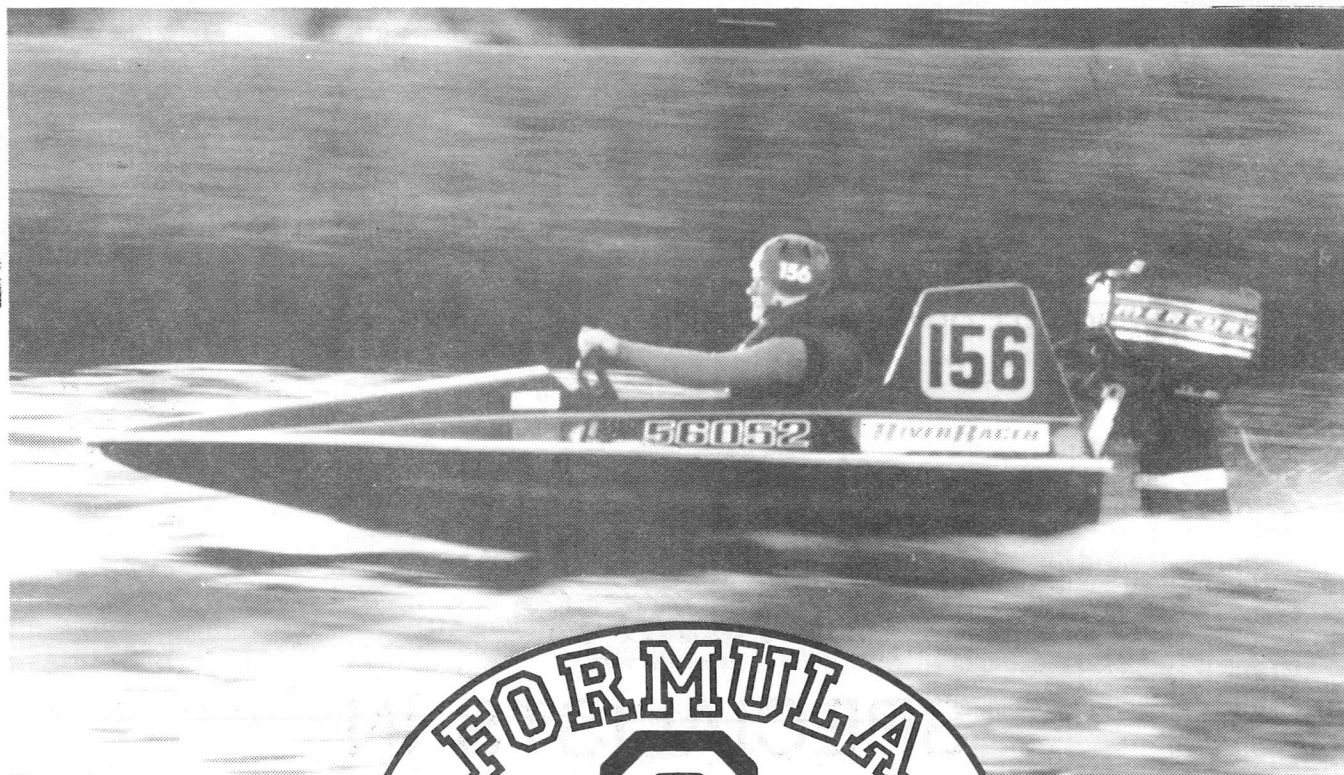


POWER DINGHY RACER

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

Registered by Australia Post — Publication No. WBH 2055

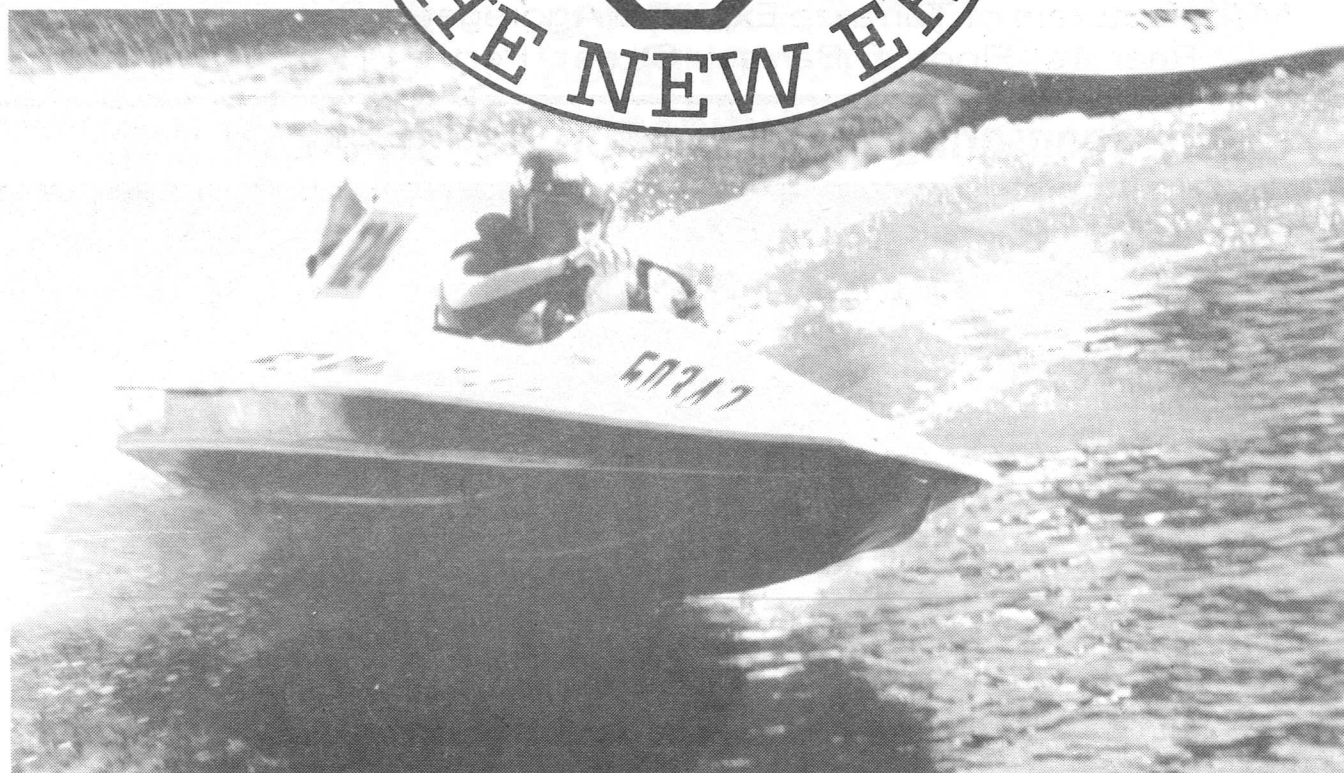
JAN/FEB 1987

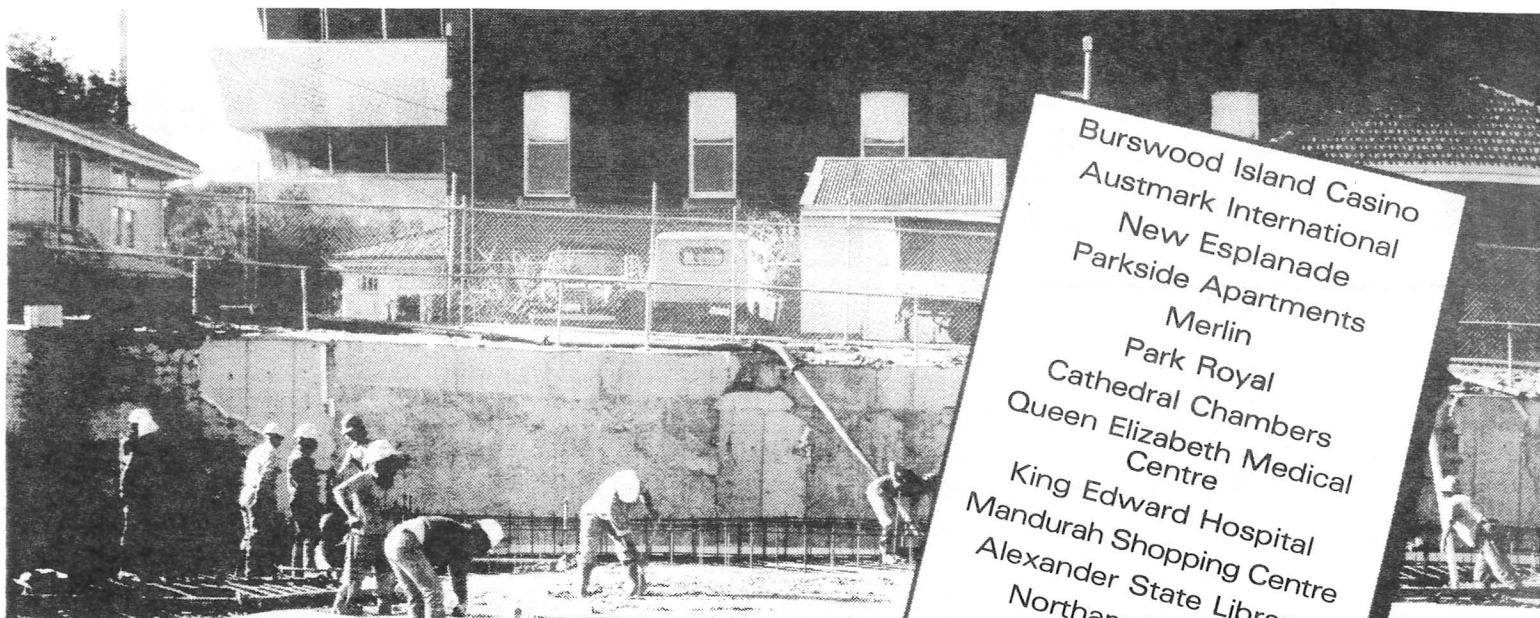


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ASSOCIATION SCENE

We are presently in our Summer Racing Season and this has brought about the introduction of the Formula 8's and also some more exciting racing from the Bathtubs, as many would have seen at Busselton recently. Fortunately our Committee has been working hard to bring you more Formula 8 and Tub racing before the winter sets in, so keep a lookout for forthcoming events. Congratulations to the Formula 8 Sub-committee in getting boats ready for Busselton and ensuring there will be a good field racing by Easter.

The Association will also see a new aluminium rescue boat in the water very shortly. The new Tohatsu 12HP motor was used at Busselton and found to be very successful.

We had an excellent turnout at the Christmas party held on Penguin Island, organised by Paul Tregurtha and judging by the comments heard from people who attended, I would

make sure you attend this years event.

Another social event will be held on the 7th March 1987, catering for all the family, so support the Association and come and meet the other members.

We are still seeking an Assistant Editor for the Power Dinghy Racer and anyone else who can contribute to any of the Sub-committee's that have been formed.

There are new Membership Forms available for Associate Members so sign up your wife, girlfriend (or both), Support Crew, etc, so they can be a part of this growing Association.

Commodore's Comment

I feel that it's timely to remind all members that our Annual General Meeting, and therefore, the election of Office Bearers, is not too far away.

The Association has been spectacularly successful in its first full year of operation. If this success is to continue it is necessary to have a dynamic, hardworking, dedicated and clear thinking Committee to manage its affairs.

I ask that all members keep this in

mind when it comes time to elect fellow members to positions of responsibility. Likewise, when accepting a nomination for a position on the Management Committee, I ask all nominees that they be prepared to serve for a full 12 months, attend all Committee and Association meetings, be at all racing and social events and realise that they have an obligation, if elected, to further the objectives of the Association.

The time is right for members who have not previously held a Committee position to step forward and make their contribution. Some of the members currently serving on the Management Committee will be standing down at the end of the 1986/87 season. Most of these Committee members have given the sport long service (dating back to 1978 in some cases) and they deserve a break from their positions of responsibility.

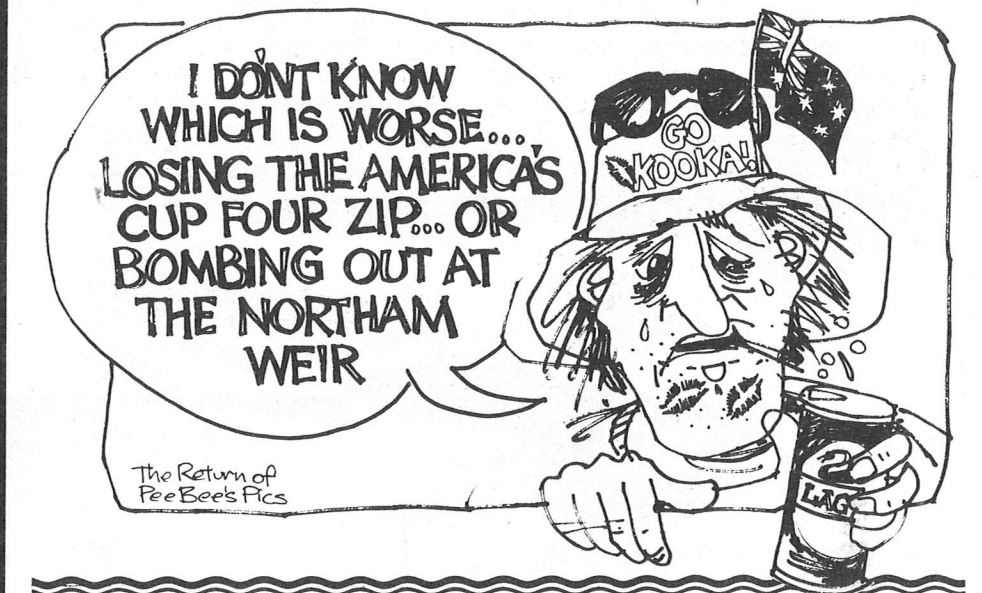
I urge all members to attend the Annual General Meeting on 11/5/87 to ensure that the future of the Association is in safe hands. Some cynics have been known to stay away from AGMs in the fear that if they attend they may get nominated for a position on a Committee. This will not happen. If the sport is to prosper persons serving on Committees must be there of their own volition.

AUSTRALIAN POWER DINGHY RACING ASSOCIATION



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	



RIVER RACER

ALUMINIUM DINGHYS BY

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

Steve Palmer

Busselton Dinghy Festival

A large number of association members, family and friends made the journey to Busselton, on the Australia Day weekend, to enjoy and participate in the weekends events.

Saturday 24th was official practise and racing for the bathtubs and the debut of the Formula 8's. Young Brett Cummuskey immediately drew the attention of the older competitors as he demonstrated his ability to handle his outfit whilst getting ready to make his first competitive outing. Tim Kelly fronted on the scene with a new tub and also showed that he was going to be a force in the sports class events.

A great deal of interest was shown in the new Formula 8's and it was obvious that they will draw a crowd whenever they are racing.

Official racing commenced on Saturday afternoon in the Vasse river with a battle developing, in the sports class tubs, between Brett Cummuskey and Gary Evans.

Throughout the afternoon the boys thrilled the spectators with their high speed racing with Brett Cummuskey making a clean sweep of events. Gary Evans collected second place with an ever consistent John Haynes following

the pacesetters for third place.

The standard class boys again had a large field in which to compete with John Haynes leading the field followed by Robert Whitney with Rob Menzies picking up third place overall.

FORMULA 8's

Five entries lined up for the debut of the Formula 8's with the immaculately prepared Wayne Palmer boat taking control of all races. An excellent drive by Wayne in a boat that will take some beating this season. Peter Bevan started to get his new Mercury going and in a boat that was completed only a few hours before going into the water, showed that he will be very competitive.

Frank Berloth, Peter Haynes and John Haynes all fronted up with new motors spent most of the races tuning their boats.

With a number of Formula 8's on order we should see some very exciting racing by easter of this year.

BLUE WATER CLASSIC

On Sunday the power dinghys started in the Blue Water Classic from Meelup Bay to Busselton jetty. In perfect conditions, the boats headed towards

Busselton with the new boat of Peter Bevan grabbing the lead early and powering away from the rest of the field.

Bill Hastings and Jim Doran took control of the standard class entries and both Bevan and Hastings are proving that the new Mercury's are excellent in the ocean. The Walker brothers in boat 06 had their 6 HP revving out and were well up in the field. Ray Meagher and Carolyn Turner headed towards Busselton well up on the field while Paul Tregurtha pulled into the beach to sort out an electrical problem.

The Albany entry of Bruce and Barb Wilson again were showing their consistency followed by the Berloth/Evans boat while Bernie Gaballini was busy out tangling a mooring rope he collected on the way.

A series of circuit races was run following the Blue Water Classic with all boats remaining upright throughout the events which is a very rare occasion.

The weekend finished with a near the beach party and also a gathering at the Paradise Motel to finalise a well organised racing and social weekend under the control of Ray Meagher.



Robert Whitney



Peter Bevan & John Haynes match their Formula 8's

BUSSELTON RESULTS

BATHTUBS

Sports

1. Brett Cummuskey
2. Gary Evans
3. John Haynes

Standard

1. John Haynes
2. Robert Whitney
3. Rob Menzies

FORMULA 8's

1. Wayne Palmer
2. Peter Haynes
3. John Haynes



Brett Cummuskey at Busselton

BLUE WATER CLASSIC

*6HP

1. Brad & Craig Walker
2. Shayne Kelly & Roger Smith

Boat 06
Boat 186

8HP Standard

1. Bill Hastings & Jim Doran
2. Ray Meagher & Carolyn Turner
3. Peter & John Haynes

Boat 131
Boat 182
Boat 151

8HP Sports

1. Peter Bevan & Mark Conti
2. Bruce & Barb Wilson
3. Frank Berloth & Gary Adams

Boat 01
Boat 198
Boat 124

* No club points will be awarded to 6HP Class due to insufficient number of entries.

Boats line up for the start of the Busselton Blue Water Classic.



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2A Creekview Parade, Rossmoyne

*Bring your old Outboard parts and turn them into money
during this Social Fundraising Event.*

GREAT VALUE AT ONLY \$9.99

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Starts at 3.30 p.m. in front of the Palmer residence.

★ Following the rally enjoy the social activities for adults and children.

★ Swimming pool, large grassed area

★ B.B.Q pack, Salad, Bread rolls — all included in price

★ Gas barbeques provided

★ Beer, Soft Drinks and Wines available

★ Great Outboard Parts Auction will commence at 8.30 p.m.

★ Large food hamper to be raffled.

*Comencing 3.30 p.m. on Foreshore
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Bring you family, old parts and wallet
for this Great Social and Fundraising event
Only \$9.99 — U/12 \$5.00

Phone 450 5373

Phone 457 9935

RULES & SPECIFICATIONS

The Rules Committee will be meeting in the near future to clarify the matters listed below. Should you have some positive comments to offer, contact the Committee Chairman, Chief Scrutineer, David Dodd.

Obviously some of these points will be very easily clarified and members may wonder why they are being considered (e.g. spark plugs). In each case, there are instances of competitors using these parts or adopting these practices when, in strict accordance with the Competition Rules or Specifications, they are illegal. Without predetermining the decisions of the Committee it is considered that many of the following common practices will be legitimised.

- Are manufacturers standard bolts, studs and/or nuts allowed to be substituted for non-standard bolts, studs and/or nuts throughout a motor?
- Are bolts, studs and/or nuts allowed to be replaced during a competition?
- Is the wiring/tying of a bearing carrier illegal (reliability modification)?
- Is it permissible to drill holes through a motor cover?
- Is it permissible to use a non-standard motor cover?
- Is it permissible to use a non-standard swivel/clamp brackets?
- Are non-standard prop nuts allowed to be used?
- Are props permitted to cupped/thinned/altered in the Standard Class?
- Does the bypassing of the fuel linkage from the tank to the tray (by connecting straight from the tank to the fuel pump) constitute an illegal modification?
- Is the fitment of an electric start transfer port cover an illegal modification?
- Is the fitment of a sleeve over the carburettor throttle lever on a Mercury motor (part number A-86213) an illegal modification?
- Is the removal of the trim cover illegal?
- Is the fitment of a non-proprietary stop switch an illegal modification?
- Are the fuel line, primer bulb and fuel connector part of the motor and, if so, is the fitment of non-standard parts illegal?

- Is the fitment of an in-line fuel filter illegal?
- Is the conversion of the gear change (from through throttle mounted to tray mounted) on a 1986 Mercury 8 h.p. legal or illegal?
- Is the drilling of holes in any casing/bracket permitted?
- Does a motor cover need to have all the sound deadening blankets?
- Is the use of non standard mounts (“shock absorbers”) legal?
- Is the removal of the carry hand illegal?
- Is the use of a non-standard tank legal?
- Is the use of non-standard water inlet tube guide sleeve (Mercury part number C-23-31792) legal?
- Is the fitment of a spacer plate over the exhaust manifold illegal?
- By what means may a water pickup be legally attached to the gearbox housing?
- Is the tying of rope, wire or tape around the mounts or any other part of the motor legal?
- What constitutes illegal modification to a propeller?
- What constitutes a legal gearbox guard/cover?
- Are performance parts as supplied by the manufacturer (eg coils for the 1986 Mercury and Mariner) allowed to be used?
- Are non-standard spark plugs legal?

The Committee will also be considering the following areas:

- Beachlandings
- The use of detuned 9.8 h.p. blocks as 7.5 h.p. blocks.
- The size of numbers on helmets.
- The definition of tow points.
- The definition of a boat — with regard to welding, replacement, etc.
- Association recommended helmets.
- The sealing of motors (by lead seals).
- Displaying of Race ID Numbers on boards mounted centrally on a craft.

The “Rulings” that result from the Rules Committee deliberations will be published in “Power Dinghy Racer”.

FREDERICKSTOWN CUP 1987

The Frederickstown Dinghy Society, members of the A.P.D.R.A. will again be holding the Frederickstown Cup on 1st March — Labour Day long weekend at Albany.

As this is one of the best social events of the year, we urge all members to make the trip down south and support our southern members over the long weekend.

The race this year has been changed from previous events to incorporate solely river racing. Hopefully Formula 8 racing will be organised by the Association and held at the Kalgan River Caravan Park.

SEE YOU AT ALBANY!!!

All enquiries and entries to:

Bruce and Barbara Wilson
21 Melville Street
Albany WA 6330
Telephone: (098) 41 5728



RULES AMENDMENT

The specifications of the Australian Power Dinghy Racing Association (WA Branch) Inc.

7.2 Helmets

A proposal has been put forward by Peter Bevan — seconded by Rob Dorizzi, to be discussed at the next Association meeting.

Rule 7.2 Delete words “cycling helmets”.

7.2 The sentence — It shall provide protection to the forehead and temples — should read:
It shall provide protection to the forehead, temples and ears.

7.2 Delete wording —
Be of a material design and construction that is strong and safe.
Replace with —
Comply with the Standards Association of Australia Standard 20631.

FREDERICKSTOWN DINGHY SOCIETY

A.P.D.R.C. FREDERICKSTOWN CUP 1987

This year's cup will be held on Sunday the 1st of March Labour Day long weekend.

COURSE DESCRIPTION:

This race will start 400 metres up stream of the Upper Kalgan River Bridge. It will proceed down the length of the Kalgan River and into and across Oyster Harbour, around a boat moored just east of the Emu Point Channel, back around the western side of Oyster Harbour and into the King River running up the length of the King River to re-start location where dinghies will be restarted one minute apart, to return down the King River and back to the finish line located at the Kalgan River Caravan Park.

CLASSES:

6 H.P. SPORTS.....8 H.P. SPORTS
8 H.P. STD.....10 H.P. STD

Place winners will be awarded trophies on the basis of fastest times for each class. There must be at least five entries in each class to be eligible for trophies. Start order will be by ballot. All standard entries will have fixed transom and standard props.

ENTRY FEES:

\$15.00 (not refundable) payment made to Frederickstown Dinghy Society. Entries close 25.2.87

RACE DISTANCE:
44 Kilometres.

SCRUTINEERING:

Boats will be checked before entry to the River at the start access point. No anchors, flares or flags. Kill switch and strong footwear must both be worn.

ACCESS TO START:

All competitors to be here by 9.15a.m. Boats will be launched at the rear of the Kalgan River Tearooms. Boats with crew then to make their way up stream to start line, but only after passing scrutineering.

BRIEFING:

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 apart.

RESTART:

Last boat in first out. Boat in water, crew standing by craft. Boats will be started one minute apart.

FINISH:

At the Kalgan River Caravan Park beach.

SUPPORT CREW:

Number one vantage point will be the bridge 100 metres below the Upper

Kalgan Bridge. Other points of interest are the Lower and Upper King River Bridges. Care must be taken at all bridges especially the Upper King River Bridge.

PRACTICE:

No practice is allowed on the Kalgan River above the ski area the week leading up to this event.

OTHER ACTIVITIES:

A series of circuits will take place in front of the finish line. At the completion of the event, past race presentations, drinks and B.B.Q. will also take place at the finishing line. Starting Sunday evening 6.30 p.m.

ACCOMMODATION:

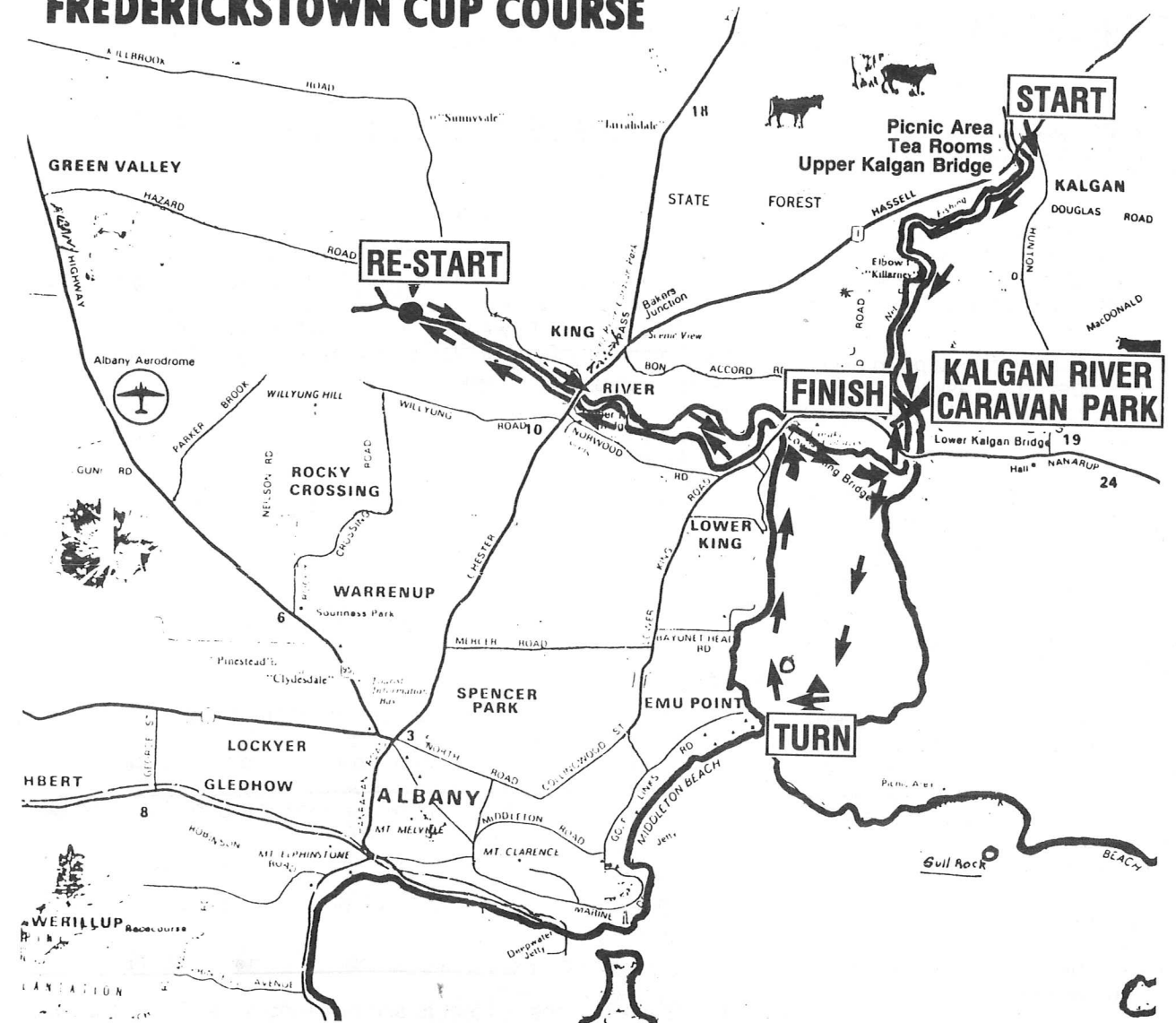
Camping facilities are available at Kalgan River Caravan Park (8½ miles from town centre — approx. 17 minutes drive.)

Powered Sites: \$7.50 for 2 — plus \$2.00 for extras. Under 12 yrs \$1.00.
Non-Powered Sites: \$5.00 for 2 — plus \$2.00 for extras. Under 12 yrs \$1.00.

Phone: (098) 44 7937

NOTE: The Kalgan River does feature very hard granite rocks. Oyster Harbour features sandbars. King River poses no problems.

FREDERICKSTOWN CUP COURSE



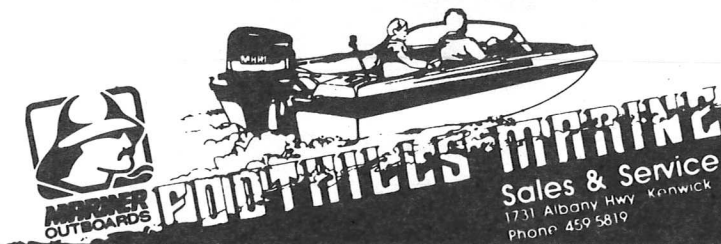
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7.5 Mercury Large Port Motor.
Fully Strengthened. Ready to Race.
\$650. Phone Paul Tregurtha 409 9840.

Formula 8
New Unit. Ready to Race.
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Or can be purchased with Motor
P.O.A. Phone John Haynes 459 7023.

Aluminium Racing Dinghys (2)
Strong Boats \$350 ea
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Surfcat 12' Windrush
New Mat — Good Condition \$550
Phone Peter Street 409 8693

Perth Aluminium Can Regatta

The first inaugural Perth Aluminium Can Regatta will be held on Sunday, 5th April 1987.

The A.P.D.R.A. has been asked to provide rescue craft on the day of the event and also act as can collectors of craft that break up, etc.

Persons who are interested in assisting or competing are asked to contact Ray Meagher on 277 4777 (B/H) or 458 2016 (A/H).

A.P.D.R.A. are also urged to build some competing craft and provide the fastest boats on the river. This sort of fun racing can only assist in putting the association on the map. For those requiring to travel at more of a snails pace, non powered entries will be the way for you to go.

Cans will be required to help out those individuals wishing to build a craft, so if you are one of these people bring it to the attention of the members at the next meeting. (If you don't have to drink your own boat, maybe your liver will be better off.)

The day will be one of great fun and a fair amount of skill will be required to deep the cans together in the powered section.

Mark this date on your calendar and come down to the South Perth Fore-shore and have some fun.

RULES & CONDITIONS OF ENTRY

1. CATEGORIES

There are four main categories:

- 1.1 Open Powered
- 1.2 Open Non-Powered
- 1.3 Children Non-Powered
- 1.4 Community Groups Non-Powered

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2. CRAFT CONSTRUCTION

- 2.1 The craft must be made of empty aluminium drink cans more or less in their original state, 90% of which must be manufactured in Western Australia.
- 2.2 Cans have to provide at least 90% of the flotation, anything can be used to stick them together so long as it does not break this rule. If a stabilising frame is used it must not float on its own.
- 2.3 The outer hull must be made of cans and at least two thirds of them have to be uncovered and visible.
- 2.4 Powered entries are limited to a 10 horsepower maximum, non powered means any non engine powered method of propulsion. e.g. sails, paddles.

3. SAFETY

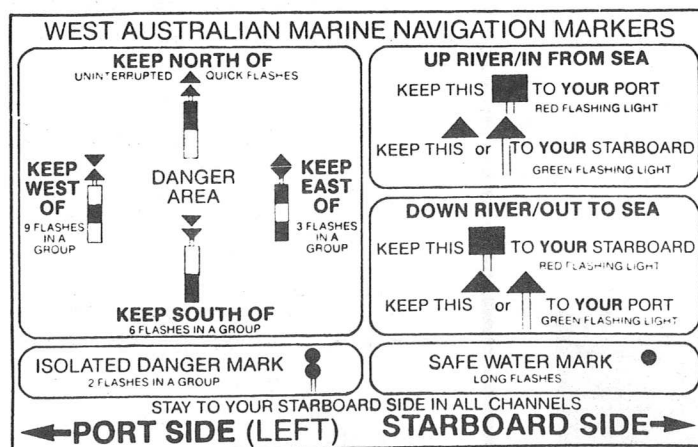
- 3.1 Everyone on board **must** wear an approved flotation jacket and must be able to swim.
- 3.2 To avoid difficulties make sure you have a tow rope.
- 3.3 **Power Boat Safety Requirements Only**
 - 3.3.1 Fuel tank must be fixed firmly to the boat and must stay in place in the event of a roll over.
 - 3.3.2 Kill switch must be connected and attached to the driver.
 - 3.3.3 An approved life jacket must be worn.
 - 3.3.4 If you build a fast boat you should consider a safety helmet.

4. GENERAL

- 4.1 Any craft bearing signs or lettering which may be offensive will be barred from the race.
- 4.2 All craft will be subject to scrutineering for safety and construction by the committee prior to the start on race day.
- 4.3 The committee's decision on all matters is final.

5. DECLARATION (see attached)

Shayne Kelly showing his style.



After a continuous string of late nights, a few beers etc, the Formula 8 Committee has been able to deliver the new boats to the Association Members.

The Committee headed by Frank Berloth with Steve Palmer, Glen

Skews, John Haynes and Peter Bevan have done an excellent job in preparing and manufacturing this sleek racing machine.

The Formula 8's will be, as called, built

to a formula with every boat being identical in body shape and frame design. All boats will have forward controls with foot throttle, steering wheel, gear control and kill switch. Boats must be built with floatation to support boat and motor, race ID and Marine and Harbours numbers.

— Full list of Formula 8 rules will be published in the next edition of Power Dinghy Racer —

Anyone wishing to purchase a Formula 8 should contact Frank Berloth, Ph 398 1800 AH, and he will provide any information you may require. The boats are purchased in kit form with all necessary equipment provided to assemble your outfit.

Although the Formula 8 is designed mainly for circuit racing they are also a great fun boat for all the family to drive so contact a Formula 8 owner and have a drive you don't know what you are missing.



A.P.D.R.A. "COMING EVENTS"

- | | |
|----------------------------------|---|
| 01 March 1987 | Frederickstown Cup — Albany |
| 7 March 1987 | The Great Parts Auction and Social Day |
| 17 April 1987 to 19th April 1987 | Easter Festival
Harvey Handicap,
Bathtub and Formula 8's — Mandurah |
| 11 May 1987 | A.P.D.R.A. Annual General Meeting |
| 31 May 1987 | Serpentine Sprint —
Serpentine River — Mandurah |

- | | |
|-------------------|--------------|
| 01 August 1987 to | |
| 02 August 1987 | Avon Descent |

★ A.P.D.R.A. Meetings — second Monday of the month. ★



In 1985 Mitsubishi Pajero was named by Overlander Magazine as 'Four Wheel Drive of the Year' as well as winning the tough and demanding Paris to Dakar and Wynns Safari rallies. Now the new Pajero Wagons look better than ever. We've given them a lower, sleeker roofline which reduces wind resistance while still retaining superior head room.

Superior design and engineering result in superb capabilities on the road and off, a built-in toughness that will take Pajero just about anywhere.

On the road the Super Wagon feels like a car—smooth, stable, silent and economical, with carpet, luxury cloth seating and familiar instruments.

Into the wilds, and a super-tough frame and supple suspension absorb the jolts, while high ground clearance and strong skid plates guard against the hazards of rough country.

The rugged commercial-type 5-door Pajero is a workhorse offering all the engineering attributes of the Super Wagon but caters for a more practical lifestyle with floor mats and vinyl seats.

Each model is powered by the Astron "Balance Shaft" 4-cylinder engine, which comes in two choices—the 2.6 litre petrol or the 2.3 litre turbo-diesel. There's 5-speed transmission, a reliable power-assisted braking system and auto free-wheeling hubs for easier 2WD-4WD changeover.

The standard features of both models are part of the Pajero legend. Test one yourself, and discover that every drive is an adventure.

SUPER WAGON FEATURES: Quartz halogen headlamps, Front bumper overriders, Laminated windscreen, Heated tinted rear window, Tinted side windows, Intermittent windscreen wipers, Rear window wiper/washer, Spare wheel cover, Side stripes, Lockable fuel filler door, Mud flaps, Tilt adjustable steering column, Soft grip steering wheel, Hand throttle, Tachometer, Digital clock, Inclinometer, Volt meter and oil pressure gauge, AM/FM/MPX radio, Stereo cassette player, Air-mix heater demister, Electric tailgate lock, Front bucket seats, Driver's suspension seat, Passenger's suspension seat, Seat back pockets, Fully folding second bench seat, Fully reclining second seat with headrests, Folding/reclining third seats, Full face cloth trim, Floor carpet, Fully trimmed interior, Passenger assist handles.

WHAT'S STANDING IN YOUR WAY?



NEW MITSUBISHI PAJERO.

Come and see the new 1986 Pajero Super Wagon with its all new sleeker styling and features.

Pajero's got the lot. Rally bred performance and reliability. Choice of 2.6-litre 'Balance Shaft' petrol engine or 2.3-litre Turbo diesel. Luxury seating for 7, power steering, full instrumentation, auto free wheeling hubs, 5-speed gearbox including overdrive and independent front suspension.

Now more than ever nothing stands in its way.

Test drive Pajero today and find out why 'Every drive is an adventure'.

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COUNTRY CLIENTS: 008 199618

John Hughes sponsored entry of Paul Tregurtha and Ralph Jones. 2nd 8HP standard Avon 1986



?

QUICK QUIZ No. 1

What river:

- Is 1300 km long.
- Has its source in hill country no more than 500 metres above sea level.
- Has a north and south branch near its source.
- Has a mean annual flow of 350 million cubic metres.
- Has many tributary rivers and creeks.
- Is an ephemeral watercourse, subject to flooding, on rare occasions, during the monsoonal month of February.
- Flows north, then north west, then west.
- Flows through sheepgrazing properties.
- Has a high saline content, particularly in summer.
- Is tidal in its lower reaches.
- Was first explored in 1696.
- Provides livelihood for professional fishermen.
- Has a number of boat building operations on its banks.
- Supports a healthy tourist trade.
- Is known to have sharks in its waters and has recorded instances of shark attacks (rare).

The 1st three people to phone Peter Street on 409 8693 (A.H.) will receive an "Aladdin" wide mouth food flask.

A DINGHY RACER AT THE CANOE SHOP ?

WHY NOT — WE STOCK

- ◆ Recommended helmets, paddles, rope etc.
 - ◆ Life jackets, booties, gloves.
 - ◆ Plus full range of webbings, clips, foam, buckles & fibreglass materials to fit your boat out.
- COME IN AND SEE THE EXPERIENCED AVON DESCENTERS FOR ALL YOUR DINGHY REQUIREMENTS.**



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SUPER SCOOP

David Dodd and Paul Tregurtha are organising a big weekend for Easter to include Dinghy Racing Bathtubs and Formula 8's, so keep all Easter free for ample racing and socialising.

★★★★★

We nearly had another incident of a child being hit by a Dinghy during a beach landing. Parents keep your children away from boats finishing and drivers **No Beach Landings.**

★★★★★

Andy De Petra is organising a big day with Bathtubs and Formula 8's at Lombardo's in Success Harbour shortly. Details in next Newsletter.

★★★★★

Peter Bevan and Bill Hastings have both got their new Mercury's moving out and are becoming a force with wins in the recent Ocean Races.

It's good to see Rob Dorizzi out and about after a recent illness and we hope to see you on the water again Rob.

★★★★★

There is a very close tussle for Club Championship points amongst several members at present, so remember the more races you enter the better chance you have of finishing in the top five and collecting points towards State Champion.

★★★★★

Kim Epton has informed me that after three years involvement, he will no longer be promoter of the Avon Descent.

AUSTRALIAN POWER DINGHY RACING ASSOCIATION



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

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APPLICATION FOR MEMBERSHIP

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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

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I intend to participate as a

Driver

Crew

Spectator Supporter

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Applicants Signature.....

Date Application Received Date Application Considered

APPROVED/NOT APPROVED

Date Fees Paid Date Applicant Notified.....

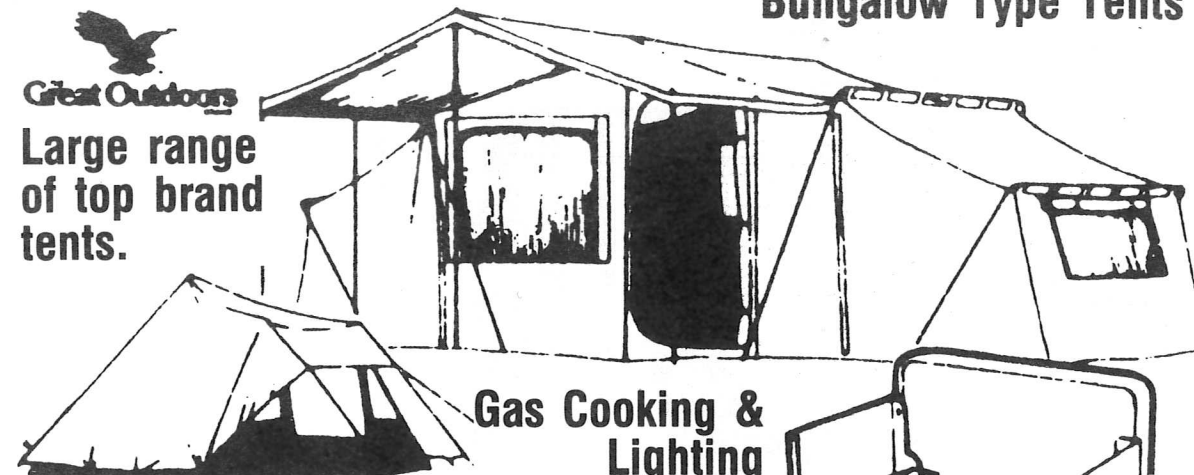
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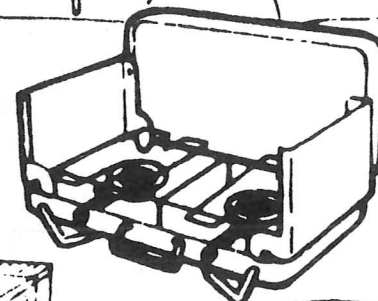
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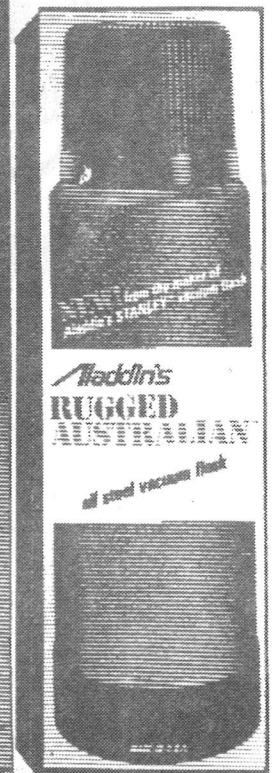
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