

POWER DINGHY RACER

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

Registered by Australia Post — Publication No. WBH 2055

July '87

AUSTRALIAN POWER DINGHY
...RACING ASSOCIATION...



**AVON
DESCENT '87**

COATES
HIRE

9

AUGUST 1-2

Foothills Marine

MARINER OUTBOARDS

PARTS AND ACCESSORIES AVAILABLE

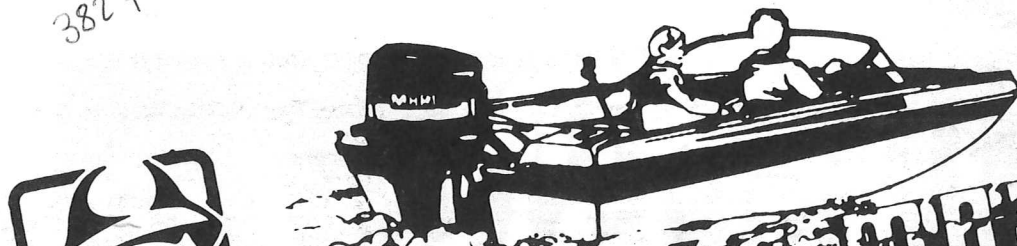
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Oils, Paddles, Ropes & Accessories

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Commodore's Comment

The power dinghy racing highlight of the year is upon us again. The 15th Avon Descent has attracted a record 450 entries (149 dinghies — representing a 25% increase). Water levels are low but, as all experienced racers would be aware, it is the rain that falls in 10 days preceding the event that determines the water level for the race.

High water is spectacular, low water is a drag, medium water is when skill counts. I hope that you find the conditions to your liking. Best of luck to all competing members, especially to those who will be competing for the first time. Everyone finds out sooner or later that power dinghy racing is not just about going fast in a straight line.

Our Vice Commodore, Jim Gregg, has been transferred to Broome and unfortunately has had to resign from his position. Cathy Wowoedin has also had to resign as Secretary. Both have done an excellent job in their positions and their contributions and hard work will be missed. Best wishes in your new positions, Cathy and Jim.

General meetings are presenting us with a problem. However, it is a good problem to have. With so many members attending meetings we have outgrown the current premises. After a protracted search for suitable premises in which to meet a possible venue has been located. All members will be advised of our new meeting place as soon as negotiations are finalised.

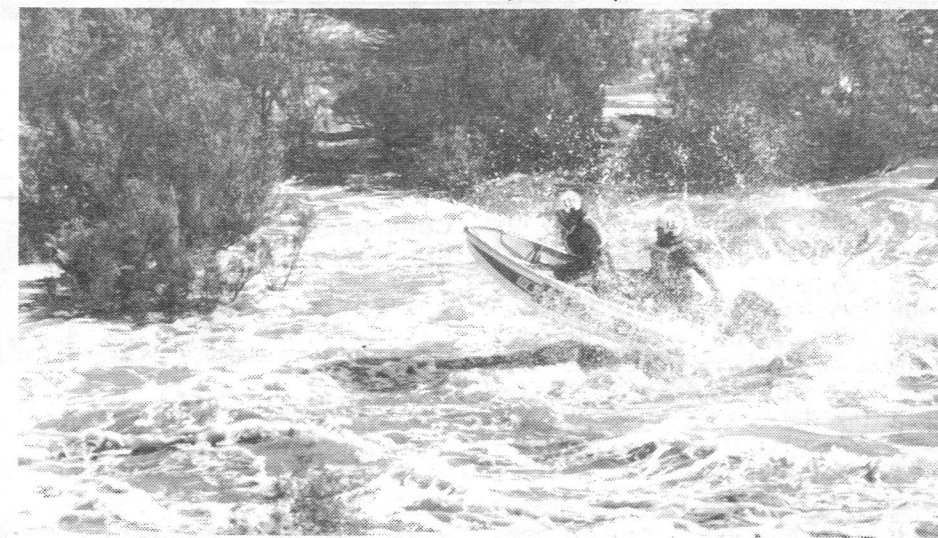
Since the inception of the Association it has been policy that meetings will not be held in a place open to the public (eg: an hotel). Meetings are held on private premises and are open only to members and their invited guests. Please ensure that your guests are signed in and introduced to the meeting.

One final thought on the Avon Descent — you won't win it on luck alone but you won't win without it. Best of luck.

Kim Epton

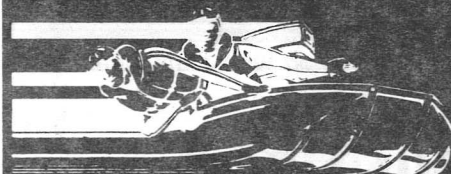


Why use petrol when you can paddle?



Bill Hastings and Jim Doran at Emu's — Avon '86

AUSTRALIAN POWER DINGHY RACING ASSOCIATION



WESTERN AUSTRALIA BRANCH INCORPORATED

A.P.D.R.A. COMMITTEE

Commodore	
Kim Epton	450 5373 (H)
Vice Commodore	335 8022 (W)
Jim Gregg	354 1671 (H)
Rear Commodore	
Glen Skewes	447 6424 (H)
Secretary	339 3619 (W)
Kathy Woewodin	354 1671 (H)
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Mario Ambrosino	325 1077 (W)
Social Manager	
Bill Hastings	305 1275 (H)
Chief Scrutineer	
David Dodd	(095) 81 1774 (H)
Safety Officer	
Steve Palmer	457 9935 (H)
Property Officer	
Tim Kelly	276 2864 (H)
Public Relations Officer	
Editor	322 4687 (W)
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



COMMODORE'S BALL



Commodore's Trophy Winner Peter Bevan



Brad Pitcher 2nd State Champion with State Champion Ray Meagher

The Second Annual Commodores Ball was held on the 6th June at the Uncle Domenic's Reception Centre, Perth. Attended by well in excess of 200 people the night was perhaps one of the best social functions attended by the Dinghy Racing fraternity.

With excellent food and music members and guests danced until well after midnight and kept the drink waiters fully occupied throughout the night. It's amazing how dinghy racers scrub up after you get them out of their wetsuits and they don a suit and tie and even act sane for an hour or so.

Peter Bevan was the well deserving recipient of the Commodore's Trophy after his consistent behind the scenes work he has contributed towards the Association since its commencement.

Ray Meagher was presented with this years State Champions Trophy after an excellent and consistent years racing.

During the night the A.P.D.R.A. Formula 8 Raffle was drawn with 1st prize of a new Formula 8 presented by Gary Tinley of Foothills Marine to Peter Street.

In all a magnificent evening and congratulations must go to Mario Ambrosino for organising the social event of the year.

TROPHY WINNERS

Commodore's Trophy State Champion Trophy

- Peter Bevan
- Ray Meagher (520)
- Brad Pitcher (500)
- Bruce & Barbara Wilson (400)

Best Member Trophy

- David Dodd (1200)
- Helen Dodd (1000)
- Steve Palmer (1000)

State Bathtub Champion

- Brett Cummiskey (200)
- John Haynes (180)
- Gary Evans (120)

State Formula 8 Champion

- Wayne Palmer (180)
- Gary Butt (100)
- John Haynes (100)

Flipper Award

- Tim Kelly
- Rod Mora



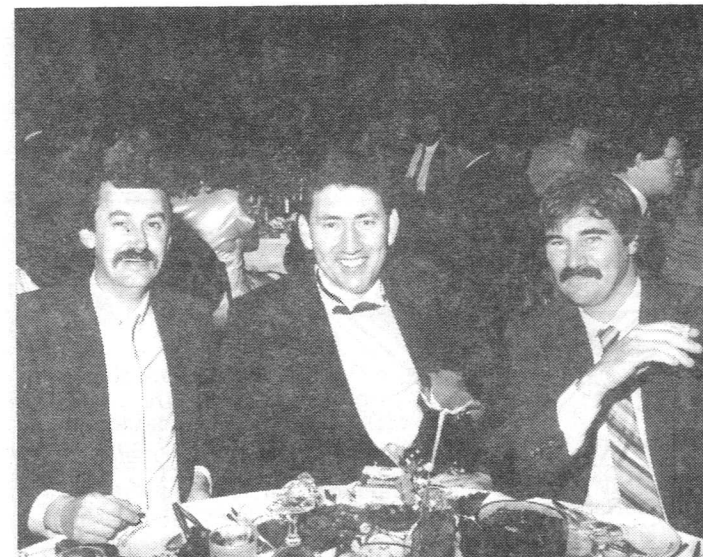
ACTION SHOTS

Bill Pennycook

PHOTOGRAPHER

362 3660

99 GOODWOOD PARADE, RIVERVALE



Peter Street, Peter Bevan and Paul Tregurtha at the Commodores Ball



Top point scorers selected in State Team.



Tim Kelly and Rod Mora receiving their Flipper Trophy from Kim Epton - Commodore



It's amazing what a trophy does to a person

CLASSIFIED For Sale!

★★★★★★★★★★★★★★★★★★★★
State Champions 1st Boat
Aluminium Dinghy with Bouyancy
Adjustable Transom —
Wealth of Information Available with this Boat
Virtually Indestructable
\$200.00 o.n.o. — Phone 458 2016 (h) 277 5777 (w)
Log Bar also Available (extra)

S.M.F. Aluminium Dinghy, Adjustagle Transom
Excellent Condition \$650.00
Cleveland Alum Dinghy \$450.00
Kevlar and Foam Racing Boat, 4th Avon 1986 \$650.00
Phone Rob Whitney 398 1635

Aluminium Racing Dinghies x 2 \$350.00 each
Phone 459 7023

Racing Tubs for Sale
1 x \$250.00 1 x \$100.00
Phone 459 7023

SUPER SCOOP

A certain member race I.D. 186 who swore he would never race anything but Japanese 6 H.P. chainsaw motors was seen with a 8 H.P. black motor on his boat. No more rice rations for you Shane!

★★★★★
Best wishes to Jim Gregg and Cathy Woewodin on their move to Broome and thanks for all the work you have put into the Association.

★★★★★
Country members, whose outfits will be scrutineered at Northam, remember to read your specifications etc. on helmets, numbers etc., before it's too late.

The rumor has it that the National Banner will not be seen on the Avon this year.

★★★★★
Wayne Harman has again teamed up with Michael Johnson and will be running under the Europa Saddlery banner.

★★★★★
There will be a Quiz Night on the 2nd September. Organised by our Social Committee at a central location to be advised at a later date.

★★★★★
Due to water level problems the Moore River Sprint will be moved to an earlier date than mentioned on the racing calendar.

Bill Hastings has formed a Social Committee to assist with functions and fund raising throughout the year. The Committee will consist of Bill, Jim Doran, Julie Cikoja, Rob Ironside and Rodney Mora.

★★★★★
Rod Mora and Tim Kelly are off to a better start for the season. After 3 days of practice they haven't flipped their boat yet.

★★★★★
The helmets given approval by The Rules Committee at this stage are the Cobra, Stackhat, B.M.X., Penguin and Jofa.



PROTECT YOUR BOAT

PRODUCTS

- ★ Protect against stains, grease, dirt, salt, UV
- ★ Put life back into paint, fibreglass, synthetics, metals, timber, etc.
- ★ Reduces Cavitation
- ★ Cut down cleaning time of trailer boats, moored for short periods
- ★ Reduce water drag — increases hull speed
- ★ Cannot chip, crack, peel or discolour
- ★ No need for regular polishing — shine & forget it.

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NAME: _____ (MB10)
ADDRESS: _____

P/C _____
PHONE NO: () _____

Hellamarine

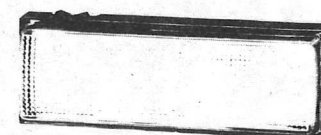
See and be seen in safety.



Fluorescent interior light 12 volt.
Overall dimensions 390 x 60 mm
(14 x 2 1/8"). Depth 40mm (1 9/16").
Attractively styled with woodgrain end-
pieces and on/off rocker switch.
Part No. 2867

As above, 24 volt. Part No. 2868

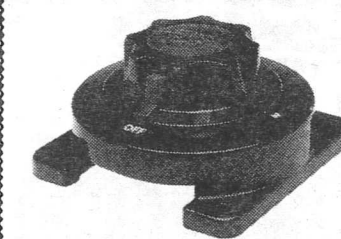
Fluorescent tubes for above lamps: 240 volt 8 watt.
Philips TL8 W/336J, Ballantine F8T5W



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

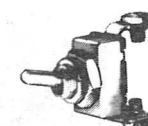
Battery Master Switches



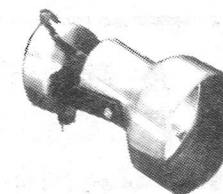
Heavy duty model ideal for marine use.
4 position switch, off—1—2—both.
Enables switching from battery 1 to 2 or
linking up of both batteries for extra
power.
May also be used as a manual isolator
for charging batteries.
Dimensions: 135 x 135 x 73 mm
(5 3/8 x 5 3/8 x 2 7/8").
Maximum load 175 amps at 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

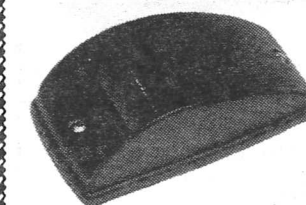


Marine flick toggle switch.
Brass construction.
Chrome toggle and face nut.
Mounting opening 11 mm (7/16") dia.
For dashboards up to 6 mm (1/4") thick.
Maximum load 20 amps at 12 volt.
Part No. 4455



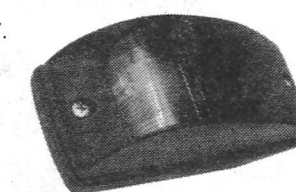
Interior lamp with in-built switch.
U-shaped bracket for rotation and swivel
adjustment.
Aluminium body with brass-effect finish.
Part No. 2822

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

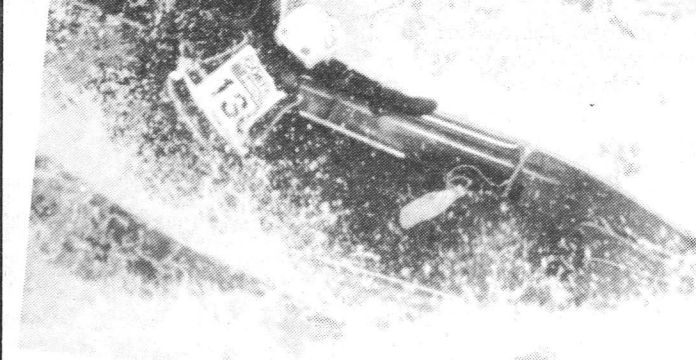
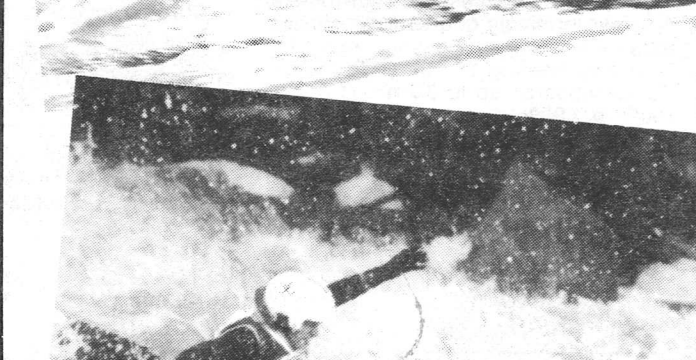
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A DINGHY RACER AT THE CANOE SHOP?

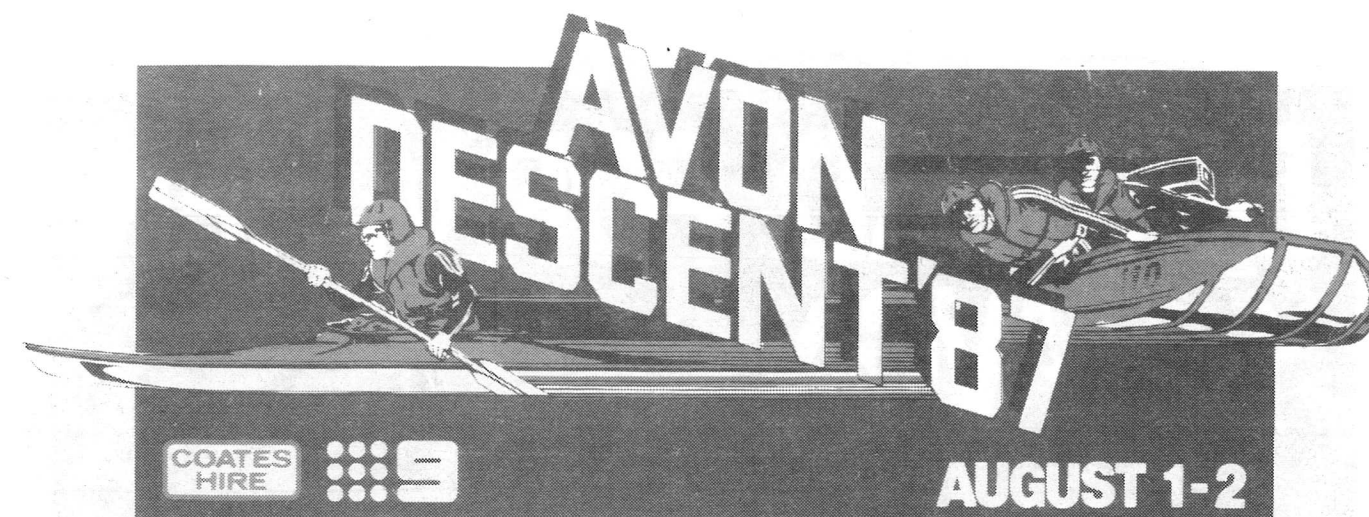
WHY NOT — WE STOCK

- ◆ 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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We will trade your old helmets.



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Phone 362 6864**



With the first of August rapidly approaching boat crews are working frantically to complete outfits for this years Descent. The Swan River is buzzing with Dinghies whilst teams endeavour to sort out props, motors, trim boats and discover the characteristics of new outfits and crews.

Unless we see some heavy rain falls shortly entrants will be heading for a low hard race which will thin down the field before the overnight camp at Cobblers. The teams that competed in last years event could be in for an extremely different race under low water conditions with sandbars and rocks more obtrusive in the early stages, dragging boats over Northam and Extracts Wier and thick dense Ti trees with only small channels weaving through.

The hard part comes on Day 2 with continuous rock bashing, walking boats through rapids. Finding the easiest way past the dreaded Emu Falls and from then on continuing rapids all the way to Great Northern Highway if you are lucky enough to get there.

This year we should again see a record number of powerboat entries with an ever increasing interest in this sport. The continuing interest in fibreglass boats should again bring some discussion as to the benefits of glass against aluminium with several very competitive entries competing against one another in differently constructed boats.

Who will win this years Avon? As the years go by classes are becoming more competitive with only seconds separating boats after 2 days of racing. The sports class in low water will be a matter of who survives with the speeds we are seeing on the water at present. In low conditions we may see a repeat of the Blackwood with numerous sports class boats out of the event in the very early stages.

The Goodbodys with Russell Wilson and Gary Tanner must start as favourites for this years event, but they

will not have the race on their own with Gary Butt and Mario Ambrosino, Dudley Cummiskey and John Mason, Peter Bevan and Rob Dorizzi, Hodgekinson and Prosser and the Whitney Brothers all very capable of winning this years event apart from another 10 or so entries who will feature strongly in sports class.

Standard class will again be a closely fought battle with experience being as great a factor as speed. This year Wayne Harman has teamed up with Michael Johnson, Greg and Gary Johnson are back competing in a fibreglass boat, Paul Tregurtha and Peter Street are again racing together and along with the consistent team of Ray Meagher and Brad Pitcher and the hard driving of Graham Blincow should all be amongst the leading boats at the Garratt Road finish.

6 H.P. class should be fought out amongst the Walker Family with the

Foster Brothers, Brian Kelly, Menzies and McCall all in hot pursuit.

SPONSORSHIP

The teams competing who have been fortunate to obtain sponsorship, it is suggested you ensure that your sponsors obtain exposure for the assistance they have given you. With the ever increasing costs of racing sponsorship has become a very important part of remaining competitive so ensure that their names or products are put up front by use of flags, banners, stickers, windcheaters etc.

This type of exposure will assist in obtaining further assistance the following season and encourage more sponsors to support Power Dinghy Racing in Western Australia.

Best of luck to all competitors in this years event — see you at the finish.

Peter Street — Editor



Frustration at Extracts?

DRICLAD. FOR WHEN AVON CALLS.



You don't want to mess about on the river.
Wear the life jacket you can depend on.
The life jacket with years of extensive research and development behind it.
Driclad. The life jacket with the proven record in performance.

The Ultra Safe A182 is the top of the range life jacket designed for exceptional safety.
The Driclad Canoemaster A196 is designed with high floatation characteristics and is especially suitable for competition canoeing.

They are also available in junior sizes.

Driclad. One of the only brands approved for the Avon Descent.

Available from all good boating retailers.



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FCBS/MC038



STATE CHAMPIONSHIP

The First Round of the State Formula 8 and Bathtub Championships got underway at a new venue at Shelley on the 24th May 1987. In well protected waters the venue was ideal for circuit racing apart from the depth of water late in the afternoon causing minor difficulties.

Organised by Geoff Rumsey and under the direction of Steve Palmer an excellent number of entries participated in numerous races in an effort to obtain championship points.

The bathtub boys again put on some exciting racing with Brett Cummuskey again taking the points although constantly put under pressure from Adam Bullard and Frank Berloth who raced

neck and neck throughout the day. Frank Berloth has got his new Mariner flying and has fought his way back into the winning circle.

A field of fourteen Formula 8's lined up for their series of heats with Gary Butt immediately showing his circuit racing experience by leading the first three races. Wayne Palmer consistently featured amongst the place getters with Rod Mora also picking up numerous points on the day. It was also good to see Mario Ambrosino up amongst the points after a slow start at the Pinjarra Easter Carnival.

ROUND 2 NORTHAM

Northam was the venue for the second round of the championships with a large field of Formula 8's and Tubs

entered. Various courses were marked out during the days racing centred around the Avon Descent start area.

Directed by Kim Epton racing was underway by 11am with tub racing again showing that the days racing would produce some close and exciting events. Gary Evans, Brett Cummaskey and Frank Berloth raced neck and neck throughout the days events with Gary and Frank having several shunting incidents during the events.

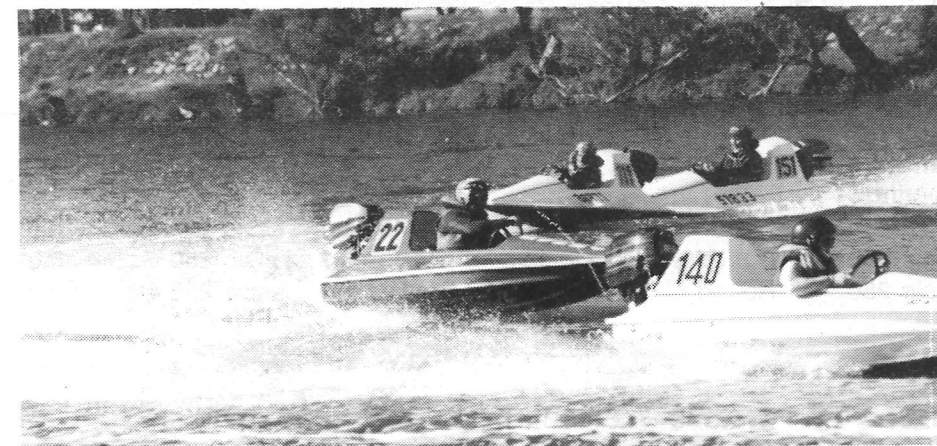
Tim Kelly couldn't quite get his act together on the day and had trouble getting amongst the place getters. Brad Dimmock made the trip up from Busselton to compete for the first time in a bath tub and after a couple of sinkings and a slow start he gradually found his mark and improved with every race.

Gary Evans took the points for the day followed by Brett Cummuskey and Frank Berloth. Although Gary missed the first round he will be out to catch up on points throughout the series.

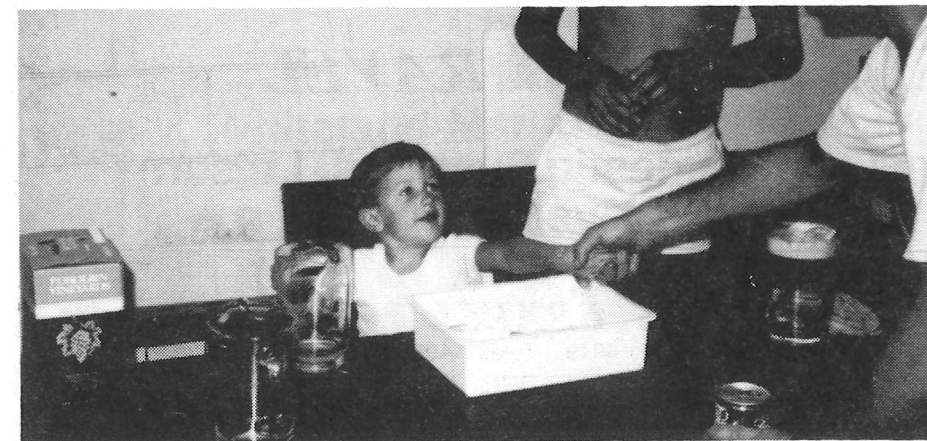
FORMULA 8's

An increasing field of Formula 8's entered the water for the days events with Gary Butt again showing the rest of the field that he was out to take the days points. Julie Cikoja chased the leaders all day and with the Mariner flying and some excellent driving she collected several first placings. Marie Ambrosino again had an excellent day sharing the boat with son Roger who had some good drives in his first Formula 8 outing. Rodney Mora was again amongst the points with some consistent driving which will keep him amongst the point leaders. Wayne Palmer suffered a few gear box problems after a collision with John Haynes, with Dennis Hindley suffering a holed boat was forced to withdraw from the last few races.

With various incidents throughout the day and consistent close racing we will be heading for a very exciting season of Formula 8 and Tub racing and hopefully we will see a few more boats on the water for the next championship round at York in October.



Formula 8's at Northam



One of our future tub racers Ben Evans assisting at a social event

FLASHBACK

EXTRACTS FROM THE 1975 AVON DESCENT BOOKLET

CANOES OR POWER-BOATS

Although canoes and power boats compete in different classes under different rules, there is a lot of interest in comparing results.

Prior to the first Avon Descent, the canoeists who spend a lot of time on the Avon felt they had it made. In low water the boats would hit rocks and in high water they would be swamped by the turbulent water in rapids. Well, they were wrong. The power boats handled the high water conditions in both events very well, and the keen crews have learnt rapidly and are adapting boats and techniques to the Avon.

But in a low water year like this year? Will the power boats take several days to get home, or will they be faster than the canoes again? Rob Leslie feels that about a third of the power boats will make it this year if present low water levels are maintained. Others, less optimistic, feel that in very low water there may be no power boats complete the course in the allowed time.

Naturally in low water it will be harder for canoes too. There are more rocks to hit, but at least the water has less force to break your canoe around a tree if you are unfortunate enough to get caught sideways. Although canoes can float in about two inches of water, shallow water of less than a foot slows a canoe down tremendously.

Well, the canoeists have a chance this year, but it will be hard work.

POWER BOATS TO WATCH

A big increase in power boat entries, the probable low water levels, and a number of unusual boat designs make the power boat section hard to predict this year.

Two power boats are propelled by water jets and one by an Asian Paddy Pump driven by an inboard motor.

The jet boat entries have been redesigned for this year and are tailored for the race. Their ability to run in one to two inches of water due to the flat bottom and protected motor should be very valuable in low water conditions. As well, their design allows them to build up a wedge of water ahead of them in deep water and use this to cross shallow sandbanks and the like.

A very light inflatable power boat design will be skippered by Peter Denford. This solid bottomed inflatable raft is almost as fast as conventional boats yet weighs only 110 pounds including the motor. This should enable it to be carried around any low water obstacles, and Peter's experience from finishing both previous events should stand him in good stead.

Adrian Malloy, last year's winner must be favourite this year. His wealth of experience includes trips down the Blackwood and Murray rivers and he has a new boat this year, coupled to his reliable engine from 1974. Modifications to the engine enable it to produce another 1000 revs this year, but his 1974 time of 5 hrs and 34 mins, should be impossible to beat this year in the existing water conditions.

Rob Leslie and John Izzard were unlucky to snap their outboard under the engine last year when they hit a rock in Bell Bros. rapid. They are the most experienced Avon team with the 1972 survey, and a second place in 1973 under their belts. During a trial run for the 1975 race a fortnight before the event, they took four hours to get only halfway through the scrub section.

State car rally champion Ross Dunkerton has entered this year. He will find some similarities with rallying and a lot of differences.

Low water will certainly put a different complexion on the race for power boats and for the first time physical fitness will tell as crews have to manhandle boats around obstacles that were well under water last year.



Brand New Latest Mariner 8 H.P. Outboards — Special Price \$1190

Price includes prop, tank, hose, booklet and spanner

Engines can be supplied direct from warehouse Perth or from Store in Busselton.

Also cash discounts available on additional parts etc.

**Enquiries
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on 52 1330 A/H 52 3326**



Sometimes Fast —

Other Times — ?

**AUSTRALIAN POWER DINGHY
RACING ASSOCIATION**



**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
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Telephone: 322 4687 (Bus)
409 8693 (AH)**



Word Find No. 1

All the words listed below appear in the puzzle — horizontally, vertically, diagonally, even backwards. Find them and circle the words.

B B W I T H D R A W A L E E F
A P R E R C A K N U R T K O A
W O A I O P M U J Y Z I A T S
C M S P D T A X R L Z S L O T
L W D R S G G V A P S K H H E
A C H I E V E C O O P R O P S
S Y S E X O I O C O E M J F T
S S M W T R B I R D C R E W U
A P O R T S A Q P A T E Y V S
R N X C T T T P N E A W R E T
M Z E A I A S H O L T O T R A
I L C O O N P D V Q E P N H H
R L N B L D R M S R I N E R O
R J D W U A A X O B R A E G T
K L E C A R I V E R G L A S S
E J K J A D O O W K C A L B G

ACHIEVE
ASSIST
ASSOCIATION
AVON

BIRD
BLACKWOOD
BOAT
BRIDGE

CLASS
CREW
DAMAGE
DUCK

ELECTRICAL
ENTRY

FASTEST
FEEL

GEARBOX
GLASS

JUMP

LAKE
LEAD
LOG

MARINER

OBSTACLE

PHOTO
PORT
POWER
PROP

RACE
RIVER

SLOT
STANDARD
SPECTATE

TAP
TEAM

TOHATSU
TRUNK

WEIR
WITHDRAWAL

APPLICATION FOR MEMBERSHIP

NAME:

ADDRESS:

Postcode.....

TELEPHONE: DAY NIGHT

Full Membership

I hereby apply for full membership of the Association. I enclose the fee of \$26.00

Junior Membership

I hereby apply for junior membership of the Association. I understand that as a Junior Member I have no voting rights but I may hold a Race Identification Number. I enclose the fee of \$13.00

Associate Membership

I hereby apply for associate membership of the Association. I understand that as an Associate Member I have no voting rights, may compete in only two competitions per season and cannot hold a Race Identification Number. I enclose the fee of \$ 7.00

Race Identification Number

I request a Race Identification Number and enclose the fee of \$10.00

Race I.D. No. preferred (if Available)

TOTAL AMOUNT ENCLOSED

Sponsored By.....
Please Print Name Signature

Seconded By.....
Please Print Name Signature

Applicants Signature.....

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

APPROVED/NOT APPROVED Date Applicant Notified.....

Membership/Licence No.....Race Identification Number.....

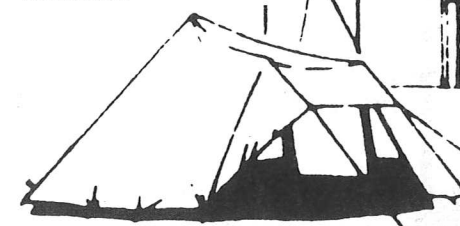
Rear Commodore's Signature.....

Commodore's Signature.....

BOOTS CAMPING & HIKING

Bungalow Type Tents

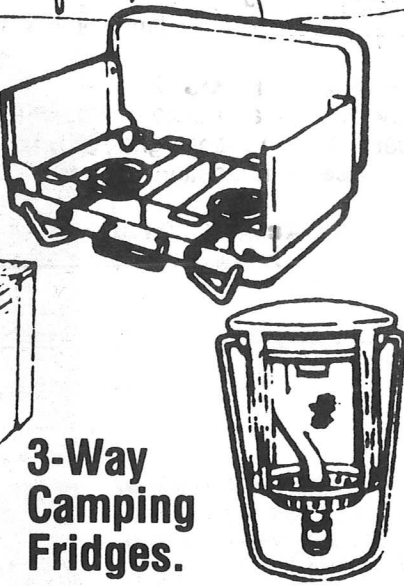
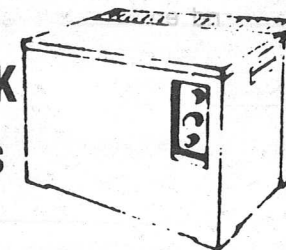

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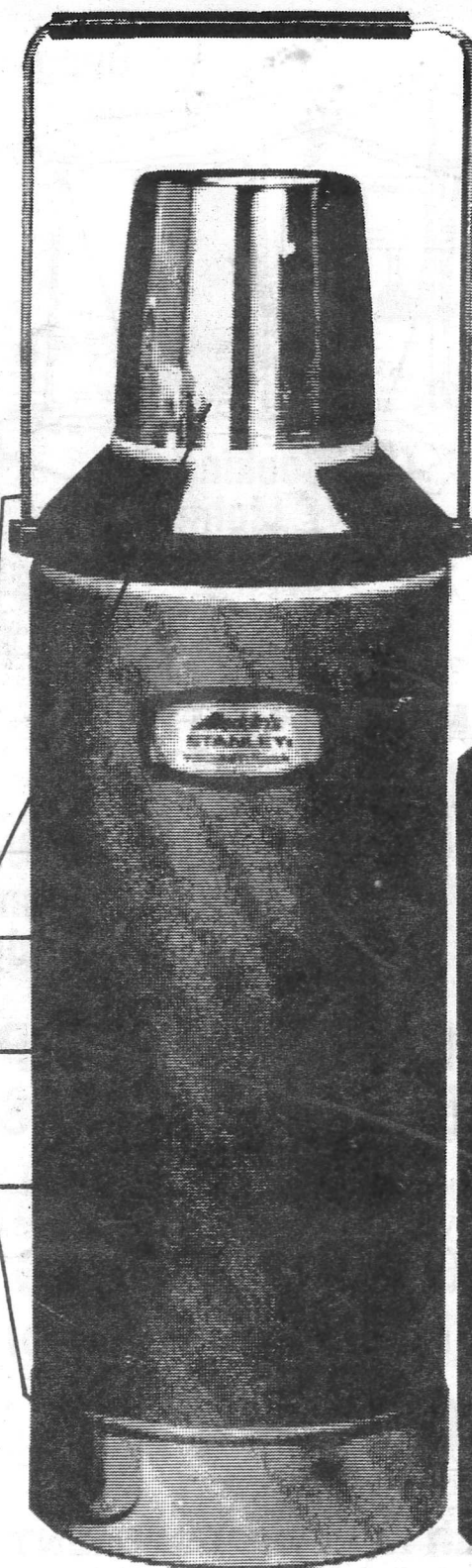
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