



May 2017

RIVER SEASON IS HERE



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NADA Delegate

Jay Branson

COMMODORES REPORT

Well the first half of the race calendar has come and gone which means the river racing is here. With Nannup fast approaching in only two weeks we all need to start doing our rain dance.

Time to start preparing our river rigs and making sure they are well equipped with all the right safety gear and first aid kits as per our rule book. With a huge influx of new members, if you are one, please check the rules on what you need for the river racing season and don't be afraid to either ask someone on the committee or the scrutineer- we are all happy to help.

There are a few things ticking along behind the scenes with the shed all cleaned up and shelving moved for better access and parking for the trailer. A new cage on wheels to store all the floats and weights in to help prevent them being scattered all over the shed and can be wheeled down to the shore line. The recovery boat trailer is being reconfigured to be lighter and access to the gear will be much easier.

As we come into the rivers season all members need to keep in mind that when we are racing away from the club and staying in hotels, camp grounds, caravan parks or pubs that we all represent the PDRC and all of our actions are watched and seen by the general public. If any member or support crew of that member are seen to have brought the club into disrepute they can be disqualified from that event and or lose all championship points- So please keep this in mind as we are guests in these towns.

To all that are racing Nannup and Sunnyside see you all there and remember to have fun and enjoy this unique sport . Avon Descent 2017 entries are also open with early bird discounts. Check out the promo video [here](#) or fill out your registration [here](#).

The club has a few old rescue inflatable boats and a Mariner 15hp up for sale. We are keen to move these on so name your price. If they are not sold, they will be striped for parts and the rest taken to the tip. All enquires to myself or Darren Green.

Dave McConkey
(Sunshine) 092
Commodore

Championship Points

Members note: Please ensure that the points allocation field is completed correctly on entry forms so that championship points are allocated correct to class.



Sports

1.	092	D. McKonkey	
		C. Denholm	440
2.	020	R. Reeves	
		C. Reeves	180
3.	091	P. Gault	
		D. Rutherford	140
4.	156	R. McGuiver	
		A. Stubbings	80
5.	023	T. Reynolds	
		G. Dusenberg	60
6.	172	D. Pascoe	
		N. Pascoe	60

Super Standard

1.	113	P. Barden	
		S. Leavy	440
2.	139	W. Maroney	340
3.	139	S. Tregurtha	280
4.	174	D. Green	
		M. Lagore	100
5.	023	T. Reynolds	
		G. Dusenberg	80
6.	164	N. Miller	
		J. Bell	60
7.	155	B. Garcia	60

Standard

1.	190	K. Parnell	420
2.	190	S. Found	280
3.	099	B. Rzemek	
		K. Rzemek	160
4.	075	C. Rowe	
		B. Barker	140
5.	029	S. Heath	
		N. Altinier	140
6.	184	J. McBurney	120
7.	262	C. Johnson	
		K. Clapton	100
8.	018	N. Uyen	
		N. Uyen	100

Tubs

1.	139	S. Tregurtha	340
2.	190	K. Parnell	240
	91	D. Rutherford	240
	174	D. Green	220
	092	D. McConkey	80

F8 Mens

1.	049	P. Fenn	400
2.	174	M. Lagore	380
3.	023	T. Reynolds	280
4.	159	T. Gibbons	120
5.	262	C. Johnson	100
6.	262	N. Pascoe	60

F8 Ladies

1.	076	P. Clapton	100
2.	049	M. Fenn	80
3.	262	N. Seaton	60

Rookies

1.	262	B. Johnson	100
2.	049	C. Gibbons	80
3.	159	T. Gibbons	60





2017 PEEL PURSUIT

Race Director: Wade Moroney



The 2017 Peel Pursuit was held at Dawesville Yacht Club on Sunday 23rd of April - defying weather reports, there was no showers or storm, just wind!! Although there was only a small attendance of keen racers due to a certain pair of party animals having their engagement celebrations the night before (thanks again for an amazing night Two Dogs and Emma and massive congratulations), the day was a success and there were just enough boats to run all the classes.

An ambitious group of participating members registered & prep'd boats. Bec handled being hurled into the registering boat-role & using bank-card machine pretty darn quick cheers babe. Fortunately Mum (Kerry) was there with her coffee, hot dogs and Toasties for those who needed some energy before the race.

The main race circuit started at the Yacht Club, headed south down the Estuary before turning to make the homeward dash across and back up the estuary. As usual, the wind picked up before the start of the race so it was a bit rough on the first part of the course which added something special for those that partied a little hard only 8 hrs prior, but even they weren't deterred from some reverberating jar-jolting pounding. Thanks to Rowey + Naomi, Wade's Sister Tammy, friend of the club Gavin Mulgrave for being the turn boats for the race and to Troy and Roland for driving the sweep boat.

There was a break between the main race and the F8s and Bathtubs as we waited for more entrants to come down. Then as the racers were practising their circuits before the race, Marine Safety were kind enough to pay us a visit to say hi and show us a brand new map we hadn't been shown for the last 4 years of where we are supposed to have the circuit ?? Once they were satisfied, the race could begin.

Presentations were held after the races outside the Yacht Club and nearly everyone got a prize! Thank you to MorHomeConstruction for putting together very practical utility prizepack with the addition of a yummy red can in each pack.

So a Big Thanks to Amy Pascoe and Bec Moroney for taking the registrations and general helping out. Thanks to David McConkey for your help bringing stuff down, setting up the course and getting approvals. And also thank you to Kerry Moroney and her little helper Zac Garcia for the food and drinks. A HUGE THANKS guys you all make it easier and enjoyable.

Next year with the race I'm hoping it will take on a different format – we are in the process of looking at getting approvals to start the race in the Harvey River and come out into the estuary and make our way up to finish at the Yacht club to try something different . If approved, this will mean a longer race and less effect of the wind and more enjoyment for racers overall. Watch this space for more information!

A quick note from MHC Mum - Kerry

Firstly thanks to turn boats, friends, family & supporters who help make these days possible & enjoyable. Racing participants & observers see these days progressing at a vigorous pace... our turn boats are sitting in the middle of Estuary waiting patiently, however the waiting is quickly forgotten when you see a dozen or more power packed, flat bottom water-rats descending on you. It's exhilarating watching you all speeding past, concentration & team effort so apparent. Once you've rounded your marker... & disappeared, its then we know you're definitely all totally mad & addicted to this thrill seeking water sport. Camaraderie & supportiveness is always present, as members you might not see or think of it... as a supporter it's constant & obvious to anyone watching you. Proud to support PDRC on any occasion Cheers.

Results:

Sports: 1st 092 2nd 023 3rd 172

Super Standard: 1st 174 2nd 113 3rd 155

Standard: 1st 190 2nd 075 3rd 099 4th 184 5th 018

Tubs: 1st 139 2nd 090 3rd 190

F8 Mens: 1st 174 2nd 049 3rd 023



SPIT POST MARIO AMBROSINO MARATHON 2017

14th May 2017

Race Director: Nathan Miller



After much weather watching throughout the week leading up to the race, we were surprised to see near glass conditions arriving at the club rooms for this years Spit post Mario Ambrosino marathon.

13 power boats entered the race and all classes were filled. With the low numbers we elected to send all craft off together rather than the staggered start as advertised. At 9:15 the flag dropped and the drag race was underway. As usual the good water lasted until just past the narrows where the occasional white cap greeted the field to make the bone jarring trip through Melville waters.

Rounding the Todd Williamson scarab in the Melville waters was the top 5 boats 172, 092, 190, 113 and 023. The journey home was more airborne action with 172 pilots ending up in the water but quickly remounting to maintain a slight lead. The awkward chop also catching 092 out with a spectacular flip with the smooth water in sight giving up a class lead and 2nd overall.

The narrows was a welcome sight and calm water for the sprint back to Burswood club rooms signalling the end of the race for 2017.

Shout out to 1st time Spit Post racers 075, Chris and Brayden, who finished 3rd in class. Also 184, John and Wes, who also had their first upside down party out in the chop but remounted to finish the race.

The F8's ran with 3 entrants on a longer than normal circuit. A bit of quick testing and and prop changes to get the most out of the craft was carried out and racing got under way. The finishing order was Peter Fenn (049), Terry Reynolds (023) and Pascoe (262).

As the presentations commenced the NW'er really kicked in so we were lucky to get racing completed in time. The club acknowledged the race meet falling on Mother's Day making it difficult for members to attend. Water bookings are opening soon and it is the clubs intention to either move the date by a week, forward or back, next year or at the very least book a Saturday so stay tuned.

I would like to thank helpers for the day- Amy Pascoe for sign in and registrations - TwoDogs Williamson, George Armstrong and Peter Fenn for turn boats – Wayne Bell and Roland Turner for sweep boat – Josh for doing start and finish timing – Sunshine for assistance throughout the day.

Thanks to the sponsors for the day – the team at AirRoad, Graeme and Linda Woodall from GLW and Peter Barden from A Grade Glass and Aluminium AGGA

Roll on next year

Miller 164

Results:
STANDARD

Place	ID	DRIVER	CO-Driver
1	172	Dean Pascoe	Nick Pascoe
2	190	Kris Parnell	Steve Found
3	075	Brayden Baker	Chris Rowe
4	099	Brad Rzemek	Karl Rzemek
5	018	Nick Uyen	Noah Uyen
6	066	Bryce Macleod	Jackson Macleod
7	184	Jon McBurney	Wes Schmerer
8	262	Chris Johnson	Amy Pascoe

SUPER STANDARD

Place	ID	DRIVER	CO-Driver
1	113	Peter Barden	Shaun Leavy
2	023	Terry Renolds	Glen Dusenberg
3	164	Nathan Miller	Jack Bell

SPORTS

Place	ID	DRIVER	CO-Driver
1	200	Brad Kitcher	Ray Taylor
2	092	David McKonkey	Chris Denholm

Please note: latest championship points will be released in the forthcoming newsletter with all the Nannup Cup info.



Power Dinghy Racing Club of Western Australia (Inc)

Nannup Cup

4th June 2017 Race Director Darren Green

3Rd June Practice Day Official Jay Branson

The Nannup Cup is a 92 kilometre, one day dash on the Blackwood River from Nannup to Sues Bridge.

The Nannup Cup is a closed event conducted under the Competition Rules of the Power Dinghy Racing Club of WA.

The Race Director may make a ruling on any matter not specifically covered by the Competition Rules or these Supplementary Regulations.

RACE DIRECTOR	Darren Green 0417966614
SCRUTINEER	Darren Green 0417966614
TIMEKEEPER	TBA
PIT MARSHALS	TBA



DESCRIPTION OF THE COURSE

Disclaimer

The following information is intended as a guide only for competitors, support crew and spectators. As the conditions are often dependent on water levels, the Organisers accept no responsibility for the correlation of the descriptions and the actual conditions encountered.

General

The section of the river used for the Nannup Cup is between Nannup and Sues Bridge (the same course as Day Two of the Blackwood Classic 250). The distance is approximately 92 kilometres of long pools interrupted by ti trees, bridges, fallen logs and minor rapids.

ADMINISTRATION

Classes

The are three classes of entry:

10 h.p. Sports

10 h.p super Standards

10 h.p. Standard



Entries

1. All entries must be made on the Official Entry Form.
2. The Entry Fee of \$70 per Power Dinghy must accompany all entries.
3. Entries close 5.30pm on Saturday. A late entry/scrutineering fee of \$50 applies to competitors not entered by this time unless alternative arrangements have been made with the Race Organiser.

Competitors

1. There shall be two (2) competitors in each Power Dinghy who may not be substituted throughout the Nannup Cup. Should the team as entered need to be changed for any reason the Race Director must be notified and his approval gained before Nannup Cup commences.
2. No competitor shall act in as manner detrimental to the performance of another competitor (e.g. no deliberate ramming of craft, etc).
3. Each competitor must be a current financial member and the holder of the appropriate grade of Competition Licence for the Class in which they have entered.
4. By submission of the Official Entry Form it is considered that competitors are aware of the potentially dangerous nature of the course, acquainted with the rules of the Nannup Cup and are medically fit.

Registration

1. Each competitor must produce their Competition Licence and RST Ticket (for each registered driver) when their Team is registered at the Start position, Nannup Tourist Caravan Park (bottom end near the bridge). Registration will open from 4.30pm – 5.30pm Saturday.

Briefing

1. The Briefing will be held at Nannup Tourist Caravan Park on Saturday at a time to be advised at Scrutineering.
2. At least one competitor and one member of the Support Crew must attend the briefings and record their attendance.
3. Failure to attend the briefing will result in a non-start.
4. Should the water levels change the start place, time and procedures may be modified. If so, this will be announced at the Briefing.
5. Amended Checkpoints Cut Off Times may also be announced at the Briefing

Pre-Race Scrutineering

Pre Race Scrutineering will be held at the End of Nannup Tourist Caravan Park Outside off park at the end of Brockman Street on Saturday starting from 4.30pm . Craft must be presented for Scrutineering prior to 5.30pm on Saturday unless other arrangements are made with the Scrutineer.

Please ensure that your Power Dinghy is presented upright and rigged for racing.

Motors are required to be presented at Pre Race Scrutineering.

All competitors must produce a current Competition Licence and Drivers must produce a RST Ticket. It is your responsibility to ensure that your PDRC Competition License is current and provided at Race Registration. New members (first time racers must contact the scrutineer prior to the event to organise a swim test as swim tests will not be conducted at Nannup).

A Survival Kit must be carried (see Specification 7.7). It is strongly recommended that you carry ample supplies of drinking water.

RACING RULES

StartThe Nannup Cup will start at Nannup Tourist Caravan Park.

CLASS	TIME	ORDER OF START
10hp Sports	8.30 a.m.	As per Ranking
10hp S/Stand	Follow on	As Per ranking
10hp Standard	Follow on	As per Ranking

Two Teams will start every thirty (30) seconds if the event is started at Nannup. The start procedure maybe subject to change depending upon the location of the start line.

The motor shall not be started until the Power Dinghy is completely in the water and the propeller submersed.

Competitors who, for whatever reason, fail to start at their officially nominated start time may start at any time after that time (by direction of the Race Starter) but will be recorded as having started at the officially nominated start time.

Ranking

Teams will be ranked according to their finish position in the Swan Marathon, followed by secret ballot.

Practice

There will be a control practice event on the Saturday from Jalbargup Bridge upriver for 30kms.

Portaging and Illegal Assistance

1. Portaging of craft by competitors only is permitted provided this exercise does not deviate more than 100 metres from the river proper.
2. Competitors must not accept assistance from the public or from any Support Crew that causes their Power Dinghy to be taken nearer the finish.
3. No device to assist in portaging may be used unless it is carried in the Power Dinghy throughout race.
4. Competitors must assist other competitors in an emergency situation. Competitors may assist other competitors at any time but may only claim for time lost in providing assistance in an emergency situation (see also Time Claims).

Time Claims

1. Claims for time lost in assisting other competitors will only be considered if the other competitors were in danger (this does not include mechanical breakdown, fuel shortage, lost support crew, etc.). Claims of this nature must be verified by the competitors assisted. A decision on whether or not to accept a time claim will be made the Race Director whose decision is final and not subject to Protest.

Refuelling

1. Refuelling may take place at Jalbarragup only.
2. Fuel tanks may be swapped only. No decanting of fuel.
3. The Power Dinghy must be fully removed from the water before the fuel tank is swapped .

Replacement Parts

1. Any part of the motor, except the Powerhead, may be replaced during the Event.

Post Race Scrutineering

Post event scrutineering will be announced at briefing. There will definitely be post race scrutineering so please ensure your boat and motor are legal to the current PDRC club specifications.

Results

1. A Team must complete the entire distance on the water to be a legitimate finisher.
2. Provisional results will be announced at presentations.
3. Results will be declared after the completion of Post Race Scrutineering and after all Protests and Appeals have been heard.
4. Full official results will be published in the "Power Dinghy Racer".

SUPPORT CREW

1. Each Team shall have a support crew of at least one adult person.
2. The Support Crew of a Team need not necessarily be Members of the Power Dinghy Racing Club.
3. The Support Crew vehicle shall display the number of the Power Dinghy it is supporting.
4. Motorbikes shall not be used for Support Crew vehicles.
5. Each member of the Support Crew shall make themselves acquainted with the Competition Rules and with the Supplementary Regulations contained within this document.

CHECKPOINTS

FROM	TO	CheckpointNo.	Kilometres between Checkpoints	Kilometres from Start	Cut-Off Time
Start - Nannup	Jalbarragup	1	29	29	10.00 a.m.
Jalbarragup	Darradup	2	9	38	11.30 a.m.
Darradup	Milyeannup	3	8	46	12 noon
Milyeannup	Laymans Flat	4	19	65	1.00 p.m.
Laymans Flat	Punch Road	5	10	75	2.00 p.m.
Punch Road	Finish - Sues Bridge	6	17	92	4.00 p.m.

A Checkpoint Cut Off Time may be changed by the Race Director if he deems that the safety of a competitor may be at risk

PRESENTATION FUNCTION

The venue of the Presentation of Prizes and Trophies will be at the Nannup Hotel at approx 7.00pm.

3 rd – 4 th June	Nannup Cup - NANNUP	Race Director: Darren Green
6 th June	Committee Meeting	Burswood Clubrooms
12 th June	General Meeting	Burswood Clubrooms
4 th July	Committee Meeting	Burswood Clubrooms
9 th July	Sunnyside Sprint - BRIDGETOWN	Race Director: Mick Gentry & Nick Uyen



Editors Notes:

We have launched the new YouTube channel “Power Dinghy Racer” and put up the first highlights video. For those who haven't seen it yet you can find it [here](#). I think it's cool to be able to promote our sport with something that you can forward to friends and family to show them what “we do” on the water. As with anything social media, it requires promotion so share it around to anyone you think might be interested.

I would also like to see if we can get a record of all the previous Avon Descent TV specials digitised and uploaded to the channel. Have a dig through your collections and let me know what you have laying about.

See you on the river ☺

Kris Parnell 190



Power Dinghy Racing Club

2017 Scrutineering Checklist

This is a summary only – Consult PDRC “Rules and Regulations”

CRAFT NUMBER

ITEM	REQUIREMENT	REMARKS	STATUS
Survival Kit	Per Boat	As per PDRC specifications 835	
CRAFT	Safe Design Correct Length	No sharp edges or protrusions 2450mm minimum	
DEPT OF TRANSPORT REGISTRATION NO	Correct Position Correct Dimensions Background Size	Near transom, less than 75mm from gunwhale 150mm high x 25mm wide 10mm white surround	
DEPT OF TRANSPORT I.D. PLATE	Current Correct Position	Legible, matches Registration Number Port side, external, adjacent to Reg No.	
BUOYANCY	Sufficient Correct Type Secured and Sealed	0.2 cubic metres Polystyrene, polyurethane, enclosed air Position to support boat in horizontal plane	
TOW POINT IDENTIFICATION NUMBER	Correct Colours Correct Position	As per PDRC Specification 160 As per PDRC current Specification 110 Numbers must be completely FLAT	
MOTOR TILT LIMITING DEVICE	Correct Type Secure	Made by “Commercial Sewing”. Purchased from PDRC. See Specification Rule 880 Motor not to tilt above horizontal	
STOP SWITCH & LANYARD	Correct Type Operational	Lanyard incorporated in switch Stops motor when detached	
FUEL TANK & FUEL LINES	Correct Container Secure Condition	Secured so it can't move in rollover No occy straps In good condition	
Wet Suit PERSONAL FLOTATION DEVICES	Steamer Style Correct Quantity Approved Type Condition	Full length Arms and legs. One for each competitor AS1512/AS4758 PDF Type 1 (level 100 – 150) or 2 (Level 50) (PDRC approved) Buckles, straps, zips functional	
HELMETS	Correct Quantity Approved Type Condition ID No Displayed	One for each competitor AS2063 or WASDA approved. No mods. Buckles, straps in good repair Black 70mm x 10mm (on yellow background)	

SAFETY ROPE	In Throw Bag	As per Specification 721 and 722 (12metres)	
PADDLES	Correct Quantity Approved Type Correct Dimensions	Two per boat. Accessable. No soft plastic, no sharp edges 600mm handle, 300 sq mm blade	
FOOTWEAR	Strong and Safe	No sandals or thongs (Dive boots)	
RECREATIONAL SKIPPERS TICKET	Driver or Co Driver	MUST be carried in the craft at ALL times	
COMPETITION LICENCE	Each competitor Applicable Class	Current	

Passed by.