

POWER DINGHY

NEWS

The Avon Descent: A Thrilling Journey through History

The Avon Descent is an extraordinary event that captivates the hearts of adventurers, nature enthusiasts, and sports enthusiasts alike. Known as Western Australia's premier white-water race, it combines the beauty of the Avon River with the adrenaline rush of an intense competition.

The Avon Descent traces its roots back to 1972 when a group of friends embarked on a recreational journey along the Avon River. Inspired by the challenge and natural splendour of the course, they envisioned turning it into a competitive event. This led to the birth of the Avon Descent, a two-day, 124-kilometre white-water race.

The inaugural Avon Descent took place in 1973, with 49 participants braving the untamed river. The early years of the race were marked by a sense of adventure, as competitors navigated rapids, rocky sections, and challenging terrain. Over time, the race gained popularity, attracting more participants and developing into a true test of skill and endurance.



In the early years, power boats faced unique challenges in adapting to the rugged terrain of the Avon River. The demanding rapids, shallow sections, and unpredictable water flows required participants to possess exceptional navigational skills and agility. The power boat category attracted a dedicated group of thrill-seekers who embraced these challenges with enthusiasm.



The Avon Descent quickly became a cherished event within Western Australia's cultural fabric. It showcases the region's stunning landscapes, challenging the limits of human strength and determination. The race draws not only elite athletes but also amateur enthusiasts, creating a shared sense of camaraderie and community spirit.

The Descent's impact extends beyond the realm of sport. It brings economic benefits to local communities along the racecourse, attracting tourism and fostering regional development. Moreover, the race inspires individuals to embrace a healthy lifestyle, pursue their passions, and connect with nature, promoting physical and mental well-being. Environmental stewardship has always been a priority for the Avon Descent. Organizers collaborate closely with local environmental agencies and stakeholders to protect the fragile ecosystem of the Avon River. Through awareness campaigns and sustainable practices, the race promotes responsible enjoyment of the natural environment.

The Avon Descent: A Thrilling Journey through History

The power boats category add an electrifying dimension to the race. Spectators lining the riverbanks are treated to a spectacle of roaring engines, high-speed manoeuvres, and breathtaking displays of skill. The power boats create an atmosphere of excitement and add to the overall thrill of the event, attracting a broader audience.



As the popularity of power boats in the Avon Descent grew, so did the need for advancements in technology. Boats were customized and modified to withstand the demanding conditions of the race, incorporating features such as reinforced hulls, powerful engines, and specialized propellers. These advancements allowed participants to navigate the course with increased speed, agility, and control.

To accommodate the diversity of power boats and their varying capabilities, the Avon Descent introduced different divisions within the power boat category. These divisions were based on factors such as boat length, engine size, and design. The introduction of divisions ensured fair competition and allowed participants to compete within their respective classes. As the Avon Descent grew in stature, organizers implemented various technical and safety enhancements. These measures aimed to ensure the well-being of participants while maintaining the integrity and competitiveness of the race. Advanced safety protocols, including rescue teams, checkpoints, and mandatory safety gear, were introduced to mitigate risks.

Over the years, power boat legends have emerged in the Avon Descent, etching their names in the race's history. These skilled pilots and navigators have set records and demonstrated exceptional prowess, pushing the boundaries of speed and agility. Their accomplishments inspire future participants and contribute to the competitive legacy of power boats in the Avon Descent.



For five decades, the Avon Descent has carved its place in Western Australia's history as an exhilarating white-water race that combines athleticism, nature, and community spirit. From its humble beginnings to its current status as a prestigious sporting event, the Avon Descent continues to challenge and inspire all those who participate, leaving an indelible mark on both competitors and the breathtaking Avon River.



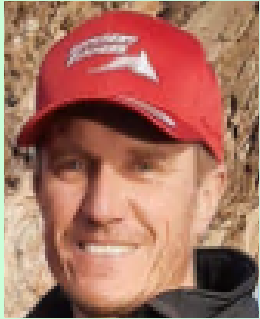
This year marks the 50th Descent of the Avon River and as such will mean an extra special feather to add to a teams cap. Will reigning champs 190 Kris & Ronnie be able to defend their title or will the challengers and contenders be able to steal it from them?

THE DEFENDERS

190



Driver



Kris "KP" Parnell

Age: 43

From: Narrogin, WA

Started Racing: 2016

fair
dinkum
builds™

Avon Victories: 2021, 2022.

Avon Record time: 1hr 59mins 30sec

Decky



Tyron Wilson

Age: 42

Started Racing: 1998

Racing his 22nd Avon Descent!



KP and Tyron, who first raced against each other in F8s as 10-year-olds back in 1990, joined forces in 2020 to form a formidable team. Since then, they have emerged as the victors in every Avon Descent they've competed in. Moreover, they hold the current race record, being the only team to complete the gruelling race in under 2 hours. Now, the 190 racing team is determined to achieve the elusive "3peat" by winning the race for the third consecutive time.

THE CONTENDERS

007



Driver



Michael Prosser

Age: 41

Started Racing: 1996

M2 TECHNOLOGY
GROUP

Avon Victories: 1999, 2016 & 2019

*Podium Finishes: 2013, 2014, 2015, 2017,
2022.*

Decky



Justin Green

Age: 39

Started Racing: 2001

Avon Podium Finishes x 5



With 007's usual decky Perrin away this year, Prosser dialed "Rent a Decky" and Justin answered the phone. After having a good workout at Sunnyside, there's the perfect amount of Boat Stoke ready for the Avon. If last year was anything to go by, the field will be super competitive this year, so Prosser and Justin will be bringing their A-Game to chalk up another victory for the 007 Team.

THE VETERAN

166



Driver

Todd "Twodogs" Williamson

Age: 43

Started Racing: 1990

Hobbies: Zoey and Ava



**WIL-HIL
CONCRETE SERVICE**



Avon Victories: 2008, 2010, 2011, 2012

*Podium Finishes: 1999, 2007, 2009, 2021,
2006, 2014.*

Decky

Lee O'Donovan

?



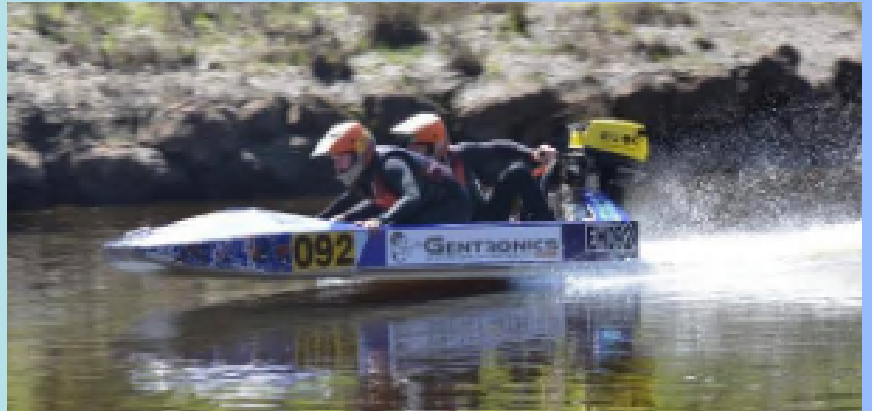
(1999 Driver Profile)

TODD WILLIAMSON	
AGE: 19	
1ST JOINED CLUB: 1990	
OCCUPATION: APPRENTICE ROOF CARPENTER	
FAVOURITE COLOR: FLUORO BEIGE	
CURRENT RACING CLASS: 10HP	
REVIUOUS RACING CLASS: EVERYTHING	
PASSIONS: RACE THE AVON	
DISLIKES: LOSING THE AVON	
HOBBIES: DRINKING, ROTTNEST, SURFING	
FAVORITE MUSIC: ALL TYPES OLD AND NEW	
FAVORITE FOOD: SUBWAY	
LIVES: KINGSLEY	

Taking on his 26th Avon Descent, experience will be the key for Twodogs to take the title. He has proven he is the low water king, but with there looking to be medium water this year, will he be able to catch KP and Ron Dog?

THE CHALLENGERS

092



David "Sunshine" Mcconkey & Trigg Faulkner

006

CHADSTONE
CONSULTING SERVICES



Chris King & Drew Harper

020



Robert Reeves & Liam Walton

THE CHALLENGERS

100



Matt Even & Nick Gardiner

001



SEALINK
Travel Group

Sam Hodgkinson & Louis Riboni

167




WIL-HIL
CONCRETE SERVICE

Matt Thur & Matt Even (TBC)

Your Welding Connection

Gentronics is your comprehensive welding supply service. Come to us for your equipment and consumables, equipment service, equipment hire and for expert welding advice.

Is your company involved in Engineering and Construction? Mining, Oil and Gas? Shipbuilding or Pipelines?

Gentronics has been helping industries just like yours since 1982, to obtain the best price and choose from the largest selection of welding products, consumables and industrial supplies and help you complete your next project.

If you require anything related to Welding Automation, Generators, Engine Driven Welders, Turning Rollers, Positioners, Compressors, Benders, Notches, and Safety Equipment or consumables for your TIG, MIG, MMA, CNC, Inverter MIG, Welding Wire, Filler Rods, Aluminum, Stainless Steel, Oxygen, Acetylene, Argon Gas Cylinders and Refills, Tweco, Binzel, Bernard hand-pieces – we can help!

Not only does Gentronics supply welding products and equipment, but we also offer repairs and maintenance for all your equipment right out of our Welshpool service centre. If the job is too big, machinery too hard to transport, or downtime is not an option, Gentronics can assist with our On-Site Service Technicians.

TOP GUN TITAN 2000 AC/DC PULSE TIG WELDER



The Top Gun 2000 AC/DC Pulse Tig Welder brings users the ability to select which process and function best suits their TIG application. With synergic operation capabilities, this tig welder does the thinking for you, allowing you to set your parameters and get straight to welding perfect beads.

What'in the box:

- ▲ Users Manual
- ▲ 4M Tig 26 Hand Piece with Thumb Wheel Control
- ▲ 2M Tong Type Electrode Holder Lead
- ▲ 4 MTR Earth Lead
- ▲ Quick Connect Coupler for Gas Outlet
- ▲ 3M 5mm PVC Gas Hose
- ▲ Argon Bobbin Regulator
- ▲ Fitted Single Phase 15A Plug

\$1430.00per item

TOP GUN TITAN 2000 SYN SYNERGIC DUAL PULSE MIG WELDER



With the new Top Gun 2000 SYN Dual Pulse Synergic MIG, users are given the ability to select which process and function best suits their application, resulting in perfect bead aspect three times faster than TIG welding.

Whats in the box:

- ▲ Users Manual
- ▲ 2 Roller Wire Feeder
- ▲ 3 MTR MB24 Euro-Fit Mig Torch
- ▲ 4 MTR Earth Lead
- ▲ 2 MTR Tong Type Electrode Holder Lead
- ▲ 0.8mm – 0.9mm "V" Steel Rollers
- ▲ 1.0mm – 1.2mm "U" Aluminium rollers
- ▲ Fitted Single Phase 15A Plug
- ▲ MB24 Consumable Starter Kit
- ▲ Twin Gauge Regulator
- ▲ Gas Hose 3 MTR with Quick Connect Fitting

\$1760.00per item

NOTE: Prices noted are Recommended Retail Prices; PDRC Members get 'extra special prices'; all enquiries to go to Dave [Sunshine], he will look after You!

215E AC/DC Pulse



TIG Bundle

RRP \$1773
SPECIAL PRICE
\$1595*
inc GST.

* Freight charge may apply



Includes:

- 1 x TopGun 215E AC/DC Pulse TIG Welding Machine (TGWIG215EACDC)
- 1 x TopGun TIG Gas Lens Consumable Kit (TGKITLENST)
- 1 x TopGun Premium TIG Gloves (TGACGTP)
- 1 x TopGun Welding Trolley + Bottle Stand (TGWTS)
- 1 x TopGun Argon Bobbin Regulator (TGRARBO)

*Only available while stocks last. No Rain Checks.

COMMODORE'S REPORT

Hi Everyone,

Less than 3 weeks until the 2023 Avon Descent campaign kicks off!!

I hope everyone's preparations are going well.

A few quick updates.

We have decided to abandon the re-run of the Nannup cup. With the tight turn around from the Avon Descent Presentations to the Blackwood Classic 250, the Father's Day weekend was the only real opportunity to hold the event. The consensus at the last general meeting was that the Father's day weekend wasn't the best time to hold an event, so the Nannup re-run was cancelled. We'll continue to explore the opportunity to reintroduce the river race for next season.

Club Shirts have arrived and were available at Sunnyside. We'll have them at the meeting on the 24th and Avon Scrutineering.

We recently had the BMAG meeting to decide water usage at the club. Alex and Dave went along to the meeting with a clear mandate to get more water allocated to our club.

They did very well at the meeting securing 7:30am starts for all our events AND a testing day prior to all of our river events. The first of these dates is this Saturday 22nd July 1pm to 6pm. It is indicated on the BMAG calendar as a WAWSA mutual day so you may be sharing with other user groups. Please ensure effective comms with other water users on the day. The next testing day is Saturday 29th from 1pm to 6pm.

Please see the updated calendar for the remainder of the '23 season attached.

History has been a big focus for this season. Twodogs has pulled together some great blasts from the past and Graeme has been busy digitising the old newsletters for upload to the website. Stay tuned for these to be announced very soon.

General meeting is on the Monday the 24th. This one is always a good one with lots of info regarding time trials, prac day and the Avon Descent itself.

Bar open from 5:45, meeting starts 6pm

See you there!

Kris Parnell



SUNNYSIDE SPRINT

Race Report.

Practice day – Saturday 1st July.

Sunnyside Oval Bridgetown.

A great Saturday morning turn out for members to get the first opportunity to get on a river for season 2023 with 18 craft registering for practice.

Race briefing and scrutineering were conducted before the start of Practice with a slight delay as the committee demonstrates a commitment to safety and ensuring that all participants are informed about the race rules and regulations. The race briefing provided important information about the course and any potential hazards. Practice provided new members the experience of going upriver and back with two runs provided. The experience racers were there to share their knowledge and be the head and tail of the fleet to ensure the correct safety measures were in place.

All craft were off the water within the time allocated.

Race Day Sunday 2nd July.

Round 6 of the PDRC race calendar Sunnyside Oval in Bridgetown with water levels similar to 2022. 19 dinghies entered the race and started at 9 am without any delays with registrations, scrutineering and race briefings were completed in a timely manner, and I managed to make the race start this year.

Grids were allocated from results from Mario race with two boats starting at 1-minute intervals.

The first leg of the race, from Sunnyside to the Falls, was completed by the first boat 007 in a time of 14:30 which came in 5th after starting in grid 8. Two craft failed to finish leg 1.

Competitors were welcomed to a nice warm fire thanks to Matt and Amanda who assisted with the turn-around timings.

The second leg of the race started at 10:22 am with one boat leaving every 30 seconds in the order they finished leg 1. The route from the Falls to Bridgetown provided great spots on the river for spectators to watch, including the log jump at Sunnyside where boat 69 nailed the jump on point!

Compulsory portage at the road crossing ensured this section was safely navigated, thanks to Peter for his great work coordinating this section.

Craft 190 completed leg 2 and finished in Bridgetown in a time of 38:30, but was ultimately beaten by boat 007, which crossed the finish line in second with a time of 37:25. Boat 007's total race time of 53:02 secured them the overall victory with a lead of 1 minute and 7 Seconds.

In the different classes, boat 262 won the super class and finished third overall, while boat 141 won in the standard class. Out of the 19 starters, 15 boats successfully finished the race.

The day concluded with presentations and a raffle at Cidery Brewing with a great turnout.

The kids' fun books and lolly bags were a great hit with the kids as the racers can't have all the fun. I would like to thank the volunteers on the day as this event would not have run without the support including Roland and Mahony for rescue boat duties.

The race was also supported and funded by the following:

Wil Hill concrete, Rottnest Express and Scarboro Hardware and the PDRC committee.



WIL-HILL
CONCRETE SERVICE

Cheers

Tyron Wilson

ROTTNEST
EXPRESS





SUNNYSIDE SPRINT

Flight School



069

262

001

007

190

096

2023 CHAMPIONSHIP POINTS

Standard Class - 10hp

Standard Class - 10hp					Total
Number	Name	Circuits	Mario	Sunny	Points
101	Glen and Chris	360	100	50	510
141	Matt & Jack	295	80	100	475
125	John & Chris	205	60	80	345
224	Graeme & Alex	220	50	70	340
096	Bob & Jimmy	240	40	1	281
196	James & Brandon	185	0	1	186
286	Harry	60	70	0	130
071	Wier	75	45	1	121
226	Rowland & Mahony	60	0	0	60
222	Jack	0	0	60	60



Super Standard Class - 10hp

Super Standard Class - 10hp					Total
Number	Name	Circuits	Mario	Sunny	Points
086	Alex & Herny	280	70	60	410
023	Terry & Josh	235	1	45	281
136	Shane & Tim	280	0	0	280
262	Chris & Riley	170	0	100	270
069	Brett & Marty	185	0	80	265
200	Brad Kitcher	120	100	45	265
020	Rob & Liam	160	0	0	160
142	Steve	100	0	0	100
158	Brad	0	80	0	80
107	Zac Johnson	0	0	70	70



Sports Class - 10hp

Sports Class - 10hp					Total
Number	Name	Circuits	Mario	Sunny	Points
166	Todd & Lee	330	70	60	460
190	Kris & Tyrone	270	100	80	450
092	David & Trigg	330	80	0	410
144	Jay	250	0	0	250
007	Michael & Justin	0	0	100	100
001	Sam	0	0	70	70
006	Chris King	50	0	0	50



Results now Live online at: <https://www.dinghyracing.com.au/results/>

2023 SEASON CALENDAR

NEXT UP!

MONDAY 24TH JULY GENERAL MEETING

BAR OPENS 5.30PM / MEETING STARTS 6PM

Sat 22nd July - 1300-1800 PDRC Craft Testing

Sat 29th July - 1300-1800 PDRC Craft Testing

Blackwood testing Sat 16/9 1300-1800

5th August - Avon Time Trial

6th August - Avon Practice Day

12th & 13th August - Avon Descent

20th August - Avon Presentations

4th September - General Meeting

Sat 16th September - 1300-1800 PDRC Craft Testing

23rd to 25th September - Blackwood Classic

30th September - Blackwood presentations &

AFL Grand Final Sundowner

15th October - Commodore's Cup

DATE TBA - Annual General Meeting

28th October - Commodore's Ball

Subscribe to the live PDRC Calendar at

<https://www.dinghyracing.com.au/>

**Get all the changes updated direct to your
device!**

BLAST FROM THE Past

NEWSLETTER ARCHIVE IS NOW LIVE !!!!!

<https://www.dinghyracing.com.au/>

CLUB NEWSLETTERS FROM THE 80'S AND
90'S NOW LIVE ON THE PDRC WEBSITE TO
BRING BACK ALL THOSE RACING
MEMORIES



Champion Vs. Co



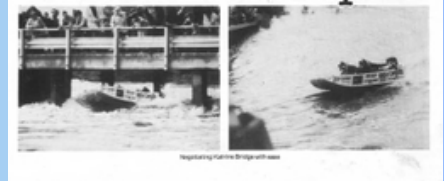
Cockburn Thr



Rotto-Race



Tubbers Gear Up!



Garly Butt and eternal camera hog Phil Petersen

BIG THANKS TO: TODD WILLIAMSON, DENNIS
PEACH & JUSTIN FURGUSON FOR HELPING
MAKE THE ARCHIVE POSSIBLE.

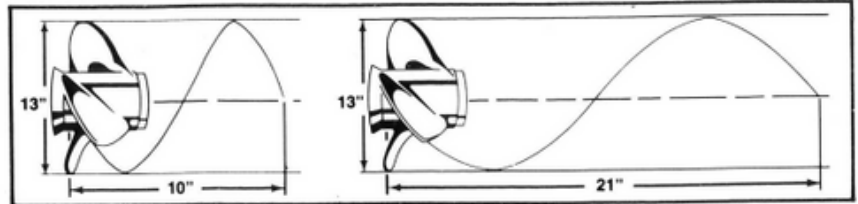
Putting Down the Power

A significant event almost went by unnoticed in this year's Blackwood Race. It is, of course that Russel Wilson was using a Surfacing Prop for the first time ever in a river race. It almost went by unnoticed because he was that far in the lead on the last leg of the third day, his boat was packed up and gone before the second boat arrived, proving just how fast these props can be. Although the prop displayed some funny characteristics on this first attempt, Russel Wilson feels an efficient Surfacing Prop can be developed for River Racing.

Although interest in Surfacing Propellers has declined due to the popularity of the standard class, it is not beyond the realms of possibility to see Surfacing Propellers becoming the norm for the sports class within the next two or three seasons. For racers who would like to know a little more about how propellers work, I have reproduced these excerpts from the Mercury Propellers Annual.

WHAT CAUSES TOO MUCH OR TOO LITTLE SLIP.

Too much slip will occur when the propeller diameter is too small for the engine and the boat load. It also can take place when too much cavitation or ventilation begins to affect the propeller. These conditions have the effect of reducing the blade area in contact with the water. Too little slip occurs when the propeller diameter is too large for an engine/boat combination.



WHAT IS PITCH

Pitch is the distance that a propeller would move in one revolution (if it were screwing through a soft solid-like a wood screw in wood).

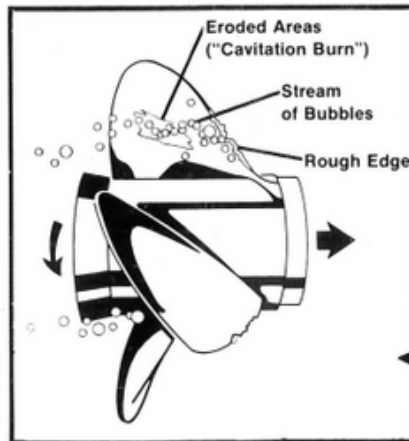
When a propeller is identified as 13 x 21, it is a 13" (33cm) diameter prop with 21" (53cm) of pitch. Theoretically, the propeller would move forward 21" in one revolution.

WHAT IS CAVITATION

We all know that water boils at 212°F (100°C) at normal sea level atmosphere pressure. But water also boils at room temperature, if the atmospheric pressure is low enough.

As a shape passes through water at an increasing speed, the pressure, that holds the water to the sides and back of the shape, is lowered. Depending upon the water temperature, when the pressure reaches a sufficient low level, boiling will begin. This occurs most often on a propeller at the leading edge of the blade. When speed is reduced, and the pressure goes up, boiling will subside. As the water vapor bubbles move downstream into a higher pressure region that won't sustain boiling, they collapse (condense back to liquid). The collapsing action of the bubbles releases energy that chips away at the blades, causing a "cavitation burn" or erosion of the metal.

The initial cause of the low pressure may be nicks in the leading edge, too much cups, sharp leading edge corners, improper polishing or sometimes poor blade design. Massive cavitation by itself is rare, and it usually is caused by a prop that is severely bent or far too small in diameter for the engine.

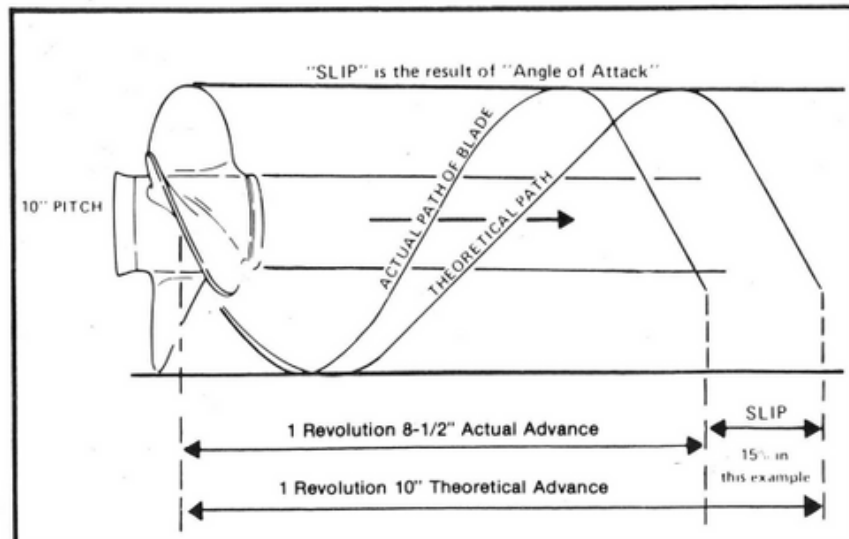


WHAT IS CUPPING

When the trailing edge of the blade is formed or cast with an edge curl inwards, it is said to have a cup. Generally, cupped blades improve performance. The cup helps the blades "hold" - not break loose, when operating in a cavitating or ventilating situation. This, then, permits the engine to be trimmed out further or be mounted higher on the transom, particularly on faster boats. Either adjustment usually adds to top speed.

The cup has the effect of adding to the blade pitch, as well as rake. Cupping usually will reduce full-throttle engine speed about 150 to 300RPM below the same pitch prop with no cup. A propeller repair shop can increase or decrease cup-to alter engine RPM to meet specific operating requirements. Cups are becoming standard on Quicksilver propellers.

For a cup to be most effective, it should be completely concave (hollowed) and finished with a sharp corner. Any convex rounding of the cup detracts from its effectiveness.



BLAST

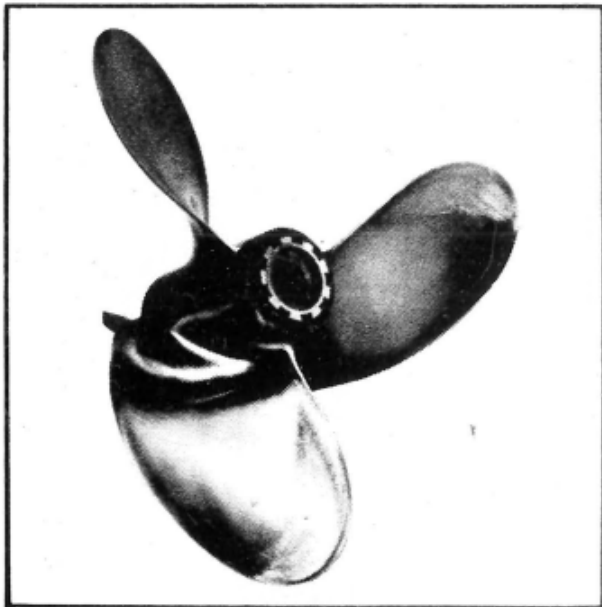
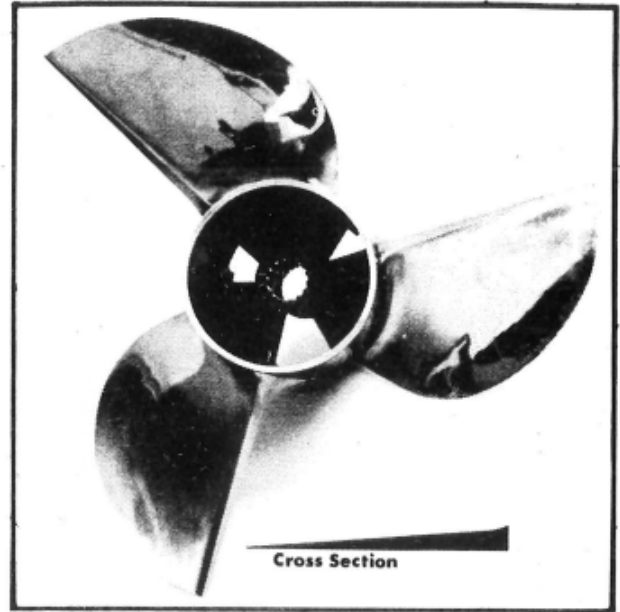
FROM THE

Past



CHOPPER (PATENTED) OR QUICKSILVER (QSS) HIGH PERFORMANCE PROPELLER.

This propeller permits higher engine mounting on the transom for more speed, less steering torque, better handling and shallow water operation. The rule of thumb is that for every inch that the engine is moved up, a gain of about one mile per hour is realized up to 4" to 6" (10cm to 15cm) higher on the transom than the traditional height (where the anticavitation plate is even with the boat bottom). (Note: At higher engine installations, it is particularly important to monitor engine cooling water pressure with a water pressure gauge. Different boats have varying limits to safe engine height and trim.) Exhaust gases pass over the blades instead of through the prop hub. This frees the engine to wind up quickly during planning and often improves acceleration.

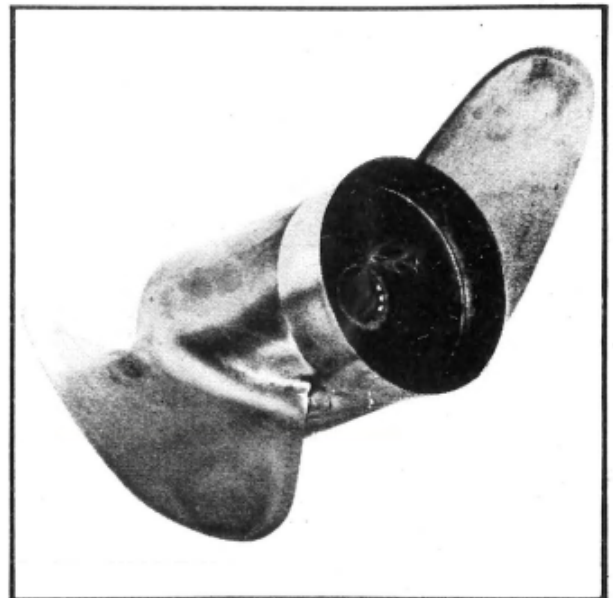


CLEAVER

"Cleaver" is a name applied for many years to a prop whose blades have their trailing edge cut on a straight line, generally on a rake line (a line passing through the center of the prop hub). Often accompanying this blade shape is a blade cross-section that looks more or less like a wedge; that is the leading edge is very thin and sharp while the trailing edge is the thickest point. This style is best suited for elevated engine installations which allow the prop blades to break the water surface.

QUICKSILVER BRONZE PROPELLERS

Bronze propellers have long been considered superior to aluminum in durability and performance. Refinements in aluminum alloys and in methods of manufacture, however, have kept aluminum propeller costs well within bounds and their popularity has increased over the stronger bronze. Furthermore, with the advent of today's stainless steel propellers, bronze is being over-shadowed by these even stronger alloys with their thinner blade sections for improved performance.



July 2023

POWER DINGHY

NEWS



PDRRC

Club Shirts have arrived!!!

Club Shirts can be collected at the below times:

- **Monday 24th July** - General Meeting
- **Saturday 5th August** - Avon Scrutineering
- **Sunday 20th August** - Avon Presentations
- **Monday 4th September** - General Meeting

If you need to collect your shirt at a different time than the above, send me a message and we will arrange a time suitable.

Graeme Pilmoor



ON HOLD
MESSAGING



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AUDIO



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SIGNAGE



MARKETING
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PROFESSIONAL
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DO IT **BETTER**
TODAY
THAN YOU DID IT
YESTERDAY

-KEVIN GREEN, MANAGING DIRECTOR

For over 25 years, the M2 Technology Group has been helping businesses of all sizes achieve their marketing goals, operate more efficiently, and keep up-to-date with ever-changing communications requirements. Our guiding passion is, and always has been, the creation of innovative products and solutions to suit our clients' needs.

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50 years
of white-water challenge!



50TH
AVON
DESCENT
2023

www.avondescent.com.au

It's Avon Time!

Enter By 27th July to avoid the \$110 late fee



WESTERN
AUSTRALIA



Scrutineering and Time Trial

Race Director: ALEX FOSTER

0429 887 798

MAKE THE 50TH
COUNT



SCRUTINEERING

Date: Saturday 5th August 2023

Time: 7:00am - completed by 8:30am sharp

Location: Bells Rapids top carpark, prior to going downhill. See map attached.

PDRC traffic marshal will be on the road allowing 5 vehicles at a time to progress from milling area to scrutineering point.

On completion of scrutineering proceed to boat drop off and place craft as close as possible to your grid cones at start location.

- Ensure you do not block the main access road.
- Be aware that your craft on the trailer cannot be any more than 1.2 meters high.
- Please ensure your craft and race gear are fully laid out and ready. **No sharp edges and jack handles must be capped in a safe manner.**
- **ONE MOBILE PHONE AND PDRC SURVIVAL KIT MUST BE CARRIED.** These are a requirement of DOT approvals and will be checked at scrutineering and at the startline on your grid call-up. No restart will be allowed for finding mobile devices. Time will commence at allocated grid start.
- Because the time trials will be conducted on a part of the actual race course which is not simply flat water and contains river obstacles, your craft must pass ALL aspects of scrutineering. If not you will not be permitted to do a time trial.
- Please take all your rubbish with you and leave the area as you found it

TIME TRIAL

Date: Saturday 5th August 2023

Briefing: 9:00am

Time: First Boat away 9.30am (30 second intervals)

Location: Bells Rapids top carpark, prior to going downhill. See map attached.



DETAILS

- Competitors must present their craft in race ready condition i.e. how they intend to commence the 2023 Avon Descent. Should re-scrutineering be required for a broken engine paint seal or hull change, race grid position will be forfeited.
- Teams must enter the time trial event with crew as entered in the Avon descent. Exceptions are: Co-driver may be substituted with a co-driver of similar weight. Driver may only be substituted with Avon Descent entered co-driver as driver.
- Once Scrutineered please move boats to designated start area and place in order of published grids. Start order as per 2022 Avon finish. New entrants and DNF's from 2022 Avon will be drawn at random.
- Every effort will be made to commence from the deeper water at the bottom of Bells Rapids. All boats must commence from a fixed stationary position. If this cannot be safely achieved due to water levels, then a alternate start position (slightly upstream) will be used. This decision rests solely with the race director.
- your time trial time starts at your designated grid time. Extenuating circumstances may require a missed start, should that be the case, that crafts grid and timing will commence following the last listed grid position .
- Finish line is at Middle Swan just upstream of the bridge. Times will be recorded passing the clubs electronic timing system loop. Your craft will be required to pass under the timing loop to record a time.
- During your time trial you **MUST NOT TRAVEL IN THE UPSTREAM DIRECTION AT ANY TIME!**
- If you break down, pull over to the left bank and wait for the sweep boat. If you are recovered by your support crew, you must contact the finish line, race director and time keepers that you have retired from the trial.
- results of the time trail will NOT be available on the day; they will be posted on facebook after officials have checked to make sure times are correct.
- Department of Transport has lifted the speed limit (5 knots) for the TIME TRIAL course; Entrants are not permitted to practice the time trial course in their racing craft at any other time.



Boat quick Dropoff point
Drop boat close to grid
cone number



Scrutineering



1

Milling area
Look for PDRC
Official and line up



Time Trial scrutineering plan

3



AVON DESCENT OFFICIAL PRACTICE DAY



RACE DIRECTOR: ALEX FOSTER



0429 887 798

WHEN: Sunday 6th August

WHERE: Northam weir

SCRUTINEERING : 8:15am Northam Weir

BRIEFING: 8:45am Sharp - Northam Weir for ALL CRAFT and support crews planning to conduct practice day

DESCRIPTION:

Avon Descent Practice day is an opportunity to practice the day 1 course in a fun and pressure free environment.

- Craft sign on and off the water using the Facebook post method. Emergency contact details also included in the post.
- A mobile phone & skippers ticket must be carried. Please Screen shot EMERGENCY contact details.
- Following the briefing, craft are allowed to start wherever they like along the river at normal entry points.
- Care must be taken not to damage the ti-tree section of the river with power craft.

DETAILS:

We are sharing the water with the minijets for the day so for safety reasons we have divided up the time in the ti-trees so the chances of an incident are greatly reduced.

We have divided the river into 2 sections - Northam to Wetherall and Wetherall to Posselts ford. In the Morning **FROM 9:00 to 11:00am**, Dinghys will have sole access to the water from Northam to Wetherall, While the mini jets get sole access to the water from Wetherall to Posselts Ford.

****NO DINGHIES are to go past wetherall and enter the Ti-Trees before 11am****

FROM 11:00am till 17:00 - Dinghy's will have sole access to the water from Wetherall to Posselts ford allowing them to safely try the ti-trees, the water above Wetherall will be **SHARED**, with mini jets having priority to the racing line. This Means if you are running from Northam to wetherall in a dinghy and a Mini Jet approaches, you will need to move off the race line and allow minijets to have the main line.

RECOVERYCRAFT: will be positioned at Cobbler Pool overnight camp standing by for tactical deployment if required.

MEDICAL STAFF: will be present at williamson Weir and at Cobbler Pool overnight camp standing by for tactical deployment if required.

Phone numbers for medical staff, race director (or delegate), recovery craft and local authorities will be published as part of the emergency contact details within the Sign On Sign Off Facebook Post. All craft must screenshot or store these numbers in carried phones for easy access in an emergency.