

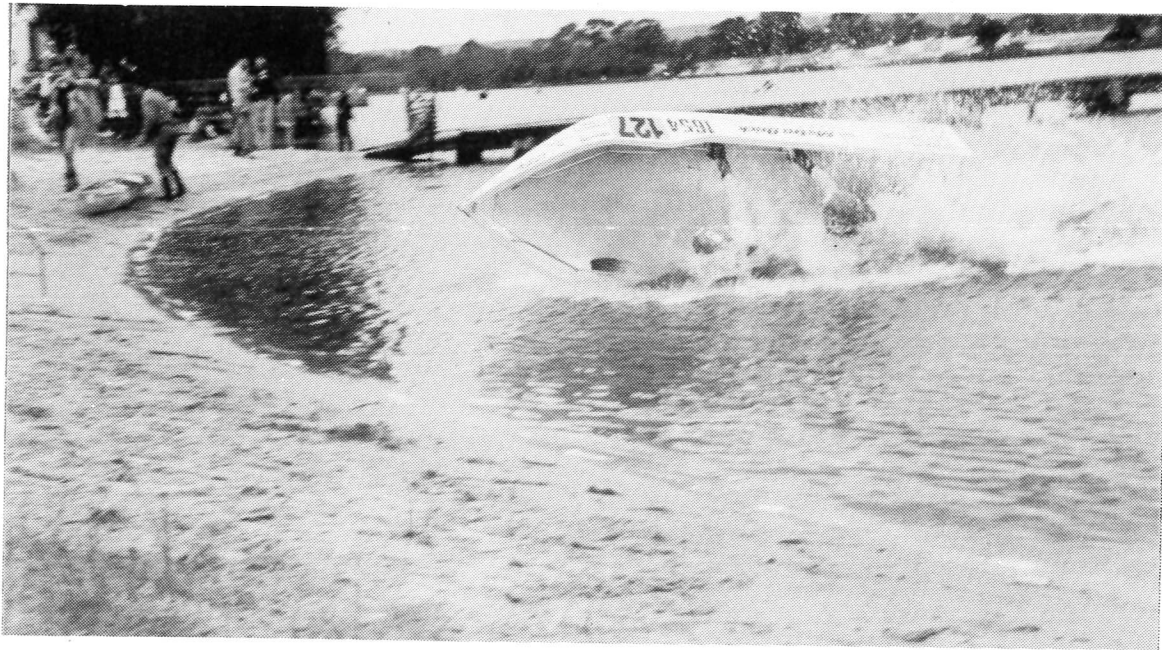
POWER DINGHY RACER

OFFICIAL NEWSLETTER OF THE POWER
DINGHY RACING CLUB

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SEPTEMBER 1990



*****WHAT A FINISH!*****

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OUR NEXT MEETING THIS MONDAY 10TH
SEPTEMBER

WILL BE HELD AT "THE PALMS"
SUBIACO BOWLING CLUB CNR. NICHOLSON AND ROCKEY
ROADS SUBIACO

DAN WHITE - THE RACE PHOTOGRAPHER WILL BE THERE WITH ALL THE AVON PHOTOS

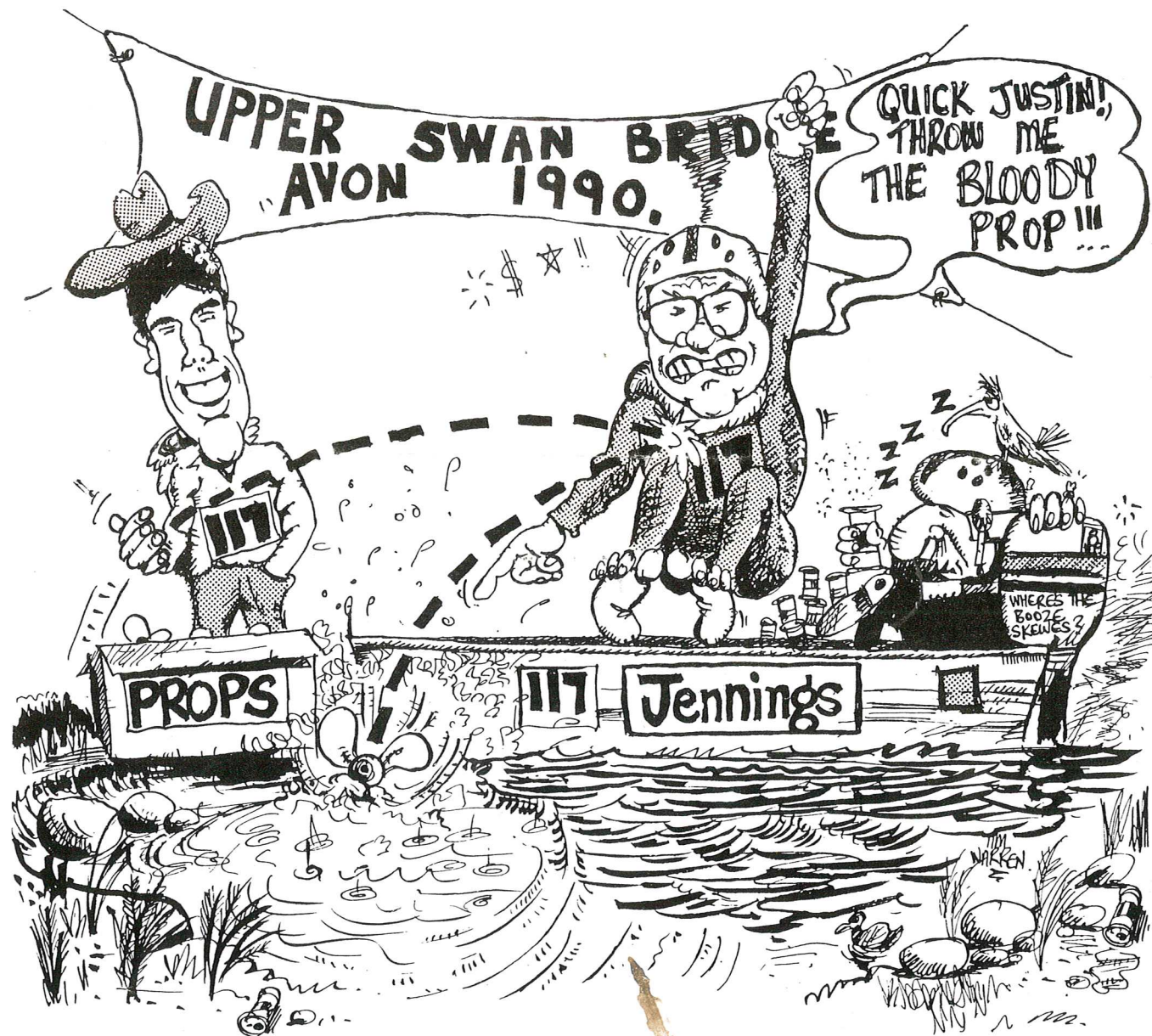
COME ALONG AND HELP CHRISTEN OUR NEW HOME!

AVON DESCENT DE-BRIEFING

As I reported at the last club meeting, the PDRC was invited to attend the NADA (Northam Avon Descent Association), committee meeting last Monday night to give an overall view of this Years Avon Descent. From the input obtained from club members and the committee, a series of objective criticisms and praises of the race were forwarded to NADA. Included within this package were issues such as restructuring the start procedure of the second day at Cobblers Pool to operate similarly to the Blackwood Classic ie., a single file start. Forms of media exposure for competitors to access various prominent competitors to levels of exposure similar to that which is experienced in other high profile sports. In other words to give a higher individual profile to boat crews competing in the event. Another issue which was of concern was the sponsors stickers and how to overcome the problem of supplying the multitude of various sponsors individual requests prior to the race and overcoming the difficult task of sticker placement at scrutineering. The major

issue was the introduction of the South African competitors. It was the opinion of NADA, that themselves and the PDRC may not eventually have any say in the matter from feedback from relevant Government departments on whether the sport is opened out to a higher h.p. range of classes. NADA has given the undertaking that whichever way the race may progress, our input will be very highly regarded and the wishes and desires of our members will be taken into consideration. In summing up all items that were tabled at the meeting will be given serious consideration. At this point it would seem that all of our requests will be initiated for next years race. NADA passed on to Russel and Frank who represented the PDRC their sincere thanks for all the effort that the Club put in to the 1990 Avon and they looked forward to an ever growing strong relationship between NADA and the PDRC.

Russel Wilson



BLACKWOOD CLASSIC REPORT

At a recent Sports Dinghy association meeting, organisational aspects of the forthcoming Blackwood Classic were discussed. Basically, the race rules will not change from last year except for the following: All petrol carried for the re-fueling of dinghies MUST BE CARRIED IN AN APPROVED CONTAINER AT ALL TIMES. This means the container must be metal or carry the approval stamp. Extra fuel containers (other than the scrutineered fuel tank) will not be allowed to be carried in the craft at any time during the race. Refueling of craft can only be carried out at locations designated by the race committee. The location of these designated pit-stop areas will be advised to competitors prior to the race. They will be marked by a YELLOW BUOY on the river 100 metres upstream from the area. Each area will be bounded by a string of coloured surveyors tape. Craft must be beached within the area before re-fueling can commence. Waste fuel and oil must be discarded in the drum provided at each designated pit-stop area. Gearbox oil must not be discarded into the river. Any breaches of these new rules on fuel will result in automatic disqualification. OVERNIGHT PITS: Motors can be detached from the craft in the overnight pit area, but THE ENGINE COWLINGS MUST NOT BE REMOVED. The cowling will be taped and marked as each craft is beached. If the tape is broken, it may result in disqualification. The only other work on the motor allowed at the overnight pit area

is the changing of propellers. LOOKING AFTER THE ENVIRONMENT: Dinghy racing is coming under increasing pressure from the environmental movement. Already a green action group has been set up to put pressure on authorities to ban one of our races. The Power Dinghy Racing Club has always taken a responsible attitude to the protection of the environment and is an integral part of Club policy. With the eyes of the green movement on everything we do, it has become increasingly important that the Club is seen to be doing everything possible to protect the environment. This is the reason for the new rules concerning fuel in the Blackwood. During the running of the Blackwood, an environmental impact study will be undertaken to establish that dinghy racing does not harm the environment. IT IS VITALLY IMPORTANT THAT EVERY RACER IS SEEN TO BE DOING THE RIGHT THING! We ask to particularly follow these guidelines: Do not litter. If you see some one else's litter, do pick it up. Drive your vehicles off-road only when absolutely necessary. When you are off-road, avoid damaging riverbanks or vegetation. Abide by the new rules on refueling. Clean up campsites in regard to fires etc, when you leave. Stay out of areas on the river that you feel maybe bird breeding grounds. Do not hurt any wildlife.

Peter Bevan

HOW WE WON THE BLACKWOOD CLASSIC '89

What started off to be a serious race with serious prepractice, suddenly changed into a desperate rush to bring the old 'BLACK PIG' back to life with help from the local hardware store, 65 year old uncle, the kids and plenty of bog and silastic. Even up to 5 minutes prior to the race, Ron Kitcher (178) and Russel Wilson (105) thought it was a practical joke. (SO DID WEI). Right from the start, the line of plan was extremely intricate and well thought out ie. (GO FOR IT!) Let it be a lesson not to use old gear as 1/2 hour into the race, the old practice motor began breaking up while the 'BLACK PIG' was hanging in. Much to lans disgust, we improvised and continued. At this time in the race, we were unaware of our position waiting patiently for the mob behind to catch up. At last we knew the end was near. Coming around a corner (HULLO, ITS TRANSEALS. (182). Suddenly the 'BLACK PIG' got excited and the old Merc. picked up a few revs. With adrenalin pumping we were first to hit the bank. From there on it was a matter of luck. We reached the beach at Augusta and what do you know.....the 'BLACK PIG' had achieved impossible odds "WE ACTUALLY WON THE RACE!!!!!"

PS - "WILL THE RESSURECTION OF THE BLACK PIG OCCUR IN 1990 ??????"

PPS - "YOU NEVER KNOW TILL YOU GIVE IT A GO!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!"

UPPER AVON CHALLENGE --!CANCELLED DUE TO LACK OF WATER!--

Thanks to Neville Watson and helpers for their enthusiasm and organisation in preparing for this race - That makes two races cancelled this year due to lack of water --- Pray for rain for the rest of the year!

---SNIPS---

THE AXE MAN OF THE AVON - Phil Tully seen with an axe and shovel in his boat ???(T trees should be a lot clearer next year!).

Only 11 7 1/2 HP Mercs were counted in the Pits at Cobblers, - A dying Breed ??

Difficult decisions were being made this year for Day Two, what will I use ? "Black or Bronze"?

Most of the hot boats were running rubber boxes this year.(Even the South Africans!)

Gary Evans - Thinking seriously about going glass for next year. (Gary's Ally was looking a bit lonely among the top boats this year.

The environment is fast becoming a significant issue for dinghy racers!

----CHAMPIONSHIP POINTS ----

As from the next issue, (For sure..) 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 4019873

LATE ENTRY - FORMULA 8 \$150 OR OFFERS - STEVE FOSTER 5371041



NORTHAM WATER - 1990

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 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

PDRG 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 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)