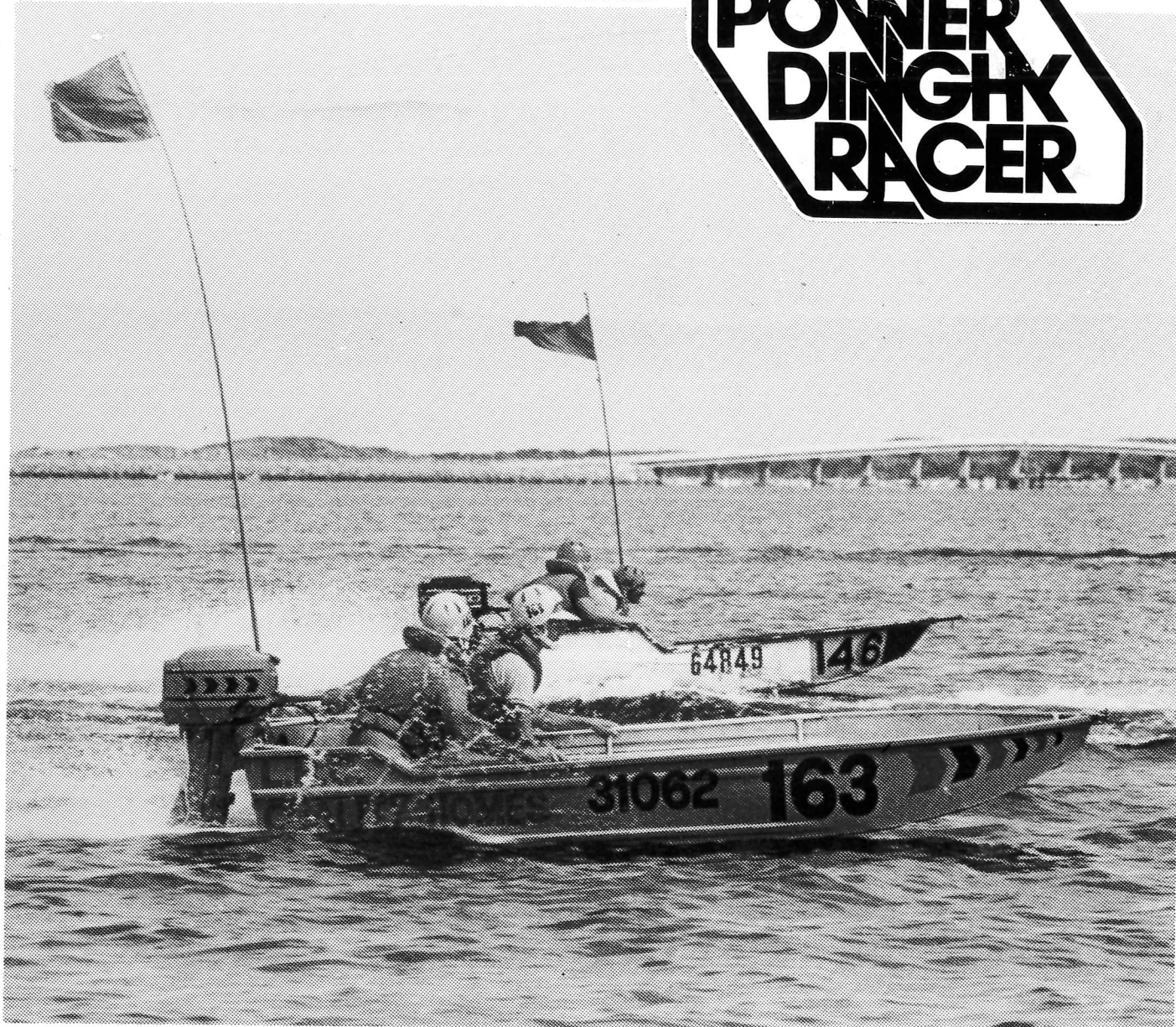
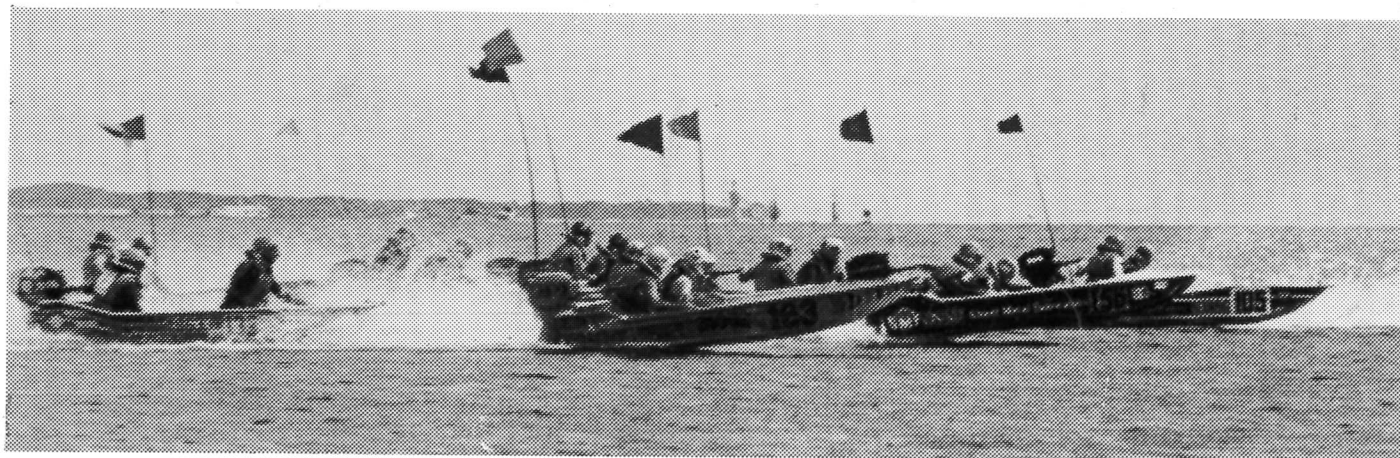


POWER DINGHY RACER



Cockburn Thriller!



Tony Maxfield shows the way at Cockburn Invitational

EDITORIAL

Summertime has seen a proliferation of ocean racing events. Whilst the basis of power dinghy racing is founded on river racing the rise in popularity of ocean racing can be traced to a number of factors.

Motor damage is reduced (though experience has shown it is not completely eliminated), support crews are as vital, organisation is simpler and venues are easier to find. Conversely there is generally less spectator interest as the competing dinghies are out of sight for the greater portion of the race, hull damage can be significant, weather conditions can cause abandonment of the race, there is a certain amount of repetition for competitors and skills play a much lesser role in the outcome of the events to the extent that the result is often determined well before the finish.

For these reasons a number of competitors are concentrating solely on river races and similarly, other are placing their emphasis on ocean events. There is a need to devise a form of racing that combines all the qualities of both these or at least the more valuable characteristics.

Bathubbing has provided a pointer in this regard. Tight circuits, no crew members, vantage points for spectators, minimal damage, high speeds, relatively low cost and media attention. Regular two-persons teams can still be involved because the cost of presenting two rigs is not prohibitive and can even be beneficial from a development point of view.

There is however, features of bathtub racing that do not appeal to all. The mere fact that grown men race bathtubs seems to alienate some competitors.

A new form of one-man racing boat is needed. A craft that can be used in all forms of racing-ocean, circuit and river. A craft that will capture the imagination of racers, spectators and the media alike.

An even maintain a rig throughout a season of racing calls for a person with many qualities-not the least of which is self-reliance. Solo racing will be ideal in this regard and would also severely test competitors knowledge, skills, experience, fortitude, fitness and determination as no other form of racing could.

Just as there is a need to accommodate the person who wishes to put himself / herself alone against the challenges of power dinghy racing there remains a need to ensure that the established two-person entry continues in popularity.

The advent of Sports and Standard Class racing has created great stimulus in this regard. Currently the majority of competitors are electing to race Standard Class but as time progresses the sports Class will win over more devotees. Meanwhile the rationalisation of the Classes has meant nothing but good for the Club and racing generally. Solo racing will continue these benefits and create growth in our sport of power dinghy racing.

The Cockburn Sound Invitational held on February proved to be once again a popular lead up to the ANCHOR DATSUN ROTTO RACE, with a big field and fierce racing.

In almost perfect weather the field set off from the rolling start down the first leg of the triangular 6km course, with Russell and Jan Wilson quickly taking a half boat length lead from Tony Maxfield and Rod Cracker.

They clung onto this slender margin for the first two legs, until rounding the third bouy when Russell hit a boatwash while in a full power slide and demonstrated a near perfect Aerial roll to the amazed flag marshal.

Needless to say Tony Maxfield wasn't heard for the rest of the race.

Down the field Steve and Erica Palmer and Peter Bevan and Ian Williamson were swapping 2nd and 3rd place furiously in the Sports Class and only a few boats lengths separated the entire standard class.

At the finish Joe and Beryl DePetra in their new S.M.F. hull nosed across the line ahead of Paul Trequurtha and Darron Maxfield with the Miragliottis taking the third

One interesting point was proven on the weekend, weight does not mean everything! John Ferguson showed us all just how competitive you can be despite a big weight handicap.

Thanks should go to the Cruising Yacht Club and the Rockingham Sea Rescue for another successful race day.

Flying Tubs and Dinghies thrill Busselton crowd

The Busselton Festival is always one of the top events on the racing calendar and this year was no different.

Tubs, dinghies, dinghies tubs- the racing was exciting and spectacular.

Tub racing on Saturday afternoon proved a big disappointment for Peter Bevan whose motor seized a big end about two laps after he put it in the water. Joe DePetra, Gary Butt were racing tubs for the first time and all performed very well. John Haynes was his usual reliable self-circulating fairly quickly, staying out of trouble and picking up the minor places.

The Blue Water Classic started on Sunday morning from Meelup in good conditions and with a record number of entries. The race proved to be almost incident free with George Forward and John Hilton being the only casualties. Their motor blew a big end in the first leg. A stop-over was made at the Geographe Bay Motel beach to re-group the boats for the run into Busselton. This proved to be an excellent idea with many of the boats finishing within a minute of each other at Busselton. Congratulations to Ron Cook, our new Club President, for making such a success of the first race he has conducted. Congratulations also to the place winners.



John Haynes, as competitive as ever.

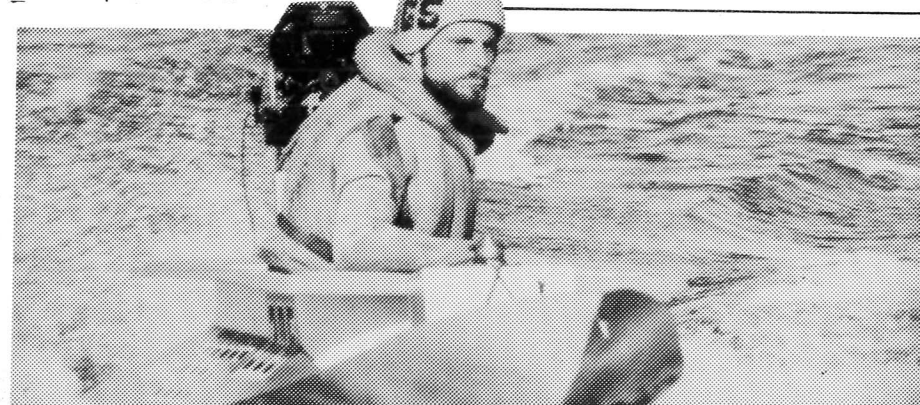
MINI BLUEWATER CLASSIC

Super Class
1st. Russell and Jan Wilson.
2nd. Tony Maxfield / Rod Cracker
3rd. Peter Bevan / Mark Conti.

Standard Class.
1st. V. and C. Miragliotta.
2nd. L. and E. Headlam.
3rd. I. Williamson and R. Little.

BATHTUB CUP

1st. Jon Faull.
2nd. Russell Wilson.
3rd. John Haynes.



The last picture taken of 305 minutes before Russell Wilson to dislodge one of the bridge piers. Needless to say, the hull came off second best.

CIRCUIT RACING FURIOUS!

The racing in the post-Classic circuit races was fast and furious. Peter Bevan was racing with a power head borrowed from Tony Maxfield and set about making a big attempt on the "Flip King" crown held by the DePetra's. Gary Butt proved that enthusiasm and determination pays off when he pulled off second place, with his young brother Michael, behind Club Champion Russell Wilson, racing with his wife Jan.

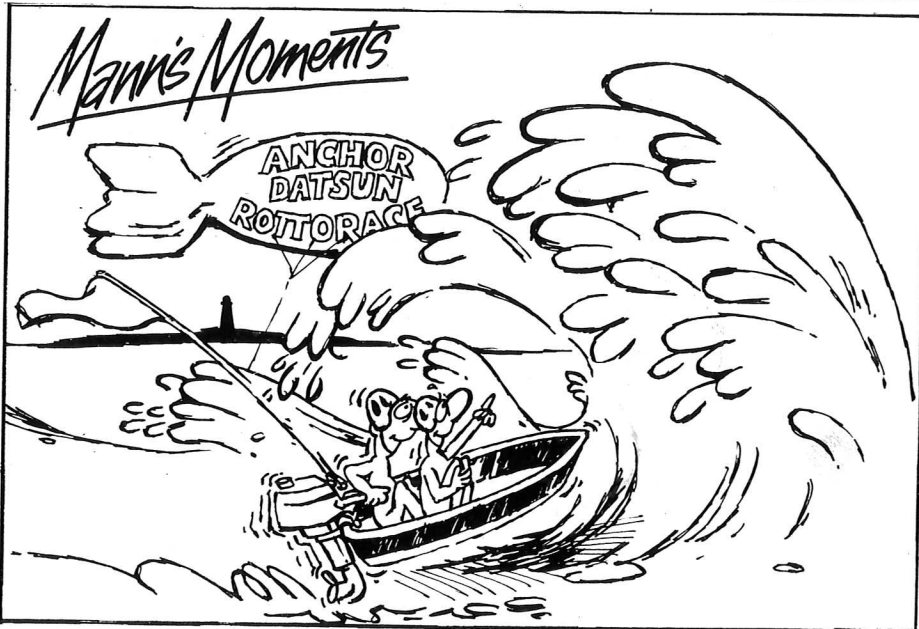
Hundreds of spectators gathered to watch the closely fought contests held on a relatively small course between the jetties. As the breeze blew up the flips became more numerous and at one stage it seemed that there were more competitors in the water than on it. Dud, Cummiskey in the rescue boat was kept very busy. Steve and Erica Palmer enjoyed the chance to direct the proceedings, giving Steve a different view of the racing.

W.A. DINGHY TOURING CLUB COMMITTEE

PRESIDENT Ron Cook 401 7910.	CHIEF SCRUTINEER Harvey Webster 381 9154.
VICE PRESIDENT Kim Epton 450 5373.	P.R. OFFICER. Peter Bevan 387 4767.
TREASURER Joe DePetra 418 3170.	RACE COMMITTEE Jon Faull 397 5786.
CLUB CAPTAIN Erica Palmer 457 9935.	

ROTTORACE COMMITTEE

John Ferguson (Director)
Ron Cook
Peter Bevan.



"We must be getting close to the finish someone's just opened a tinnie!"

Cover Picture: Joe and Beryl DePetra (No. 163) sprint to the line, neck and neck with Paul Trequurtha and Darron Maxfield in the standard class. Their new light weight hull had the edge at the finish.

Contributions Wanted. Thanks to those people that helped us out with stores and pictures in this issue. It takes quite some effort to get this publication out and we're grateful for any help. Send to: P.Bevan. 11 Crosby St. Floreat. W.A.

Anchor Datsun 6PR Rotto Race '83

Final preparations are being made by boat crews all over the state for the ANCHOR DATSUN 6PR ROTTO RACE on March 20th

This year's event should be bigger than ever with a proposed \$1,400 in prize money provided by 6PR and Anchor Datsun, full live coverage on radio and T.V. coverage being hopeful.

Some major changes have been formatted to the race including a CHANGE OF VENUE and a presentation luncheon as part of the entry fee of \$25 per boat.

The race will be conducted from an area of beach roped off in front of the Surf Life Saving Club at Leighton (not the one further south at Fremantle).

Prior to the race, approval has been given to hold a flare demonstration so all boat owners should bring their old flares.

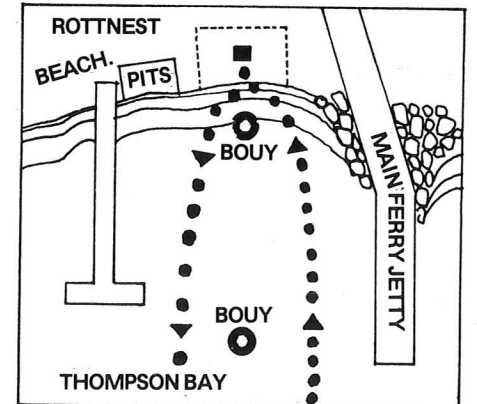
The race will commence with a rolling start similar to previous years but instead of rounding Phillip Rock and heading for home this year you are required to land at Rottnest.

An area will be roped off between the two main landing jetties at Rottnest (the ones the ferries use) in which you must beach the boat, run to a desk provided and pick up a baton before taking off on the homeward leg. (see diagram.)

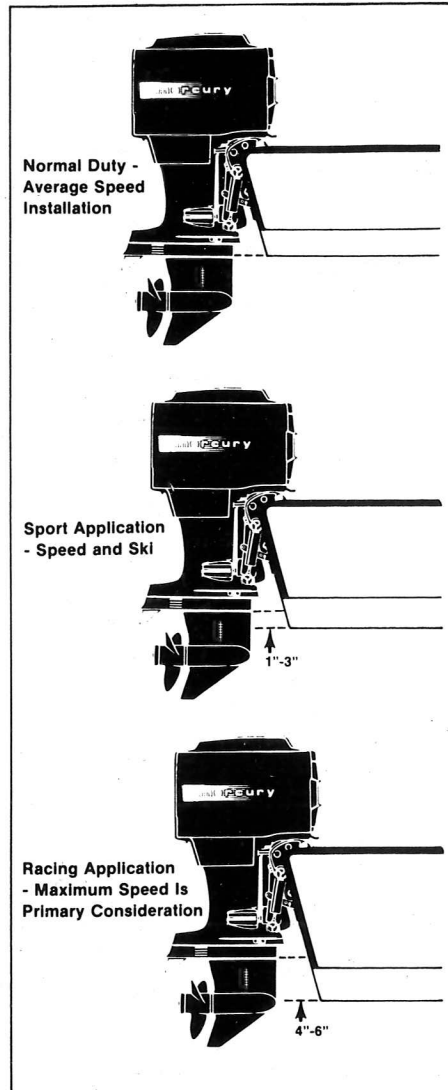
There is no break in timing so it must be done as fast as possible the 8 KNOT LIMIT AT ROTTNEST HAS BEEN LIFTED.

Please note: Only two tickets per boat for lunch are provided. If you require more please order through Peter Bevan Ph. 322 2237Wk. /387 4767 Hme. Adult \$6. Children \$4.

Scrutineering to be held at Heirisson Island 10am-2pm. Saturday. March 12th.

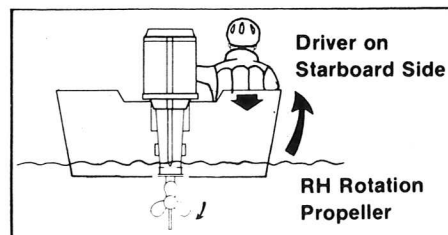


Trimming: The key to hull speed



WHAT IS 'TILT ANGLE' OF THE ENGINE?

Tilt angle of an outboard or stern drive is how far in or out from the transom surface the engine or lower unit is tilted. On outboards without Power Trim, this angle is adjustable by changing the hole in which the removable tilt pin is inserted. The tilt angle of the lower unit has a distinct effect on the planing angle of the boat which, in turn, significantly alters top speed and handling.

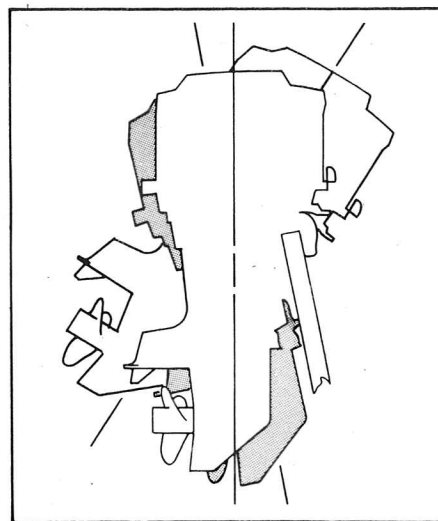


WHAT IS THE CORRECT HEIGHT TO MOUNT THE ENGINE ON THE TRANSOM?

For a propeller to best satisfy particular boating needs, the motor must be attached to the transom at the right height. If set too low in the water, too much lower unit drag and spray are created, thus cutting speed, underwater clearance, and handling. Set too high, the prop will pull in excessive quantities of air and lose much thrust, particularly when planning off or in turns... and the cooling water inlet holes may not pick up sufficient cooling water.

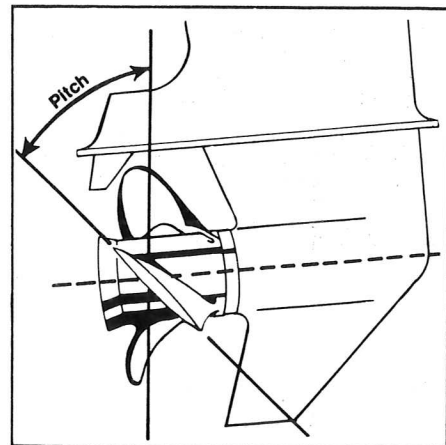
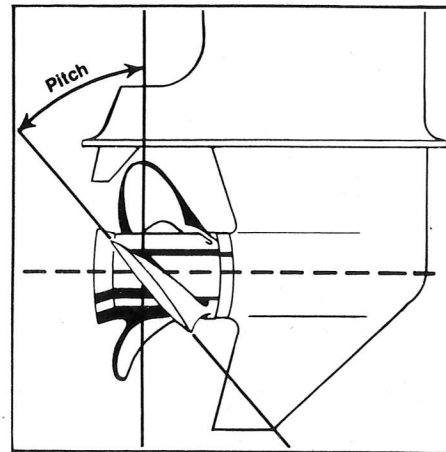
Traditional installations locate an engine so that when the propeller shaft is parallel with the boat bottom, the underside of the anticavitation plate is directly in line with the boat bottom. More recently, with the increased availability of hi-performance Quicksilver Propellers, installations up to 6" (15cm) higher have been possible on very fast boats.

As the installation height is increased, there is an increasing steering imbalance created by a right hand prop wanting to walk to the right, thus causing the engine to want to swing to the right-and placing the boat in a right hand turn if not corrected. Interestingly, this torque is opposite to that created by trimming an engine out (explained, following). Consequently, at about 3" of elevations, the 2 torques tend to cancel out, providing a pleasantly low steering torque situation. A point to remember is that this height requires a good quality hi-performance propeller.



HOW DOES PROPELLER TORQUE PRODUCE BOAT ROLL?

When observing from behind a boat, the propeller turns clockwise when underway (with normal right hand propeller). As water resists the clockwise rotating propeller, it causes the boat to roll slightly in the opposite direction (counterclockwise) or down on the left side and up on the right side. To offset this slight imbalance, the driver's seat is placed on the right side. Boats differ significantly in the degree of their reaction to prop torque.

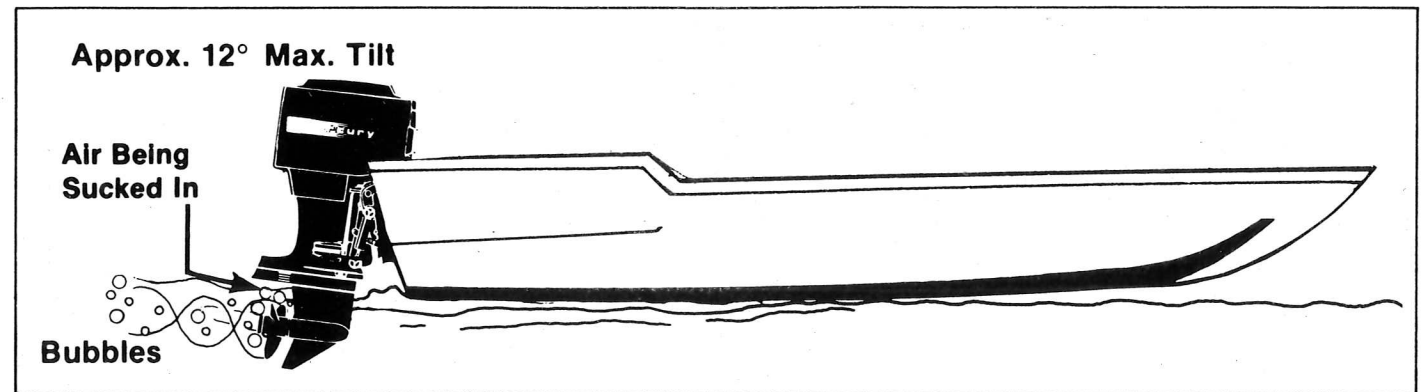


HOW DOES TILT ANGLE AFFECT STEERING TORQUE.

When the prop is run fully submerged and with the prop shaft approximately horizontal (parallel to the surface of the water, as shown in top illustration), there should be little (if any) steering load.

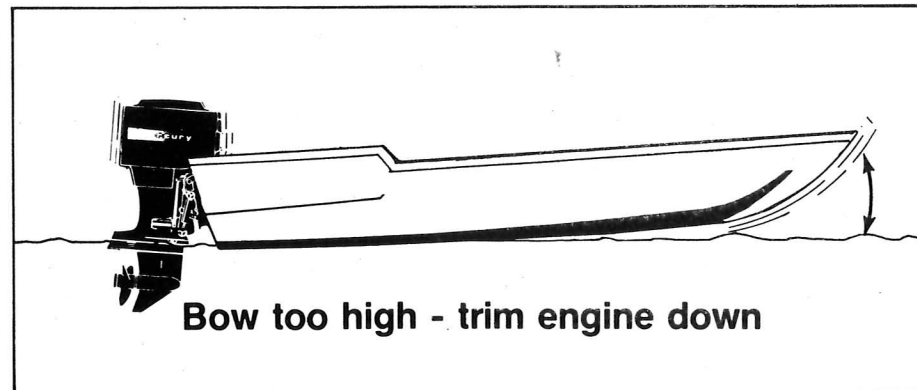
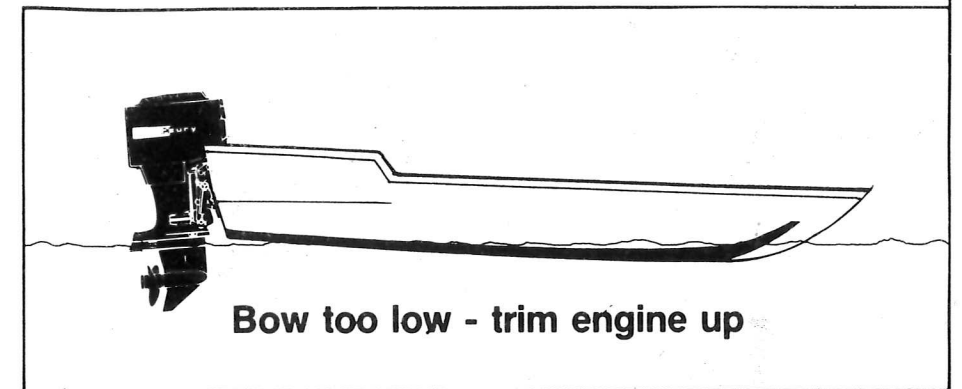
However, with the engine (RH rotation prop) trimmed in or under, because of the prop shaft tilt (shown in bottom illustration), the downward moving blade on the right side of the prop shaft has effectively more pitch, while the opposite is true of the upward swinging blade on the left side. This right/left imbalance pulls the engine to the right and, thus, makes the boat want to go into a right hand turn. Naturally, the driver must resist this force, if the boat is to continue in a straight line.

The entire situation reverses when the engine is trimmed out well past horizontal. Now the engine is pulled to the left, and the boats want to go into a left hand turn.



WHAT IS VENTILATION?

Ventilation occurs when air from the water's surface or exhaust gases from the exhaust outlet are drawn into the propeller blades. The normal water load is reduced and the prop over-revs, losing much of its thrust, however, as the propeller momentarily over-revs, this brings on massive cavitation which can further "unload" the prop and kill all forward thrust. It continues until the prop is slowed down enough to allow the bubbles to surface. This action most often occurs in turns, particularly when trying to plane in a sharp turn or with an excessive outwards motor tilt.

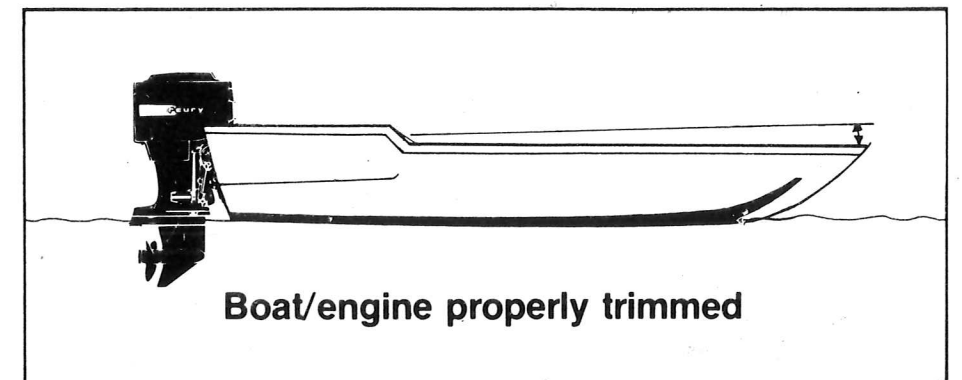


If trimmed under too far: Top speed drops, fuel economy drops, the boat may oversteer in one direction or the other and steering torque will increase.

Getting on plane should be easier on some V-bottom hulls. The ride in choppy water on plane at part throttle should be smoother.

If trimmed out too far: Propeller may lose its hold on the water; fast V-bottoms may start to 'walk' from right to left to right, etc; steering torque will increase in the opposite direction to that when trimmed under; and getting on plane may be difficult or laboured.

When a boat is perfectly trimmed, it will give the driver a sense of 'floating on air' at speed. Porpoising with approximately 10' movement at the nose helps with lift. The sign of a fast boat is when the porpoising increases to more of a 'flutter' across the surface of the water.



CLUB REPORT

TOWING POINTS DINGHY TOURING CLUB REGULATIONS.

It has been noticed by Chief Scrutineer Harvey Webster, that competitors are getting lax on towing points. He has written this column to explain the importance:

The Dinghy Touring Club Regulation on towing points was arrived over three years of operating a much needed rescue craft.

Each craft or bathtub shall have a tow point firmly affixed in a central position at the bow.

The tow point fitted to each craft shall be of solid structure, not less than 5mm and not more than 10mm in thickness. It shall be shaped into a half circle with not less than 30mm and not more than 60mm internal diameter.

The tow point shall be capable of supporting the craft or bathtub under tow, while fully immersed in water.

The tow point fitted to a bathtub may be of soft type (poly or nylon) and fitted with a tied loop. But shall not be made of material less than 5mm diameter and shall not exceed less than 5mm 200mm in length.

The disabled craft must be towed from a fixed position and the towing point should not be obstructed by any structure.

If the tow line is permitted to slide suddenly to one side at a high speed, the craft will twist and dig in on one side. This could result in over turn. While under tow it is important that the recovery craft have full control over the disabled craft.

Crew members being carried in the disabled craft are advised to observe the pilot of the rescue craft at all times for any signal, for direction of travel or positioning of body weight in the craft to assist planning and control.

The object of the pilot of the recovery craft is to have the disabled craft follow directly behind in the line of travel!

The rate of travel could be 25-30 m.p.h. At this speed competitors in the disabled craft must assist the craft to corner in the usual manner. (this is extremely critical with flat bottom type craft.)

While under tow your paddles should always be at the ready, and they should be used to assist your craft around obstacles. Keep the craft stable and watch for any over head branches. (Blackwood, Avon) and the motor should be locked or tied in the up position.

Remember your co-operation will assist the pilot and crew of the rescue craft to get you and your craft to your support crew in the shortest possible time.



BLACK AND WHITE NIGHT A HOWL!

The fifth blast in the style of the original 'GLUTTON'S Disco' was titled the 'Black and White Night' because Andy and Joe DePetra thought the club needed a little more 'panache'! It didn't work through with the night being as rowdy as ever with heaps of entertainment, refreshments and kicking up the heels.

The DePetras think they will be able to pay out the club bus after the next night, so it may be the last. has been scheduled for April 7.

If you haven't been to one of these nights make sure you get to the next one...!

As you may not have another chance. I guarantee it will be a night you won't forget in a hurry.

This is the official emblem of the ANCHOR DATSUN ROTTORACE. White sweatshirts with the emblem printed on front in blue will be available for a cost of \$16 each. Make you order on Scrutineering day.

CLASSBOATS

For Sale: 3m Punt. Previous Winner of 6 hour Endurance Race. Brand new bottom just fitted. New Paint (red) \$350. Available from P. BEVAN. 11 CROSBY ST. FLOREAT PARK TEL 387 4767.

For Sale: Fibreglass V. hull ocean racer. One of 3 built for previous Rottnest Race. Still quick in slop. Enquiries: John Ferguson, 3 Kenny Drive, Duncraig. Tel. 447 7652.

COMING EVENTS

Committee Meeting	February 21
Club Meeting	February 28
Rottnest and Return	March 12
Race Scrutineering	March 13
Collie Festival	March 20
Rottnest & Return Race	March 21
Committee Meeting	March 27
Alternate Date R&RR	March 28
Club Meeting	
Easter Trip.	April 1-4 inclusive

SUPER SCOOP

Slip Wilson

Who said Mercury Bronze props were dead-Jon Faulk proved it in grand style down at Busselton. The so-called "guns" of tub racing equipped with surfacing props didn't get a look in. I think before Collie, some of us had better improve in speed in a big hurry or ask John for some driving lessons.

It will be interesting to see how Mercury Marine pans out now that their office warehouse has been closed down in this State. I imagine sponsorships as few as they were will go by the board along with their always welcomed technical assistance. When I hear if Peter Denford is staying on as State Rep I will let you know and give you his number.

You will be interested to know Derek, the parts "whizz" from Beacon Marine has opened his own back yard shop. So, if you're in the market for new parts I would suggest you give him a try-his prices are more than competitive-2 EVANS PLACE, BAYSWATER. Ph. 271 4320.

It's great to see a newcomer to the sport fairing so well. Peter Bevan has been placing extremely well in the last major events. The interesting thing to note is he has placed, using borrowed power heads. This brings two things to mind-firstly, club members are working together and helping new members. Secondly, a fast power head isn't everything. Peter has obviously learnt the art of trimming a boat to obtain peak performance. A lot of other people should take a leaf out of Peter's book.

BIRTHDAY boy George Forward had a surprise on his big day-he was presented with a new SMF Dinghy from his wife. I hope this trend continues. Maybe my wife will buy me a Mercury for Christmas.

Still on George Forward, have you seen the magnificent bronze prop he has made himself. From his speed at Cockburn, it's as fast as it looks too! Just goes to show what you can do if you really put your mind to something.

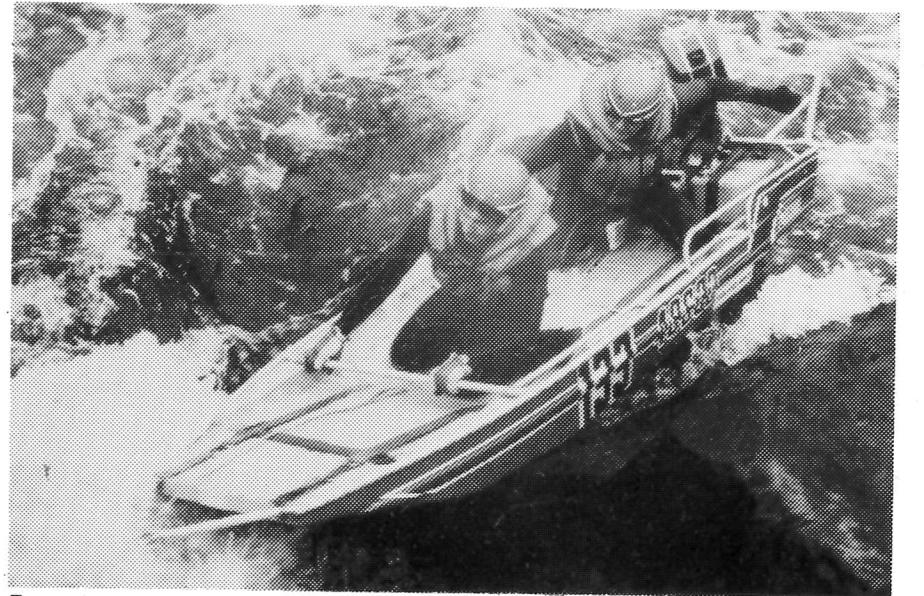
It seems Dudley Cummusky prefers rescue work to racing! Rumours have it he prefers and esky full of cans as a seat, rather than foam. Or is there more competition in a rescue boat????

Kim Epton's proposal to run the Avon has finally been officially rejected by the Avon Descent Association. It seems as though the last promoters have left the committee with a bad taste in it's mouth and they want to have a go at running it themselves.

READERS PHOTOS



Faulk Team shows us how to do it at Harts. Photo: Roger Hunt.



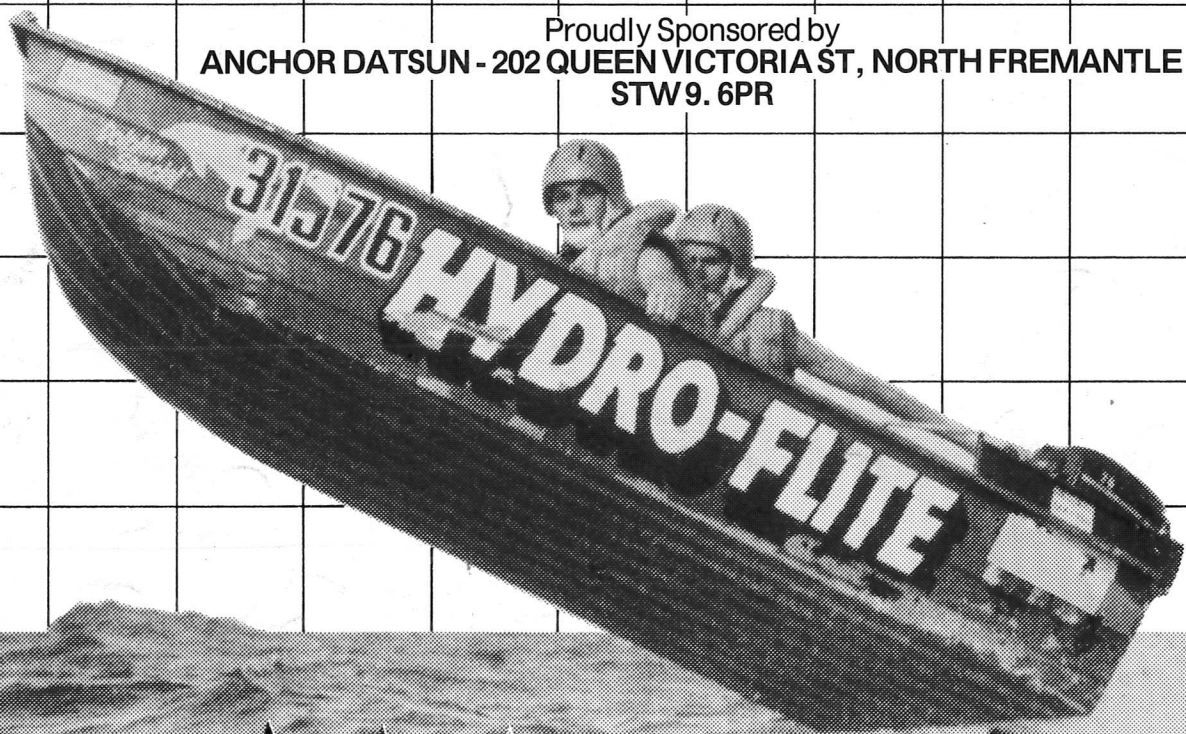
Forward Team nudges the rock at Harts. Photo: Roger Hunt.



George Hartlieb tries to dislodge it! Photo: Roger Hunt

March 20 is Anchor Datsun Rotto-Race Day

Proudly Sponsored by
ANCHOR DATSUN - 202 QUEEN VICTORIA ST, NORTH FREMANTLE
STW9. 6PR



**ANCHOR DATSUN
ROTTORACE**

6PR 

Entry Forms Enclosed
Entries taken at Scrutineering 10am-2pm
Heirisson Island Sat. March 12th.
(See page 3)