

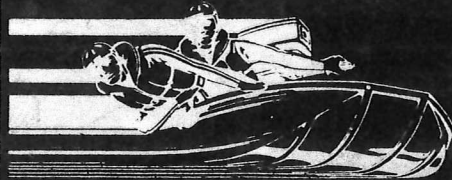
POWER DINGHY RACER

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

Registered by Australia Post — Publication No. WGH 2055

DECEMBER 1986

AUSTRALIAN POWER DINGHY
••• RACING ASSOCIATION •••



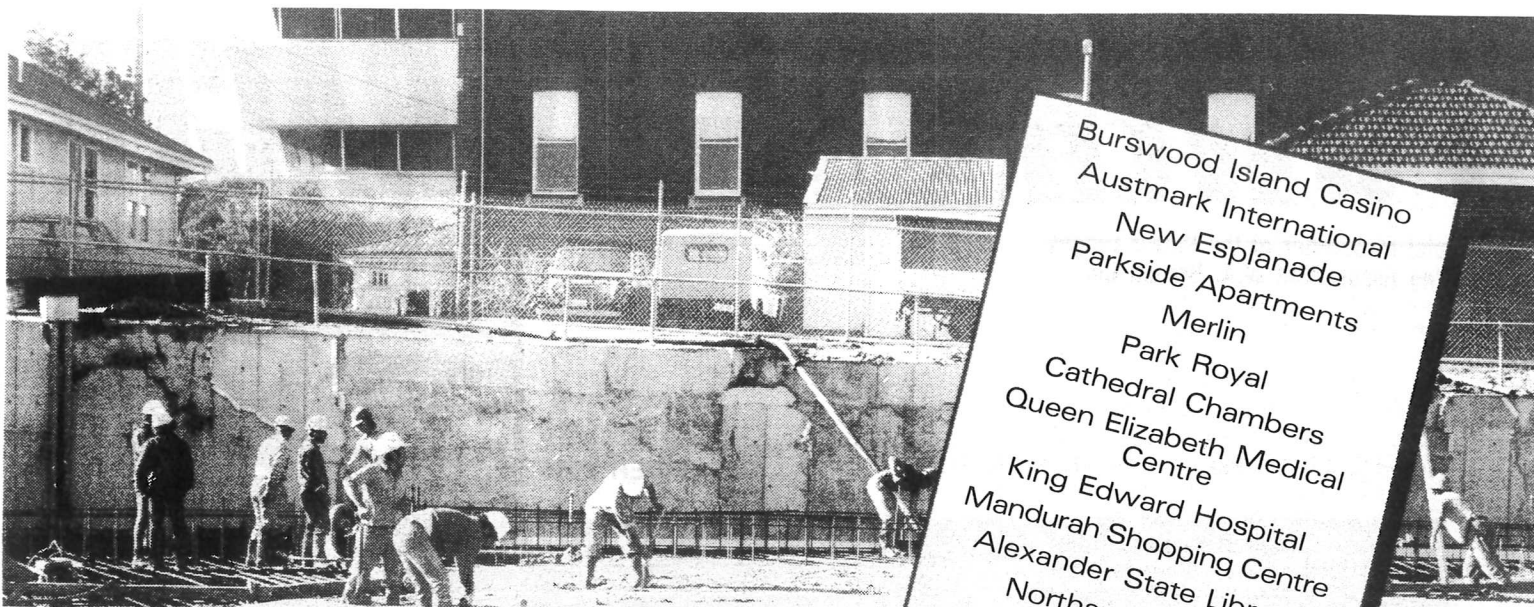
WESTERN AUSTRALIA BRANCH INCORPORATED



BLACKWOOD CLASSIC
250 — TRANSEALS
TAKE OUTRIGHT

MARINA to MARINA
— SURVIVAL OF THE FITTEST

ASSOCIATION NEWS



Perth's leading Concrete and Terrazzo Contractors



SPECIALISTS IN MULTI-STOREY CONSTRUCTION

Manufacturers of Terrazzo Exposed Aggregates Concrete Products
Rear 1st Floor, 5 Barrack Street, Perth, PH 325 1077

Proudly Sponsoring the DINGAROO RACING TEAM M. AMBRISINO
G. BUTT



Commodore's Comment

For the information of members of the Australian Power Dinghy Racing Association (W.A. Branch) Inc. only.

Although having landed the job of Commodore by default, I have no intention of letting that fact deter me from doing the job my way and pushing our Association ahead through what I believe will be an exciting and dynamic period — the most dynamic period in the history of the sport. We are experiencing a period of tremendous growth. (Almost too much for the volunteer Committee to handle). The year round nature of our sport means that there is little time for consolidation. Regardless, we must use the coming summer to put the Association on a sound footing while we prepare for the greatest season of power dinghy racing yet seen. I believe that the way to achieve this is by the efficient use of Sub-Committees. If the load is shared it is no burden. Throughout the remainder of the year each member can expect a call to do their bit for the sport.

One of the reasons for my confidence in the future of power dinghy racing is seen in a look at the membership figures. From an initial membership of 13, the Association's numbers have increased over 1000% in just 12 months. Numbers have doubled in the last three months alone. We must be doing something right.

New members may not be aware that there was a time when things were not all that rosy in our sport. I have no wish to put a dampener on the good feeling that abounds in the Association today however, I believe that members should be made aware that only just over 12 months ago the sport was suffering great trauma. Meetings were unable to be satisfactorily conducted due to faction in-fighting, trouble makers abounded, problems kept mounting and the members had little enthusiasm to contribute anything just to see it dragged down shortly thereafter.

Fortunately the current membership of the Association has shaken off that disruptive element and the sport is better off for their absence. In case there should be any doubt in people's mind let me quite clearly, unmistakably, firmly and categorically state that there is no room in the sport of power dinghy racing for troublemakers, stirrers, cheats, litigants and others set on disruption. Certainly, have your say, disagree when you feel you must, but at all times be constructive.

And for any troublemakers who think they are going to come back with a vengeance into the sport, think again. Descent people will only take so much (excuse the pun).

The coming Christmas party has been organised by Paul Tregurtha to appeal to the kids (young and old). I urge all members, especially our new members, to make the effort to be at penguin Island on 7th December, '86 and enjoy this social occasion.

Kim Epton

AUSTRALIAN POWER DINGHY RACING ASSOCIATION



WESTERN AUSTRALIA BRANCH INCORPORATED

A.P.D.R.A. COMMITTEE

Commodore	
Kim Epton	450 5373 (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	325 1077 (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)
Editor	
Peter Street	409 8693 (H)
The postal address of the Association is:	
P.O. Box 675,	
West Perth, WA 6005	
Photo's courtesy of Bill Pennycook	
— Action Photos	

ASSOCIATION SCENE

It's good to see our three Sub-Committees working well and making progress in achieving their aims.

Frank Berloth has the Formula 8 Sub-Committee task firmly in hand and I'm sure that he and his team will deliver the goods (5 Formula 8's before the Capel Dinghy Derby. The Formula 8 Sub-Committee includes Gordon Adams, Dud Cummuskey, John Haynes, Bill Hastings, Steve Palmer and Glen Skewes.

Past-Commodore Ron Cook and his Rescue Boat Sub-Committee are making progress. Ron believes that a new Rescue Boat will be a very real possibility in the near future. Due to their experience in the field, Rob Dorizzi, Geoff Rumsey, Les Simpson and Ted Whitney are assisting Ron on this Sub-Committee.

Rob Dorizzi has fired up the Building Sub-Committee and, with Glen Skewes and Jim Gregg, is currently investigating numerous possibilities for a permanent home for the Association. This Sub-Committee is looking for two additional members. Contact Rob Dorizzi on 299 6963 if you believe you have something to offer. Persons in the building industry are especially required.

All members should be aware that they are required to provide service of some type to the Association through the year. This could take the form of effective service on a Sub-Committee (as determined by the Chairman), assistance at a race meeting, helping with the preparation and compilation of the "Power dinghy Racer" (we are seeking an Assistant Editor), organisation of competitions or social events.

Why wait to be "volunteered" for a task. If you have an idea or possess certain skills that could be of benefit to the Association, contact the Commodore Kim Epton on 450 5373 or the Rear Commodore, Jim Gregg, on 458 3513 and do your bit for the sport.

RIVER RACER

ALUMINIUM DINGHYS BY

ALUMINIUM MIG & TIG WELDING
FUEL TANKS & MOTOR CASTING REPAIRS 457 9935.

Steve Palmer



BLACKWOOD CLASSIC 250

"The World's Longest Power Dinghy Race"

Following this year's high water Avon Descent 107 boats accompanied by crews, support crews and spectators headed south for this year's Blackwood Classic 250.

This year's event was handed over to the new Blackwood Classic 250 Committee headed by Race Director, Roger Stannard from Bridgetown.

On Saturday, September 27th competitors lined up in the newly formed grids for the start of the 1986 Blackwood 250 with the majority of crews surprised at the very low water levels and preparing themselves for a long hard haul to the overnight camp at Nannup.

Boats roared past the start banner only to be fronted by their first rapid 500 metres away. Several boats fell victim to this obstacle with drivers such as Gary Evans damaging 2 gearboxes at this point. From this point on, boat after boat fell victim to the river with the sports class boys powering through the rock strewn rapids and finding themselves with damaged outfits in the very early stages of the race.

Through this state we saw some of the backmarkers in Peter Bevan and Rob Dorizzi, Meagher & Pitcher, Hayes & Helm etc slowly moving through the field. The river banks looking like battlefields strewn with boats and crew trying to repair motors and get back into

the race. Checkpoints I saw 50% of the entries out of contention with Gary Butt and Mario Ambrosino, in the ex John Goodbody glass boat, out with gearbox problems, Faul and Jones gearbox, Bevan and Dorizzi gearbox, Gary Evans gearbox and the list goes on.

With numerous teams out of the race this led the way for John and Jill Evans, Bruce and Barb Wilson, Hodgekinson and Prosser and the Peter Haynes, Ken Helm boat all fighting for places in sports class.

The 8HP standard class became a battle between the young enthusiastic team of Ray Meagher and Brad Pitcher and the experienced crew of Les Simpson and Geoff Rumsey with the Bridgetown entry of Cox and Da Ronch and the 090 boat of Gary McNamara in hot pursuit leaving the Walker boys to lead the 6HP entries.

Day 1 ended at Nannup with John and Jill Evans claiming line honours for this stage followed by Boat 182 of Meagher and Pitcher, McNamara and Gault in boat 090 and the veterans of Simmo and Rimmo all recording excellent times for the harsh conditions endured through this stage. From then on it was a gradual procession of boats who had survived this section of the race with damages and mechanical problems too numerous to list.

NANNUP TO SUES BRIDGE

The second day saw only 47 competitive boats enter the water for the

race to Sues Bridge. With the fastest boats overall combined in grids. A race developed between the sports class and standard class entries. With the water levels at a low. Day 2 appeared an easier run than previous years with many of the larger logs being high enough out of the water for boats to be able to manoeuvre under them instead of having to drag over the top.

Through this stage the Meagher/Pitcher boat continued its battle against Simpson and Rumsey and the Cox, Da Ronch boat with the sports class entry of Hodgekinson and Prosser making up for lost time on Day 1 by pulling away from John and Jill Evans.

Boats were not without problems during this section with the Tregurtha, Thomson boat plagued with an electrical problem, Bruce Wilson motor damage and Shane Kelly mechanical were just some of the problems that were starting to take its toll. Fortunately, all these entries made it to Sues Bridge without too much time lost, apart from Shane Kelly who has had his run of misfortune of late.

The end of Day 2 became mainly a sprint to Sues Bridge with large pools enabling crews to relax slightly for periods of time. Boat 191 of Cox and Da Ronch arrived across the line first only seconds ahead of Meagher and Pitcher with the sports entry of Hodgekinson and Prosser closely behind, then Boat 172 and another procession of boats with Peter Street and Rob Little making up for a disastrous

Day 1, Haynes and Helm picking up time on their sports class competitors and excellent times for the 6HP boats in the Walker entry and Boat 187 Menzies and McCall in their first outing in the borrowed David Dodd outfit. A mention must also go to the Dingaroo boys of Gary Butt and Mario Ambrosino who recorded the fastest time of the day although running conditional. The time of 3.05.42 was recorded in a boat acquired at Nannup the previous night from Peter Bevan after he was forced out of the race.

SPRINT TO AUGUSTA

On Monday 29th crews lined up for the sprint to the finish line at Augusta with very few obstacles in front of them apart from the Weir. Very few problems were encountered through this section for the craft still competing although the Albany entry of boat 198 was having difficulties after breaking the top of the trunk and finished the race with the power head roped to the leg of the motor and Peter street lost his throttle and tiller and failed to finish his first Blackwood as a driver.

The weir caused very few problems with crews as one after the other blasted over the top and a few novices dragging around the outside. The conditional entries gave spectators at the weir some excitement with Tim Kelly and Roger Mora having the flip of the year and various other entries finding

themselves in trouble after tackling it the wrong way.

From this stage on there were very few problems apart from Russell Gregg, in his first Blackwood 250, found himself with another sunken boat borrowed from John Hayes after losing his own boat earlier in the race, fortunately for Russell he was able to complete the race in conditional class.

Congratulations to Ray Meagher and Brad Pitcher on taking out the Whitney Family Perpetual Trophy for the fastest time recorded and also for winning the

8HP standard class. Also to John and Jill Evans for an excellent time recorded in their rubber duck and winning the 8HP sports, along with the Walker entry who took out the 6HP class.

A special thanks must go to Roger Stannard and the Blackwood Committee for their organisation of this race under short notice.

Although the organisation of this event was not without hiccups I feel that we will see a bigger and better race in 1987.

RACE RESULTS — BLACKWOOD CLASSIC 250 — 1986

6HP SPORTS

1st	C Walker/B Walker	Boat 027	Time 11.31.31
2nd	R Menzies/M McCall	Boat 187	Time 14.01.16
3rd	B Kelly/R Judd	Boat 185	Time 16.45.02
4th	S Kelly/R Smith	Boat 186	Time 19.39.37

8HP SPORTS

1st	J Evans/J Evans	Boat 188	Time 10.32.57
2nd	J Hodgekinson/C Prosser	Boat 007	Time 10.35.20
3rd	B Wilson/B Wilson	Boat 198	Time 11.32.10
4th	R Genetti/D Borg	Boat 102	Time 11.34.17
5th	P Haynes/K Helm	Boat 151	Time 11.35.20

8HP STANDARD

1st	R Meagher/B Pitcher	Boat 182	Time 10.18.58
2nd	L Simpson/G Rumsey	Boat 172	Time 10.24.25
3rd	G Cox/L Da Ronch	Boat 191	Time 10.34.34
4th	B Dimmock/B Harris	Boat 021	Time 11.34.55
5th	P Tregurtha/T Thomson	Boat 139	Time 11.46.29

Whitney Family Perpetual Trophy

Overall Fastest Time

Ray Meagher/Brad Pitcher	Time 10.18.58
--------------------------	---------------

Peter Street and Rob Little on Day 2 of the Blackwood 250.



BLACKWOOD CLASSIC 250 — PICTORIAL



Outright winning team of Brad Pitcher (left) Ray Meagher (right) Blackwood 250.



Ray Beagher and Brad Pitcher fly over the weir on the Blackwood.

Hellamarine

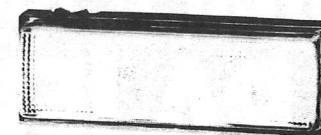
See and be seen in safety.



Fluorescent interior light 12 volt.
Overall dimensions 390 x 60 mm
(14 x 2 1/8"). Depth 40mm (1 5/8").
Attractively styled with woodgrain end-
pieces and on/off rocker switch.
Part No. 2867

As above, 24 volt. Part No. 2868

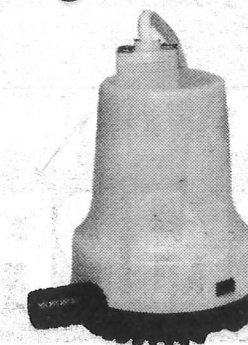
Fluorescent tubes for above lamps: 240 volt 8 watt.
Philips TL8 W/336J. Ballantine F8T5W.



Cabin lamp. 205 x 70 mm (8 x 2 3/4").
Depth 34 mm (1 3/8"). On/off rocker switch.
Fitted with two globe holders.
Corrosion resistant, can be used as wall
or ceiling light.
Rim, woodgrain finish.
Part No. 2893

Globes: 6V Part No. K610, 12V Part No. K1210.
24V Part No. K2410.

Bilge Pumps

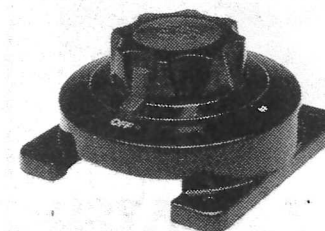


Bilge pump 1500 litres per hour
(US gals 400).
Fully submersible heavy duty 12 volt DC
motor, with a shock-proof, non-corrosive
yellow plastic housing and a blue clip-
on strainer base for easy cleaning.
Height 111 mm (4 3/8"), base dia. 81
mm (3 1/8"), outlet dia. 16 mm (5/8"),
current draw 3.5 amp.
Part No. 2800

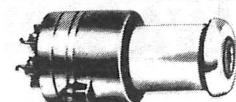
2300 litres per hour (US gals 600),
height 128 mm (5"), base dia. 88 mm
(3 1/2"), outlet dia. 19 mm (3/4"), current
draw 5 amp.
Part No. 2801

7000 litres per hour (US gals 1850),
height 164 mm (6 1/2"), base dia. 119
mm (4 5/8"), outlet dia. 25 mm (1"),
current draw 10 amp.
Part No. 2802

Battery Master Switches



Heavy duty model ideal for marine use.
4 position switch, off—1—2—both.
Enables switching from battery 1 to 2 or
linking up of both batteries for extra
power.
May also be used as a manual isolator
for charging batteries.
Dimensions: 135 x 135 x 73 mm
(5 3/8 x 5 3/8 x 2 7/8").
Maximum load 175 amps at 12 volt.
Part No. 4655



Marine ignition and starter switch with
key.
Switch with spring-loaded return.
Fitted with ballast resistance by-pass
on start position.
4 positions off-accessories-ignition-start.
5 screw terminals and satin finish face
nut.
Mounting opening 21 mm (13/16") dia.
For dashboards up to 38 mm (1 1/2") thick.
Part No. 4009



Marine flick toggle switch.
Brass construction.
Chrome toggle and face nut.
Mounting opening 11 mm (7/16") dia.
For dashboards up to 6 mm (1/4") thick.
Maximum load 20 amps at 12 volt.
Part No. 4455



Interior lamp with in-built switch.
U-shaped bracket for rotation and swivel
adjustment.
Aluminium body with brass-effect finish.
Part No. 2822

Hellamarine lamp part nos. 2816-2817 are approved by AAPMA for vessels of less than 12 metres in length.
These lamps feature a tough matt black body, sealed lens compartment, and moulded rubber base — conforms to
coaming curvature.

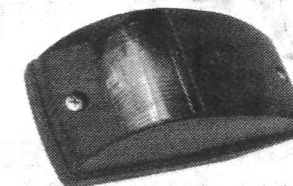


Overall dimensions:
130 x 60 mm (5 1/8 x 2 3/8").
Depth of lamp 45 mm (1 3/4").

Port lamp. Red lens.
Complete with 12 volt globe.
Beam angle 112.5°.
Part No. 2816

Kit comprises:
Port lamp part no. 2816 and
Starboard lamp part no. 2817.
Part No. 2818

Starboard lamp. Green lens.
Complete with 12 volt globe.
Beam angle 112.5°.
Part No. 2817



Globes: 6V Part No. L65, 12V Part No. L125, 24V Part No. L245.

Hellamarine

Boat lighting and accessories

AVAILABLE FROM ALL GOOD BOATING STOCKISTS

Go anywhere with a fully imported SKIPPERS PAJERO 4WD

HURRY
LIMITED STOCK ARRIVING



**PAJERO
L.W.B. 4WD**

**PAJERO
S.W.B. 4WD**



**L300 7 SEATER
4WD WAGON**



For W.A.'s biggest range, highest trade-ins and best deals,
you must see



John Hughes'

Skipper Mitsubishi

49 Shepperton Rd, Victoria Park. (just over the Causeway). Phone 362 2388
COUNTRY CLIENTS: 008 199618

D/L6061
AA&M



Pajero wagon sports a sleeker look

A sleeker and more aerodynamic, fuel efficient design is the main feature of the new long wheel base Pajero Wagon and Super Wagon which are not making their way into Mitsubishi dealerships throughout Australia.

The new four wheel drive, seven-seater Wagons have a roofline which is 85 mm lower than previous models — a modification which reduces wind resistance and enhances the vehicle's appearance while still retaining superior headroom.

Other improvements include a new quick reverse gear selection and greater usable space in the cargo area.

The new long wheel base NC SERIES Pajero is available with either a 2.6 litre petrol or a 2.3 litre turbo-charged diesel engine. The models are successors to the petrol engine Pajero Super Wagon which was voted Four Wheel Drive of the Year by Australia's Overlander magazine this year — and the turbo diesel which earned the same title last year from the prestigious international magazine "4

x 4 France", says the Pajero has proved itself around the world as the new benchmark in off-road performance.

"This engineering excellence is now being matched with styling which will

make the vehicle a best seller among buyers who demand on-road/off-road performance and a design which is attractive yet functional".

The Pajero's reputation for ruggedness and reliability was earned during three Paris-Dakar rallies, the world's most demanding motor sport event.

After class wins in 1983 and 1984, the Pajeros came home first and second this year after a tortuous drive across 12,000 kms of some of the harshest terrain known to man.

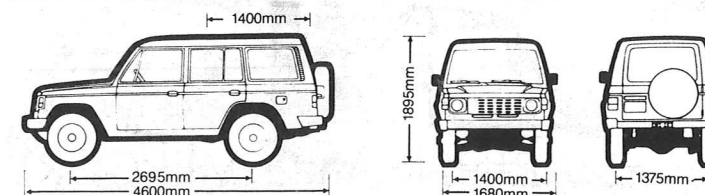
That demonstration of toughness was repeated in Australia this year when a Pajero won the Sydney to Darwin Wynn's Safari Rally outright, and a second Pajero was the first standard production vehicle to cross the finish line.

The new long wheel base NC series Pajero Wagons continue that tradition of stamina, while offering comfort and styling which are becoming increasingly important to four wheel drive buyers.

The introduction of the new low-roof Pajeros brings to six the number of models available: four lone wheel base petrol and turbo diesel Wagons and Super Wagons; and two short wheel base midline and Sports models.

The short wheel base Pajeros are fitted with Mitsubishi's proven 2.6 litre balance shaft Astron petrol engine.

Dimensional Views Superwagon



	Super Wagon	5-Door Wagon
WHEELS:	6JJx15 styled disc	5.5Fx16 disc
TYRES:	215SR15 steel radials	700x16x6Lt belted radials
PETROL ENGINE:	TRANSMISSION:	
2.6 litre Astron "Balance Shaft" 4 cylinder OHC. Single downdraft 2 barrel carburettor with automatic choke. Electronic ignition.	5-speed manual, floor shift, all synchromesh.	
Capacity 2555cc	Ratios	Petrol Engine Diesel Engine
Bore x Stroke 91.1mm x 98.0mm	First	3.740:1 3.967:1
Compression Ratio 8.2:1	Second	2.136:1 2.136:1
Maximum Power (DIN) 76kW @ 4500rpm	Third	1.360:1 1.360:1
Maximum Torque (DIN) 192Nm @ 2500rpm	Fourth	1.000:1 1.000:1
	Fifth	0.856:1 0.856:1
	Reverse	3.578:1 3.578:1
DIESEL ENGINE:	4WD TRANSFER RATIOS:	
2.3 litre Astron Turbo "Balance Shaft" 4 cylinder OHC. Fuel injection.	High	1.000:1
Capacity 2346cc	Low	1.944:1
Bore x Stroke 91.1mm x 90.0mm	SUSPENSION:	
Compression Ratio 21.1:1	Front	Independent wishbone with torsion bar and telescopic shock absorbers.
Maximum Power (DIN) 62kW @ 4200rpm	Rear	Rigid axle, semi-elliptic leaf springs with bias mounted telescopic shock absorbers.
Maximum Torque (DIN) 181Nm @ 2000rpm	FRONT AND REAR AXLE RATIO: 4.875:1	

The Murray Sprint — record breaking attempt

As you are reading this A.P.D.R.A. members Kim Epton and Mario Ambrosino supported by Richard Urban and Neil Eliot, hopefully, will have just completed 2225 kilometres of boating on the Murray River from Albury, N.S.W. to Goolwa in S.A. in an effort to set a new record of under 50 hours of non-stop boating down this 2225 km section of Australia's biggest river.

In a 3.1 metre Steve Palmer aluminium dinghy equipped with spot lights, battery, flares, paddles, rope, fire extinguishers and radio equipment Kim and Mario will be attempting this journey non-stop apart from re-fuelling. They will attempt to keep in constant communication with Richard Urban in the support vehicle who will be plotting their position, along with Mario, so re-fuelling etc. will be kept to a minimum to eliminate any excess time that may occur.

During this trip they will have to pass through 15 locks, approx. half by night, and also cross Lake Alexandrina which in various conditions has claimed numerous lives over the years.

Apart from Lake Alexandrina the other hazards they will encounter will be the navigation of Lake Mulwala, which is a flooded forest with thousands of hidden stumps below water level also travelling at night and passing through the various locks in darkness will also create problems along the river.

Best of luck boys!!



"We used the best features of competitive models as a high water mark, and beat it with the 8hp"

JIM SCHIEK
Advanced Projects Engineer,
Mariner Outboards

The new Mariner 8 is the most reliable yet. And the most advanced set of features ever assembled in one 8HP outboard. That says a lot from a company whose name means reliability to thousands of boating enthusiasts throughout the world.

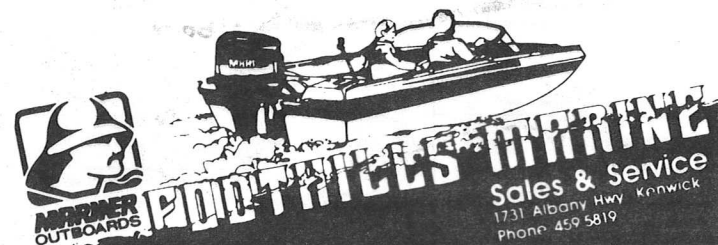
From the bottom up, this new 8 Mariner has a new heavy-duty skeg designed to survive an impact of more than 20 MPH into a solid concrete block. Inside the gearcase are the longest-wearing composite bearings in the industry, with an oil recirculating pump that further enhances their life. Our 8 has three trim positions and three shallow water drive positions, for running adjustments at idle or slow speeds. It even has a trailering position and you can move the engine to any one of them, with just one hand.

Up top, we've given the 8 a primer knob instead of a choke, so your engine starts on the first pull, if you can call it a pull. You won't have to pull the rope more than 6 inches to start it. And because of a new rope guide, you can pull from any direction without rope wear.

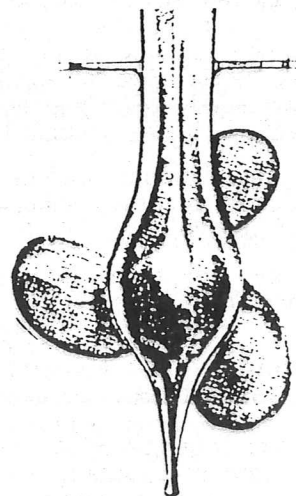
Other refinements include a heavy-duty stainless steel water pump, with a greater capacity and longer life.

Phone 459 5819 or contact Frank
on 398 1800 A/H

(Special prices for A.P.D.R.A. Members)



HIGH IMPACT GEARCASE—The skeg of this revolutionary gearcase design was run into a solid concrete block at more than 20 MPH and remained in running condition, with minimal damage. It has a stainless steel, heavy-duty water pump that virtually eliminates wear and corrosion, and a fishline cutter to protect the propshaft oil seals.



There's an idle adjustment on the outside of the cowl. A built-in carrying handle for greater portability and storage than competitive models, and our tiller handle folds back 180°. There's a friction adjustment on the throttle, to set your speed when both your hands are busy. And much more.

You can look, but you'll never find an engine that bests the Mariner 8 for features operator convenience or reliability.

SEE US FOR
A SUPER DEAL
ON NEW
8HP MOTORS

FOOTHILLS Marine
MARINER AND MERCURY
PARTS AND ACCESSORIES
AVAILABLE

**ADVERTISING COSTS
POWER DINGHY RACER**

(Official Newsletter of the Power Dinghy
Racing Association of WA)

	SINGLE EDITION	ANNUAL 6 EDITIONS
Full Page (20cm x 29cm)	\$80.00	\$70.00
1/2 Page	\$45.00	\$35.00
1/4 Page	\$25.00	\$20.00
Classifieds	Free of Charge	

All Advertising Enquiries to be made to:—

APDRA Newsletter
C/- Peter Street,
Suite 12, 17 Prowse Street,
WEST PERTH, WA 6005
Telephone: 322 4687 (Bus)
409 8693 (AH)

THE HAY RIVER HASH

After recent heavy rains in the Albany area, an opportunity presented itself to investigate one of the local rivers while the water level was up.

Thursday 28th August, Bruce Wilson and Jeff Ferry in boat 198, George Beres and Graeme Olsen in boat 077 entered the Hay River at Narrikup via Denmark Road, approximately 40 kms from Albany. It was decided the first vehicle would remain here and a second vehicle to be located at the finishing point, there was to be no vehicle access to the river.

Both crews entered the river at 10.30 a.m. hoping to complete the run by 4.00 p.m., a distance of 35 kms.

Confronted with small channels at first, speed was restricted to a slow pace. Small bursts were dampened by numerous logs clogging the river which were only passable at most times by heaving the boats along the river banks. Spirits were lightened as various situations brought a little amusement to the occasion.

The Hay was narrow at all times, refusing to give way to any open areas. Both crews had to continuously pick their way through trees. It was estimated that 80% of the river was covered in trees, bringing one to the conclusion that a river so full of logs would keep a woodchipping industry busy for a decade.

George and Graeme finally pulled out 12 kms down the Hay after reaching the first bridge with only one blade left (3 bladed) on the propellor. They sunk the boat once and used 6 props to reach this stage. Time was 4.40 p.m.

Light was now fading. George and Graeme waited half an hour with no sign of the other boat. They then headed for a farmhouse when a landcruiser flashes past heading down the no-through road towards the bridge. One guess it could be the lost crew.

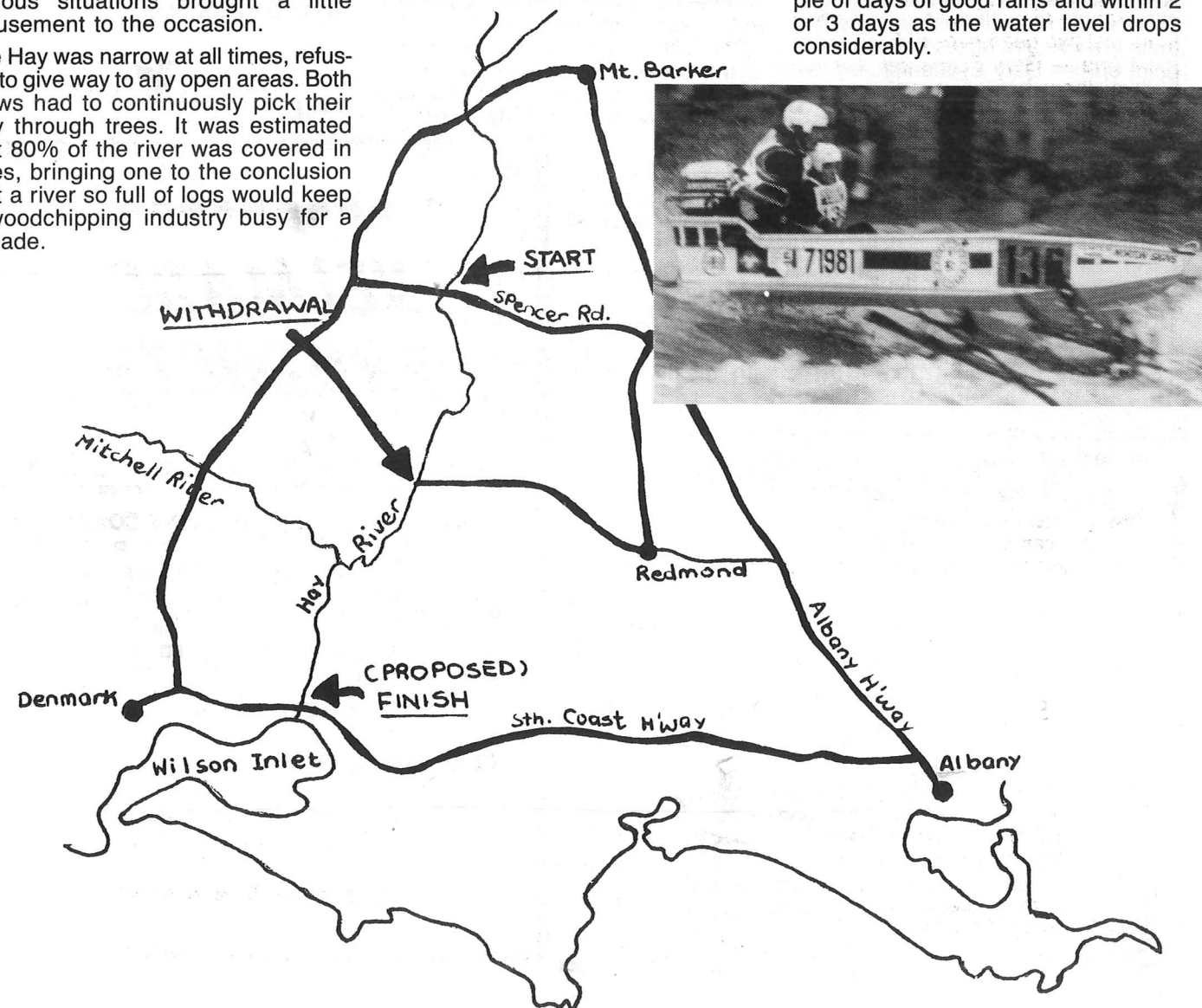
Meanwhile Bruce and Jeff had managed to cover 10 kms, sinking their boat twice and going through 2 props. After also pulling out, Bruce and Jeff had ventured to a farmhouse. The door was answered by a very confused and slightly shocked farmer who couldn't believe his eyes when he was confronted with two men fully dressed in wetsuits, helmets and lifejackets, 30 kms inland. (Some high tide?) Story told, a phone call was made to Barbara

who was then on her way to the pickup.

The farmer had mentioned that friends attempted the same trip but in canoes. It took then 3 days.

Both crews were cold and wet, and now heading back in darkness on unknown roads to collect the vehicles, when another obstacle was faced. A blocked fuel filter slowed then down to 12 kms an hour. Another farmer and a lift back to the vehicle left at the start, they managed to arrive home safely 12 hours after entering the water. What was to be an enthusiastic and pleasurable Thursday cruise had in fact turned out to be an endurance not anticipated. It was concluded that the next venture up the Hay River will be from the 'easy end'?

We will, it is hoped, do another trip down the Kalgan River, from the area of the Porongurups to Albany. Again this will have to be done after a couple of days of good rains and within 2 or 3 days as the water level drops considerably.



SUPER SCOOP

Mario Ambrosino must be trying to set a record for the shortest period of ownership of a boat. After the fibreglass Dingaroo boat was damaged in the Blackwood Classic, Mario purchased Peter Bevan's aluminium boat at 5.00 p.m. on day one of the race (Peter and Bob Dorizzi were unable to continue because they had lost the gearbox on their brand new Mercury 8hp). After using the boat to complete the next two days of the race Mario sold it to the Koala-Bare Team at 2.00 p.m. on day three after owning it for only 45 hours.

John Goodbody was conspicuous by his absence at this year's Blackwood Classic as he patiently awaited the arrival of this first child. Dale and son Scott are both doing well. Congratulations!

Jon Faull and Gary Evans are trying to set a record of a different type. Both of them lost two gearboxes before checkpoint one — Gary Evans actually lost both of them before he had covered 500 metres of the race.

The first of the new Formula 8 boats has come off the mould and we should see some of these boats on the water at Capel in January.

The Assn. has just purchased a 12hp Tohatsu outboard, at a very competitive price, for use on the rescue boat. I think we can guarantee a bit more success with this motor than what is presently in use.

"QUOTES OF THE MONTH"

"There is only one thing harder than a low Avon — that is scrutineering by David Dodd and Jim Bregg." — Malcolm Chatt.

"I am never going in a bloody ocean race again" — 99% of crews after the Marina to Marina event.

PHOTOS

Bill Pennycook is currently holding several photo's from the Avon & Blackwood which have been ordered by Association members. If you have not collected your photo's please phone Bill on 362 3660 to arrange for collection.

After an absence of a few years from the sport it was good to see Richard Urban involved again. He's not yet into a boat but did an admirable job as support crew for the Haynes' Team. Congratulations to Peter Haynes for a creditable fifth placing in the Sports Class — his best result in many years of racing.

Watching dinghy racing is not without its dangers. A young girl was hurt at the Blackwood when hit by a boat coming in to portage around the obstacle. Parents, it is your responsibility to keep the kids out of the way! Racers, you are reminded that "beach landings" are banned!

Trevor Kitcher was sighted in the Blackwood Classic after an absence of many years from power dinghy racing. When racing previously Trevor was one of the speedsters. Watch out all you current day racers if Trevor makes a concerted comeback to the sport.

CLASSIFIED For Sale!

7.5 Large Port Mercury Blueband '76 rebuilt completely — strengthened \$700 ono. also spare parts and props to suit new and used contact Bill Hastings Ph 407 5107 (AH).

Avon Descent Dinghy. Full Floatation — Adjustable Transom \$350 Phone: 458 2016 (AH)

LOST

Wet Suit Top — Lost at Blackwood 250. Would person that picked top us please contact Geoff Rumsey. Telephone 293 5318 (AH).

POSITION VACANT

1 Crewman required for Boat 151. Contact: Peter Haynes. Phone 459 7023 (AH).

VELMADE PRODUCTS

PTY. LTD.

SHEET METAL WORKERS
METAL SPINNERS
ALUMINIUM & STAINLESS
STEEL FRAMING &
WELDING

17 Sundercombe Street, Osborne Park
Phone 446 1976

MARINA TO MARINA

With 12-15 knot winds gusting from the South West 32 entries lined up for the annual Marina to Marina held on the 9th November 1986, starting from the Two Rocks Marina at Yanchep.

At 10 am the 64?? entries sprinted across the marina and out into the Indian Ocean only to be fronted with the strong gusts and large swell that they would have to endure for the 30km down to Ocean Reef Marina. The teams of Walker, Dodd and Kelly all running Tohatsu's and fighting for first place.

Kim Epton dropped the flag at 10.5 for the start of the 8hp Sports and Standard Class. With Steve and Wayne Palmer competing against the new boat of Bevan and Dorizzi to see who could lead the field out of the marina. The Standard Class saw the boats of Street and Deceasare, Bullard and Skews and the borrowed glass boat of Hastings and Doran arrive at the marina mouth together all to be fronted with the fiery seas outside the marina.

As crews battled their way along the coast there was a gradual withdrawal rate with the winds increasing to around 20-25 knots causing damage to both boat and crews.

Past the Alkimos wreck, the seas were increasing as boats fell off the top of

the enormous swells. From Yanchep Lagoon to Burns Beach the shoreline was littered with boats as 19 entries decided to head for shore the majority due to boat an body damage other than mechanical problems.

Several Sportsclass entries found the going hard after opting to run chopper propellers which would not function properly in the heavy seas. This forced crews such as Butt and Ambrosino, Frank Berloth and also Gary Evans to head for the beach with Steve and Wayne Palmer also out with broken mounts on the borrowed Cummuskey outfit.

Thirteen entries finally hit the beach at the finish with the 6hp Tohatsu boys taking 1st, 2nd and 3rd place. Bill Hastings and Jim Doran collecting 1st place in Standard Class with a slightly modified transom on the borrowed fibreglass boat, with Joh Evans and Ian Mitchell picking up the honours for Sportsclass with a softer ride in the Rubber Duck.

Whilst several support crews spent the afternoon looking for their boats, which had beached all along the coast, the balance of participants, crews and spectators spent the afternoon at the Whitfords Sea Sports Club where trophy presentations and a barbeque were held.

Special thanks to Bill Hastings - Race Director, David Dodd - Scrutineer, Kim Epton - Starter, Jim Gregg and Dugley Cummuskey - Time Keepers, Brad Walker and Roger Ambrosino - Rescue Boat and to the Whitney and Pitcher families for donating their time and boats for rescue during the harsh conditions of the race.

HARD LUCK!!

Several years ago attempting our first Blackwood 250, we found ourselves upside-down at the log jamb just after checkpoint 1. After righting the boat, with very little outboard knowledge an attempt was made to start the motor. Unfortunately, it would not start leaving us with a boat, that my partner had spent a fortune on painting and signwriting (all dressed up and nowhere to go).

The only way I knew how to get a motor going was the same way I would start my lawnmower, that was to pull the spark plug out, dip it in petrol, light it then put it back into the motor while it was still hot. We figured out than an outboard would start the same way so we poured some petrol into a baler dipped a sparkplug into the petrol then set alight to it. Unfortunately, my partner dropped the lit plug into the baler full of petrol which in turn caught alight. Immediately seeing the baler alight I picked it up and chucked it into the river and to my amazement setting the whole river on fire. The fire then proceeded to burn the signwriting off his immaculately prepared boat.

The rest of the morning was spent paddling to checkpoint 2 whilst being continually abused — even though I let him have the best paddle. — I shall remain nameless.

MARINA TO MARINA RESULTS

6hp Sports

1st Boat 06 Craig & Brad Walker
2nd Boat 187 David Dodd & Mike McCall
3rd Boat 186 Shane Kelly & Roger Smith

8hp Standard

1st Boat 131 Bill Hastings & Jim Doran

2nd Boat 060 Mark & David Snooks
3rd Boat 120 Jim & Stewart Cramer

8hp Sports

1st Boat 188 John Evans & Ian Mitchell
2nd Boat 01 Peter Bevan & Rob Dorizzi
3rd Boat 179 Darryl Kelly & Patrick Baldwin.

PREMIER CEILINGS



339 CHARLES STREET, NORTH PERTH
Contact PAUL TREGURTHA — PHONE 328 8188

COMMERCIAL • INDUSTRIAL • DOMESTIC
CEILING SPECIALISTS

MEMBER H.I.A.
GYPROCK
® PLASTERBOARD

FUN IN THE SUN

Courtesy — Bill Hastings.

Part of the Action at Wilare in W.A.'s North West where an annual boat race is held along 20km of the Fitzroy River.

All types of craft may enter with the outboard class competing over the full length of the course.

The date of the race depends on water levels.



ACTION SHOTS

BILL PENNYCOOK
23 ROWE STREET
RIVERVALE
Phone 362 3660



**FOR ALL YOUR
AVON & BLACKWOOD
PHOTO'S**

**WE BUY & SELL
NEW & USED
CAMERAS**

AVON 86 — TIME FOR A FOSTERS



STATE CHAMPIONSHIP POINTS EVENTS

Avon Descent
Moore River Sprint
Blackwood Classic 250
Marina to Marina
Capel Classic
Fredericks Town Cup
Harvey Handicap
Murray River Sprint

NEXT EVENTS ON CALENDAR

Childrens Christmas Picnic
Penguin Island — 7th December 86

*Capel Classic
Capel — 25th January 87

Fredericks Town Cup
Albany — 1st March 87

*Bath Tubs and Circuit Racing — Capel.



John Haynes showing the younger drivers how to handle a tub.

AUSTRALIAN POWER DINGHY RACING ASSOCIATION

WESTERN AUSTRALIAN BRANCH INCORPORATED
P.O. BOX 675, WEST PERTH, W.A. 6005

AUSTRALIAN POWER DINGHY
RACING ASSOCIATION



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

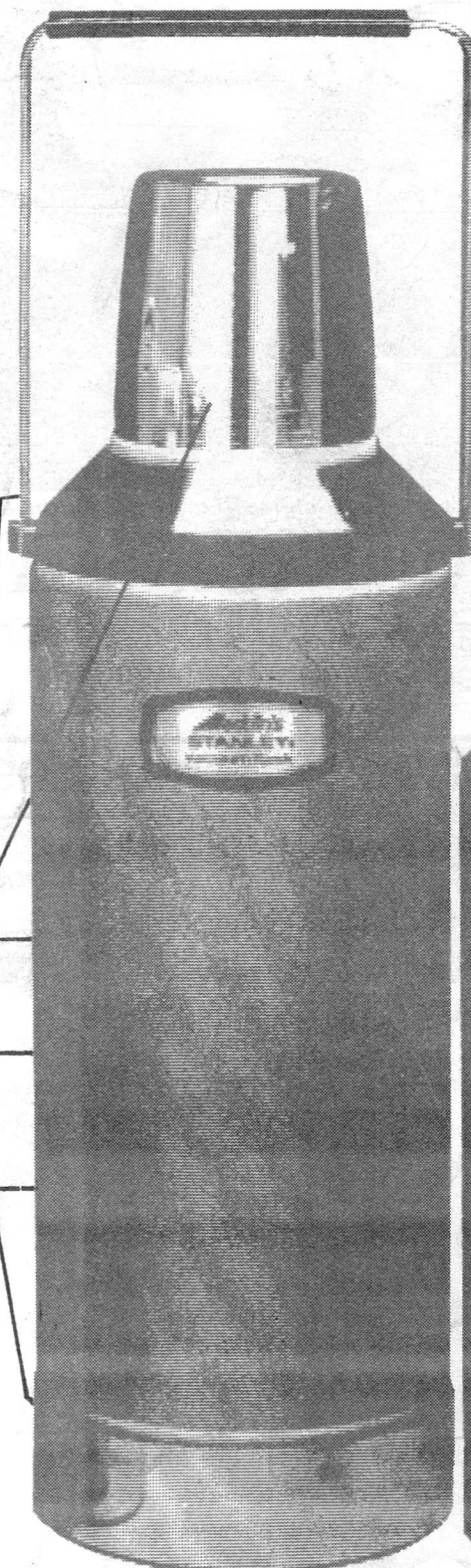
Date Fees Paid Date Applicant Notified

Maddlin

INDUSTRIES PTY. LTD.

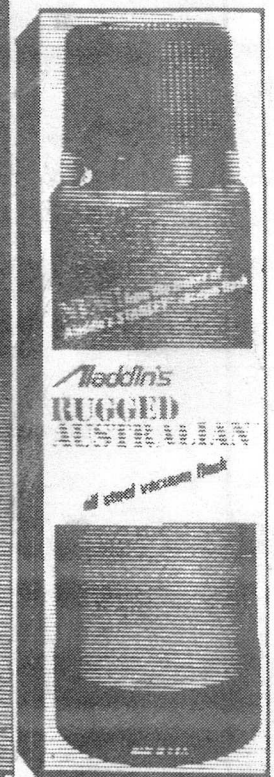
BIG 1.9 LITRE STANLEY VACUUM FLASK

- Convenient handle
- Chrome plated cup
- Stainless steel vacuum insulated liner. Easy to clean rustless interior, no glass to break.
- 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



Available from Leading Hardware and Department Stores.