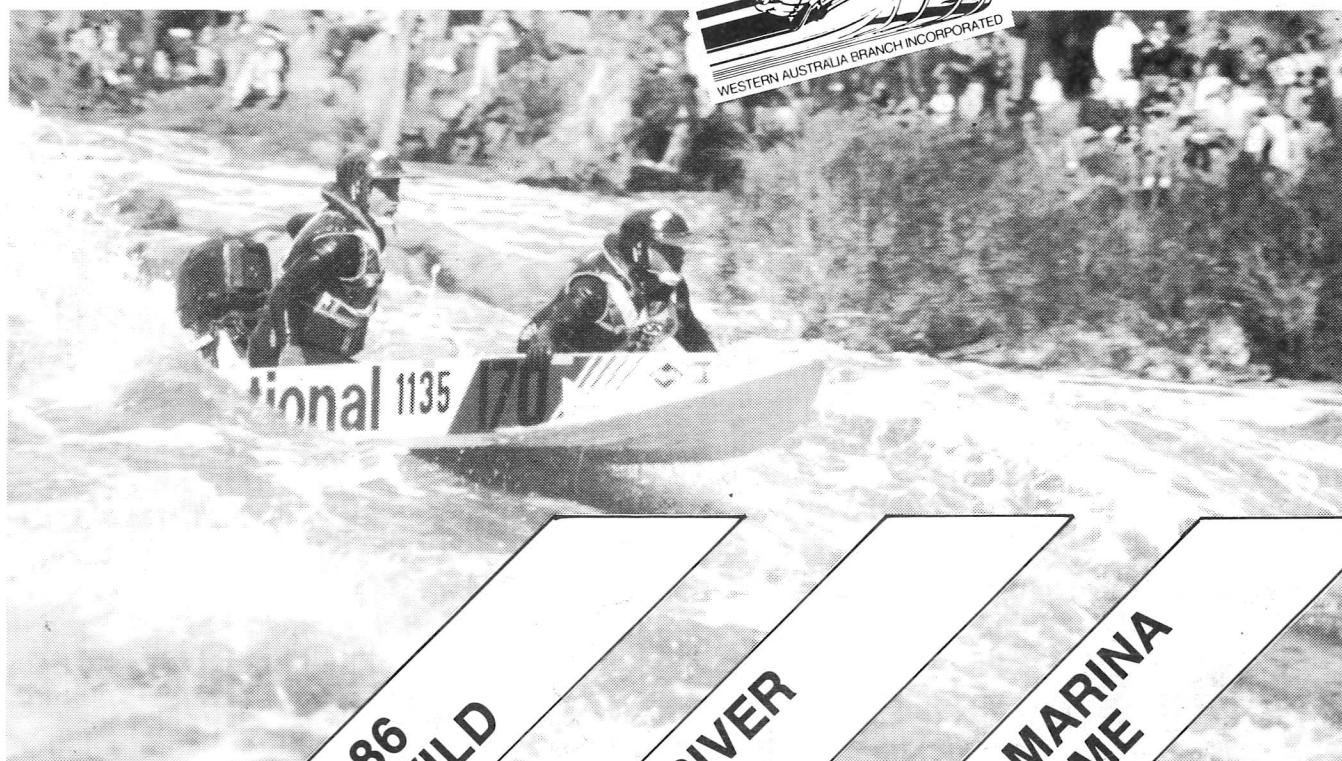


# POWER DINGHY RACER

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

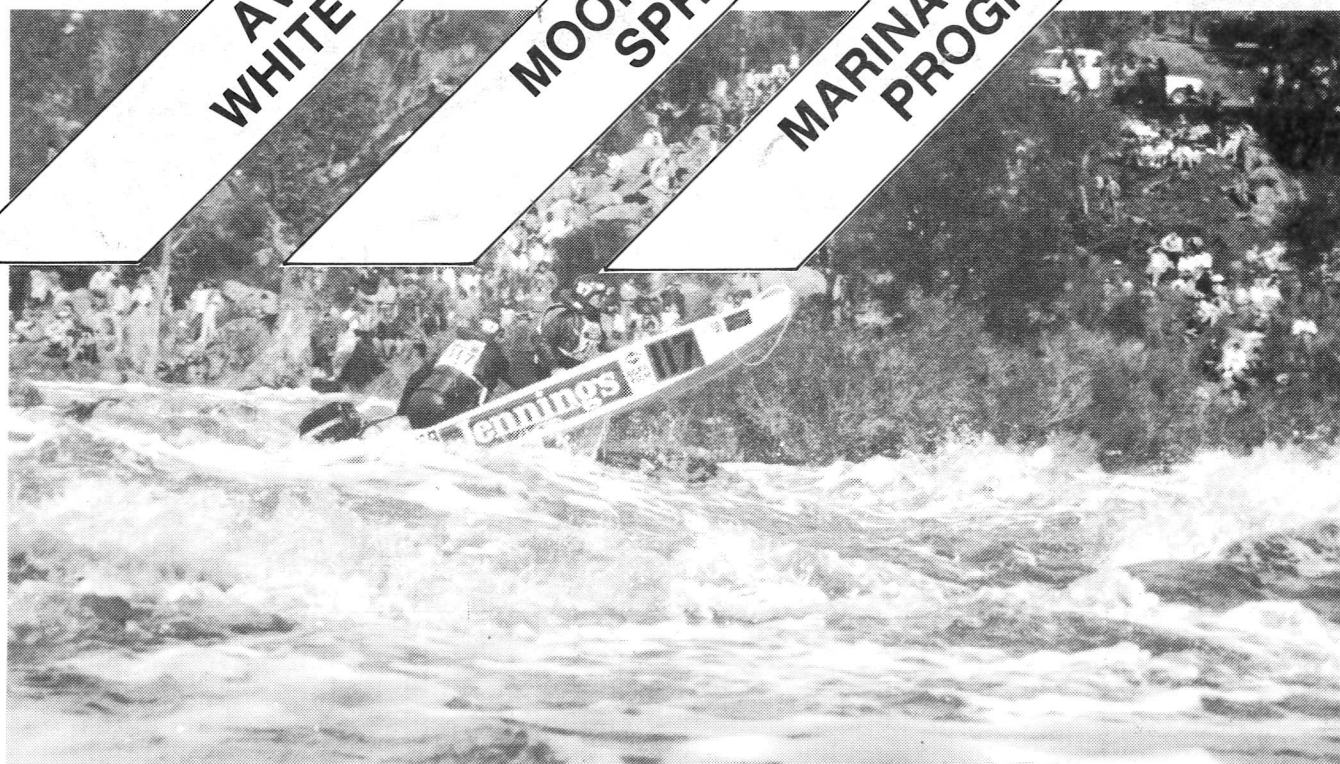
October 1986



AVON 86  
WHITE & WILD

MOORE RIVER  
SPRINT

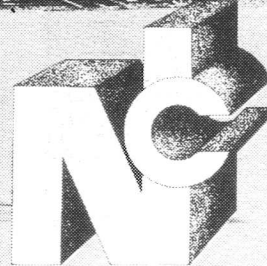
MARINA TO MARINA  
PROGRAMME





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## Commodore's Comment

Welcome to another edition of the Power Dinghy Racer. We hope that this newsletter will keep you informed on the forthcoming events programmed by the association, keep you up to date on the results of previous events and give members some interesting reading.

To assist in continuing this newsletter on a regular basis, we require input from our members by way of photographs, stories, interesting events, articles of interest to this sport and advertising.

With the summer season gradually coming upon us we will be entering into our ocean racing period, circuit racing and social river racing, so keep your outfits polished and ready for some more exciting racing.

For any input that you may have for forthcoming newsletters, please contact Peter Street on 409 86 93 (Home) or 322 4687 (Business).



## INAUGURAL DINNER

The A.P.D.R.A. held its inaugural presentation dinner at the Venezia Lodge Reception Centre with an excellent attendance by 152 members and guests.

A splendid night was had by all with an abundance of food, drinks and entertainment by a live band.

The night was hosted by Commodore Russell Wilson who did a superb job ably assisted by Jim Gregg and John Ferguson. Special guest for the night Gerry Post, Race Director Avon Descent was on hand to present trophies to association winners. Thanks to Gerry for making himself available for the night.

Following a six course meal the majority of guests indulged in the wine and amber fluid and pounded the dance floor until well after midnight.

Trophies for the night were presented to:—

Kim Epton. Best Association Member  
Paul Tregurtha. Commodores Trophy  
Paul Tregurtha.....State Champion  
Power Dinghys  
Brad Pitcher.....State Champion  
2nd Power Dinghy  
Ray Meagher.....State Champion  
3rd Power Dinghy  
John Haynes.....State Champion  
Bath Tubs

In appreciation for the hard work by the committee in getting the new association off the ground, each committee member also was presented with a trophy.

## AUSTRALIAN POWER DINGHY RACING ASSOCIATION

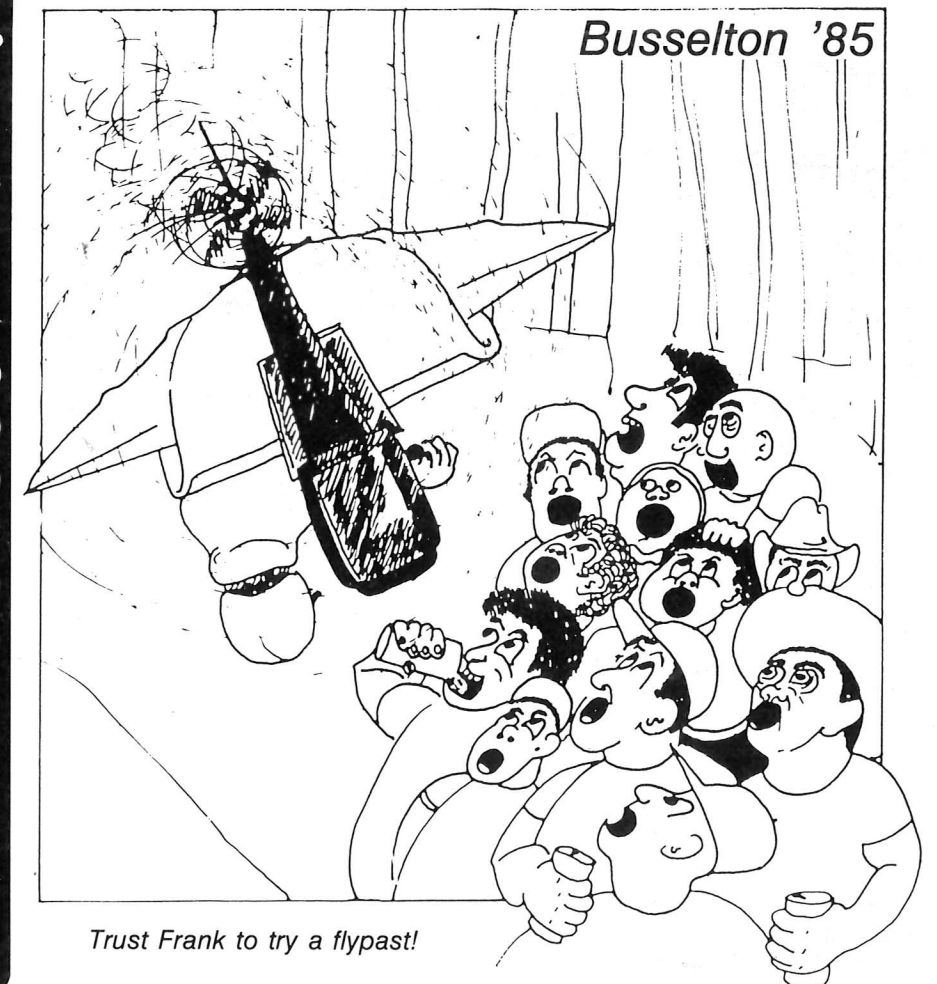


### A.P.D.R.A. COMMITTEE

Commodore	Russell Wilson	447 9448 (H)
Vice Commodore	John Ferguson	447 7652 (H)
Rear Commodore	Jim Gregg	458 3513 (H)
Secretary	Helen Dodd	(095) 371 346 (H)
Treasurer	Mario Ambrosino	362 4407 (W)
Social Manager	Paul Tregurtha	409 9840 (H)
Chief Scrutineer	David Dodd	(095) 371 346 (H)
Safety Officer	Gary Butt	398 1154 (H)
Property Officer	Robin Judd	275 8816 (H)
Public Relations Officer	Kim Epton	450 5373 (H)

The postal address of the Association is:  
P.O. Box 675,  
West Perth, WA 6005

## Busselton '85



Trust Frank to try a flypast!



# AVON DESCENT

## 86 WHITE NATIONAL BOYS

**A**ugust 2nd saw a near record number of power boats and crew enter the water for the commencement of the 1986 Avon Descent. With water levels well exceeding the previous two years, it looked towards being a fast and furious race to the overnight camp at Cobblers Pool.

Saturday morning saw a great deal of interest in the pit area with numerous competitors opting for fibreglass outfits in place of their aluminium boats. This was to become an interesting point between competitors and crews all waiting to see the outcome of the dual between plastic versus tin.

Northam weir lurked in the distance as the first competitors crossed the start line chasing 1st day line honours. The Goodbody's, Butt and Ambrosino, Faull and Johnson, Bevan and Dorizzi and the McCorkills entry of Hodgekinson and Prosser all refusing to back off as they flew over the roaring weir. The 8HP standard class saw a race between the boats of Harman and Vadala, Meagher and Pitcher and the Tregurtha Jones entry.

The high water level turned the weir into a great spectacle for the crowd, as boats powered over the top and on some occasions finding themselves upside down at the bottom, as some crews fell victim to their first obstacle. Robin Judd (flipped), Tay Overstone (propshaft), Tim Kelly (mechanical) all saw their race end at this stage.

Several obstacles from previous years had disappeared underwater as the race developed into a battle between the National and Dingaroo teams fighting for honours in the Sports Class, with Harman and Vadala leading the standard class competitors with the 186 Kelly and Smith entry showing the way for the 6HP boys.

Competitors raced to Extracts backing off slightly to handle the tricky currents under Katrine Bridge. A large crowd gathered at Extracts weir as the team of John and Ian Goodbody rounded the bend and approached the weir with the Butt, Ambrosino boat sitting in their wake. The national boat opting to take the left hand chute with the Dingaroos taking the right hand jump only to find themselves upside down after hitting an enormous standing wave, leaving the Goodbody's to lead the race. From then on it was a continuous flow of boats with the McCorkills entry, Bevan



Rob Hilliard and partner show how the duckies handle Extracts

and Dorizzi, Faull and Johnson, the Whitney brothers, Russell Wilson all choosing their own way over the weir. Russell Wilson finding himself in a bit of trouble with a boat full of water showing good signs for the crews in the glass boats.

Wayne Harman continued to lead the way in the standard class, closely followed by the Transeals boat of Meagher and Pitcher both blasting over the top of the weir. Numerous boats were landing at all angles as crews unbalanced boats as they shot

over the weir. After seeing one boat stuck at the top of Extracts and several upside down at the bottom, a number of crews decided on the drag around the right hand bank instead of risking life and limb going over the top.

It was interesting to notice, at this vantage point, the benefits of the fibreglass boats, with a number of aluminium outfits having problems once their boats filled with water, the glass boats with open transom not encountering this problem.



Tay Overstone at the bottom of Bells

## AND WILD SHOW THE WAY?

The Ti Tree stage was made slightly easier this year with higher water levels, creating numerous channels for competitors to choose from. With this section containing more water, boats approached this section at greater speeds, bringing some competitors unstuck with drivers, such as Joe Depetra, trying to move trees with his boat (the tree won) and other competitors flipping after sliding into various obstacles.

The end of day one (1) saw a large number of entries arrive at Cobblers Pool with outfits intact or partly intact. The National boats of John and Ian Goodbody and Wayne Harman and John Vadala finished the first day, both leading their respective class with Shane Kelly and Roger Smith heading the 6HP class.

Sunday morning saw a slightly higher river than the previous day as competitors lined up for the rollercoaster ride down the valley. The race again developed into a battle of the sports class boys, with the Goodbody's and the Readymix entry racing neck and neck towards Emu Falls with Kit-chener, Hodgekinson, Faull, the Dingaroo boys and the Bevan/Dorizzi boat hot on the tails with the Faull Johnson 129 boat flipping at the super shoot and the Kitchener Keating entry having mechanical problems shortly after.

The dreaded Emu Falls appeared to be tamed by the high water level, as the leading boats powered downstream through the valley, followed by the standard class entries of Harman and Vadala who were fighting for first place with the Meagher/Pitcher boat. Very few boats come to difficulties in this section, although David Dodd and Jim Gregg were sighted on the road awaiting their support crew vehicle to collect a boat and motor minus gear box.

Further down the valley Russel Wilson was forced to pull out minus motor and Gary Butt and Mario Ambrosino minus gear box. At Syds Rapid, boats were fronted with enormous standing waves sending the National and Readymix boats downstream, upside down, followed by Faull and numerous other competitors. This allowed the way for Geoff Hodgekinson and Craig Prosser showing that an alley boat full of water does have some advantages over the

lighter fibreglass boats when powering through standing waves.

With the Harman/Vadala entry also in trouble this led the way for Paul Tregurtha and Ralph Jones, who hit the lead in the 8HP standard class with Blincow and O'Brien further back and Meagher and Pitcher on the bank trying to start a swamped motor.

Bells rapid again took its toll on several crews with Joe Depetra, Bill Hastings and John Haynes, all sidelined with propshaft problems. Phil Tulley and Denis Hindly also found themselves in trouble with a boat full of water and stuck fast to a rock, fortunately an hours hard work was rewarded by a finish at Garratt Road.

The final sprint to Garratt Road saw Geoff Hodgekinson and Craig Prosser lead the way, closely followed by Faull and Johnson and the Goodbody's with Paul Tregurtha and Ralph Jones leading the standard class, only hav-

ing to wait for the Harman/Vadala boat to arrive and collect first place by 18 seconds.

Boats of all shapes and sizes started to arrive at the finish, with Peter Haynes and Ken Helm arriving holding their power lead after shearing a few bolts, Bruce and Barb Wilson finishing their first Avon along with Kenny Thompson also from Albany. The Bain and Frusher boat picking up first place in the 6HP class after Shane Kelly collected a few problems along the way and we also saw an exciting tussle between the National boat of Peter Bevan and Rob Dorizzi and an unknown canoeist after boat 01 was plagued with an electrical problem at the bottom of Bells, after pushing the race leaders up to this stage.

Record times tumbled in all classes with Ian and John Goodbody, Wayne Harman and John Vadala now holding race records for the Avon Descent.



Bruce & Barb Wilson blast over the top of Extracts

### AVON 86 RESULTS

#### 8HP SPORTS

- 1st J Goodbody/I Goodbody
- 2nd Faull/Johnson
- 3rd Hodgekinson/Prosser
- 4th Kitchener/Keating
- 5th R Whitney/D Whitney

- |           |               |
|-----------|---------------|
| Boat: 182 | Time: 3-05-46 |
| Boat: 129 | Time: 3-07-50 |
| Boat: 07  | Time: 3-15-55 |
| Boat: 43  | Time: 3-18-25 |
| Boat: 125 | Time: 3-20-09 |

#### 8HP STANDARD

- 1st Harman/Vadala
- 2nd Tregurtha/Jones
- 3rd Blincow/O'Brien
- 4th Meagher/Pitcher
- 5th Cullen/Kinersley

- |           |               |
|-----------|---------------|
| Boat: 170 | Time: 3-18-38 |
| Boat: 139 | Time: 3-18-56 |
| Boat: 29  | Time: 3-22-29 |
| Boat: 182 | Time: 3-36-09 |
| Boat: 127 | Time: 3-27-34 |

#### 6HP SPORTS

- 1st Bain/Frusher
- 2nd Kelly/Smith

- |           |               |
|-----------|---------------|
| Boat: 21  | Time: 5-22-57 |
| Boat: 186 | Time: 5-28-42 |



# 1986 MOORE

Sunday August 31st saw 44 boats enter in the 1986 Moore River Sprint. An example of the enthusiasm and interest created by the forming of the new association.

With water levels higher than previous years it looked to being a fast and exciting race with little to no walking by crews as we have seen in the past. This was much to the pleasure of a number of crews who were looking worse for wear after either attending the Avon Descent presentation or being one of the many camped at the overnight camp.

10.30 am saw a delayed start, caused mainly by crews arriving at 9.30 and 10.00 am for a 9.00 am scrutineering. All boats got off to a good start with Russell Wilson and Steve Palmer opting for lightweight crewmen in Justin Ferguson and Wayne Palmer, two of the enthusiastic juniors we will see a lot more of in the future.

The occasional sandbar caused little problems after the start until crews encountered a batch of ti-trees which seem to have appeared since last year.

Checkpoint 2, consisting of a man made rapid, offered little resistance to crews this year apart from a barbed wire fence which had an argument with the young Ambrosino boys racing the 069 Dingaroo boat. Unfortunately, they encountered further problems with a broken fuel line leaving them with a 5km paddle to checkpoint 3.

Further down the river crews were fronted with a compulsory portage at checkpoint 3 after high water levels made it difficult to negotiate a low bridge.



A sign of good sportsmanship as teams help at the Portage



Phil Tulley — Moore River Sprint

Paul Tregurtha and Bruce Turner were the first boat to checkpoint 3 closely followed by Shane Kelly and Roger Smith, the Transeals team of Meagher and Pitcher and the Dingaroos team of Butt and Ambrosino. The compulsory portage helped sort out crews with a 1.5 metre wall and road forcing competitors to haul outfits over the wall and down the opposite side into the river.

Simmo and Rummo were up to their usual standard by stopping to assist other crews with portaging and still completing the race in excellent time. Several boats arrived at checkpoint 3 with motors tied to boats after receiving broken clamp brackets, all enjoying the race and opting to continue.

Apart from a few logs etc very few obstacles fronted the crews towards the finish although Paul Tregurtha's motor decided to cruise along side his boat instead of behind after breaking his second clamp screw amongst the trees.

The race finished 10 km further downstream than previous years, extending the race and allowing competitors and crews extra room to load outfits and socialise.

The majority of competitors completed the course with times recorded up to 1 hour faster than 1985.

Congratulations to the Jenings boat of Geoff Bullard and Glen Skews who picked up 3rd place after rolling their trailer on their way to the start and commenced the race with a slightly modified transom to boat 117.



Large number of entries fronted for Moore River Race

# RIVER SPRINT

I feel that Peter Bevan and Rob Dirizzi will never be seen racing a rubber duckie after their rescue craft received a puncture and had to be rescued.

Dudley Commuskey finally broke the Moore River jinx by completing his first sprint in three years, after teaming up with John Mason and collecting 2nd place.

Brian Kelly is giving his crewman Arthur Bliss a guarantee that they will make it past checkpoint 1 in the Blackwood after again failing to finish another race.

Many thanks goes to race organisers and helpers — Brian, Shane and Tim Kelly, Robin and Jenny Judd, Roger Smith, Helen and David Dodd, Kim Epton and all those who assisted at the checkpoints.

Also a special mention to Garry Tanner and Automotive Instrument Service for their sponsorship of this event.

## RACE RESULTS — MOORE RIVER SPRINT, 1986

### 6 HP SPORTS

1st	Shane Kelly	— Roger Smith	Boat 186	Time: 1.40.55
2nd	David Dodd	— Helen Dodd	Boat 187	Time: 2.11.18
3rd	Ken Wake	— Robin Judd	Boat 184	Time: 3.07.26

### 8 HP STANDARD

1st	Ray Meagher	— Brad Pitcher	Boat 182	Time: 1.30.34
2nd	Paul Tregurtha	— Bruce Turner	Boat 139	Time: 1.36.44
3rd	Geoff Bullard	— Glen Skews	Boat 117	Time: 1.37.07

### 8 HP SPORTS

1st	Gary Butt	— Mario Ambrosino	Boat 169	Time: 1.19.14
2nd	John Mason	— Dudley Cummuskey	Boat 118	Time: 1.26.30
3rd	Russell Wilson	— Justin Ferguson	Boat 105	Time: 1.27.15

**Automotive Instrument Service Perpetual Trophy**  
Gary Butt — Mario Ambrosino

## HISTORY OF MOORE RIVER SPRINT

In 1984 a number of Power Dinghy Racing enthusiasts agreed that the racing calendar had insufficient river races on its agenda.

A survey team led by Paul Tregurtha and including John Haynes, Peter Haynes, Joe De Petra and Phil Tulley set off from Benny Road by water to investigate the possibilities of conducting a Power Dinghy Race on the Moore River.

With a reasonable level of water, the minimum depth approx. 500mm, the group headed off towards Lancelin Road. Three hours later after manoeuvring boats and motors

through numerous fences and batches of Ti trees the group arrived at Lancelin Road. All members of the party agreed that a race on Moore River was feasible and should be organised for the same year.

On the 26th August 1984 the inaugural Moore River Sprint was conducted with a field of 13 entries commencing the race. The water level for this event was very low forcing many of the competitors to drag and walk their boats through the majority of the first section leaving some competitors so exhausted that they withdrew from the event at this point.

The initial Moore River Sprint saw only 50% of the entries reach the finishing line at Lancelin Road with Wayne Harman, competing in 8HP Standard Class, recording the fastest time for the event.

1985 saw a field of 22 crews line up for the sprint only to again be fronted with low water levels. After a tough few hours on and in the water 80% of the initial 22 starters had completed the course with John Faull recording the fastest time and taking home the Perpetual Trophy donated by Automotive Instrument Services, who are now kindly sponsoring this event.

## PREMIER CEILINGS



MEMBER

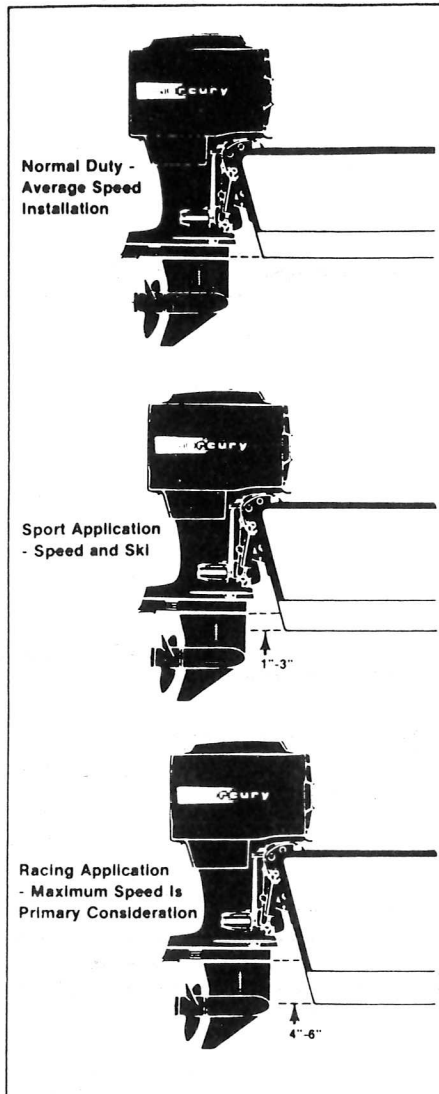
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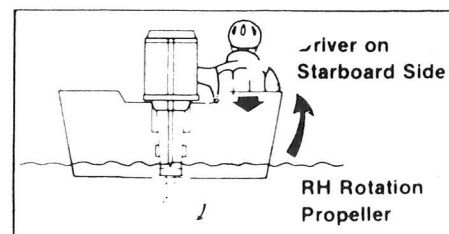
# Trimming: The key to hull speed



## 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.

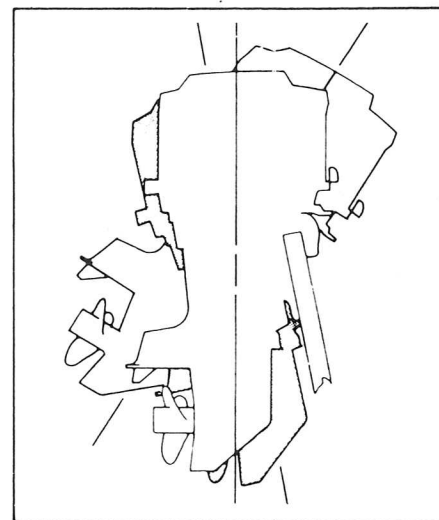


## WHAT IS THE CORRECT HEIGHT TO MOUNT THE ENGINE ON THE TRANSOM?

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 planing off or in turns...and the cooling water inlet holes may not pick up sufficient cooling water.

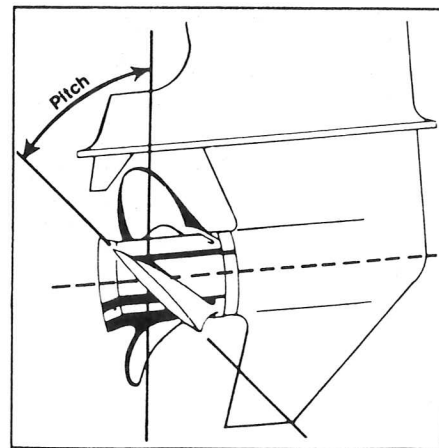
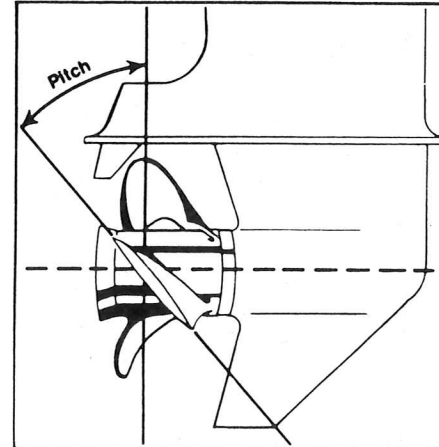
Traditional installations locate an engine so that when the propeller shaft is parallel with the boat bottom, the underside of the anticavitation plate is directly in line with the boat bottom. More recently, with the increased availability of hi-performance Quicksilver Propellers, installations up to 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.

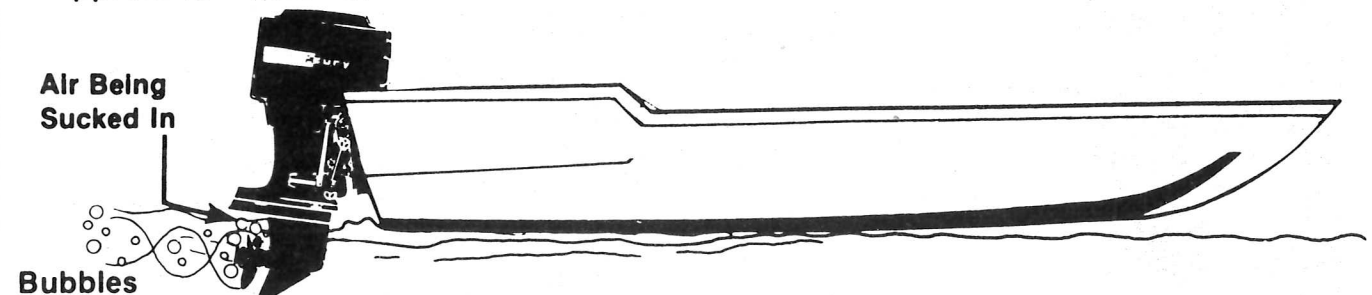
However, with the engine (RH rotation prop) trimmed in or under, because of the prop shaft tilt (shown in bottom illustration), the downward moving blade on the right side of the prop shaft has effectively more pitch, while the opposite is true of the upward swinging blade on the left side. This right/left 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.

## Approx. 12° Max. Tilt

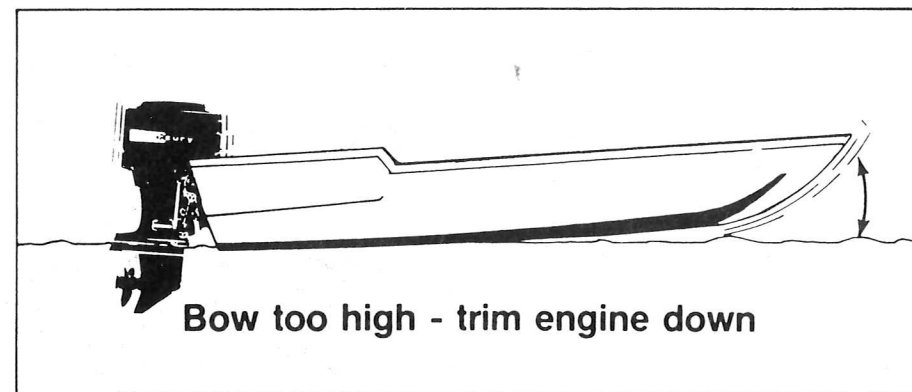
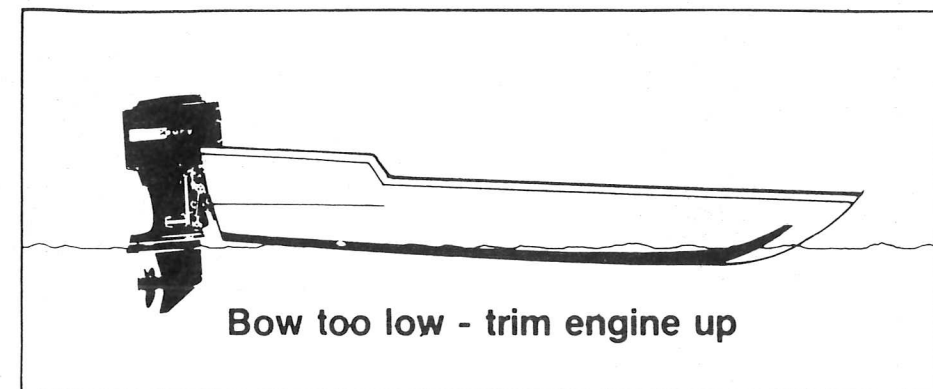
Air Being Sucked In

Bubbles



## 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.



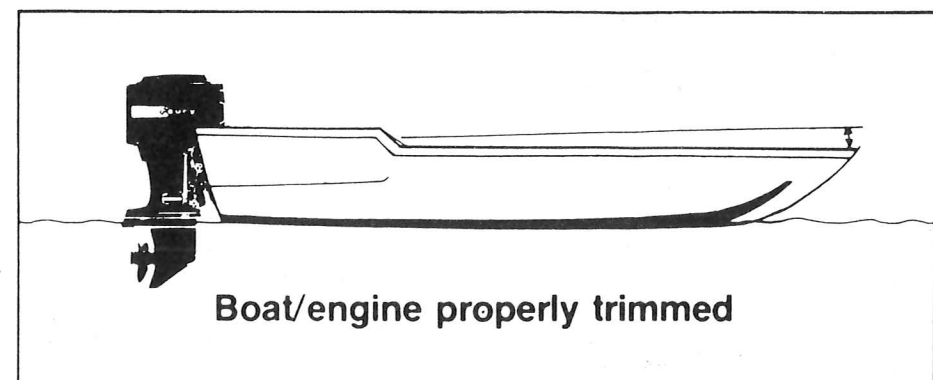
If trimmed under too far: Top speed drops, fuel economy drops, the boat may oversteer in one direction or the other and steering torque will increase.

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.





# AGFA ACTION SHOT WINNER

PETER BEVAN & ROB DORIZZI  
AT EXTRACTS

Photo by Bill Pennycook



Peter Bevan & Rob Dorizzi — Agfa Action Shot

## ACTION SHOTS

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Frustration at Extracts

# THE RIVERINA RUN ATTENTION ALL POWER DINGHY RACERS

Due to the overwhelming response to the announcement of the Riverina Run a second expedition will be held. The twenty places for the first Riverina Run were taken up within 3 days of the announcement of the trip.

After negotiations with the eastern states-based Outboard Dinghy Racing Club, participants in the Riverina Run will be able to compete in either the Goulburn Safari, Edwards River Boat Race or the Riverland Dinghy Derby as well as exploring the Murray, Campaspie, Edwards, Wakool and other rivers.

The dates for the first Riverina Run are February 28 to March 11, 1987 inclusive (this trip is now filled). The dates for the second Riverina Run are March 14 to March 25 inclusive (only 12 places left).

The cost of participating in either Run is \$1000. This price includes all accommodation (tenting), first class catering, provision of all camping equip-

ment and the services of an experienced, fully equipped land support crew. You will need only personal items and during the Run will only have to pay for drinks and other personal requirements. Expeditions Australia has worked hard to get the price of the Riverina Run down to this level. With rising costs (production, fuel, equipment) we challenge you to equal the value of this trip on your own or with another group. Due to the difficulty of establishing a firm cost of the Riverina Run, and as some of the participants have already indicated that they will be in Victoria prior to the start of the Run or will be continuing on to other States at its conclusion, the nominated start point is Echuca and the finish point is Mildura. However, Expeditions Australia will arrange budget transport to Echuca for those who require it.

With only 12 places left, now is the time to book for the Riverina Run. Remember, you don't have to be a driver to come on the Riverina Run —

you don't even have to be a competitor. Just have a desire for adventure, a sense of achievement, a love of good times, an appreciation of the outdoor life and you will never forget the experience that will be the Riverina Run.

Places on previous expeditions have been keenly sought after. The quick response to the announcement of the Riverina Run indicates that this expedition will be no different. Participants on the Riverina Run will:

- ★ Get enough boating to satisfy the keenest power dinghy racer
- ★ Explore new places
- ★ Be provided with first class equipment
- ★ Experience the challenge of the unexpected
- ★ Be with other power dinghy racers
- ★ Have first class catering
- ★ Enjoy the outdoor life
- ★ Be a part of history
- ★ Gain racing knowledge
- ★ Get a sense of achievement and satisfaction.

The Riverina Run is shaping up to the trip of a lifetime — don't miss it!

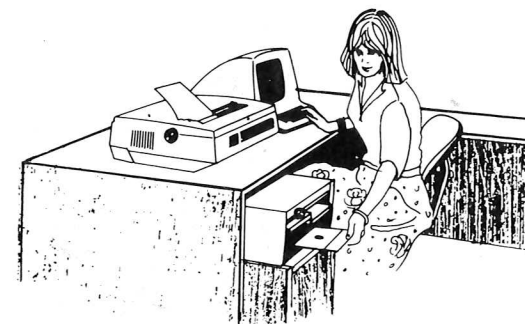
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CONTACT:

Kim Epton

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# SUPER SCOOP

The news around at the moment is that Wayne Harman and John Vadala could be running separate outfits for the rest of the season. Both are interested in running sports for the Blackwood.

★★★★★

Judging by the way the new Mercury 8 sales are going, their could be a few blue band Mercs on the market shortly with a few top guns opting for the new motor.

★★★★★

Paul Tregurtha has put his glass boat away for the balance of this years racing and has opted for a bit of comfort in a new Steve Palmer outfit.

★★★★★

David Dodd and Jim Gregg's flipper title could be in jeopardy from Malcolm Chatt after several performances upside down this year.

★★★★★

Anyone with a 4 wheel drive for sale should contact Robin Judd as he may be interested after sinking the Commodore in mud at Moore River — Again.

★★★★★

The Association has recently formed a committee to establish a formula 8 class within the association. The initial stages could see several boats built by the association for the use of members bringing another interest to the sport of dinghy racing.

★★★★★

Be Warned — David Dodd will be on the lookout for crews who are looking to reduce boat weight by reducing their buoyancy.

Remember your buoyancy must be sufficient to support 200 kg.

★★★★★

## MARINA TO MARINA

"OCEAN RACING CAN BE FUN"

The annual Marina to Marina race will be conducted between Two Rocks Marina, Yanchep and the Ocean Reef Marina, Mullaloo on the 9th November, 1986.

This race will be run under the A.P.D.R.A. rules and will be a closed event.

All boats will race out through the marina entrance and head south towards Ocean Reef.

There will be checkpoints along the way at Quinns Rock, Alkimos wreck and Burns Beach. The finish line will be 500 metres north of the Ocean Reef Marina. From the finish line to the beach inside the marina all boats must observe the 5 Knot Speed Limit.

All competitors and crews will be welcome at the Whitfords Sea Sports Club at the completion of the event. Toilets, showers, bar facilities and barbeques will be available on these premises.

NOTE: Crews don't forget to bring your flags, flares and kill switches for this event.

Entries will be available at the Blackwood or by contacting Bill Hastings — telephone 407 5107.

Race Director — Bill Hastings

Scrutineering — 9.00 am sharp on the beach at Two Rocks Marina.

Briefing — As per above.

Start — Standing start from the beach at 10.00 am.

Finish — 500 m north Ocean Reef Marina

Presentation of Trophies — Whitford's Sea Sports club after the event.



Marina to Marina — Start at Yanchep 1984

## TACHO'S



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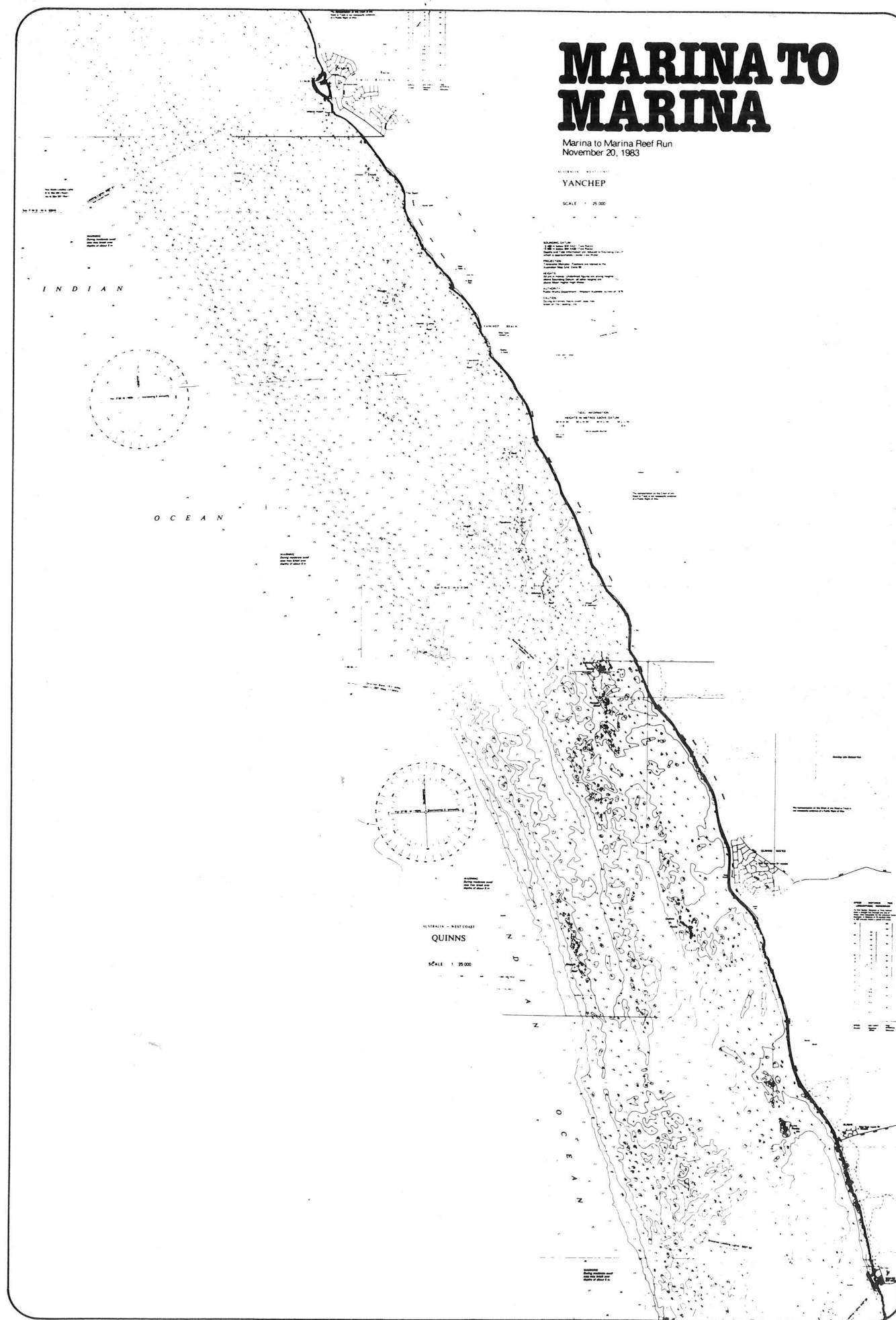
Contact Garry Tanner on Phone 350 5545 or A/H 454 5844

## MARINA TO MARINA

Marina to Marina Reef Run  
November 20, 1983

YANCHEP

SCALE 1:25,000





# A.P.D.R.A. RACE I.D. NUMBERS as at 14.10.86

RACE I.D. NUMBER	MEMBERS NAME	MEMBERSHIP/ LICENCE NO.	RACE I.D. NUMBER	MEMBERS NAME	MEMBERSHIP/ LICENCE NO.
01	Peter Bevan	112	124	Frank Berloth	124
02	Michael Davey	002	125	David Whitney	125
04	Pina D'Amico	004	126	Roly Ritson	126
05	John Ferguson	005	127	Peter Kinnersley	127
07	Jeff Hodgkinson	027	128	Tim Kelly	128
08	Kevin Green	008	129	Jon Faul	129
10	Giovanna Ambrosino	010	131	Bill Hastings	131
18	Len Leggo		132	Stephen Abbot	132
22	Geoff Rumsey	022	133	John Hilton	133
25	Robert Whitney	025	134	Gary Butt	134
29	Graham Blincow	029	136	Lindsay Talbot	136
32	John Rowett	032	137	Mark Oswald	137
35	Bevan Avar	035	138	Peter Street	138
37	Malcolm Chatt	037	139	Paul Tregurtha	139
40	Bernie Garbellini	040	145	Rob Loudon	145
41	Mark Giolitto	024	147	Steve Ahern	147
50	Ken Thompson	050	148	Keith Brooker	148
62	Brodie Taylor	062	149	Jeff Ferry	149
66	R. Hadlow	066	151	Peter Haynes	151
68	Laurence Cann	068	156	Steve Palmer	156
69	Roger Ambrosino	069	158	Craig Whately	158
74	Brad Walker	074	159	Paul Brook	159
77	George Beres	077	162	John Goodbody	162
82	Brad Pitcher	082	163	Joe De Petra	163
90	Gary MacNamara	090	164	Phil Tully	164
91	Gary McNamara	090	169	Mario Ambrosino	169
92	Ronald Robinson	092	170	Wayne Harman	170
95	Steve Foster	095	172	Les Simpson	172
96	Tay Overstone	096	175	Greg Johnson	175
99	Greg Bargmann	099	177	Geoff Moran	177
100	NOT TO BE ISSUED	N/A	178	Spencer Black	178
105	Russell Wilson	105	179	Darryl Kelly	179
106	Rob Hilliard	106	180	Fred Hobbs	180
110	Robert Weir	110	182	Ray Meagher	182
111	John Haynes	111	183	Robin Judd	183
113	Bob Bernhardt	113	184	Kevin Wake	184
115	David Gentry	115	185	Brian Kelly	185
116	Mark Whately	116	186	Shane Kelly	186
117	Glen Skewes	117	187	David Dodd	187
118	Dudley Cummuskey	118	188	John Evans	188
119	Ron Cook	119	189	Russell Gregg	189
120	Jim Cramer	120	191	George Cox	191
121	Danny Masters	121	196	Richard Urban	196
122	Gary Evans	122	198	Bruce Wilson	198
			200	NUMBERS END AT 199	N/A

## VACANT RACE I.D. NUMBERS as at 14.10.86

03	27	51	71	93	140	171
06	28	52	72	94	141	173
09	30	53	73	97	142	174
11	31	54	75	98	143	176
12	33	55	76	101	144	181
13	34	56	78	102	146	190
14	36	57	79	103	150	192
15	38	58	80	104	152	193
16	39	59	81	107	153	194
17	42	60	83	108	154	195
19	43	61	84	109	155	197
20	44	63	85	112	157	199
21	46	64	86	114	160	
23	47	65	87	123	161	
24	48	67	88	130	165	
26	49	70	89	135	166	

# A.P.D.R.A. Members not holding Race I.D. Numbers as at 14.10.86

MEMBERS NAME	MEMBERSHIP/ LICENCE NO.	MEMBERS NAME	MEMBERSHIP/ LICENCE NO.
ADAMS Gordon	033	KRONBERGER Max	020
ALLESENDRIANO Clive	034	MANCINI Elio	046
BAILEY Ralph	036	MASON John	055
BARGMANN Victoria	052	McCALL Michael	056
BULLARD Geoff	049	McGILVRAY Edward	045
CLARKE Jerry	021	McNAMARA Peter	044
COLLETT Stephen	054	MORA Rodney	057
DE PETRA Andy	007	OLSEN Graeme	053
DE PETRA Beryl	011	OVERSTONE Tony	047
DODD Helen	023	PALMER Erica	009
DORIZZI Rob	019	PALMER Kevin	015
EPTON Kim	001	PENNYCOOK Bill	003
FERGUSON Justin	006	PROSSER Craig	039
GANGELL Gary	038	ROWE Colynn	048
GOODBODY Ian	016	SCOTT Douglas	012
GREGG Jim	017	SHAW Jamie	058
GRUBB Anthony	041	SMITH Roger	030
HELM Ken	042	TANNER Garry	123
IRONSIDE Scott	114	WHITNEY Norma	013
JOB Jenny	026	WHITNEY Ted	014
JUDD Jenny	043	WILSON Barbara	028
KEMP L	031	WOEWODIN Cathy	051

## AUSTRALIAN POWER DINGHY RACING ASSOCIATION

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### APPLICATION FOR MEMBERSHIP

NAME .....  
 ADDRESS ..... POSTCODE .....  
 TELEPHONE ..... DAY ..... NIGHT .....

I hereby apply for membership of the Australian Power Dinghy Racing Association. I enclose the nomination fee of

1986/87

\$6.50

on the understanding that if my application fails I will forfeit my nomination fee and that if it is successful I will pay the remaining membership subscription fee of

1986/87

\$19.50

I intend to participate as a

Driver ..... Crew ..... Spectator Supporter .....

Sponsored By ..... Seconded By .....

Applicants Signature.....

Date Application Received ..... Date Application Considered .....

APPROVED/NOT APPROVED

Date Fees Paid ..... Date Applicant Notified .....



# Maddlin

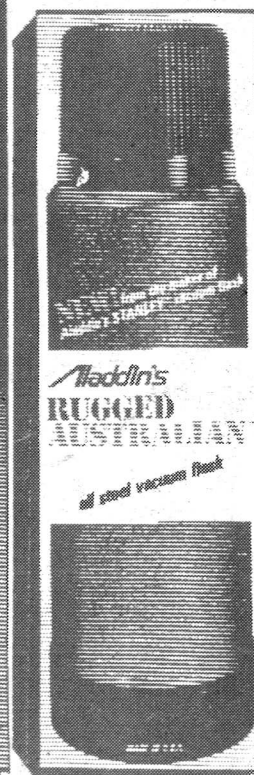
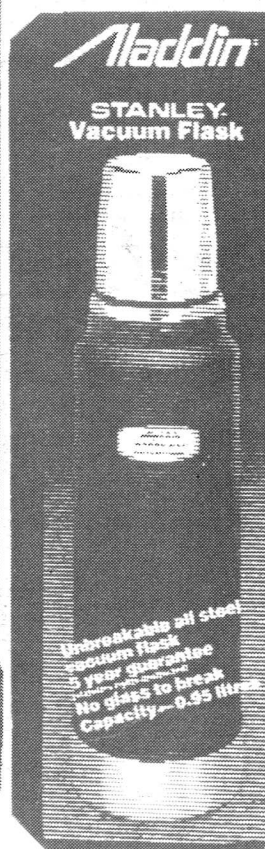
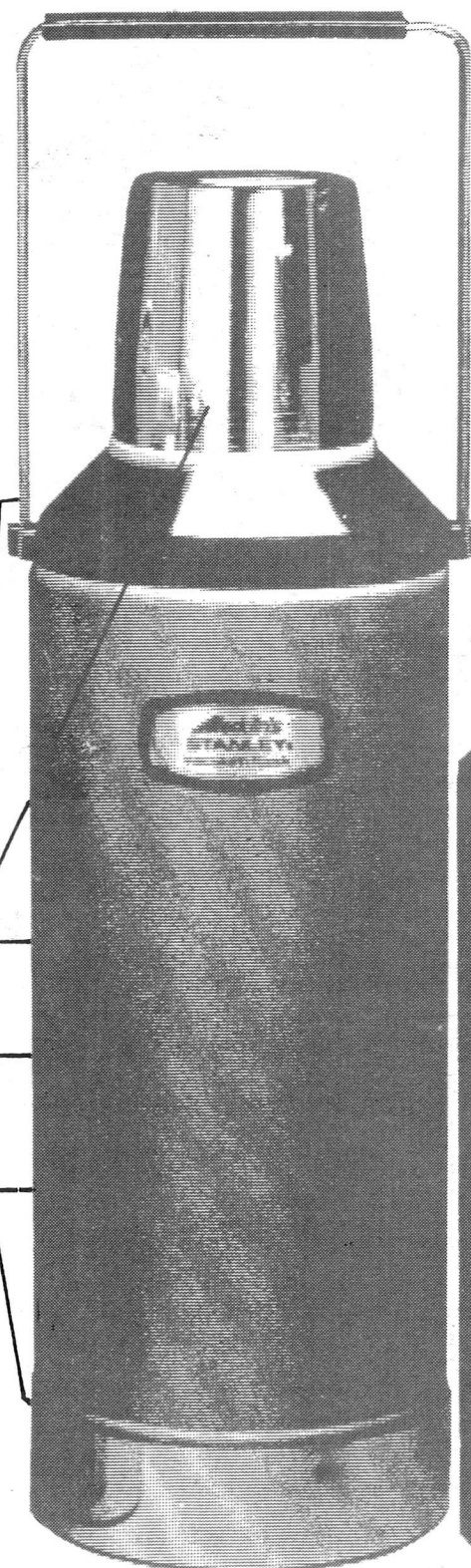
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- Convenient handle
- Chrome plated cup
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- Heavy duty steel outer shell with baked enamel finish, built to take the knocks.
- Chrome plated steel base for strength and stability.
- Made in the U.S.A. since 1913, comes with a full 5 year guarantee.

This 905 ml Stanley is a top performer

Built for the rugged Australian, this 905 ml will really take the knocks.



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