

POWER DINGHY RACER

Official Newsletter of the Power Dinghy
Racing Association W.A. Branch Inc.

January
1985

TWIN RIVERS REPORT

BUSSELTON PLANS

ALBANY PROGRAMME



**AUSTRALIAN POWER DINGHY
RACING ASSOCIATION**



WESTERN AUSTRALIA BRANCH INCORPORATED

Commodore's Comment

Welcome to the Association's new look Newsletter.

Peter Bevan and Kim Epton have done a great job in getting the newsletter going again. Now it's up to you to keep those articles and photos rolling in to keep up the standard.

The Association looks set for an exciting and busy year. I believe that 1986 will be a year of decision for the sport of power dinghy racing. Hopefully the right decisions will be made and all will benefit.

The Association's first newsletter asked you to consider the direction the sport should take. The article titled "Directions" offers much food for thought. We've also received a lot of feedback on what the aims and objectives of the Association should encompass. It's obvious that many of you do care about the sport and its future - this Association found its beginning in that concern - and the ideas put forward so far show that a lot of thought has gone into planning for the future.

ADVERTISERS WANTED

It is our intention to publish this newsletter at no cost to the Association.

Supporters of the Association can help achieve this objective by advertising in newsletter. If you or your company wish to advertise or you know of any business that wishes to advertise in our newsletter please contact the Editor. Rates are very reasonable.

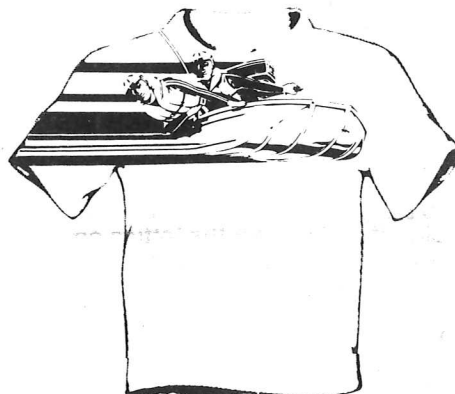
Commodore
Russell Wilson 447 9448 (h)
Vice Commodore
John Ferguson 447 7652 (h)
Secretary
Pina D'Amica 361 1370 (w)
Treasurer
Mario Ambrosino 362 4407 (w)
Rear Commodore
Jim Gregg 222 1135 (w)
Social Manager
Paul Tregurtha 409 9840 (h)
Safety Officer
Gary Butt 398 1154 (h)
Chief Scrutineer
David Dodd (095) 371 346
Property Officer
Garry Tanner 454 5844 (h)
Public Relations Officer
John Halliday 447 7964 (h)

The Postal Address of the Association is P.O. Box 38, Rivervale 6103.

Directions

PROPOSED OBJECTIVES OF THE AUSTRALIAN POWER DINGHY RACING ASSOCIATION (WA BRANCH) INC.

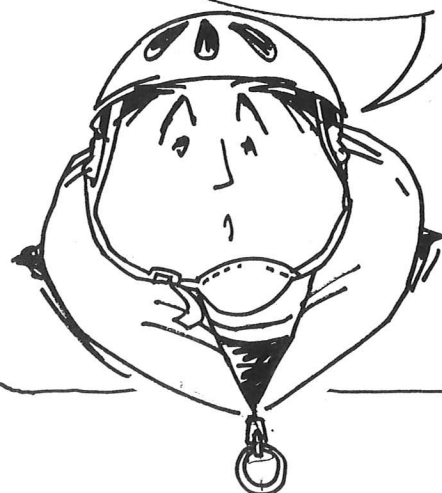
1. To promote and foster the sport of power dinghy racing in Western Australia and throughout Australia.
2. To encourage and maintain liaison with all official and government bodies concerned with power dinghy racing and the use of rivers.
3. To ensure that the necessary high standards of safety in racing are maintained.
4. To ensure that racing rules and specifications are consistent for all competitions and races.
5. To co-ordinate an annual programme of sanctioned open entry races and competitions.
6. To conduct a State Championship of power dinghy racing based on the annual programme of events.
7. To select a State power dinghy racing team.
8. To encourage and foster an annual trip by the State representatives to events conducted elsewhere in Australia.
9. To ensure that entry fees to all races, competitions and events are maintained at a reduced amount for Association members.
10. To issue a regular newsletter.
11. To organise an annual Presentation of Prizes and Trophies.
12. To ensure that power dinghy racing is maintained as an economical, family orientated sport.
13. To ensure that a class of racing suitable for novices is fostered and maintained.
14. To ensure that all sanctioned events are controlled by an Association Race Director and attended by an Association Scrutineer.
15. To uphold the principle that motors must be raced as they were basically supplied by the manufacturer in areas relevant to engine performance.
16. To uphold the principle that only protests relating to performance and reliability irregularities may affect finishing positions.



Power Dinghy Racer T-Shirts are now available at \$8 each, from Peter Bevan on 387 4767 (A.H.)

Dinghy Doodles

WHAT DO YOU MEAN... 105 HAS RETIRED!!
HOW THE HELL AM I GOING TO KNOW HOW FAST I AM GOING NOW!!!?



New Look Busselton Weekend



The Association invites its members and other power dinghy racers to its race weekend at Busselton as part of the town's Festival.

We will conduct bathtub racing on the Vasse River on the Saturday afternoon/evening, a race from Capel to Busselton during Sunday morning, circuit racing near the jetties on Sunday mid morning and bathtub racing on the Vasse River on Sunday afternoon. On the social side, there will be a "BBQ by the Vasse" a Tug of War and a Beach Party immediately after our team wins the Tug of War.

PROGRAMME OF POWER DINGHY RACING AND BATHTUB EVENTS

SATURDAY JANUARY 25, 1986

- 1.30 p.m. - 5.00 p.m. Heats for Vasse Bathtub Cup Vasse River (south of Hwy bridge)
- 5.00 p.m. - 7.00 p.m. BBQ by the Vasse. Snapper

SATURDAY JANUARY 25, 1986

- 1.30 p.m. - 5.00 p.m. Heats for Vasse Bathtub Cup Vasse River (south of Hwy bridge)
- 5.00 p.m. - 7.00 p.m. BBQ by the Vasse. Snapper Wings or Deep Sea Crab Claws \$2 person
- 7.00 p.m. - 9.00 p.m. Final of Vasse Bathtub Cup Vasse River (flood lights required to be on).

SUNDAY JANUARY 26, 1986

- 9.30 a.m. - 11.00 a.m. Capel Classic Capel to Busselton
- 11.00 a.m. - 11.15 a.m. Swimming Tests.
- 11.15 a.m. - 12.30 p.m. Circuit Racing Between Jetties
- 3.00 p.m. - 6.00 p.m. Demonstration racing - bathtubs Vasse River (fountain side of bridge)
- 6.30 p.m. - 8.00 p.m. Tug of War
- 8.00 p.m. - late Beach Party at the Sandy Bay Caravan Park Beach

OFFICIALS

CAPEL CLASSIC and CIRCUIT RACING

Race Director Starter/Safety Scrutineer Timekeeper Lap Counter

Kim Epton
Jim Gregg
David Dodd
Erica Palmer
Jan Tregurtha

VASSE CUP

Race Director Starter Safety Scrutineer Timekeeper Lap Counter

Paul Tregurtha
Kim Epton
Jim Gregg
Dud Cummuskey
David Dodd
Erica Palmer
Jan Tregurtha

RACING RULES

You are reminded the ocean racing equipment is required for the Capel Classic, i.e.

Flag Flares Cut-out switch (also required for the Vasse Cup)

Motor specifications will be as printed in the 1985 Blackwood booklet.

Entry Fees for the Festival Weekend of Racing are:

Members \$15
Non-Members \$20

TUG OF WAR

After seeing the poor standard of Tug of War teams at last year's Festival the Association has decided to enter a team. The nomination of our team has generated quite a bit of interest in Busselton and the locals will be fielding much better teams than before. However, the "Power Dinghy Pullers" should win the day. The following team is based on weight and neck size (true!).

John Ferguson Bruce Wilson
Glen Skews Jo De Petra
Andy De Petra Phil Tulley
Mario Ambrosino Peter Bevan
Jim Gregg Tim Kelly
Ted Whitney Doug Scott

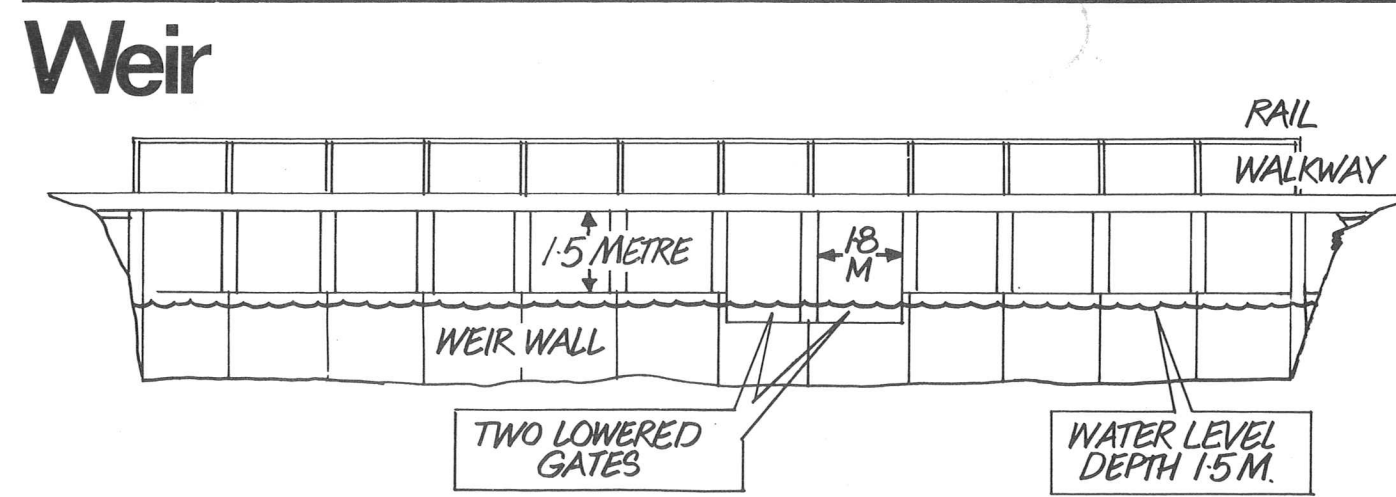
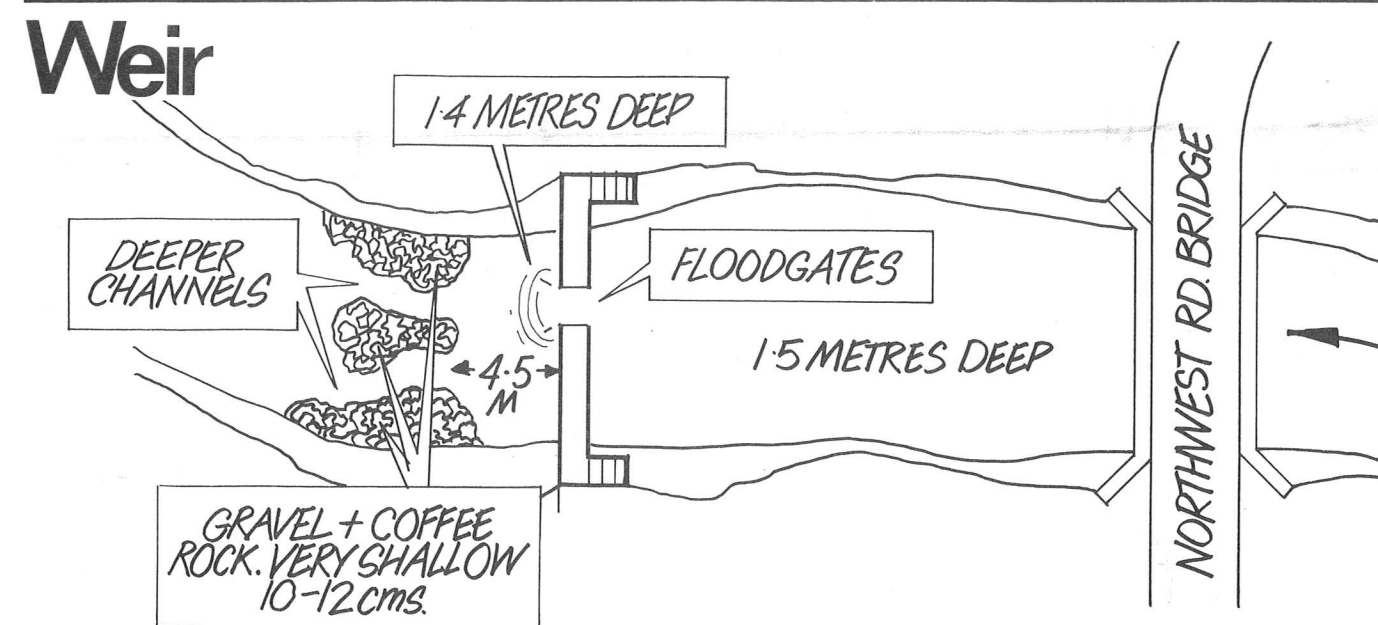
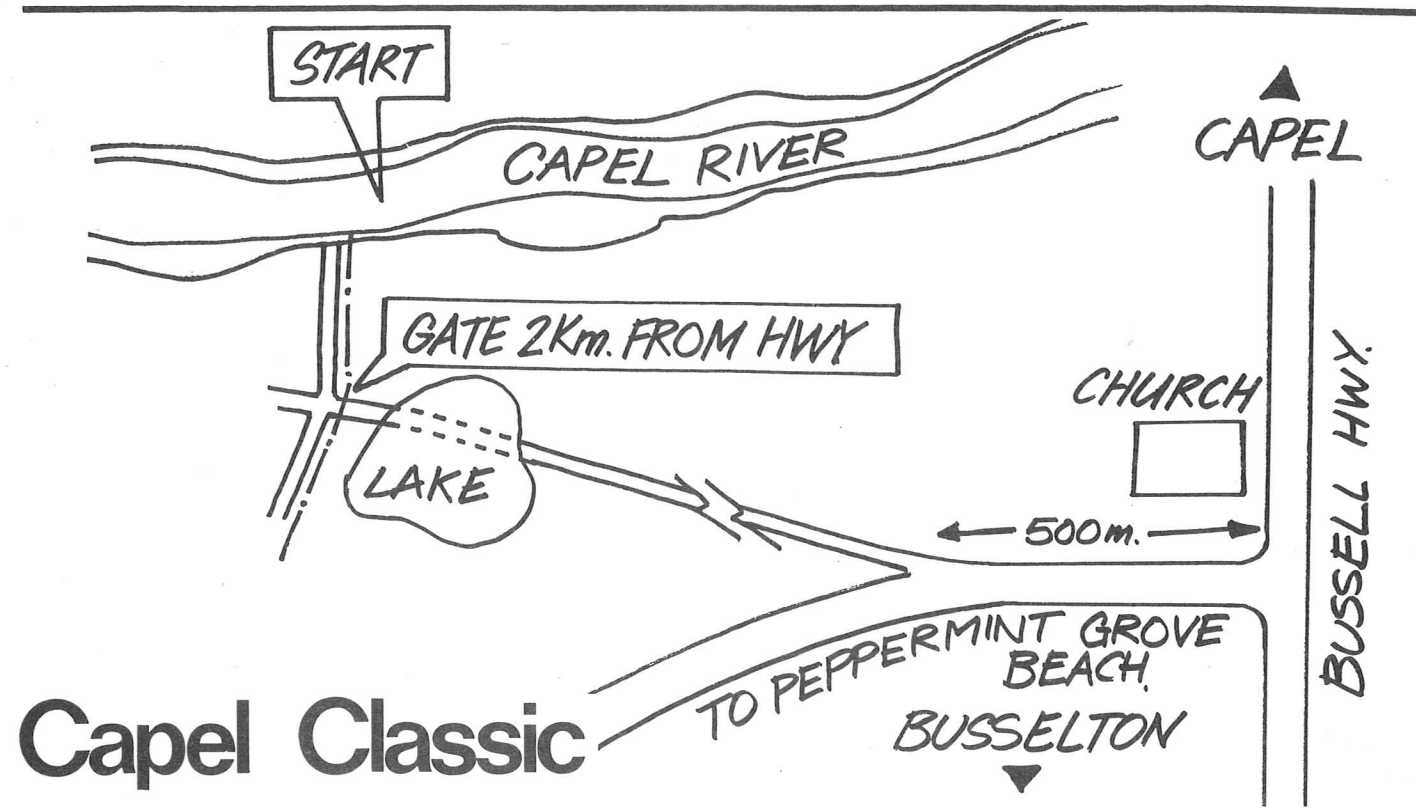
The Tug of War will take place just before the crowning of the Festival Queen on the Sunday night. Team members should arrive early for issue of T-shirts.

ACCOMMODATION

If you want a room at the Paradise Motel, contact Joe De Petra (Ph 418 5966). Members are also booked in at "On the Vasse" motel and the Sandy Bay Caravan Park. Contact Jim Gregg if you intend staying at the Park (Ph 222 1135).

HOT CONTENDERS FOR TUBBING TITLE AT BUSSELTON

After spending the entire Christmas break practising in their tubs (learning how to stay upright) David Dodd, Shane Kelly, Brian Kelly and Robin Judd reckon they're hot contenders for the Vasse Cup. They advise all other tubbers not to bother bringing their rigs down as they have it all wrapped up.



SWAN

TWIN RIVERS EXPEDITION



Ten hardy adventurers set out from Perth on October 26, aiming to conquer the Lachlan and Murrumbidgee Rivers in New South Wales. This was the third expedition for Co-ordinator Kim Epton and veteran racer, John Haynes. Mario Ambrosino, David Whitney, Steve Palmer, Richard urban, Les Simpson and Mark Whittome had each been on a previous expedition. It was a first up trip for Geoff Rumsey and the expedition's photographer, Neil Eliot from the Sunday Times.

As was the case with previous expeditions just getting there was an expedition in itself. The drive across the Nullarbor is never easy, especially when pushing a schedule. One of the problems of organising an expedition from Western Australia is

the lack of knowledge of local conditions. The information is available but finding who can pass it on is just as hard as finding it our first hand. This was illustrated at Redbank Weir on the Murrumbidgee (near the end of the Lachlan). A visit to the Weir Keeper revealed that the Lachlan River does not flow into the Murrumbidgee. A series of weirs, locks and barrages have stopped its flow some 5 kilometres short of the 'Bidgee. But more bad news was to

follow. The impenetrable Great Cumbungi Swamp covers a mighty expanse of country at the end of the Lachlan (tales are told of people being lost in the reed beds for weeks at a time). The decision was made to start the expedition above the Swamp. Oxley was the logical starting place. A more broken down, ramshackle, isolated, sorry place would be hard to find. The road describes a dog leg through this dot

on the map, thereby forcing travellers to slow down and enjoy its civic splendour.

Camp was made early on the banks of the river and the boats set off downstream on an exploratory run into the Great Cumbungi Swamp. Just before dark they returned with the unpromising news that they had only travelled a couple of kilometres due to thick sludge and weeds blocking propellers and water pickups. One motor was suspected of being "cooked".

Talks with the locals suggested that we take cover when we heard the sound of a 747 - signalling the arrival of man eating mosquitoes.

Day One of river travel started at Oxley, heading up the Lachlan. The owners of Tupra Station suggested that the boats would take 12 hours to travel from Oxley. They arrived 29 minutes later. The next section to Norwood Station would take a week. They work easier hours in this part of the country because this week was only 3 hours and 42 minutes.

Likewise that next section to Thelangerin Station was, according to the locals, going to take a week, took just 4 hours 24 minutes. The boat crews ran out of time and were unable to make Booligal before nightfall. Extraction was made at Quondong Station and, after hot showers at the shearers' quarters, the boat crews were ferried to Booligal in the back of a ute belonging to one of the shearers. Strong winds which had been with us ever since leaving Perth continued to blow throughout the night at Booligal. So far the expedition had been tough but everything was going reasonably well. However, after a few hours run past Booligal, in a river twisting back on itself so much that every seven

kilometres of river travel meant only one kilometre of progress, the complexion of the expedition changed. Inaccessibility and incredible log jams during the afternoon meant a night on the river bank for the exhausted boat crews; while the support crew camped by the Torriganny Creek sharing their campsite with a friendly tiger snake.

It became evident that the impenetrable nature of the river meant that we would run out of time to finish the Lachlan. The move was made to the Murrumbidgee River.

The 'Bidgee was first tackled at Hay - heading upriver. Progress was only moderate as a result of fighting against the current and the extra weight required to be carried on an expedition. The water ran out at Darlington Point - drained off into the mighty Colleambally Irrigation Channel. The nature of operation of the Murrumbidgee Irrigation Area Scheme (M.I.A.) meant that we would have less and less water further upstream until such time as more was released from Burrinjuck and other weirs.

Forced on to the river of bitumen once more we headed to the Snowy Mountains to try and find some water there. Immediately below Tantangara Weir (headwaters of the river) a child could have jumped across the trickle of water that later becomes a river big enough to irrigate the immense M.I.A. An aborted start and another night on the river bank just downriver from Adaminaby was a morale-sapping experience for the boat crews. The section of river from there to Cooma was completely inaccessible by land, devoid of navigable water, and full of rock bars and small rapids, providing a perfect reason to "cut and run" downstream. A flash flood while camped that night at Cooma augured

well for the following day's run. Water ran through the campsite ankle deep. A nearby creek filled within ten minutes and continued to run throughout the night. Advice from local rafters was that from Cooma to Burrinjuck Dam the river varied from Grade 2 to Grade 6 (the Avon River occasionally reaches Grade 4/5 in flood). Despite the daunting descriptions, it was planned to tackle selected sections and once again "cut and run" on the impossible stretches. So much for the plan!

The run started from Numeralla Creek on a miserable, cold, overcast day accompanied by sleeting rain. It was only a few hours run to Bredbo, the pull out location. While the boats were on their way to Bredbo the truck got bogged in loose river stones. The support crew in the refuelling vehicle spent a few minutes assisting them out of their predicament and then made a quick dash to the planned rendezvous at Bredbo - only to miss the boats by four minutes. The boat navigator was unable to precisely determine the location of this tiny hamlet and consequently the boats had travelled a few kilometres (and a few rapids) towards Collinton. They had entered an inaccessible valley from which there was no return.

There was only one way out - they reach the end of this 15 kilometre steep sided river valley. Driving rain accompanied by the clash of lightning and rolling of thunder gave rise to the fear of racing floodwaters and lent urgency to the task of escaping this cloud filled valley with its dark foreboding atmosphere. The rapids and waterfalls were bigger, more frequent and closer together than anything encountered on the Avon. Near tragedy occurred when Mario came close to be dragged over a waterfall only to be saved by quick action from David Whitney. Many of the rapids were too big or dangerous

(or both) to be attempted and the rigs had to be disassembled and portaged over rocks. At one location this operation took two hours. Nine hours and fifty minutes after passing Bredbo the three dinghies (one under tow) reached Collinton - just on dark. Simmo put the finishing touch on the day by catching a trout for the dinner table.

The expedition continued downriver from the Burrinjuck Dam. Kim and Neil in the refuelling vehicle had to make a mad dash from one side of the river to provide support from the only access road on the other side.

Thick fog, closed gates and hundreds of cattle and sheep on the track made this a memorable journey. Meanwhile the boats were tackling shallow water and innumerable small rapids. All this was to change as the waters of the fast flowing Tumut River entered the Murrumbidgee. From there the boats were swept along into Gundagai. But where was the stores truck? Though the stores truck was missing the refuelling vehicle had rendezvoused with the boat crews. Calls at the Police Station and searches of likely locations covering several hundred kilometres failed to locate the stores truck. Having been caught in this situation before everyone was well prepared, carrying that most essential of all items when attempting a river journey - money.

Showers at the caravan park, meals at a restaurant in town, beds in on-site vans. Was this an expedition? Undeterred at the apparent loss of the truck (it would turn up somewhere), the expedition continued. As the temperature climbed so did the tempo of the expedition. Wagga Wagga passed by and it was flat out to Berembeld Weir.

Camp was made among the beautiful surroundings of this irrigation control weir. This was the scene of the now famous jump made by Mario and David. After this jump gearboxes were in desperately short supply (the tally was five so far). The pace set by boats caught the support crew unawares around Narranderra but by a bit of slick work and commonsense only 20 minutes was lost from the failure to RV for refuelling.

The boats breezed into Darlington Point where, only a few days before on the upriver attempt, the crews were out walking. Another pickup, to bypass this section already covered, and camp was established in Hay. The route shown on the map was daunting, a twisting, turning river with little access. And to make matters worse the water level was dropping fast as it was being siphoned off for irrigation purposes.

However, the lack of water did not affect the progress of the expedition. Maude passed by, then Toopuntal and on to Balranald. But not before a few more minor dramas.

The refuelling vehicle was racing to rendezvous with the boats before they entered a 50 kilometre inaccessible stretch

The boats were sighted 100m ahead speeding along. The narrow dirt track darted in and out between the trees only metres from the bank. With the unidentifiable refuelling point less than a kilometre ahead it was a race between 4WD and dinghy. The boat crew couldn't see the vehicle frantically trying to catch up. The frustration of the vehicle crew was heightened by the fact that the horn wouldn't work.

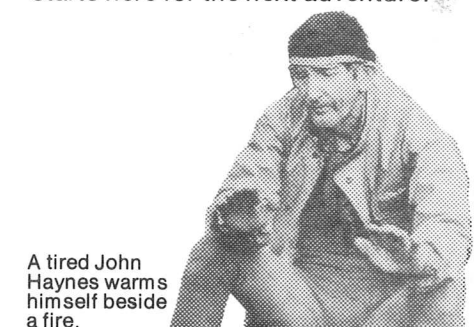
The river banks in this section are similar to the majority of the Darling. A ditch would be a good description.

High, steeply sloping sides made contact and refuelling hazardous. The race to catch the boats was still on, with the refuellers thinking they were in a rally. Amid a cloud of dust the Sierra finally slid sideways to a stop only seconds ahead of the boats. In between sighs of relief from the vehicle crew, Rummo (boat navigator) calmly announced that he was going to stop anyway.

The end was in sight. Local information suggested that we would never make the confluence with the mighty Murray due to the snags. By this time we had learnt to largely ignore local advice and this situation was no different. The run to the finish caused only minor delays. Boundary Bend was the scene for celebration and frivolity in the shallows before the expedition home commenced (and that is a story in itself).

And so finished another marathon river journey. The Lachlan remained unconquered and hence the initial aim of the expedition was not achieved. Perhaps insufficient time was allowed. Unlike the early explorers who just plugged on till the task was complete, we had jobs to get back to within a specified time.

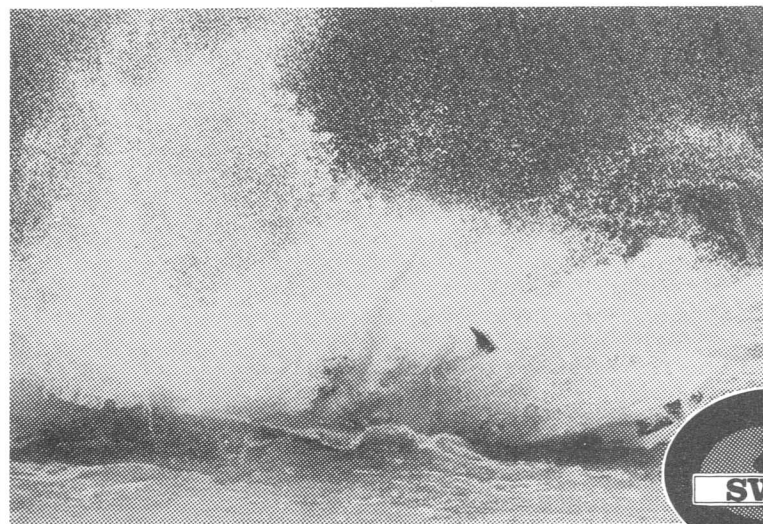
This is not offered as an excuse because excuses aren't needed. Not when Australia's third major river has just been conquered. The queue starts here for the next adventure.



A tired John Haynes warms himself beside a fire.



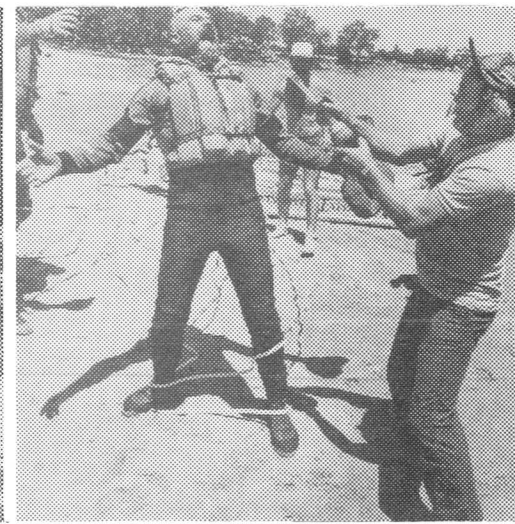
"I'm getting out of here" says David Whitney.



Splash



Simmo



Celebrations at the finish



The Upper Murrumbidgee.

TWIN RIVERS EXPEDITION

ALBANY ACTION APPROACHES



In conjunction with Albany Town Councils Fredericks Town long weekend Festival which is held on the long weekend in March 1, 2, 3, 1986. Albany members of the A.P.D.R.A. would like to invite all A.P.D.R.A. members and members of the W.A. Speed Dinghy Club to a short sharp Dinghy Sprint incorporating many types of racing conditions.

COURSE DESCRIPTION

The race will start two mile up stream of the Upper King River Bridge. Proceed down the length of the King River into and across Oyster Harbour through Emu Point Channel, across King George Sound and into Princess Royal Harbour where there will be a restart. Princess Royal Harbour will then be circumnavigated to the finish line at the Albany Town Jetty.

The river section will not necessitate the running of guards if care is taken. Long sand banks are a feature in Oyster Harbour. Channels are marked. The run across King Georges Sound of some 4 miles is where rough chop may weaken all but the strongest. A short beach inside Princess Royal Harbour will be the restart.

The sprint around the shallows of the Harbour will pose no problems to the finish at the bottom of Albany's main street at the Town Jetty. The Emu Point Channel unfortunately is restricted to 8 knots. It will not be lifted.

CLASSES

There will be four classes of entry for the Fredericks Town Cup.

- 6 h.p. Sports
- 8 h.p. Sports
- 8 h.p. Standard
- 10 h.p. Standard

Place winners will be awarded trophies on the basis of fastest times for each class.

There must be at least 5 entries in each class to be eligible for trophies. A perpetual trophy shall go to the fastest time regardless of class.

Start order will be by ballot.

All standard entries will have fixed transom and standard props. Entry fee is \$15.00 (Not refundable). Payments made to the Frederickstown Dinghy Society.

RACE DISTANCE

Race distance is 32 kilometres.

SCRUTINEERING

Boats will be checked before entry to river at the start access point. Flares attached to persons, anchor and 30 metres of rope will be required - No flags.

ACCESS TO START

All competitors to be here by 8.00 am. Boats and crew only are permitted at start.

Boats will be launched at the rear of the Tennis Courts next to the only small hall on Millbrook Road half a mile past the Happy Days Tavern.

Boats with crew to make their way up stream to start line only after safety equipment is checked.

BRIEFING

Will take place at the start line.

START PROCEDURE

Standing start behind start line, motors may be operating.

Craft will be started in grids of two, one minute between each grid.

Following is starting order:

- 6 h.p. Sports
- 8 h.p. Standard
- 8 h.p. Sports
- 10 h.p. Standard

Time:

9.30 am as per Ballot
Follow on as per Ballot
Follow on as per Ballot
Follow on as per Ballot

RESTART PROCEDURE

Last boat in first boat out.

Boats in the water, motors may be operating, crew and drivers standing by craft.

Craft will be started 30 seconds apart.

FINISH

Pass a boat moored at the Western side of Town Jetty with a large black and white chequered flag.

Then onto beach.

Times will be taken at boat with chequered flag. Don't miss it.

SUPPORT CREW'S INFORMATION

Access to start - none.

After dropping your competitors off, make your way to the finishing line or to one of the many vantage points along the course.

Many activities will be in progress at the finish line all morning starting at 8.30 am to about noon.

B.B.Q.'s will be in place at the finish.

Presentations will also be taking place at the finish for many of the activities which other sporting groups will be undertaking.

PRACTICE

No practice is allowed on the King River the week leading up to this event.

ACCOMMODATION

Is available at the Kalgan River Chalets and Caravan Park, some 8½ miles from Town Centre.

Hotel and Motel accommodation will be a premium over this long weekend.

For any further information contact: Bruce Wilson on (098) 41 5728.

OTHER ACTIVITIES

If any other activity should be included e.g. bathtubs circuits would the clubs please advise me (B. Wilson) as soon as possible.

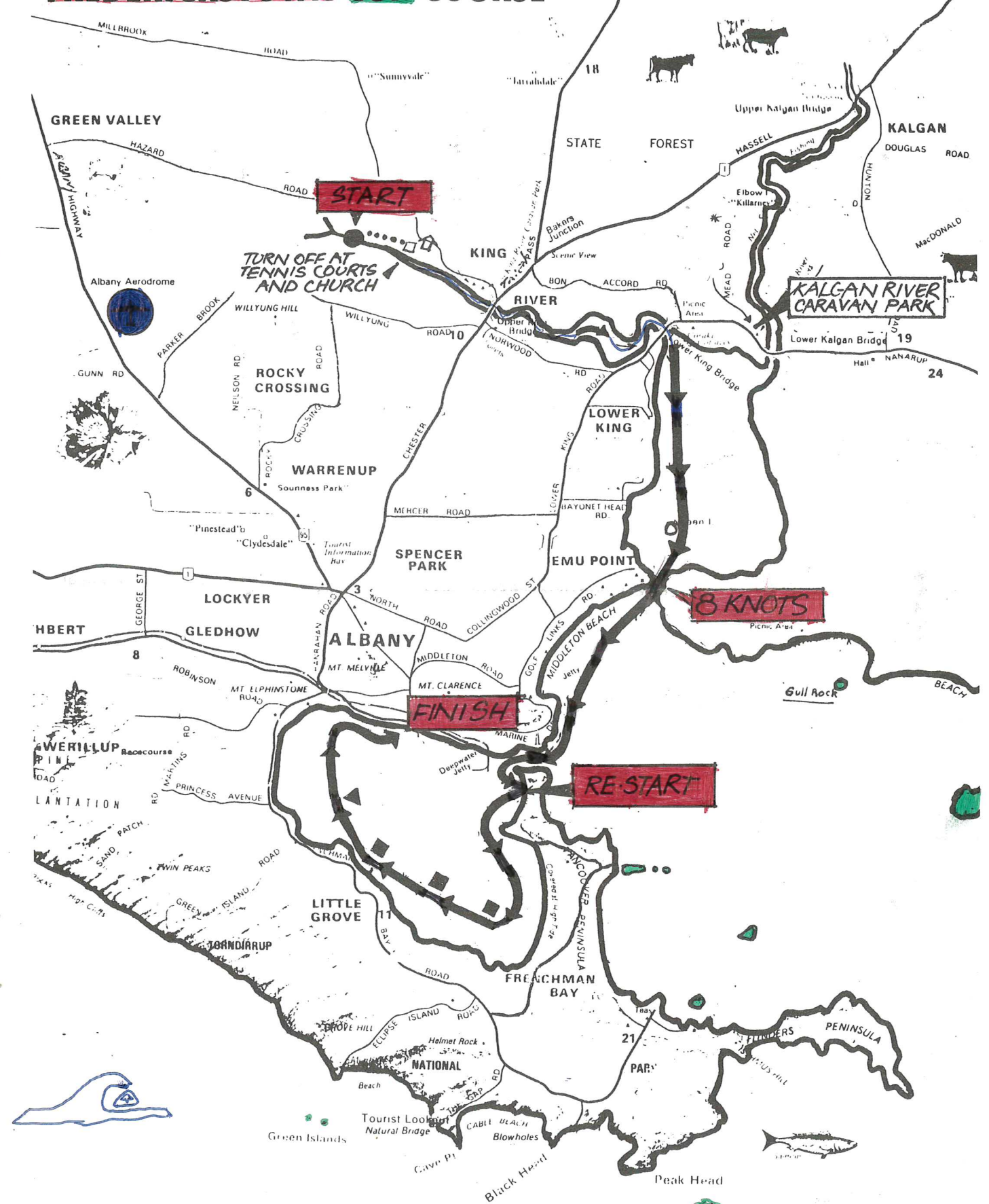
We would be able to run some circuits 3 heats one final (e.g. only) and if Tubs were interested the same 3 heats - one final (e.g. only).

Post race drinks and B.B.Q., presentation are also planned.

Enquiries to:

Bruce & Barbara Wilson (098) 41 5728.
Jerry Clark (Perth) 293 1867.
George Beres (098) 41 3440.

FREDERICKSTOWN CUP COURSE



■ PYLONS
▲ TOWER

ASSOCIATION SCENE

DISCUSSION POINT

by Paul Tregurtha

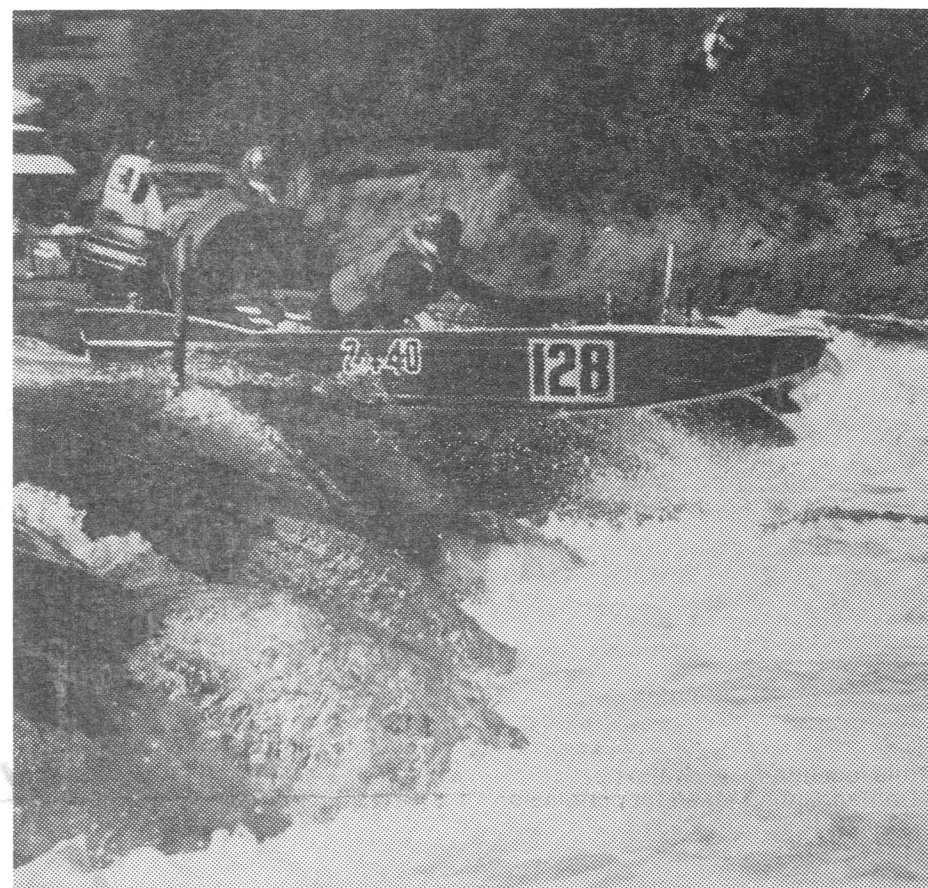
I believe the time has come for our races to be run on a handicap basis. Competitors would receive handicaps based on previous races. I see the benefits of this system as being:

- All competitors would have a chance of sharing in prizes and trophies.
- Results would be closer and the events would become more competitive.
- Relationships between opposing teams that may possibly have become strained would be improved.

I would like to see this point discussed at our next meeting as it is my intention to conduct all races during the Estuary Carnival on a handicap basis.

NEW GENERATION OF POWER DINGHY RACERS

Its great to see the development of the sport through juniors. Two who are finally old enough to race with their fathers, and will be racing in the Capel Classic, are Tanya Cummiskey and Wayne Palmer.



Tim Kelly and Eddy McGilvray shoot the weir in the 1985 Blackwood Classic 250.

RACING CALENDAR 1986

	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W							
JAN		1	2	3	4	5	6	7	8	9	10	11	12	13	14 Association Meeting	15	16	17	18	19	20	21	22	23	24	25 Busselton Festival Capel Classic/Vase Cap	26	27	28	29	31						
FEB					1	2	3	4	5	6	7	8	9	10	11 Association Meeting	12	13	14	15 Waronga Dam Social Rally	16	17	18	19	20	21	22	23	24	25 → Circuit Racing	26	27	28					
MAR					1 → Fredericktown Dinghy Cup →	2	3	4	5	6	7	8	9	10	11 Association Meeting	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29 → Estuary Carnival Harvey Handicap →	30	31		
APR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15 Association Meeting	16	17	18	19	20	21	22	23	24	25 → Donnelly River Touring →	26	27	28	29	30	31						
MAY			1	2	3	4	5	6	7	8	9	10	11	12	13 Association Meeting	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31				
JUN					1 → Kalbarri Cup →	2	3	4	5	6	7	8	9	10	11 Association Meeting	12	13	14	15	16	17	18	19	20	21	22	23	24 → Serpentine Sprint	25	26	27	28	29	30			
JUL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15 Association Meeting	16	17	18	19	20	21 → Avon Discent Scoutswinning	22	23	24	25	26	27	28	29 → Avon Discent Practice Day	30	31						
AUG				1	2 → Northern's Avon Discent	3	4	5	6	7	8	9	10	11	12 Association Meeting	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30 → Moore River Sprint	31			
SEP							1	2	3	4	5	6	7	8	9 Association Meeting	10	11	12	13	14	15	16	17	18	19	20	21	22	23 → Scoutswinning 80-250	24	25	26	27	28 → Blackwood Classic 150 →	29	30	
OCT		1	2	3	4	5	6	7	8	9	10	11	12	13	14 Association Meeting	15	16	17	18	19	20	21	22	23	24	25	26	27 → Murray Sprint	28	29	30	31					
NOV					1	2	3	4	5	6	7	8	9	10	11 Association Meeting	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	→ Boat Rally		
DEC							1	2	3	4	5	6	7	8	9 Association Meeting	10	11	12	13	14	15	16	17 → Christmas River Cruise →	18	19	20	21	22	23	24	25	26	27	28	29	30	31

SUPER SCOOP

After persistent rumours I can confirm that Russell Wilson has indeed retired from competitive racing. However as Commodore of the Association his involvement in the sport will not be diminished.

Mario Ambrosino and Kim Epton will be attempting to travel the 2225 kilometres of the Murray River in a non-stop marathon challenge during the long weekend in March.

Peter Bevan is building a new type of boat, shrouded in a great deal of secrecy. I have had a peek at the mould (yes, mould) and can tell you that it is an exciting new design.

The idea of racing in the ASI shipyard pool at Naval Base has been suggested for some time now. This would be an ideal location for circuit racing, being reasonably close to Perth, always calm and offering excellent viewing for spectators. Future Race Directors would be well advised to consider this location for their next event. Contact John Mason for permission (Ph 410 1511).

David Dodd is attempting to get a race going on the Murray River to coincide with the South West Games which are next going to the held at Mandurah.

Bill Pennycook from "Action Shots" has joined the Association.

Rumours have been flying thick and fast over the future of the Blackwood Classic 150. Your money would be safe if you backed Rob Whitney to take over as Director and everything to run as per normal.

Are we going to see another race on the Blackwood. Planning is said to be well advanced for an event to be held on a date between the Avon Descent and Blackwood Classic 250.

CONTRIBUTIONS WANTED

Thanks for the enthusiastic support of "Power Dinghy Racer" with stories and pictures from Association members. Keep up the good work by sending your contributions to:

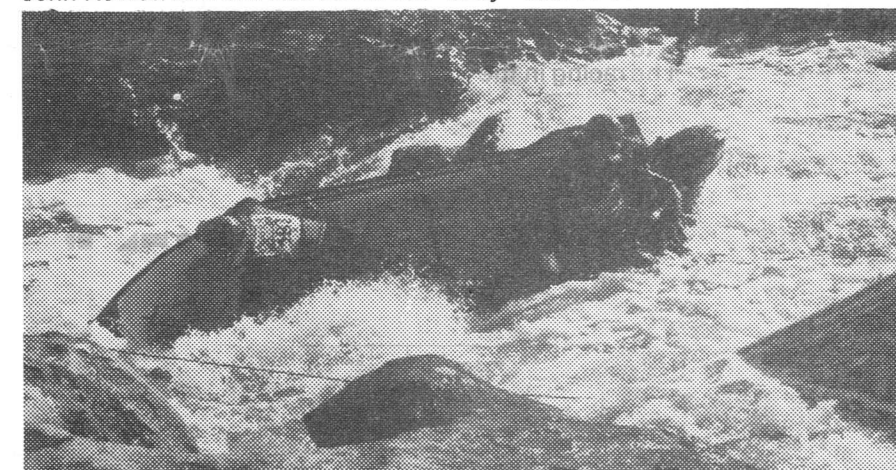
The Editor,
Power Dinghy Racer,
P.O. Box 38, Rivervale 6103.



John and Jill Evans at the weir.



John Rowett and Jon Allwood in the "esky" strike trouble at Posselt's Ford



Robin Judd and Colin Taylor. The boat jammed upside down is No. 117.



John and Ian Goodbody get caught in a traffic jam.



Ron Clere and Peter Wyburn at Emu Pt Falls 1985 Avon.



Joe De Petre, Michael Davey at Emu 1985 Avon.