

POWER DINGHY RACER

OFFICIAL NEWSLETTER OF THE POWER
DINGHY RACING CLUB

Registered by Australia Post - Publication No. WBH 2055

EDITOR - JEFF HODGKINSON - 3649720

JULY 1990



-- AIRBORNE AT SYD'S - JOHN & IAN GOODBODY----

IN THIS ISSUE:

AVON DESCENT REPORT

COMMODORES NOTES

CLUB MEMBERSHIP REPORT

DRIVING SKILLS BY RUSSEL WILSON AND JOHN GOODBODY

ENGINE TROUBLESHOOTING BY FRANK BERLOTH

RUBBER GEARBOXES - TIPS FOR PERFORMANCE

LAMINGTON DRIVE

SUNNYSIDE DOWN - 14/15 th JULY

COMMODORES NOTES:

It is extremely encouraging to see the development of a positive attitude towards the club by the members. With our close relationship with Northam Avon Descent Association our membership numbers are growing from strength to strength; in fact we have passed the 400 mark; an all time record in the history of the club. If you have paid your membership fees and are entering the Avon for the first time, it will be well worth your while to attend the next meeting to be held on Monday evening at 8.00pm on the 9th July. Not only will you meet some of the more experienced racing members who will offer some invaluable advice but in addition there will be members speaking on driving skill and the basics in fault finding and operation of outboards.

ASSOCIATION NEWS:

The format of the Western Australian Dinghy Association was finalised at a meeting held at Pinjarra in May. The meeting resolved the constitution, and the body will be incorporated prior to the 1990 Avon Descent. W.A.D.A. will consist of a board of six representatives (two from each of the founding clubs), plus an independent chairman and secretary. The founding clubs are the Blackwood River Sports Club, the Power Dinghy Racing Club and Northam's Avon Descent Association. The W.A.D.A. will control the distribution of licences and numbers from the incorporation date, through the member clubs. It is also proposed that the state be divided into regions with each club being responsible for members in their region; ie. Power Dinghy Racing Club controls members in the Metropolitan Region, Blackwood River Sports Club controls the Eastern Regions; (Regions are as they are divided up in the Country Telephone Directory). With over four hundred club members in Western Australia, we believe the formation of the W.A.D.A. will mean a great step forward for the sport in Western Australia.

DRIVING SKILLS - by Russel Wilson and John Goodbody

ENGINE TROUBLESHOOTING - by Frank Berloth

THESE TWO TOPICS WILL BE COVERED AT THE NEXT MEETING - DONT MISS IT!!

LAMINGTON DRIVE

BRING YOUR ORDERS TO NEXT MONDAYS MEETING

DONT FORGET!!

SUNNYSIDE DOWN :

A full rundown on the race is enclosed however please ring the catering organisers (phone Nos included) so the numbers can be confirmed. You can enter the race on the day!

EAST COAST CHALLENGE:

April 1991 - Forest Creek Race - New South Wales.

This event is being organised by the Power Dinghy Racing Club for the financial members of the club. The organisers are : Glen Skews, Peter Street, Paul Tregurtha.

Entry's close 31st December 1990 and the deposit is \$200. Late entries will not be accepted. Entrants would be required to attend all event meetings and contribute their services at fundraising events. Further details will be given at the next dinghy club meeting.

FOR SALE

BOAT - Fibreglass complete, paddles, jack, fuel tank.

Painted, ready to race: \$1000 3428247

ENGINE - 8HP Mercu. beloved friend, winner of many races including Busseton by the length of the straight. 15 hrs since major rebuild, fully strengthened. \$600

Peter Bevan 4017290

BLACKWOOD RIVER SPORTS CLUB (INC.)

Invites you to participate in the third:

"Sunnyside Down"

July 14th 1990

ENTRY FORM & RACE INFORMATION

PROGRAMME:

SATURDAY: 11.00am - Scrutineering (Sunnyside Cricket Gr

12.00n - Race starts

After days' racing, b-b-q and refreshments at Sunnyside; Presentation of trophies.

SUNDAY: 10.00am - Formula 8s, bathtubs at Blackwood River Park, Bridgetown, followed by presentation of trophies.

GENERAL INFORMATION

The committee of the Blackwood River Sports Club Inc. invites you and your family to participate in this event, share in fellowship and enjoy one of the most scenic areas of the Blackwood Valley.

The \$45 entry for your power dinghy includes:

1. Sat. evening b-b-q & refreshments for competitors and their families. An additional levy of \$10 per support families will be charged.
2. Souvenir T-shirt
3. Enjoyable racing

CAMPING DETAILS

1. Free camping at Sunnyside Cricket Ground (SCG) - toilets, but no showers.
2. Showers available at Bridgetown Caravan Park (next to Blackwood River Park) at \$2 per head.

CATERING DETAILS

To assist the committee with catering and refreshment requirements, please notify:

Miriam Hayter a/h (097) 611931

Ken Webb b/h (097) 611150 a/h (097) 611576

CANOE DETAILS

For the first time, the B.R.S.C. is incorporating canoes from the Bridgetown and Bunbury canoe clubs with this event, as a trial. If all goes well, this will become a regular feature of the "Sunnyside Down".

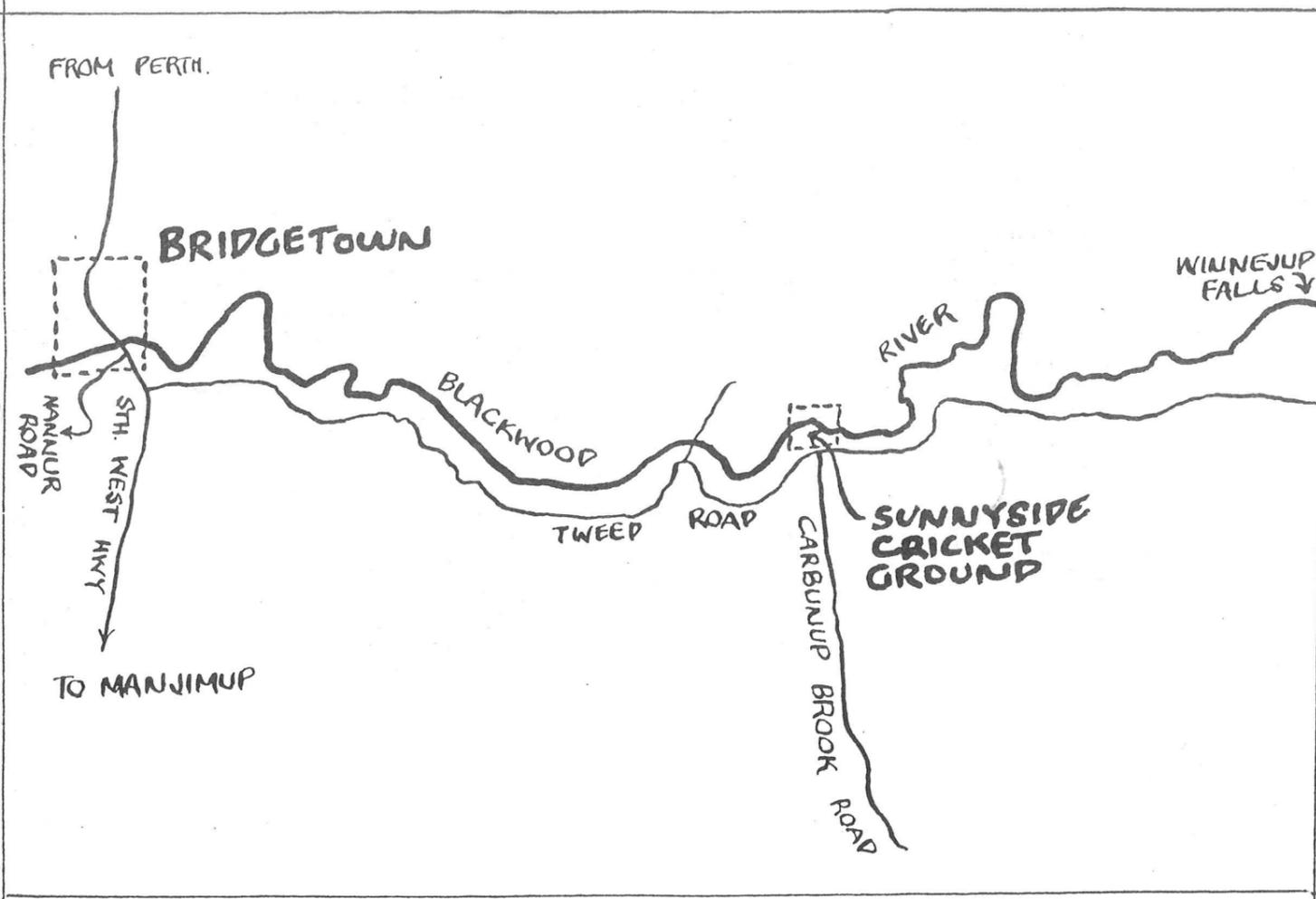
RACE DETAILS, DIRECTIONS AND MAP, PLEASE SEE OVER

RACE DETAILS

The race starts from Sunnyside Cricket Ground (SCG), then proceeds approximately 12 kilometres upstream to a restart at the Winne,jup Falls. (Support crews and spectators cannot get access to this point).
Boats will encounter some rock, logs, sand bars and ti tree sections.
Restart will be last in, first out and competitors will then race back downstream through to Bridgetown. Ti tree, some rocks and rapids will be encountered. The race will conclude at the Bridgetown traffic bridge.
Canoes will start prior to dinghies at the SCG and head downstream, finishing at the traffic bridge.
Formula 8s and bath tubs will be racing to a set circuit on the Sunday morning at the main pool at Blackwood River Park in Bridgetown.

DIRECTIONS

If coming from Perth, head south on South West Highway, through Bridgetown, over bridge towards Manjimup and turn left onto Tweed Road at top of hill (just past caravan park). Follow Tweed Rd to Sunnyside (end of bitumen). Directions will be clearly signposted from bridge to Sunnyside.



RUBBER GEARBOXES - TIPS FOR PERFORMANCE!

The rubber gearbox protector as it is popularly known drastically reduces the damage in terms of breakage and stress due to the fact that a curved shock wave rather than a spiked shock wave travels up your engine looking for something to break. This means not only protection for your gearbox but also reduced damage to trunk, clamp brackets etc. When a rock is hit at speed the effect is more of a bounce than a sharp impact. To maximise performance the following steps may be carried out:

PRE- RACE PREPARATION:

1. Carefully cut off the and sharpen the protruding piece of material at the very top of the leading edge with a hacksaw, (Otherwise this lip will catch on fences etc.) and then remove all dags and small lumps using a file or sanding block.
 2. Sharpen the trailing edges above the gearbox to a sharpish edge as this appears to facilitate water pick up.
 3. The trailing edge of the skeg below the gearbox can be shaped squared off as with the Mercury 8hp skeg, or sharpened as with the Mercury 7.5.
 4. The leading edge should not be touched as further sharpening will lead to increased wear and prop "blowout".
 5. Standard class boats may improve speed by grinding away the rubber from an area approx 1" above the leading edge in a smooth arc back to the metal of the gearbox thus removing nearly all the rubber from the area above the gearbox. A slow reving disk sander with a course grit paper will be effective in removing the material. Too much speed will melt the material. Great care needs to be taken to achieve a hydrodynamic result otherwise you may be best not to alter it at all.
 6. At the trailing edge of the gearbox sand the last 1/2" around the curve of the gearbox where the exhaust gas comes out to reduce the thickness of rubber down to almost nothing. In most cases this will not be necessary as the material will already be very thin in this area.
 7. Sports class boats will find a stronger pull on the tiller due to the fact that the greater area of skeg in the water resists the effects of prop walk to a larger degree. Propellor blowout will be experienced if the tiller is moved out to far as the angle of attack of the gearbox to the water becomes too great and the gearbox stalls thus sucking exhaust gas back into the prop. This will occur on both rubberised and non rubberised gearboxes.
- In general, it does not appear to be necessary to spend a lot of time on preparing the rubberised box. Personally, I spend about 15min on this task.

WEAR & TEAR:

People all have different ideas and differing heaviness on their gear due to their driving techniques; some racers would not think of starting a major race without new rubber on their gearbox and others use the same one for two or three years. It is expected that the lower end of the rubber box will deteriorate and start splitting and get chunks torn out as it does its job of protecting your engine and gearbox. It is very rare for a gearbox casing failure to occur although it cannot of course protect your propshaft etc.

RETREADS:

Old rubber boxes can be dissolved off (takes a week), and new rubber put on. I have been using the same gearbox for the last 3 years of Avons and Blackwoods.

Jeff Hodgkinson

FULL

BRADLEY WATSON
NEIL SILVER
CHRIS BUTTERWORTH
TREVOR WHITTLE
PETER LINEHAM
PETER HAYNES
JUSTIN HOWARTH
STEPHEN BROWN
LLOYD MANDERS
TRVOR SCARFF
GARY STEWART
BRETT WALDOCK
NEIL MANNING
JOHN CHERRY
BRENT BRADEN
GREG OVERSBY
IAN WILLIAMS
ROBERT CRAKER
TONY MAXFIELD
TANZY MAXFIELD
PAUL WALDOCK
PAUL WESTON
DAVID PASCOE
GEOFF STEWART
PETER ASKWITH
MARK HOULAHAN
ERLE RIBBANS
BRIAN BLAKE
PETER NEWBOUND
MARK LINSLEY
JARRAD ELLIOT
ROBERT RIBBANS
KEITH BROOKER
CHRIS HOSKINS

ASSOCIATE

ANDREW PARKIN
ANDREW BROWN
COLIN KENWORTHY
MATTHEW CRANLEY
BOB MASSAM
JAMES PATON
TONY LAWSON
BRIAN WALLIS
WILLIAM MURRAY
STEVEN BROWN
LESLEY CHALLIS
ALAN SHARKEY
DAVID RIBBANS
NOEL BYRNE

THE FOLLOWING MEMBERS MEMBERSHIP ARE OVERDUE PLEASE COULD YOU NOTIFY GLEN
SKEWES AS SOON AS POSSIBLE ON 4476424 IF YOU ARE GOING TO RENEW AS YOU
WILL LOOSE YOUR ID NUMBER, THANK YOU.

GARTH ADAMS
ROGER AMBROSINO
SANDRO AMBROSINO
GREG BAKER
STEPHEN BAKER
MARK BARKER
PAUL BARKER
RAYMOND BAUGHEN
PETER BENJAMIN
PETER BEVAN
DAMIEN BOCK
CRAIG BORTINGNON
CHRIS BOUND
MARK BROUGH
ADAM BULLARD
MICHEAL BURKE
GARY BUTT
MARTIN CHAMBERLAIN
JULIE CIKOJA
JERRY CLARKE
GEOFF COOK
DUDLEY CUMMUSKY
MICHEAL CURRAN
TONY DAVIS
JOE DE PETRA
BRAD DIMMOCK
HELEN DODD
ROBERT ERHARD
CLAYTON ERWIN
JANE EVANS
GEOFFREY FAY
JUSTIN FERGUSON
JOHN FIELDING
KEVIN FRASER
FIONA GALLON
JIM GREGG
GRAHAM HAGAN
NOEL HAYWARD
MICHEAL HEALY
PETER HELM
WILLIAM HICKS
ALLEN HIGGINSON
ROB IRONSIDE
FRANK JONES
ROBIN JUDD

PETER KELLY
TIM KELLY
MARK KING
IAN KLOPPER
PETER KNIGHT
DB MCKINLAY
DARREN MILLAR
GEOFF MORAN
CHARLIE MORRELL
DON NICHOLLS
BRYAN NICHOLSON
DANNY O'NEILL
GRANT O'ROURKE
TONY OVERSTONE
BLAISE PARIS
DAVID PARIS
GEOFFREY PASSANISI
RANDELL PEARSON
DARREN POTTER
KEN RAMAGE
PAUL REES
JOHN RICCARDI
MICHEAL RIGGALL
KRISTEN ROBINSON
COLYNN ROWE
KIM SCADDEN
DAVID SIMPSON
MARK SNOW
MICHEAL SPARKMAN
TROY SPARKMAN
IVAN SWADLING
LINSLEY TALBOT
JENNI TALBOT
PETER TAYLOR
DAVID TOMISICH
SCOTT TULL
CRAIG TULLY
LLOYD WANN
ROBERT WEIR
ROBERT WELBORN
CRAIG WHATLEY
BRIAN WHITEHEAD
PAUL WHITNEY
CATHY WOEWDIN

CONTACTS & SERVICES

1990 PDRG COMMITTEE

Commodore	Russel Wilson	4487107
Vice Commodore	Peter Bevan	4017290
Rear Commodore	Neville Watson	096-223747
Secretary	Lynn Berloth	3981800
Treasurer	Glen Skews	4476424
Chief Scruftineer	Frank Berloth	3981800
Social Director	Deanne Street	4098693
Property Officer	Frank Berloth	3981800
Public Relations	Jeff Hodgkinson	3649720

DATES TO REMEMBER

SUNNYSIDE DOWN --14/15 JULY

PDRG MEETING - 9TH JULY 7.30 MAYLANDS YACHT CLUB

[NEW MEMBERS ARE VERY WELCOME]

AVON DESCENT - 4/5th AUGUST

SERVICES

ALUMINIUM WELDING : (Racing dingies, engine reinforcing, fuel tanks, transom frames etc.)

Frank Berloth 3981800

Steve Palmer 4579935

SURFACING PROPELLORS : Arthur Fairhurst 3518398

or Frank Berloth as agent for Arthur, (same price) 3981800

RUBBER GEARBOXES : Jeff Hodgkinson 3649720

or Frank Berloth as agent for Jeff, (same price) 3981800

TRANSOM JACKS : Kevin Green 3647820

ENGINES & MECHANICAL SERVICE : Frank Berloth 3981800

(For any additions to this list please contact the editor Jeff Hodgkinson)