out of sailors and visitors to our new clubrooms and to running another classic Zephyr Nationals Champs at Worsler Bay.

## CANTERBURY – Daniel Smith

This season has seen great growth in not only fleet size, but also competitiveness. We credit this to a few things; sailing in a big fleet on a regular basis, and also the willingness to share information and tips regarding boat setup, mast rake, sail shape and boat trim. If we all keep working together in the way we have seen this season, the quality of our fleet will keep growing.

So far the new Traveller Series has been working a treat. We have had turnouts ranging from 15 to 18 boats - and close racing with only seconds separating the top few boats. Unlike the North Island, Canterbury Zephyrs have had a good number of races this first half of the 2021/22 season, though we did have to postpone the first two races of the Canterbury Champs series until next year - it was gusting 33 knots when we turned up to the Waimakariri Sailing Club end of October.

Our new Zephyr hoodies and shirts have gone down a treat and are looking sharp on shore. This makes our fleet identifiable in the club rooms even when the boats are packed away, and shows our strength of numbers to the clubs we visit. A few sailors have even been approached while in shops and cafes by people who recognise the boats and want to have a chat about them.

We would also like to welcome back Richard Mackay who has returned to our fleet after a short stint overseas, Sandy Hammond who has been at each scheduled Zephyr event this season after re-joining us, and Glen Mckenzie who has returned to the class a decade later after watching the large Zephyr fleet from his Laser at Estuary Champs.



◀ The ZOA version of models walking the runway at Zephyr fashion week. Unknown sailors displaying the 2021 Cat Bridges design studio 2021 ensemble. The hooded jacket with creatively designed branding is proving popular for the cooler dimatic conditions. Sadly the full frontal images had not been released from the designer's publicist in time for this issue.

It's definitely been a very positive start to the Canterbury season with the fleet fostering a culture that embodies the best of Zephyr sailing - this is successfully drawing in a wide range of sailors. And we've still got lots of good stuff to come - including Nationals in Wellington, which a number of our sailors have already eagerly booked for. See you there!

## NELSON FLEET REPORT - Hannes Hille

Nelson may not be leading the pack in terms of the size of the Zephyr fleet, but can definitely compete in its year-on-year growth, going from zero Zephyrs last season to three this season. There's even rumours of a fourth Zephyr appearing (GRP) here later this season after an interested sailor had a sail in #185! Maybe we can keep that growth going.



The three Zephyrs - Brian Wislang (#236), Tony Gable (#61), and Hannes Hille (#185) - have been out on the water since September for some pre-season training. Since the season has started at Nelson Yacht Club, the Zephyrs get out most Saturdays and even for the Tuesday night twilight series!

◀ The new Nelson fleet lining up for a spot of weekend sailing. Is it just the camera angle or is 236 trialling a new, never previously seen radical, squat, forward-rake rig configuration?

Two of our sailors made it over to QCYC for the South Island championships, and thoroughly enjoyed meeting a heap of other Zephyr owners. All Nelson Zephyrs are current members of the ZOA & CZOA, being looked after by Canterbury who hope to see us down there in January and March for some Canterbury Champs races.

## 2021 SOUTH ISLAND CHAMPS

Over the weekend of 4th and 5th of December, Picton's Queen Charlotte Yacht Club hosted the Zephyr South Island Championships, with 22 entries - including eight from Wellington and two from the newly formed and growing fleet in Nelson. As expected, QCYC put on a very professional event, tied into the Nelson/Marlborough Regatta, as well as great hospitality for the sailors and supporters. We had six races over the weekend, with widely varying conditions between the two days.

Day one was light and fluky, maximum wind of no more than 10 knots, with day two a strong and squally northerly exceeding 20 knots on occasions. The two different weather conditions showed the respective strengths of the Wellington team vs, those from the South Island, with the second day being where the Wellington boats really excelled (surprise, surprise). Their performance on day two managed to provide them with the first three places for the regatta; 1st Mike Hood #502, 2nd James MacRae #529, 3rd Alastair Campbell #177, before the South Island nailed the 4th, via Glen McKenzie #157.

This result doesn't however portray the pressure at the top end of the fleet, with every one in the top 10 nailing some very good placings (and some that were less welcome - including the unplanned capsize), and the race was never won, nor was your position secure, until the line was reached. On many occasions boats were taking four or five placings on the last leg to the finish line and numerous changes in position during the race, down to the "skill" of those that made the right call with the changing wind direction and strength of course. Twelve different sailors achieved top five places in different races, and that's with only two boats placing in race one (only five boats did the correct course and three of them were out of time).

The competition across the whole fleet was really something, with everyone having an exciting and challenging time, with many friendly rivalries formed during the two days. It was very positive to see some of the top sailors from each fleet offering advice to others between races and helping them improve and/or build confidence.

We also managed to increase our female entrants with three women entering. Joanna Kempers #92 from WBBC took home the Women's trophy this year, though her South Island roots were appropriately recognised with her parents driving up from Christchurch to support her over the weekend. Sandy Hammond is back racing her #302 after a few decades away from the Zephyr, and Cat Bridges #307 has been enjoying having more women in the fleet to race with. Social media has helped the women in the fleet around the country connect with each other, and these three are looking forward to an even larger women's fleet at Nationals in Wellington.



▲ Ten of the 22 boat fleet at the South Island Champs chasing the rescue boat containing lunches.  
Photo: Christel Hopkins

This was one of the first events in NZ run with Vaccine Passes required as the new traffic light system came into play the day before the regatta. QCYC's team were so organised, helping make this transition for sailors smooth and showing us how a yachting regatta can run efficiently in the new framework. This allowed sailors to enjoy the social aspects of the regatta safely, and it was promising to see both the racing and social sides of a regatta still thrive, confirming that Nationals at WBBC in February with the same requirements can be an absolute success and just as fun as usual.

Thank you to all who attended and helped out. We look forward to seeing all fleets from around Aotearoa there! A video of the regatta can be found here: <https://youtu.be/p29V8QpvexE>

John Borastan and Cat Bridges

### 2021 South Island Zephyr Champs

Rank	Name	Sail Number	Home Yacht Club	R1	R2	R3	R4	R5	R6	Total	Nett
1st	Mike Hood	502	Evans Bay YMC	1.0	(10.0)	6.0	1.0	1.0	2.0	21.0	11.0
2nd	James macrae	529	Worser Bay BC	(25.0 DNF)	3.0	14.0	2.0	3.0	1.0	48.0	23.0
3rd	Alastair Campbell	177	Worser Bay BC	2.0	6.0	(9.0)	7.0	2.0	8.0	34.0	25.0
4th	Glen McKenzie	157	Naval Point CL	(25.0 DNF)	9.0	3.0	6.0	11.0	5.0	59.0	34.0
5th	Chris Hargreaves	525	Evans Bay YMC	(25.0 DNF)	12.0	2.0	5.0	10.0	6.0	60.0	35.0
6th	Richard Ineson	254	Christchurch YC	(25.0 DNF)	2.0	1.0	13.0	16.0	4.0	61.0	36.0
7th	Steve Edwards	152	Naval Point CL	(25.0 DNF)	5.0	4.0	14.0	5.0	9.0	62.0	37.0
8th	John Borastan	74	Naval Point CL	(25.0 DNF)	1.0	10.0	8.0	12.0	7.0	63.0	38.0
9th	Tim Bird	29	Christchurch YC	(25.0 DNF)	11.0	7.0	16.0	4.0	3.0	66.0	41.0
10th	Glenn Tassicker	89	Worser Bay BC	(25.0 DNF)	17.0	12.0	3.0	6.0	13.0	76.0	51.0
11th	Dan Middleton	111	Worser Bay BC	(25.0 DNF)	8.0	17.0	9.0	8.0	11.0	78.0	53.0
12th	Don Le Page	256	Christchurch YC	(25.0 DNF)	4.0	8.0	10.0	7.0	25.0 DNF	79.0	54.0
13th	Gavin Bird	107	Christchurch YC	(25.0 DNF)	13.0	11.0	12.0	14.0	12.0	87.0	62.0
14th	John Kliffen	609	Worser Bay BC	(25.0 DNF)	14.0	21.0	11.0	9.0	14.0	94.0	69.0
15th	Tony Gable	61	Nelson YC	(25.0 DNF)	25.0 UFD	5.0	4.0	13.0	25.0 DNC	97.0	72.0
16th	Chris Bridges	75	Christchurch YC	(25.0 DNF)	19.0	16.0	17.0	15.0	10.0	102.0	77.0
17th	Peter Stokell	322	Christchurch YC	(25.0 DNF)	15.0	19.0	15.0	17.0	15.0	106.0	81.0
18th	Murray Hay	317	Pleasant Point YC	(25.0 DNF)	7.0	13.0	25.0 DNC	25.0 DNC	25.0 DNC	120.0	95.0
19th	Brian WISLANG	236	Nelson YC	(25.0 DNF)	18.0	18.0	18.0	25.0 DNC	25.0 DNC	129.0	104.0
20th	Joanna Kempfers	92	Worser Bay BC	(25.0 DNF)	20.0	15.0	25.0 DNC	25.0 DNC	25.0 DNC	135.0	110.0
21st	Sandy Hammond	302	Christchurch YC	(25.0 DNF)	16.0	20.0	25.0 DNC	25.0 DNC	25.0 DNC	136.0	111.0
22nd	Cathryn Bridges	307	Pleasant Point YC	(25.0 DNF)	21.0	22.0	25.0 DNC	25.0 DNC	25.0 DNC	143.0	118.0



◀ First three ladies at the SI Zephyr Champs, L-R, Cat Bridges, Joanna Kempfers and Sandy Hammond.



▲ Boats #302 Sandy Hammond, #75 Chris Bridges and #322 Peter Stokell enjoying great reaching conditions at the 2021 SI Champs

▼ Somewhat calmer conditions for a downwind run. Boat #111 Dan Middleton, #256 Don Le Page, #74 John Boraston, #609 John Kliffen, #29 Tim Bird, and #529 James Macrae.

Photos: Christel Hopkins

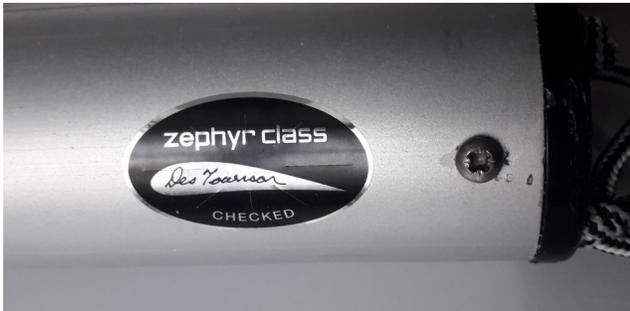


## Measuring and Record Keeping

In an effort to speed up the spot checks carried out at Nationals, the Exec have introduced an identification system that will enable spars and foils with stickers to be accepted as rule compliant at the event. Stickers have been issued to all measurers.

During boat scrutiny at the nationals, components stickered will be signed off without further inspection. These stickers have a life expectancy in excess of a decade and it's anticipated over that period, countless hours will be saved during the spot check process.

Members are invited to have their spars and foils checked and stickered by regional measurers prior to the nationals.



◀ The new compliance sticker for use on spars and foils.

A review of the Measurement Certificates displayed on the ZOA website was carried out over winter and the majority found to contain incorrect, missing or out of tolerance figures. For newcomers to the class, the potential to unwittingly purchase a boat based on misleading certificate data was significant. The flow-on liability to the ZOA has already cost the association a \$2000 one-off payment and it's the Exec's desire to reduce this systemic flaw.

The certificates displayed on the website were difficult to interpret without cross referencing to class rules. The certificates now been removed and replaced by a six page summary spreadsheet listing every boat that's ever been measured, date of last inspection, hull weight, correctors carried, dispensations granted and known out-of-tolerance features.

This is an issue that has a long tail, covering many decades and will require time to rectify. In the meantime for the purposes of class rule 1.10.1, *"From 1 October 1990, no boat is permitted to race in the class unless it has a valid measurement certificate."* The date of last measure will satisfy this requirement.

It's worth noting class rule compliance is a sailor responsibility and it remains incumbent on every person partaking at all levels of Zephyr racing to make their best attempt at rule compliance. World Sailing rules specify similar requirements.

To assist members, the ZOA website contains the key measuring items needed for a measurement certificate issue. These are also being applied for re-issuing after change of ownership: -

<https://www.zephyr.org.nz/asset/downloadasset?id=42d422a1-887f-4096-b694-0213d8a37806>

For further assistance regarding rule interpretations: -

<https://www.zephyr.org.nz/asset/downloadasset?id=1ec196a7-9d66-4f74-86be-6bec768a5749>

And finally, the new list of previously measured Zephyrs. Please review the status of your boat on this list: -

<https://www.zephyr.org.nz/asset/downloadasset?id=b1f3a187-b766-4e0f-9f6b-230ab6513135>

## Restoration Update

### 61—Elite

Serial restorer Tony Gable has just finished an immaculate restoration of Brett Bakewell-White's former top boat *Elite*. Brett played a key role in running the ZOA in the 1980s, completed the digitisation of the Townson hand drawn plans and was a top sailor to boot. Sadly, the boat spent decades outside under a tarpaulin and were it not a Zephyr, would've ended up in a landfill. Tony, in a fit of madness, purchased the hull and embarked on a rebuild only the skilled and dedicated would even consider. Three significant holes in the floor, a rotted keelson and centrecase meant this was never going to be an easy task. As many Aucklander members will recall, Tony tackled 160 and 21, doing superb rebuilds on both boats. Hull 61 is a testament to his perseverance and skill.



Spoiler alert—leaving fresh water inside a hull for long periods is not conducive to longevity.



Internal temporary framing enabled re-scarfing pine veneers into the hull's 'fresh air' voids. Subsequent re-instatement of the rear keelson and a new centrecase restored the structural integrity for hopefully many more seasons.

Photos: Tony Gable





A Zephyr 61 *Elite* finally living up to its name after decades of neglect. Another superb restoration by dedicated restorer Tony Gable.

## 120 —Resort

This Zephyr was one of five hulls carbon sheathed many years after the Exec first banned the practice. The owner blamed the boat builder and the boatbuilder pleaded ignorance of the class ruling, neither of which were sustainable arguments. Regardless, the Exec granted dispensation for the duration of ownership. *Resort* has now changed hands and new ZOA member Tony Taine wasted no time stripping the carbon. Enthusiasm, an orbital sander and 12 hours of time saw the job done. Two more hours to glass the boat, a few more spent faring, then durepoxing and the boat was ready to sail. Problem solved.



▲ *Resort* after a few hours sanding—just taken down to the epoxy saturation level with almost no raw timber exposed.

▶ The cleaned off hull glassed, ready for micro-balloon faring - Tony Taine admiring his handiwork and daydreaming about one day getting the boat afloat.

## 144—Gwene

Bruce Craies' Zephyr #144 *Gwene* appeared in the July West Wind as a recent basement find ripe for restoration. Bruce's uncle purchased the hull from Des Townson in 1961, sailing the boat recreationally, then finally parking it in his basement in 1976 to gather dust for the next 45 years. Bruce has just launched the boat after complete, very high quality rebuild by himself and Mark Andresen. The initial plan was to do as little replacement work as possible but the poorly bonded side tanks, centrecase and deck woodworking necessitated

stripping back to the configuration the hull left the Townson workshop. An amazing aspect of this hull was the pristine pine planking. No water stains, lifting, cracking or any form of degradation whatsoever. On reflection Bruce believes the boat had very little use during its life — a point borne out by a similarly pristine original Terylene sail.



▼ Bruce Craies ready for launch #144 Gwene, over four decades after its last Waitemata foray.

▲ The condition of the Boyd & McMaster Terylene sail head belies its 60 year age.

▼ Good mates Tony Taine #120 and Bruce Craies #144 about to embark on first sails in their recent restoration projects.



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