

POWER DINGHY RACER



BLACKWOOD RECORDS GO!

EDITORIAL

A lot of this edition of Power Dinghy is devoted to the subject of protests. This year there has been more protests than any other season in the sport's life and as a consequence there has been a considerable amount of tension between some club members.

It is the official view of the committee that protests are a necessary part of racing. If a club member has a gripe we would much prefer to have him lodge a protest and get an official verdict on it, rather than hold a grudge or worse still, keep a running argument going with another club member. By using the protest system to sort out a problem, a verdict is arrived at quickly and without much fuss and should be the end of the argument.

In other more established sports, such as yachting, protests are a daily occurrence. Decisions are made promptly and efficiently and are accepted ungrudgingly by the competitors, leaving no hard feelings. You will often see yachtsmen lodge protests against their best mates. Win lose or draw, you will see them back in the bar afterwards having a drink on it, and this is the way it should be.

Protests are also necessary because they are part of the rule making system. A protest committee must give a ruling, and from then on that ruling can be considered a legal definition. This is the way rules are developed.

It is a lot more sensible from a club point of view to sort out problems between members this way, than have racers hold grudges, which lead to factions being formed within the club.

This can then lead to deep rifts between members and eventually can divide and kill a club.

What the club will not condone in anyway whatsoever, are members that will not accept the decision of the umpire or will attempt to use the club rules to win races out of the water. Members that think they can gain a place by picking on a technicality that has no relevance to a competitor's performance in a race, will be given a decision that does not affect the outcome of that race.

I have heard that the Whitney family is very upset with the number of protests submitted after the '83 Blackwood. It is the first year that the race has had any protests and has caused a considerable amount of work and hassle, something that, that family doesn't need. For their sake I only hope they have been sorted out without any back-biting from any club members.

To finish I would just like to quote John Fergusons strong words at the last meeting "Lets cut the crap and get on with racing ON THE WATER not out of it!"

Cookie

PROPOSED MOTION:

The underside of the anti-cavitation plate, of the motor, shall be positioned no higher than on the same plane as the bottom of the hull, excluding strengthening flutes and hydro-battens.

This shall be checked by means of a straight edge placed underneath the entire length of the hull, incorporating the anti-cavitation plate.

Allowance shall be made (at the discretion of the scrutineer) for a discrepancy of the above caused by damage to the hull during a race.

Proposer: Ian Williamson



The Thomas Team at Extracts

POWER DINGHY RACING CLUB

- | | |
|-----------------------|-------------------------|
| Committee | TREASURER |
| PRESIDENT | Joe DePetra |
| Ron COOK | 418 5966 |
| 401 7910 Cook | |
| VICE PRESIDENT | P. R. OFFICER |
| Kim Epton | Peter Bevan |
| 450 5373 | 387 4767 |
| CLUB CAPTAIN | CHIEF SCRUTINEER |
| Erica Palmer | Harvey Webster |
| 457 9935 | 381 9154 |
| SECRETARY | RACE COMMITTEE |
| Gary Hilton | Jon Fauli |
| 397 0134 | 397 5786 |
| | Rob Whitney |
| | 361 1528 |

DINGHY TOURING CLUB & POWER DINGHY RACING CLUB 1983/84 Calendar

- | | |
|-------------|-----------------------|
| Nov 20th | Marina to Marina |
| Nov 27th | Alternative for above |
| Dec 6 | Christmas Party |
| Jan 28-30th | Busselton Weekend |
| Feb 19th | Cockburn Classic |
| Mar 10th | Scrutineering Rotto |
| Mar 18th | Rotto Race |
| Mar 25th | Alternative for above |
| Apr 8th | Flipper Day |
| May 6th | Perth to Fremantle |
| May 26th | Bath Tub Rally |
| June 3-4th | Aust. Bath Tub Titles |

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.

GOOD WIN FOR GOODBODIES!



Well the Blackwood Classic 250 is over again for another year and everybody is looking forward to the next event on their calendars. This is a good time to look back over the 1983 event and see how it all worked out.

From a statistical point of view, there were 92 entrants this year, 15 more than last year but still less than the record number of 104 in 1981. 50 craft actually completed the entire course which is the highest survival rate recorded. This year there was a large proportion of novices most of whom completed the 250 kilometres.

The start of the race certainly looked interesting with the Wilson Tanner combination in a new fibreglass Coke boat, Jon Fauli with his novice female partner, John and Ian Goodbody going like a shower (still with 9 x 9 props), Mario and Gary Butt looking impressive, and Dudley Cummesley in a new black Kevlar beast that had hardly got wet. (He was slightly better off than I was, having had one run. in his boat... I put my new boat into the water for the first time just 10 minutes before the start.)

All the action took place in the first few minutes with many entries being sidelined in the deceiving rapids, Joe DePetra (lost motor), Cummuskey's (clamps) Wilson/Tanner (bottom ripped open) Bevan/McDonald (something), George Forward (leg), and many more.

Those that made it to checkpoint one unscathed generally didn't have any more trouble for the duration in the high water.

The following day was fairly uneventful with relatively few position changes and most boats making it in.

The exception was John Vadala and Gary Phillip who dropped back in the field after running out of petrol for 30 minutes, and Ian Williamson who had gearbox troubles. The Monday saw some exciting racing up front with the lead boats of Jon Fauli and the Goodbody's racing neck and neck to the line, Jon with a relatively old hull and surfacing prop against the new wave fibreglass hull and 9 x 9 props of the Goodbody's.

Neither was willing to back off an inch up the estuary and consequently were both chopped for breaking the Molloy Island speed limit.

The previous record time for the 6h.p. class was 11 hours and 46 minutes set by Craig Walker and David Dodd in 1981. Veteran racers Lance and John Farrow the official winners of this year's Classic set a new record of 10 hours and The winners of the 8h.p. standard and 8h.p. sports classes also set new records to replace the old record of 8 hours 37 minutes set by Russell

Wilson and John Goodbody in 1978 before the class was divided. Gary Butt and Mario Ambrosina of craft 169 were this years official winners of the 8h.p. standard class with a time of 8 hours and 35 minutes while John and Ian Goodbody in craft 162 won the sports class in a time of 7 hours and 59 minutes.

The other place getters in the 6h.p. class were, 2nd, M. Jane and D. Jolly of craft 229, and 3rd F. Glen and C. McCabe in craft 236. In the 8h.p. sports class j. Fauli and S. Jones in craft 129 came 2nd and A. Heath and J. Earl in craft 121 gained 3rd place. The 2nd and third places in the 8h.p. standard will be affected by the outcome of an appeal against a protest decision and cannot be published even now.

The above mentioned protests are the first official protests and appeals to be lodged in the eight years of Blackwood Classics.

1983 was the first year that a computer has been used on a river race in Australia to tabulate race results. Thanks to D.P. RESOURCES for the loan of the equipment and to George Guelfi the programmer, the officials did not have to work long into the night to tabulate results and calculate start times and grids for the following mornings. The program is being further developed and will probably be available for other events in the future.

On other matters, the ground crews receive a pat on the back from officials who reported that in general crews were courteous, polite and a lot more considerate with rubbish disposal than in previous years.

Paul Tregurtha stunned observers when he actually completed the Blackwood, (the first race he's ever made it to the finish intact.)

Club member competitors however get a slap on the wrists for being the slowest to place their entries prior to the start of the race. They most frequently asked the organisers how many entrants there were. Organisers had to guess how many club members would enter at scrutineering, when the officials were already busy and had the least time to spend processing forms, writing receipts and updating lists.

In 1984, the organisers expect that in order to overcome the problem of the hard to see speed limit section at the ferry crossing near the end of the last day, a new route will be used which will take competitors to the east of Molloy island and through another stretch of water which is shallow, winding and blocked by the occasional log. Another change could be the inclusion of another checkpoint on day two in the long section before the finish line.

Competitors will receive in the mail shortly a complete list of times for all entrants in 1983 and a summary of the donations to the Slow Learning Children's Group. The winners of the prize draw for the fundraising will also be announced so if you still have sponsorship money please send it to the address listed on the form.



Cover Picture

Commitment is written all over the faces of the Whitney brothers when they take this jump during the AVON (This photo from Bill Pennycook was transmitted all over the world.)

MARINA TO MARINA

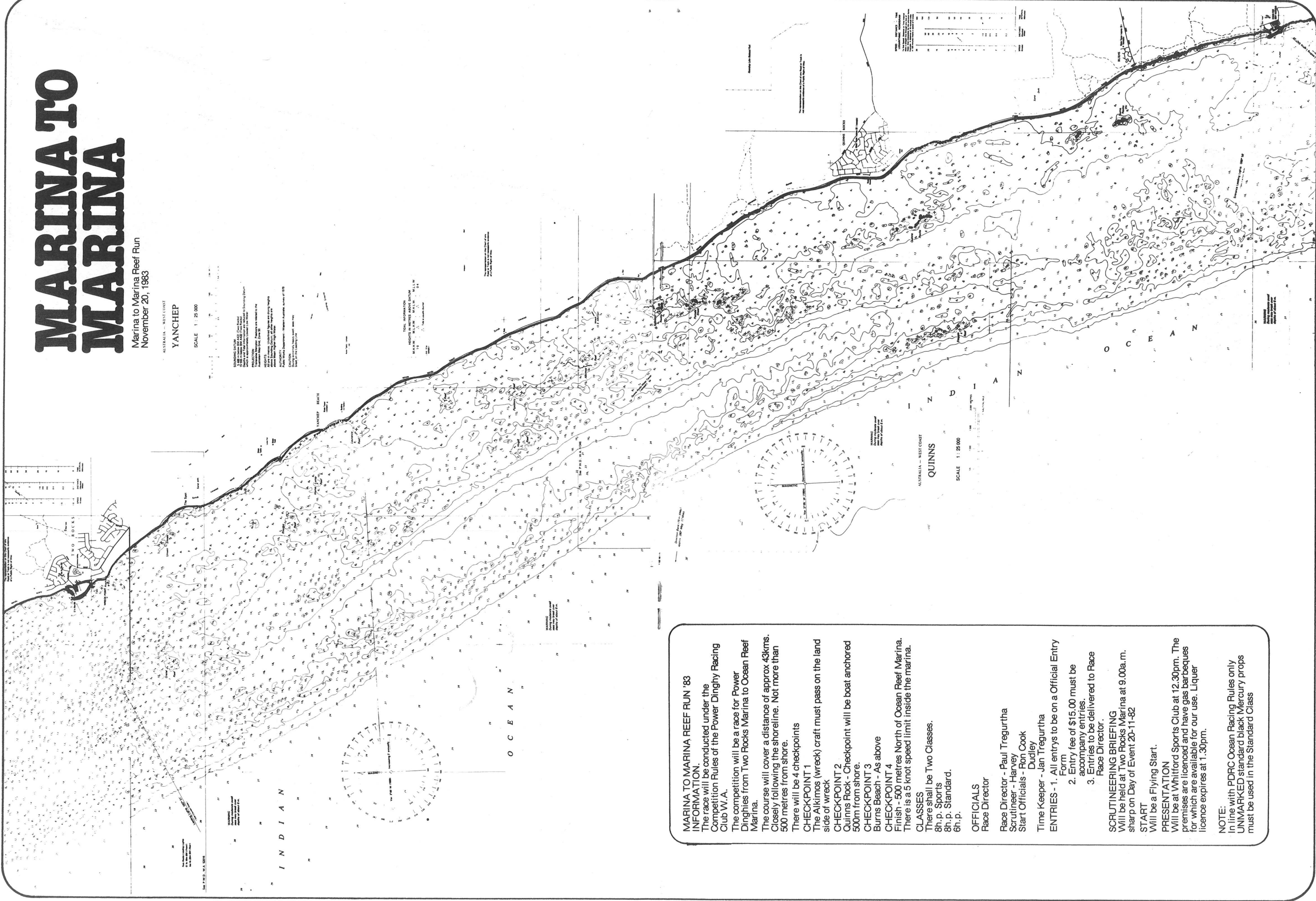
Marina to Marina Reef Run
November 20, 1983

AUSTRALIA - WEST COAST
YANCHEP

SCALE 1:25 000

PROVISIONAL NOTICE
This chart is a preliminary edition and is subject to change without notice. It is not to be used for navigation unless it is accompanied by the latest Notices to Mariners. The Australian Hydrographic Office is not responsible for any loss or damage to property or injury to persons resulting from the use of this chart.

TOTAL INFORMATION
HEIGHTS IN METRES ABOVE DATUM
1:10 METRE INTERVALS
1:5 METRE INTERVALS
1:1 METRE INTERVALS



MARINA TO MARINA REEF RUN '83
INFORMATION.
The race will be conducted under the Competition Rules of the Power Dinghy Racing Club W.A.

The competition will be a race for Power Dinghies from Two Rocks Marina to Ocean Reef Marina.

The course will cover a distance of approx 43kms. Closely following the shoreline. Not more than 500 metres from shore.

There will be 4 checkpoints

CHECKPOINT 1
The Aikimos (wreck) craft must pass on the land side of wreck

CHECKPOINT 2
Quinns Rock - Checkpoint will be boat anchored 500m from shore.

CHECKPOINT 3
Burns Beach - As above

CHECKPOINT 4
Finish - 500 metres North of Ocean Reef Marina. There is a 5 knot speed limit inside the marina.

CLASSES
There shall be Two Classes.
8h.p. Sports
8h.p. Standard.
6h.p.

OFFICIALS
Race Director
Race Director - Paul Tregurtha
Scrutineer - Harvey
Start Officials - Ron Cook
Dudley
Time Keeper - Jan Tregurtha

ENTRIES - 1. All entries to be on a Official Entry Form
2. Entry fee of \$15.00 must be accompany entries.
3. Entries to be delivered to Race Race Director.

SCRUTINEERING BRIEFING
Will be held at Two Rocks Marina at 9.00a.m. sharp on Day of Event 20-11-82

START
Will be a Flying Start.

PRESENTATION
Will be at Whitford Sports Club at 12.30pm. The premises are licenced and have gas barbecues for which are available for our use. Liqueur licence expires at 1.30pm.

NOTE:
In line with PDRC Ocean Racing Rules only UNMARKED standard black Mercury props must be used in the Standard Class

CLUB REPORT

COMPETITION LICENCE

A proposal to introduce compulsory 'Competition Licences' for all entrants in races conducted under the Competition Rules of the P.D.R.C. was accepted at the last club meeting. Details on how to obtain the licences will be issued shortly.

REPRINT OF THE COMPETITION RULES, CONSTITUTIONS, ETC

This task is progressing nicely and it is hoped that the 'Manual of Power Dinghy Racing' will be ready for issue prior to Christmas. The Manual will be issued in 'loose leaf' form thus allowing amendments to be easily and cheaply made. When an amendment is approved the complete page on which the amendment occurs will simply be reproduced and forwarded to members.

MURRAY RIVER RUN

On Sunday October 23rd, a 25 strong group of Club members and their families made a short survey of the Murray River. Five boats started from Tumlo Pine Plantation some 60 kilometres south of Dwellingup. The 15 kilometre river journey took two hours due to numerous break-downs and damage. The course was pronounced 'suitable for dinghy racing'.

It was stated to be 'ten times tougher than the Blackwood'. Future surveys of the river from Tumlo to Pnjarra are planned with a view to conducting a race on the river during the June long weekend in 1984.

1984 AVON DESCENT

Planning for next year's Avon Descent has already started. Three meetings have taken place to date and indications are that a major sponsor will be backing the Event.

An 'opening day' incorporating circuit racing at Northam Pool has been mooted and has been met with enthusiasm. There is little doubt that the 1983 was the best 'Descent' ever and indications are that 1984 will top that.



Another successful race in the popular DePetra brothers' series of Gluttons Nights. This one was a Bedroom Flavour Evening and included a pillow fighting competition.

P.D.R.C. CHRISTMAS PARTY

It has been decided to hold the first Annual P.D.R.C. Christmas Party on December 6 on Herrison Island. We have the Burswood facility (including the ski area) for the day so club members will be able to bring down their dinghys, launch them at Burswood and drive over to the island picnic area. It will be a barbecue lunch so don't forget to bring your gas barbie and tucker. There will be a number of larger powerboats to get you over there with your gear, so you can avoid the walk from the Causeway. The day is free for everyone, with refreshments supplied, so bring the whole family. We also hope to have water skiing, fun races and prizes for the kids and perhaps some circuit racing. Festivities start at 10a.m. so get organised early!

Efforts are being made to confirm and update statistics of trophy winners. If you can assist by

filling in the blanks please contact the Club Captain, Erica Palmer 457 9935.

YEAR	ROTTNEST RACE	AVON DESCENT	BLACKWOOD CLASSIC 250
1980	Steve Palmer Bernie Garbellini		
1981			Rod Thomas P. Curry
9182		Jon Faull Michael Davey	A. McDonald C. Hertman
1983	Ron Willox Stive Craker		

Any person who knows the location of the Novice Award Perpetual Trophy please contact the Club Captain, Erica Palmer Ph 457 9935.

PROTEST HEARING

BACKGROUND TO PROTEST

On the evening of Sunday 2nd October, the second day of the 1983 Blackwood Classic 250, John Vadala, a member of the team of craft 170 approached the Race Director with a complaint that officials had prevented his ground crew from reaching his craft with vital fuel supplies at checkpoint 10. John's claim was that since he had run out of fuel due to officials blocking access to checkpoint 10 without notification of the closing of that checkpoint either in the race booklet or at the briefings, that it was a fault of race organization that he had lost 41 minutes. The director at this point consulted the daily time sheets and was able to verify that craft 170 had indeed lost considerable time between checkpoints 10 and 11 and with information at hand agreed that if officials had prevented support crews from reaching craft at a checkpoint, then a time allowance of 30 minutes should be made.

PROTEST BY: George Forward and John Hilton

PROTEST SUBMITTED: 2nd October 1983

PROTEST HEARD: 8th October 1983

PROTEST TRIBUNAL: David Whitney, Kim Epton, Harvey Webster

DETAILS OF PROTEST

I hereby Protest against the time allowance of 32 minutes awarded to craft No. 170 for day two of the Classic. Further details of my protest will be presented at the protest hearing or I will be happy to discuss them with you before the event concludes.

FINDINGS OF PROTEST MEETING

1. The time allowance of 30 minutes to craft 170 should not have been made by the Director without a written protest from the entrants who considered themselves aggrieved. (see PROTESTS AND APPEALS 1.1 and 2.1)

2. The roads and tracks into checkpoint 10 was NOT officially closed as no mention of its closure had been made either at briefings or in the Race Booklet.

3. The person who stopped the support crew of 170 was not an official as they showed no form of identification.

4. The support crew of craft 170 took no further action to reach the checkpoint. They should have been aware that it was possible to either walk into the checkpoint or to find a nearby alternate refueling place. (SUPPORT CREW INFORMATION 4, page 11)

5. Insufficient effort was made to pass the person blocking access into checkpoint 10 by requesting reason for no access, explaining need to get fuel to craft, or requesting details of an alternate approach to the river at or near checkpoint 10.

6. The portion of the Race Booklet dealing with VEHICLE ACCESS indicate that access to checkpoint 10 is via a gravel road and of limited value to support crews. Caravans and trailers are not permitted into checkpoint 10.

7. SUPPORT CREW INFORMATION 2, page 11 states "Each member of the Support Crew must make themselves acquainted with these rules." On reading the booklet support crew would become aware that officials could be identified and also realise that access to checkpoint 10 may be difficult.

8. COMPETITORS 6, page 5 states "By submission of the Official Entry Form it is considered that competitors are acquainted with all rules of the Classic, aware of the nature of the course and medically fit". The implication of this is that competitors should realise that conditions prevailing during the race may force the closure of a road or particular access point and make plans to cope with unforeseen circumstances.

DECISION OF PROTEST HEARING

The protest tribunal has decided to uphold the protest by George Forward and John Hilton and in doing so withdraws the time allowance of thirty minutes allowed to craft 170 on day two of the 1983 Blackwood Classic 250.

John Vadala and Dave Phillips appealed against the decision of the Protest Hearing. The Appeal was heard on Tuesday, November 8, 1983. This article went to press prior to the decision of the Appeal Board being handed down.

CLASSBOATS

COOKIES GARDENS AND LAWNS

For a quote on mowing and edges phone Ron Cook on 401 7910.

BRONZE 9 x 9 SCREW PROPELLER

\$100 Phone Jon Faull 335 4144.

SUPER SCOOP

Slip Wilson

EPIC TRIP BY EXPLORER

ADELAIDE: Outback adventurer and explorer Denis Bartell yesterday broke a water power-boat record after a gruelling 3000km dinghy ride down rivers from Queensland to South Australia.

Bartell (50) arrived at the mouth of the Murray River yesterday afternoon after 10 days' sailing solo in a lightly powered three-metre dinghy to break the power-boat speed

record for the Darling Descent.

The record for the trip from Mole River, down the Dumaresq, Macintyre, Barwon, Darling and Murray Rivers had been held by a West Australian team of 12 who did the trip last year.

Bartell, who had a back-up crew of one, battled with his sometimes leaky boat and leaf-congested propellers to break the record by almost three days.

- You may have noticed the report in a recent West Australian Newspaper where the P.D.R.C. record for the Darling Descent has been broken by 'explorer'.

Isn't it about time someone did something positive about redeeming the name of West Australia dinghy racers and put together an expedition to go and get the record back?

- It seems as though protests are becoming a standard part of dinghy racing with more and more being heard every race. Personally, I feel that protesting is not unhealthy because I believe if someone has a gripe it should be aired and handled officially (after all, this is how rules are formulated). But lately it seems that some racers feel that it is not necessary to win races in the water and this is certainly not good for the sport. After the recent protests at the Blackwood, the Whitney family were left somewhat deflated and after the years of hard work they have given to the sport, they don't deserve it.

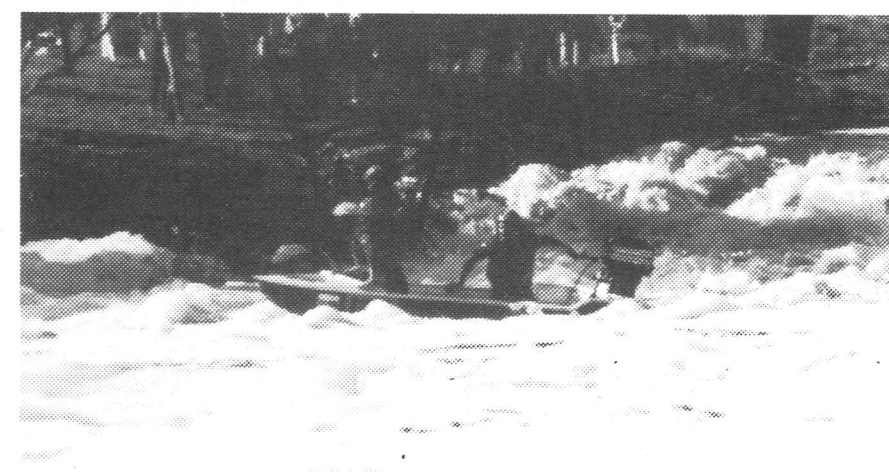
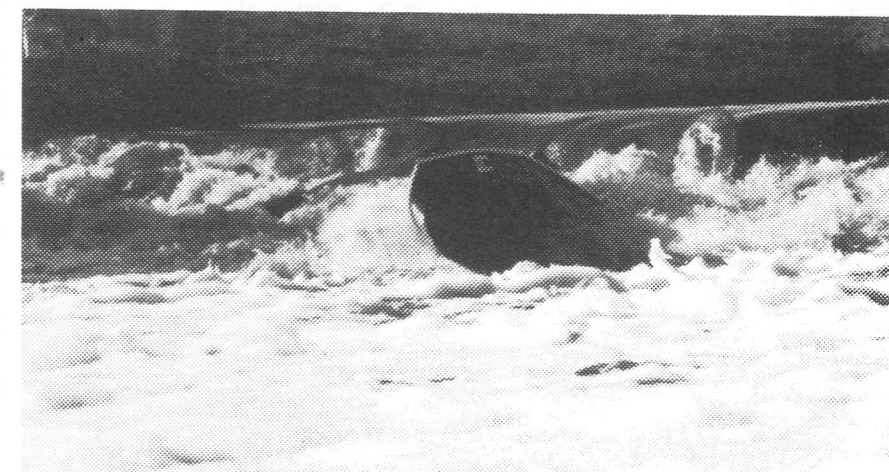
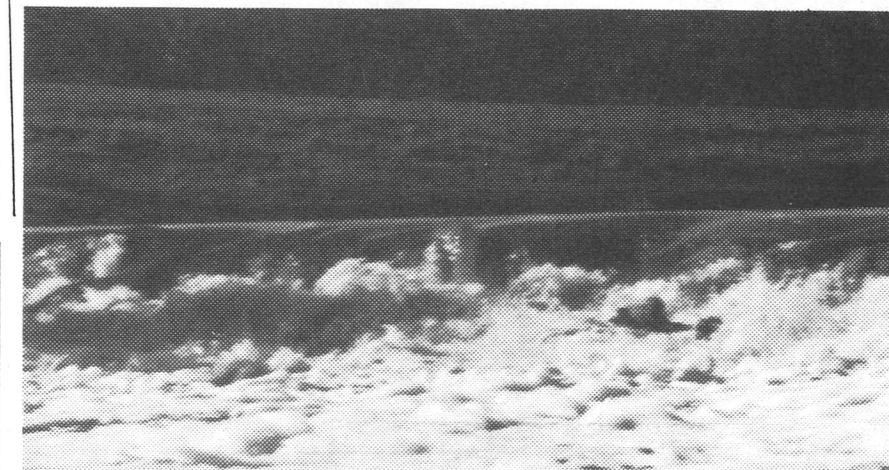
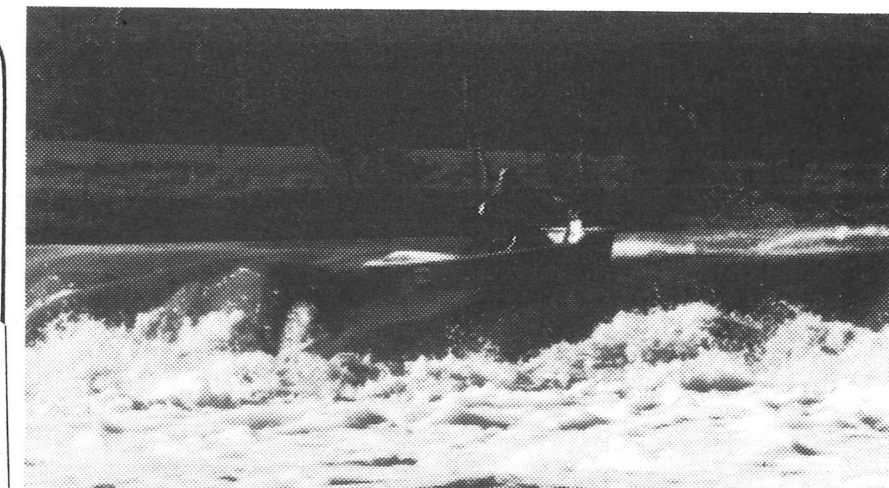
- The two Coke featherweights are going to need a little more development, I'm afraid. They turned out light alright, weighting around eighty pound, but too light for anything that even looked like a rock. Oh well, back to the drawing board!

- Interesting to see the New Cement 'Dingaroo' do so well. The standard entry beat our old '78 record by minutes.

- For any of you that think that Jon Faull's three trips over the side during the Blackwood, were anything to do with his novice female crew, your wrong! Jon will tell you it was his fault all three times!

- It is with regret I heard recently that Jon Faull is considering retiring from racing. Apparently Jon is finding it difficult to find the finance to be a continual winner and will not be entering any more races this season. Lets hope he can manage to put his act together for next year's Avon - it wouldn't be the same without the ole Teabags.

- On the subject of Jon Faull, with his absence, the future of the Sports Class looks a bit shaky. At last count there was only about half a dozen boats that are willing to compete in the class permanently. To my mind it will be a step backward if this class dissolves. The effect would be the end of development of river racing equipment which in my opinion eventually lead to the sport stagnating. After all we want to lead the way in this sport, not let those East Aussies take over!



How to come unstuck at Extracts. 105 in sequence.

George Forward in Sequence

