

# POWER DINGHY RACER

OFFICIAL NEWSLETTER OF THE  
W A POWER DINGHY ASSOCIATION

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**JULY 1991.**



## NEXT MEETING

August 6 : 8.00 pm  
The Palms, Cnr Rokeby and  
Nicholson Rds, Subiaco.

## NEXT RACE

The Caltex Avon Descent  
Northam-Bayswater  
August 3-4.

## IN THIS ISSUE BUMPER AVON EDITION

- AVON GRID PLACINGS  
AND REPORT
- SUNNYSIDE DOWN
- MOORE RIVER SPRINT

# THE CALTEX AVON DESCENT. IT JUST KEEPS ON GETTING BIGGER AND BETTER!



On the eve of the world's greatest white water event, anxiety and activity has reached fever pitch.

Last minute mid-week trials are happening everywhere as racers attempt to extract another half a second off their times, for the last time.

Arthur Fairhurst, Frank Berloth and Steve Palmer haven't slept for a month as they battle to get the orders out the door.

My guess is that the results of this year's race will largely depend on water level.

At last report, the water level was dropping fast! I've seen the whole river dry out in a week. If those fronts that went through on Monday and Tuesday

don't reach the wheatbelt, we could be racing in fairly low water.

If this is the case, I reckon that some of those super lightweight hulls mightn't make it to Bayswater.

Some of the hulls the hotties have built weigh in at less than 70lb all up. You can just about spit through them! This became very apparent to mark Whately at practise last weekend when he holed the bottom of his hull without even trying.

My tip is that there will be some surprises this year.

Yes, the bulldust stops when the gun goes off.

Best of racing, keep your gear together and we'll see you at the finish!



## COMMODORE'S REPORT

It's that time of the year again. When a bunch of normal, sane, everyday people turn into hot-headed, slightly psychotic, dinghy racing fiends.

Yes, it's Avon Descent time.

This year the race seems to have taken yet another leap forward, with better organisation, more publicity, more prize-money and more entrants. They've even organised a higher water level this year!

I am told that there are a total of over 550 entries in the event. 156 of those are power dinghies.

The number is an alltime record and for the first time, the organisers are nervous about the number of craft on the river. This year they did something they have never done before - they rejected late entries!

With the way dinghy racing has grown over the last two seasons, I can foresee a real problem next year.

I would hate to see a "first in, best dressed" policy on who gets a start in next year's Avon. There would be 150 entrants queuing up at Northam the day that entries open!

The committee of the PDRC and WASDA have already had discussions on how to overcome the problem. A plan is being developed at the moment, to put to the Avon organisers.

It will probably revolve around a policy that all entrants in next year's Avon will be required to have entered other WASDA events.

This will virtually ensure that *all* our members will be guaranteed entry (providing, of course, that they enter the prescribed races beforehand).

One way or another, we'll make sure that no dinghy racer will be denied entry to next year's Avon on the basis that they didn't put their entry in early enough.

Best of luck this weekend ... and remember, respect your crew and other competitors and drive safely.

You don't need an ambulance to get you home faster.

Russell Wilson  
Commodore.

### NEW PDRC OFFICE NUMBER 490 1714

Office manned between 10.00a.m. and noon Monday to Friday. Answering machine after hours.

Secretary is Leonie Doggett  
Please send photos, stories and information for publication in the  
POWER DINGHY RACER to:  
Public Relations Officer,  
ROB DE JOODE,  
3 Bangalay Way, Dianella 6064.  
Tel: 275 6107. Fax: 227 7989

# SUNNYSIDE DOWN GETS BETTER EVERY YEAR!

A total of 21 boats were entered in the 1991 Sunnyside Down Power Dinghy Race last weekend.

Last year's winners Graham Black and Keith Parnell (190) of Tincurran once again proved the crew to beat by winning back-to-back titles in the standard class in a time of 1.03.35. 2. Neil Bailey and Brett Stolph (056), time of 1.07.01. 3. Jeff Hodgkinson and Tom Hodgkinson (007), time of 1.07.31.

Winners of the Sports Class were Wayne Palmer and Michael Healy (156), time of 1.11.32. 2. Frank Berloth and

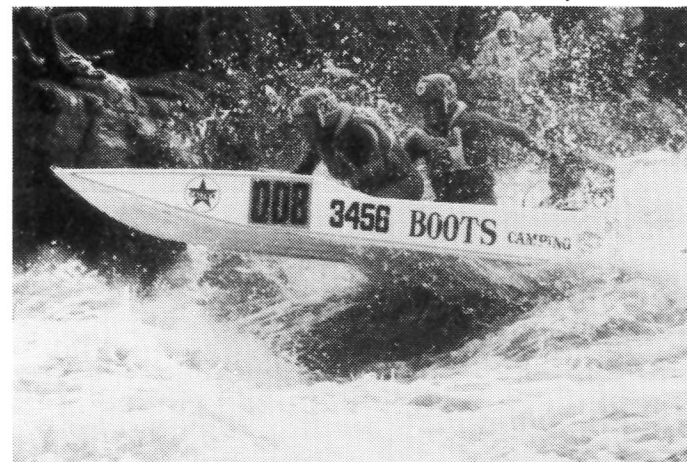
Grant Pouw Bray (124), time of 1.11.46. 3. George Con and Denis Bell (191), time of 1.17.20.

Organisers of the event, the Blackwood River Sports Club, said they were happy with the response of participants who travelled to Bridgetown to compete, as the Avon Descent committee had organised practise for this year's event on the same weekend. The Avon Descent is to be held on August 3 and 4.

Following the Sunnyside Down on Sunday, a series of Formula 8 and bath-

tub racing was completed in the main pool at Blackwood River Park in Bridgetown. Formula 8 results: Kim Webb 1, Scott Bennett 2, Colleen Skewes 3. Bath-tub class results: Daniel Palmer 1, Justin Skewes 2, Neville Watson 3.

The Blackwood River Sports Club is now in full swing in organising the 1991 Blackwood Classic 250 Race from Bridgetown to Augusta to be held on the long weekend in September.



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RED FLAG  
REMINDER

THE NEXT CLUB MEETING IS ON  
AUGUST 6. THAT'S THE FIRST  
TUESDAY AFTER THE AVON.  
AVON VIDEOS AFTER THE MEETING.



## RULES CLARIFICATION

The new rule book has only been out for a week and we are already discovering a few misprints.

In **motor specifications** you will find that carbie jets allowed are .54mm minimum and .56mm maximum for an 8 H.P. Mariner. THIS IS A MISPRINT. IF YOU USE JETS THAT SIZE YOU WILL BE DISQUALIFIED.

The rule should read .44mm minimum and .46mm maximum. .46mm is the standard size jet used in every new motor.

- In this column we have already given one warning that the scrutineer will be looking very closely at propellers in standard class in the Avon. It is our advice that the scrutineer will be RED-FLAGGING STANDARD DINGHIES TO CHECK PROPELLORS during the race. Check your rule book before you put your prop on!
- With the demise of the 6 H.P. class, a number of members have asked whether a 6 H.P. can be legally up-rated to an 8 H.P. Most 6 H.P.'s have 2 PORT INDUCTION and cannot be

up-rated. IF YOU DRILL OUT A THIRD PORT YOURSELF, THE MOTOR IS ILLEGAL AND YOU WILL BE DISQUALIFIED.

- If you are in with a chance of a place at the finish of the Avon, LEAVE YOUR BOAT AND MOTOR, COMPLETE WITH PROPELLOR, IN THE COMPOUND. If you take it away, you will lose your placing.

### WHERE TO GO

ALUMINIUM WELDING:  
(Racing dinghies, engine reinforcing, fuel tanks, transom frames etc.)  
Frank Berloth 398 1800  
Steve Palmer 457 9935  
SURFACING PROPELLORS:  
Arthur Fairhurst 351 8388 or Frank Berloth as agent for Arthur, (same price) 398 1800  
RUBBER GEARBOXES:  
Jeff Hodgkinson 364 9720 or Frank Berloth as agent for Jeff, (same price) 398 1800  
TRANSOM JACKS:  
Kevin Green 364 7820  
ENGINES & MECHANICAL SERVICE:  
Frank Berloth 398 1800  
(For any additions to this list please contact the editor Rob De Joode)

## CLUB NEWS

As you are aware, there was a motion of no confidence in the scrutineer, Frank Berloth, voted on at last month's club meeting. The basis of the complaint was a series of actions taken by the scrutineer, concerning Steve Palmer, the protester.

These included a \$10 fine imposed for not displaying a current license plate on the craft, the advice that a 6 H.P. could not be up-rated to an 8 H.P. and the refusal of Steve Palmer's entry at Albany until the motor was fitted with a webbing style kick-up strap.

## DINGHY DITTIES

As predicted in last month's column, the one minute barrier on the Middle Swan course has been broken!

Actually, it hasn't been just broken, it's been *obliterated!* We can't let this historic event go unnoticed, this is dinghy racing equivalent of the four-minute-mile! I'm not going to print the name of the person that broke it, but I reckon, at the next club meeting, he should put that big fat cigar down for two seconds and put some money on the bar!

There were some fast performers up at Postles after practise last Sunday. Not among them was mark Whately who had put a hole in the bottom of his brand new boat and taken it home to dry out. Which begs the question ... are these super lightweights just too light?

Did anyone get a look at Greg Johnson's new boat? Quite different and very, very light. Could Greg be punting on a high water race?

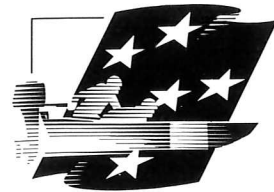
Talking about glass boats, just about every new dinghy is glass. In fact I can't remember seeing one new all boat at scrutineering. Obviously, there must have been a few there, but I didn't see them.

It's good to see racers starting to use the flexibility of glass to experiment with hull design. Mark Whately with his stingers, Paul Tregurtha with his tapered champhers and Jeff Hodgkinson with his stepped rails. I predict that this is just the start. From now on we'll really see some weird and wonderful designs popping up.

The PDRC Committee were particularly supportive of Frank due to the following:

- It is absolutely imperative that the club races to Marine and Harbours rules.
- 6 H.P. cannot be legally up-rated to 8 H.P. if they are a dual port induction motor.
- The committee had discussed the issue of how to define a kick strap and had decided that webbing or Kevlar style rope were the only acceptable methods. This was a committee decision.

The motion was lost 82 to 9 votes.  
SEE "150 DIFFERENT WAYS TO DO EXTRACTS" VIDEO AT THE NEXT P.D.R.C. MEETING - DON'T MISS OUT!



## WESTERN AUSTRALIAN SPORTS DINGHY ASSOC. ENTRY FORM

## MOORE RIVER SPRINT

8 H.P. SPORTS DINGHY   
8 H.P. STANDARD DINGHY

SPORTS BATHTUB   
STANDARD BATHTUB

FORMULA 8

### INDEMNITY

In entering ..... and in consideration of my/our payments herein of the Entry Fee I/we hereby acknowledge that I/we have read the rules governing the Event and agree by the rules and instructions of the Event's officials and hereby completely and absolutely indemnify the Western Australian Sports Dinghy Association Inc. and all and any of their members, employees, officials, officers or helpers of or in any way connected with the Association for all actions, claims, costs, demands, damages, expenses, charges, injuries and any other losses arising out of or in conjunction with the said Event regardless of the nature or cause of any occurrence giving rise to any such actions, damages, demands, expenses, charges or other losses. I/we acknowledge that I/we are entering and/or participating in the said Event entirely and absolutely at my/our own risk.

DRIVER

SIGNATURE: .....

CREW

SIGNATURE: .....

NAME OF TEAM: .....

RACE I.D. NUMBER

DRIVER

CREW

NAME: .....

NAME: .....

ADDRESS: .....

ADDRESS: .....

P/CODE: .....

P/CODE: .....

TEL: ..... LICENSE NO.

TEL: ..... LICENSE NO.

This Entry Form must be completed and signed by both members of the team and forwarded with the Entry Fee to the Organiser/Race Director at the address below.

If under the age of eighteen years as at the date of the Event the following section is to be completed.

I agree to my son/daughter entering the Event.

ENQUIRIES: GLEN & JUSTIN SKEWES  
44 CLEMENT DRIVE,  
KARRINYUP W.A. 6018  
TEL JUSTIN: 447 6424

Signature of Parent or Guardian

ENTRY FEE: \$30.00 NON REFUNDABLE

THIS IS A CLOSED EVENT.

**IF YOUR BOAT'S NOT RIGHT — YOU DON'T START!**

## MOORE RIVER SPRINT

### Supplementary Regulations

#### ENTRY FEE:

\$30 per entry, non refundable. All entry fees over and above running costs will go to prizemoney. Entry must be on an official PDRC Entry Form.

#### CLASSES:

8 H.P. Sport. 8 H.P. Standard. Entry in more than one class is not permitted.

#### START ORDER:

Will be by ballot, drawn at 5.00 p.m. 23-8-91.

#### REPLACEMENT PARTS:

No replacement parts other than those specified under clause 9.1 WASDA rulebook.

#### WITHDRAWALS:

Entrants withdrawing during the race **MUST** advise the nearest checkpoint official. Failure to do so will incur a \$50 penalty.

#### CANCELLATION:

Should the water level be too low to hold the event, the race will be cancelled and all entrants will be advised in the Public Notice column of the West Australian on Wednesday, August 28, 1991.

#### START:

The proposed starting area is approximately 600m down stream from Cowala Road bridge.

Access to this point is via private property from the northern side of the Moore River. The property is currently owned by Mr Rob Rathbone, access through and camping on this property has been granted.

The position of the start may vary due to water level.

#### CHECK POINTS:

**Checkpoint 1** is to be located at Benny Road Crossing. There is limited access to this crossing for support crew and spectators, unless in four wheel drive vehicles.

**Checkpoint 2** is on private property and limited access only.

**Checkpoint 3** is again privately owned, there is no vehicle access to this property. It is a 300m walk, making spectator access limited.

**Checkpoint 4** is at Lancelin Road bridge. There is parking area and barbecues. This area is easily accessible to both support crews and spectators.

#### TIME:

The fastest boat should be able to complete the approximate 50km race in a time of 2 hours, the slowest boat

should take no longer than 5 hours.

Proposed start time: 10.00 a.m.

Scrutineering: Will be at 9.00 a.m.

Briefing: Will be at 9.45 a.m.

Timing: Of the race is to be taken from the start line at Cowala Rd (downstream) from the bridge until Checkpoint 4.

#### FAILURE TO REACH CHECKPOINTS IN TIME:

Any boat failing to reach the above checkpoints before the cut off times instructed 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 shall be removed from the water, and shall take no further part in the race.

The recovery of these craft will be by a sweep and recovery boat manned by two competent people with previous experience.

#### EMERGENCY SERVICES:

Medical Centre Gingin (09) 575 2300  
Police Station Gingin (09) 575 2244  
Ambulance Gingin (09) 575 2332  
Club First Aid Chest

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### FOR SALE

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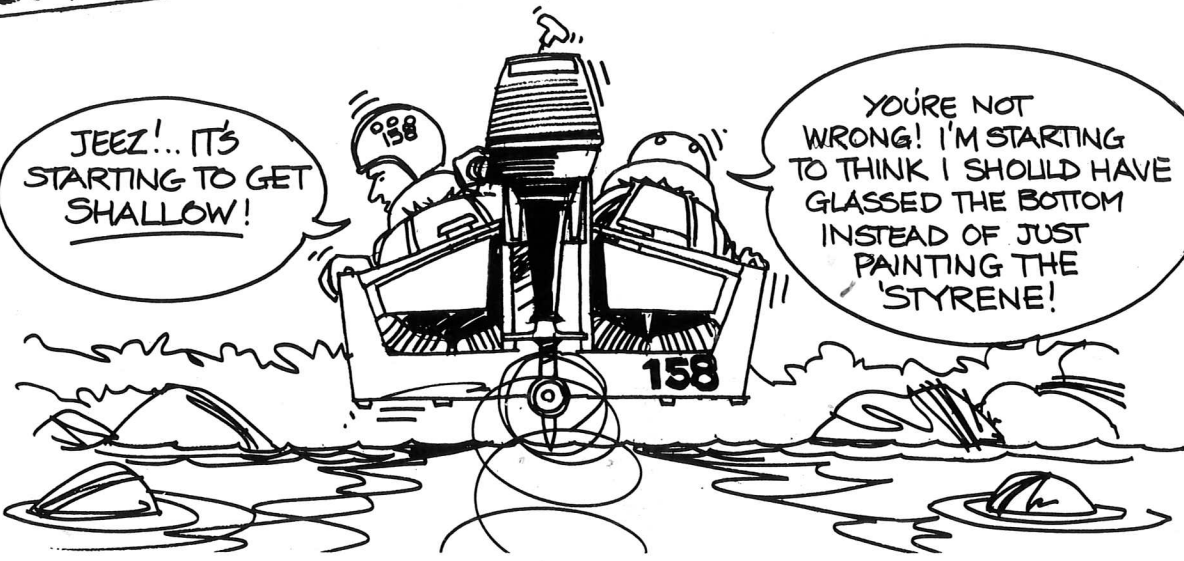
### FOR SALE

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# PEE BEE'S PICS

JEEZ!... IT'S STARTING TO GET SHALLOW!

YOU'RE NOT WRONG! I'M STARTING TO THINK I SHOULD HAVE GLASSED THE BOTTOM INSTEAD OF JUST PAINTING THE 'STYRENE!



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## CHAMPIONSHIP POINTS. 1991/1992 SEASON

K. Webb	140	G. Pouw Bray	80	K. Williams	40
R. De Joode	120	S. Forrest	80	A. Keast	40
R. Gerrick	120	K. Pratter	80	L. Doggett	40
G. Cox	120	J. Tregurtha	80	G. Skewes	20
F. Berloth	120	P. Tregurtha	80	B. Bullin	20
K. Parnell	109	C. Wately	60	B. Bullin	20
G. Black	109	D. Tomisich	60	K. Gittens	9
M. Whately	100	P. Henderson	60	D. Haynes	9
T. Gerrick	100	C. Skewes	60	K. Turner	9
J. Skewes	100	D. Bell	60	T. Thimpson	9
W. Palmer	100	J. Hodgkinson	60	P. Reid	9
N. Watson	100	R. Wilson	40	G. Hooley	9
D. Austin	89	J Ferguson	40	M. Hooley	9
B. Stolt	80	M. Webb	40	P. Carboy	9
S. Bennett	80	B. Watson	40		