

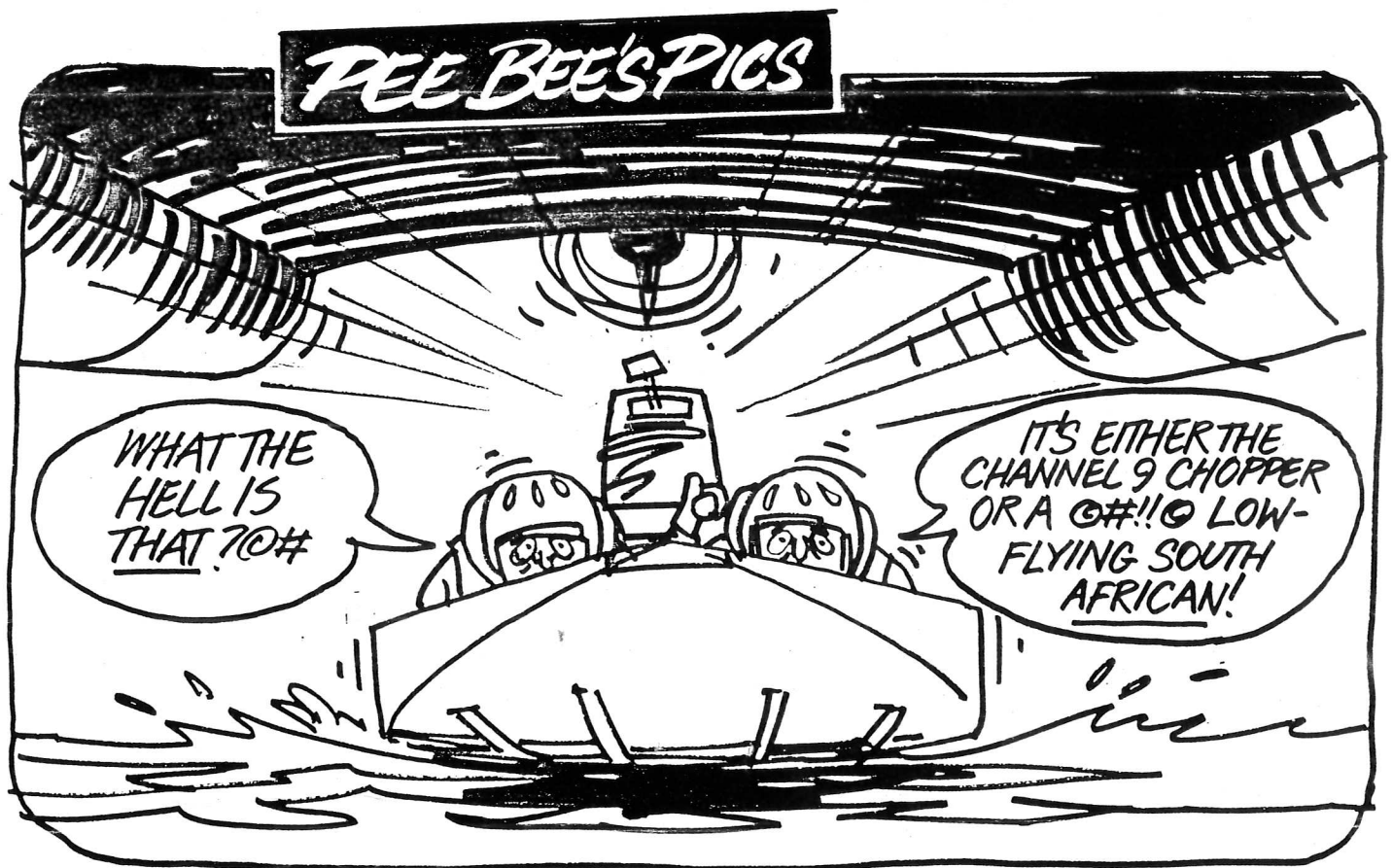
# POWER DINGHY RACER

OFFICIAL NEWSLETTER OF THE POWER  
DINGHY RACING CLUB

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EDITOR - JEFF HODGKINSON - 3649720

AUGUST 1990



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*BLACKWOOD CLASSIC*

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*NEXT MEETING IS AT THE SUBIACO BOWLING CLUB - 10<sup>TH</sup> SEPTEMBER*

## COMMODORES NOTES:- AVON DESCENT:

What an event! The water conditions in this years Avon Descent could only be described as absolutely perfect. As Jeff Hodgkinson well knows, the competition is now so tight it only takes one error in judgement and your 1st chance is all over.

There is no doubt the standard of racing is improving dramatically each year and the craft are improving in speed and the crews handling skills are becoming noticeably better.

My hat goes off to Mark and Trevor in boat 116. This crew put an enormous effort into their craft this year with obvious results. Not only did the boys have a very quick and well prepared entry, they ran a very well managed tactical race. I might also add that it is great to see a crew take out 1st place who had not previously placed. Well done!

Congratulations, must also go to everyone who finished, getting down the valley in high water conditions is no mean feat and for those who didn't, there is always next year.

Although there were some areas of concern, I believe the Avon Descent this year was definitely the best organised and managed to date!

It was clearly visible that safety had an extremely high profile this year. I have never seen so many rescue units positioned on the river and once again amazingly, there were no serious injuries.

### CHIEF SCRUTINEER:

Thanks to club members for diligently doing their swims etc. and helping achieve the highest scrutining pass rates to date.

**THE NEXT PDRC MEETING WILL BE HELD AT THE SUBIACO BOWLING CLUB (CNR. ROCKEY AND NICHOLSON RD'S)**

**A representative from the Blackwood committee will be giving a talk on the race!**

REMEMBER, THE HEAVYWEIGHT BATHTUB CLASS FOR THOSE 11 STONE OR MORE IS NOW EFFECTIVE.

CONGRATULATIONS TO LAST MEETING'S LUCKY NUMBERS WINNER  
GERRY WELLS --\$40

### ---SNIPS---

John Goodbody's been busy - "Kate Marie Goodbody" - weighing in at 9lb 3oz.  
Congratulations to John & Dale.

Peter Bevan has the full storey on seized Suzuki's.

They say the prizemoney for racing in South Africa is six figures \$\$\$????\$\$

### ---CHAMPIONSHIP POINTS ---

As from the next issue, a running total of the top 10 contenders for each of the Dinghy, Formula 8 and Bathtub classes will be published.

**WANTED:** Fibreglass racing dinghy and engine. Ring Gary on 2943554.

**FOR SALE:** Formula 8 complete with points ignition 7.5hp Merc. All offers considered.. Phone Rod on 4467431



# AVON DESCENT 90

August  
4-5

### Editors comment:

The 1990 Avon Descent has heralded a new era in competitive river racing. No longer can we afford to stop for a quick cuppa, stretch the legs and then press on and expect to be in the top placings; indeed it is looking like stopping at all is enough to drop a place or two in the final lineup. Although day two of the Avon was a pretty wild drive, it was obvious that just to nick the prop would be enough to drop me out of the duel I was having with Mark at the time. Certainly the case in high water anyway!

### TOM'S VIEW

This years race was looking as though it was going to be a real ripper. The boats were finely tuned and motors at their peak. The turnout on race day was spectacular.

*Everyone was in the right frame of mind.*

*They were all going to go out that day and have a bloody good time!*

*The first grid left the starting blocks and the crowd gave a big cheer,*

*and the boat 07 tried to break the record by flipping before the weir.*

*For the next few K's, Fussel led the pack, pumping his primer bulb to maintain his attack.*

*Later while Tay was travelling down the Avon moat,*

*he had to dive right in to save his capsizing boat!*

*Where he dived he thought the depth was at least six and a half feet, but what a shame, the place he picked was a mere three inches deep.*

*And for the rest of that first day's racing,*

*Mark Whately was the man that everyone was desperately chasing.*

*The second day looked like it was going to be a piece of cake,*

*but right from the word go two boats decided to break.*

*Out through the trees rang Brodie Taylor's laugh,*

*when he discovered to his dismay that his boat was breaking in half!*

*Along came the South Africans smashing through the rocks,*

*I don't even think they got through without feeling the knocks.*

*Mark was burning down the river but made the mistake of looking back,*

*all he saw was Jeff coming with his motor on full jack.*

*Overall the race was great, Mark took the chequered flag,*

*and maybe if he's lucky, he'll be on the front of next years mag!*



### AVON PLACINGS

#### SPORTS:

- 1st Mark Whately/Trevor Gerrick
- 2nd Jeff Hodgkinson/Craig Prosser
- 3rd Wayne Harman/Michael Johnson

#### STANDARD:

- 1st Greg Johnson/Gary Johnson
- 2nd George Cox/Dennis Bell
- 3rd David Wallace/Gary Gangell

#### 6HP:

- 1st Brian Stag/Rodney Wright



**SUNNYSIDE DOWN**

After a pleasant trip down to Bridgetown most of the competitors stayed at the motel except Frank, he had a slight brush with a Government employee who wasn't worried about the 125 K.B.H HE was doing as much as he was worried about the car behind trying to keep up with no lights on. The river this year was higher than last year which made racing excellent, with a few logs, rocks and tea trees. Most boats got through with out much damages. Saturday night we had an enjoyable barbecue and tinny tea. Sunday tubs and formula 8's started around 10.00 am. in Bridgetwon, the first round for the 1990-91 season. Both events had new starters who thoroughly enjoyed themselves and will be back again. Well done Brad Watson and Colleen Skewes. The only mishap for the weekend was when Neville Watson went mushrooming up the bank with his tub. Thanks to the Bridgetwon boys for a great weekend.

**SUNNYSIDE DOWN RESULTS**

**SPORTS**

Rank	Boat No	Competitors	Points
1ST	191	GEORGE COX - DENNIS BELL	100
2ND	008	KEVIN GREEN - TREVOR WHITTLE	80
3RD	124	FRANK BERLOTH - GRANT POWW-BRAY	60
4TH	059	NEVILLE WATSON - BRADLEY WATSON	40
DNS	156	WAYNE PALMER - MICHAEL HEALY	0

**POINTS**

**STANDARD**

Rank	Boat No	Competitors	Points
1ST	190	KEITH PARNELL - GRAHAM BLACK	100
2ND	004	DON HAYNES - CLEVE HAYNES	80
3RD	150	KEN WEBB - MICHAEL WEBB	60
4TH	134	BILL BUTLIN [SJ] - BILL BUTLIN [J]	40
5TH	099	GLEN HOOLEY - MARK HOOLEY	20
6TH	117	JUSTIN SKEWES - GLEN SKEWES	6
7TH	070	KEITH HAYTER - BRETT STOLP	6
8TH	113	JOHN CHERRY - BRENT BARDEN	6
9TH	054	JARRAD ELLIOTT - STEVEN BROWN	6
10TH	160	KIM BASFORD - STEVEN HENDERSON	6
11TH	146	GRAHAM BLINKLEY - ERIC AUSTIN	6
12TH	152	TED THOMPSON - PAUL REID	6
13TH	203	DAVID O'KEEFE - DEAN SOUTH	6
DNF	040	BRUCE HAYNES - DONNLEY HAYNES	1
DNF	065	IAN PERKS - JOHN GUEST	1

**POINTS**

**FORMULA 8**

Rank	Boat No	Competitor	Points
1ST	140	DEANNE STREET	100
2ND	124	GRANT POWW-BRAY	80
3RD	117	COLLEEN SKEWES	60
4TH	150	KIM WEBB	40
DNS	088	NICK CARROLL	0

**POINTS**

**BATHTUBS**

Rank	Boat No	Competitor	Points
1ST	156	DANIEL PAMLER	100
2ND	117	JUSTIN SKEWES	80
3RD	124	FRANK BERLOTH	60
4TH	060	BRADLEY WATSON	40
5TH	059	NEVILLE WATSON	20

**POINTS**

THE LIFE AND TIMES OF 059

P1

Somebody told me the Avon was on again this year, so I went up to the shed to select a boat. I decided to take my old one, why wreck a new one on the rocks. After washing out the red backs and rat poo, it was time to service the 7.5, sink the fuel tank just in case the oil has settled out since last year and remove the plugs, wipe them on your pants and put them back, we are ready to go.

Race morning and we are ready to go, boat 08 isn't, he left his jerry can and fuel home. The siren goes for grid 19 and were off to the weir, at the same speed as the turtle on the Telecom ad. The weir I found quite good this year and then we headed off to Katrine. After passing under the bridge, not hitting it, we came upon Glen Avon, it was quite easy, but the boat ended up full of water. On draining the boat we head to the easiest part of the first day, EXTRACTS, we always walk this. On arriving at Toodyay we found our support crew and had morning tea (a can of coke) while fuelling up and finding out how the others are going.

Off the boat goes again down to Toodyay Rapid, this was a bit shallow so we let the boat go and walk down it while discussing the weather with some of the spectators. Then it happened, A "SOUTH AFRICAN SUPER SEAGULL" flew passed and swamped us. Just before West Toodyay I saw a jogger on the river bank with a parcel under his arm and boat 156 were exercising there paddles "OH NO, a GEARBOX". Around the corner and into the tea trees, not bad this year. Check point four there is our crew, so we stopped and check our gear to see if we need any parts for the 200 metre mark. We had a can of coke while watching another crew break the world record in power head changing. On the water again with one rapid to go Leather Heads. "OH BUM" our turn, prop shaft. We changed that and got to Leather Heads, got stuck, baled out, give it a push, off I go, no deckie, he can't get in the boat, so I drove to the bank to pick him up. On stopping I decide to get out, the water is only 8 inches deep, "No its not, try 8 feet and cold", I had to swallow twice to get rid of the extra set of tonsils. Off we go again to the finish line of day one, we must have been late or something, there wasn't much room in the pits for our boat. "Good, we are here at last and so is the beer."

P2

Day two started with a 'BANG' I nearly put skid marks in my sleeping bag, thanks to Mr. Army Man. Our Crew said they ate a crook pie the night before, but after all the elbow action till dawn, I think they had 'Black Duck Fever'. We got to the pits and put the boat in the water, up stream we go and wait. I don't feel too bad at this time but the deckie is as nervous as a new bride on her wedding night. The hooter goes and grid 27 is off again, down through the tea trees, quite well, even if I say so myself. Then along to Posselt Ford, we took a bit of water but had no trouble there or at the Super Shoot. Oh well here it comes, EmU Falls, my deckie has still not settled down but he will in a minute. We did it easy, flew through like a rocket out of fuel and full of water, as 'ALP' would say 'NO PROBLEM'. Down stream we go to a nasty piece of rock about a mile from Emu's. It filled us with water and we got stuck there. After about two or three minutes we got the boat moving and drove to the bank to get the deckie back in and the water out. While there I learnt a lot about keeping water out of boats, six others came through upside down, perhaps that way is better, it was definitely more popular.

We progressed slowly down the river to a pool just after Hart Farm. In this pool was one lonely tea tree and two blokes on the bank. They must have been busting for a 'Twinkle' because they parked their boat upside down against the tree with the engine turned off. We head off down the river again over all the little and big rapids to numerous mention and arrive at Syds. What about Championships you say? Well in the five trips down the Avon I still don't know exactly where it is. The boat and us get through Syds O.K. except for the usual boat full of water and around the corner we go, right into a rope across the river. Some one was stuck up a tree, we turn hard left to miss it 'BANG' bent prop shaft. Off we wobbled to Walyunga to be greeted with a big rock in the middle, but we survived. I heard some didn't. Then the big one, Bells. Around the corner and out of the trees, my deckie says to me "are we going to have a look". I turn and said as we passed under the bridge "we can look now". We got through unharmed.

P3

Just before the bottom corner I noticed a sign 'Repair and refreshment Stop', good idea, several boats were using it. On meeting our crew at Upper Swan we stopped for lunch (Better late than never) filled up with fuel and changed a prop. We had a little trouble getting in our boat as some spectator's german sheperd was there. I wasn't keen on driving off with that 'Mean Biting Machine' in the boat with me. We got started again and off through the trees and on to the open water. The deckie turn to me just after Middle Swan and said "This is good fun passing other boats (we wont tell any one they were canoes)".

Under the Tonkin Highway Bridge and I see another power boat, it stops and lets us pass, its out of fuel 400 yards from the finish.

I turn the old tub towards the two jetties, then I saw it, some smart bum on the bank with a torch saying "where have you been, we thought it was getting dark" 3.15pm.

My deckie and I have done it again and had good fun. So other competitors if you want a fun Avon just follow us in 1991. See you at the 'Upper Avon Challenge'.

## AVON DESCENT 1990

PHOTO'S TAKEN BY  
D.E. & M.A. PHOTOGRAPHICS  
FROM THIS YEAR'S DESCENT  
WILL BE AVAILABLE FROM

DAN WHITE  
30 Pointer Way  
Girrawheen 6064  
Telephone 342 2422  
(Ring for an appointment to view)

PLEASE NOTE: PHOTO'S WILL NOT BE AVAILABLE  
UNTIL AFTER SUNDAY, AUGUST 19TH  
PRESENTATION OF TROPHIES

P.T.O.





**NEW MEMBERS WELCOME**

**FULL MEMBERS**

MICK CHITTICK	STEVE SMITH	PHILLIP McKEOWN	CAMERON JUBB	JOHN JONES
DAVID HOGG	PETER FENN	PAUL McGRATH	BRUCE LARSON	GERALD WELLS
PHILIP WELLS	JOHN RANSON	DAVID McALLISTER	KEVIN PRATER	CHRIS CARR
PAUL FATHERS	LEN LEGGO	DEREK KLOMPMAKER	MARK McARTHUR	BERNARD KLOMPMAKER

**ASSOCIATE MEMBERS**

JAMIE CHITTICK	DALE ELYWARD	GEOFF PEMBERTON	ANDREW BARNETT	JAMIE McALLISTER
PAUL WELBORN	DEAN EVANS	SIMON FORREST	BRENT ARMANASCO	KATIE JOSEMANS
MICHAEL KULESSA				

PHOTOS TAKEN BY  
B.E. & M.A. PHOTOGRAPHS  
FROM THIS YEAR'S DESCENT  
WILL BE AVAILABLE FROM

DAK WHITE  
30 Park Way  
Glenwood 4084  
Telephone 443 2425  
(Ring for an appointment to view)

PLEASE NOTE: PHOTOS WILL NOT BE AVAILABLE  
UNTIL AFTER SUNDAY, AUGUST 19TH  
PRESENTATION OF TROPHIES

**UPPER AVON CHALLENGE**

**SUNDAY 2nd SEPT 1990**

**START:** 10AM (SEE MAP FOR DIRECTIONS)  
**SCRUTINEERING:** 9AM SHARP  
**RACE DISTANCE:** APPROX 65KM  
**CHECK POINTS**  
 1. TOP BEVERLEY ROAD  
 2. GWAMBYGINE BRIDGE  
 3. YORK  
 4. BURGESS SIDING BRIDGE  
 5. FINISH LINE - SPENCERS BROOK  
**ENTRY** \$25.00 PER BOAT

RACE CONSISTS OF LARGE POOLS WITH SEVERAL ROCKY CROSSINGS THROUGHOUT COURSE. THERE ARE SEVERAL FENCES WHICH WILL BE MARKED AND 1 (ONE) COMPULSORY PORTAGE. THERE IS ONE GROUP OF TI-TREES NEAR YORK WHICH WILL BE EASY TO NEGOTIATE. RACE WILL FINISH AT THE SPENCERS BROOK TOWNSITE.

ENTRIES CLOSE 24th AUGUST 1990 NO LATE ENTRIES.

STARTING GRIDS WILL BE AS ENTRIES RECEIVED, INDIVIDUAL GRIDS 30 sec's APART.

THERE WILL BE A B.B.Q AND PRESENTATION AT THE SPENCERS BROOK HOTEL AFTER THE EVENT. \$5.00 PER PERSON. PLEASE LET ME KNOW NUMBER OF PEOPLE IN YOUR SUPPORT CREW.

CAMPING FACILITIES WILL BE PROVIDED AT THE BEVERLEY SHOWGROUNDS ON SATURDAY 1.9.90. ACCOMODATION ALSO AVAILABLE AT THE LOCAL HOTELS.

RACE DIRECTOR - NEVILLE WATSON PHONE - 096. 223.747.

**START**

The proposed starting time is 10.00 am on Sunday, 2nd September, 1990 at the gravel end of Partram Street, Beverley. This is a reserve with a graded fire break all around. Easy accessible by motor vehicle.

**CHECKPOINTS**

Checkpoint one is at the top Beverley Road Bridge and easy accessible for all vehicles.

Checkpoint two is the Gwambygine Bridge. This area is also accessible to all traffic.

Checkpoint three is on the York traffic bridge. This a good vantage point for spectators as it is near Avon Park and has all facilities.

Checkpoint four is at the Burgess Siding Bridge and accessible to all traffic

All the above checkpoints are accessible by motor vehicle and there is no need to be on private property..

The checkpoints will be manned by the Land Rovers Owners Club who have had previous experience.

**PRACTICE**

There will be no practice.

**FENCES**

Fences will be marked with coloured tape on the Saturday before the race.

**TIMES**

The fastest boat shall take less than two hours and the slowest boat will take approximately four hours.

**START TIME** - 10.00am  
**SCRUTINEERING** - will be at 9.00am.  
**BRIEFING** - will be at 9.45am.  
**TIMING** - the race time is taken from the start of the race to the finish line.

### FAILURE TO REACH CHECKPOINTS IN TIME

Any boats failing to reach the above checkpoints before the cut off times instituted by the Race Director shall be removed from the water at the appropriate checkpoint.

### RECOVERY

Any craft breaking down shall be towed to the nearest checkpoint where it will be removed from the water and shall take no further part in the race. The recovery of these craft will be by a sweep boat manned by two competent people with previous experience.

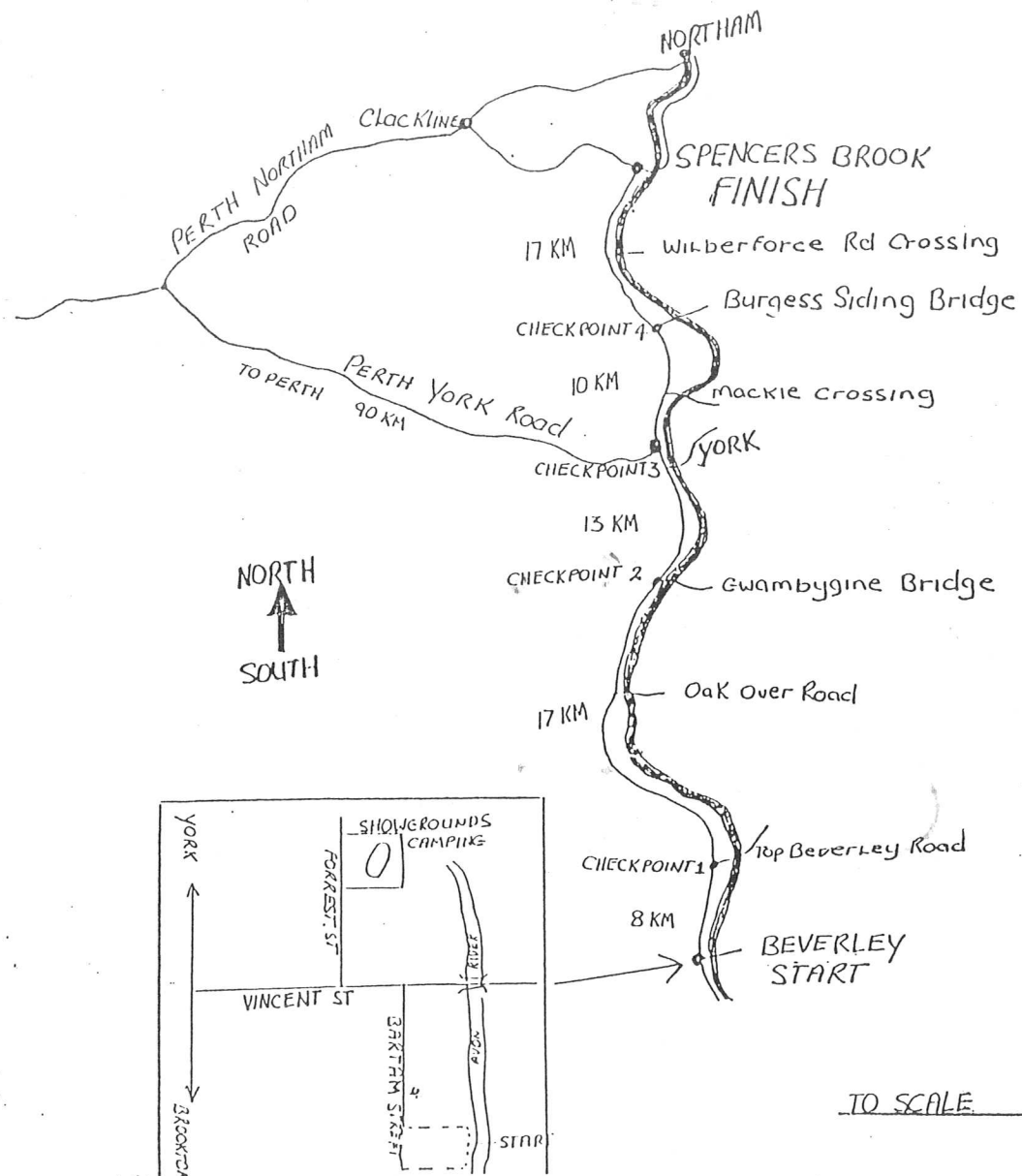
### EMERGENCY SERVICES

Beverley Hospital 096 461100  
York Hospital 096 411200  
Northam Hospital 096 221100  
St John Ambulance.

### ENTRY

Entries will close on the 24 th Aug 1990

## UPPER AVON CHALLENGE



# CONTACTS & SERVICES

## 1990 PDRC 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 Scruitineer	Frank Berloth	3981800
Social Director	Deanne Street	4098693
Property Officer	Frank Berloth	3981800
Public Relations	Jeff Hodgkinson	3649720

## DATES TO REMEMBER

UPPER AVON CHALLENGE - SUNDAY 2nd. SEPTEMBER

PDRC MEETING - 10th. SEPT. SUBIACO BOWLING CLUB

NEW OR PROSPECTIVE MEMBERS ARE VERY WELCOME

## SERVICES

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

Frank Berloth 3981800

Steve Palmer 4579935

SURFACING PROPELLORS : Arthur Fairhurst 3518388

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)