

POWER DINGHY RACER

OFFICIAL NEWSLETTER OF THE
W A POWER DINGHY ASSOCIATION

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AUGUST 1991.



NEXT MEETING

August 9 : 8.00 pm
The Palms. Cnr Rokeby and
Nicholson Rds, Subiaco.

NEXT RACE

The Blackwood Classic
Bridgetown – Augusta
September 28-30.

IN THIS ISSUE

- CALTEX AVON DESCENT
- PLACINGS
- PICTURE ROUND-UP
- BLACKWOOD DETAILS
- PROTEST GUIDELINES

THE DRAG RACE DOWN THE VALLEY!



Mark Whately and Trevor Gerrick flew down the valley this year! It was the only way to describe it. Helicopter footage showed them for mile after mile at full throttle and it was their extra hull speed that won them the race.

After dunkings at Extracts and Bells they still finished 56 secs in front of Russell Wilson and Justin Ferguson.

Russell had put a bigger effort in this year than he had for the last few, and drove an almost flawless race, but he wasn't able to make up any time on the lightning fast Velmade boat.

Ron Kitcher, in a new rig this year, showed that experience is just as important as anything else and took out third spot after an uneventful race.

Whately sent the hotties a signal, that he has finished his apprenticeship and looking for some wins, after recording the fastest time on day two and fourth spot overall.

Those that made it down the valley came out of the river at Bayswater with eyes as big as saucers. They were saying that some standing waves in the valley were 6ft high! Some said that there isn't a bigger buzz on earth than doing Emus on **full throttle**.

One disappointment of the race was that the Suzukis failed to make a showing. Ian Williamson was really moving our before Extracts, where he came to grief and lost a lot of time. Further down in the trees he did a pinion gear and paddled into the finish.

In the Standard Class, Parnel and Black took the money, making it a double after just winning the State Championship.

Wayne Harman just dipped out in his bid to win the standard class coming in second just 39 secs ahead of Peter Kinnersley in third spot. After the event a controversy erupted when racers got home and watched videos of the news broadcasts. The Saturday evening news showed footage of Mark Whately doing a beach landing at the finish of day one.

At that stage it was past the cut off time to lodge a protest.

After a number of meetings and discussions, which included the Avon's lawyers on one occasion, it was decided that a penalty could not be imposed by the Race Director because there was no official rule on beach landings in either the WASDA Rulebook or Supplementary Regulations.

Because of this slip-up, Mark Whately avoided disqualification and kept the \$7,000 prizemoney, leaving a number of officials and committee members steaming over the incident. It will be discussed at the next WASDA meeting and a penalty still may be imposed, which would eliminate Mark and Trevor from the State Championships.

All in all, the Caltex Avon Descent took another leap forward with spectacular racing, great organisation, growing professionalism and more realistic prizemoney.

COMMODORE'S REPORT

Well, we've just gotten over the big one and as usual, all the holes in the organisation get exposed by this event.

This Avon unearthed a whopper! Although we have raced for many years on the understanding that beach landings are illegal, no official rule has ever been voted in.

I believe the rule was originally introduced by the Blackwood Committee many years ago and has since been virtually adopted by the PDRC, without a formal motion ever being put.

Of course, now that we are aware of the problem, it will be fixed. But in the meantime, a lot of our members are unhappy that the Avon was unable to penalise boat 116 for beach landing on day one.

Mark and Trevor are very lucky they did not get disqualified. But, mark my words, if you try a beach landing in any of our events from now on, you could be making an early trip home or copping a substantial penalty!

Our sympathy goes out to Blair Shorter's family.

We all understand that white water racing involves risks but Blair's death brought it that much closer to home.

One thing it has done though, it has galvanised the Committee's desire to tighten up racing.

When we introduced licenses many years ago we put up with a torrent of abuse from racers who thought we were putting restrictions on Avon entrants purely to increase the power of the club.

Lynne Berloth received a number of similar calls this year when entrants were told they had to be a member of a club.

Next year, entrants must not only join a club, they are going to have to enter a few of our races before they compete in the Avon.

It is the final part of a five year plan.

The plan now has the complete support of the Avon committee.

They realise now that they cannot afford to have total novices on the water and are proposing that the canoeists adopt a similar concept.

It is the end of a long struggle. Let's hope that it will help save someone's life some day.

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



Photos kindly supplied by DE & MA Photographics. Official Avon photographers. Phone for orders on 342 2422.

CALTEX AVON DESCENT PLACINGS

SPORTS DINGHIES:

1	116	Mark Whately	Trevor Gerrick	1	02	48	44
2	105	Russell Wilson	Justin Ferguson	2	02	50	34
3	158	Craig Whately	David Tomisich	3	02	54	16
4	200	Ron Kitcher	Graeme Keesing	4	02	56	28
5	162	John Goodbody	Ian Goodbody	5	03	00	17
6	156	Michael Healy	Wayne Palmer	6	03	02	00
7	171	Graeme Warburton	Bill Ingleton	7	03	13	07
8	125	Robert Whitney	David Whitney	8	03	21	38
9	008	Kevin Green	Julie Green	9	03	24	21
10	188	John Evans	Michael Worner	10	03	27	02
11	095	Mark Chrystal	Michael Black	11	03	27	32
12	167	Bill Hicks	Richard Field	12	03	28	02
13	177	Blaise Paris	Todd Pedler	13	03	32	18
14	064	Kim Bolvary	Michael Hever	14	03	38	27
15	007	Jeffrey Hodgkinson	Craig Prosser	15	03	38	46
16	124	Frank Berloth	Grant Pouw-Bray	16	03	40	01
17	061	Mark Innes	Chris Palandri	17	03	42	57
18	122	Gary Evans	Rodney Mora	18	03	43	21
19	014	Drew Gillespie	Andrew Barnett	19	03	50	00
20	045	Brian Stagg	Rodney Wright	20	03	53	05
21	186	Shane Kelly	Robert Menzies	21	03	54	14
22	034	Robert Darrington	Mark Want	22	03	55	07
23	002	David Wright	Mechelle Holland	23	04	02	31
24	073	Graeme Castlehow	Wayne Tranter	24	04	05	00
25	009	Greg Stacey	Lloyd Buchanan	25	04	07	02
26	193	Gary Waldock	David McDonald	26	04	07	35
27	077	George Beres	Jerry Clarke	27	04	18	16
28	003	Geoffrey Hall	Peter Hink	28	04	47	47
29	117	Justin Skewes	Peter Street	29	04	53	35
30	163	Mike Chittick	Mike Chittick	30	05	06	44
31	107	Mark Lawrence	David Lawrence	31	05	10	44
32	143	Raymond Horn	Jon Carroll	32	05	25	59
33	109	Kevin Lawrence	Geoffrey Lawrence	33	05	42	54
34	196	Bryan Nicholson	David Hogg	34	06	13	39
35	185	Gerry Wells	Phil Wells	35	06	19	24

STANDARD DINGHIES:

1	190	Keith Parnell	Graeme Black	1	03	01	32
2	170	Wayne Harman	Michael Weir	2	03	12	13
3	127	Peter Kinnersley	Matthew Cranley	3	03	12	42
4	191	George Cox	Denis Bell	4	03	18	16
5	011	Ralph Jones	Richard Bennett	5	03	24	54
6	090	Gary McNamara	Tim Smale	6	03	25	11

7	155	Kenneth Gittins	Philip Redhead	7	03	26	10
8	094	David Wallace	David Chester	8	03	33	04
9	052	Peter Jackman	Dean South	9	03	36	40
10	121	Bob Massam	Geoffrey Massam	10	03	37	05
11	148	Keith Brooker	Lesley Challis	11	03	42	25
12	026	Gary Scott	Neil Calder	12	03	44	37
13	132	Colin Heitman	Howard Bathgate	13	03	49	56
14	031	Gregory Moiler	Michael Delich	14	03	50	50
15	160	Kim Basford	Stephen Henderson	15	03	52	23
16	134	William Butlin	Keith Hayter	16	03	55	04
17	022	Darren Austin	Peter Corboy	17	03	56	59
18	092	Ronald Robinson	Michael Webster	18	03	59	05
19	087	Ricky Franklin	Mal Franklin	19	04	00	10
20	152	Ted Thompson	Paul Reid	20	04	06	33
21	084	Brian Farmer	Andrew Banks	21	04	07	19
22	012	Craig Tully	Terry Hall	22	04	08	08
23	051	Cliff Hills	Eugene Mickie	23	04	12	10
24	048	Drew Kenney	Martin Holbrook	24	04	13	37
25	093	Rodney Gors	Murray Gors	25	04	17	10
26	020	Justin Howarth	Chris Hoskins	26	04	19	29
27	004	Don Haynes	Kevin Turner	27	04	29	34
28	187	Stephen Bushell	Andrew Jackson	28	04	36	26
29	176	William Breheny	Christopher Breheny	29	04	40	40
30	144	Lloyd Manders	Haydn Tilley	30	04	44	24
31	024	Cameron Wilkie	Julian Homes	31	04	50	48
32	197	Stuart Maxwell	Adrian Maxwell	32	04	51	57
33	104	Anthony Musgrave	Bevin Maxwell	33	04	55	56
34	120	Tony Lawson	Stephen Brown	34	04	57	07
35	039	Lee Goddard	Gary McEvoy	35	05	00	58
36	100	Kenneth Webb	Michael Webb	36	05	06	01
37	019	David Pascoe	Paul Weston	37	05	24	19
38	035	Jamie McAllister	David McAllister	38	05	25	35
39	141	Neil Manning	William Murray	39	05	35	09
40	033	Wayne Bell	Raymond Eastley	40	05	40	25
41	173	Kevin Williams	Brian Taylor	41	05	40	42
42	063	Paul Fathers	Jon Ranson	42	06	24	43
43	049	David Barnett	Darrell Mickle	43	06	29	50
44	111	John Haynes	Peter Helm	44	06	48	12
45	029	Con Pitsikas	Ken Griffiths	45	06	51	47
46	016	Dean Robinson	Raymond Baughen	46	06	56	46
47	032	George Milling	Kevin Banks	47	06	57	24
48	057	John Jones	Stephen Smith	48	07	15	39
49	055	Anthony Hawkins	Dale Canning	49	08	03	41
50	135	David Game	Steven Edwards	50	08	26	44
51	067	Jamie George	Fred George	51	08	31	03

RED FLAG REMINDER

BLACKWOOD BRIEFING NEXT MEETING. MAKE SURE YOU ATTEND FOR FINAL UPDATE.



RULES CLARIFICATION

The Whately beach landing conflict demonstrated to the committee that a number of our racers are not totally aware of the protest procedure.

Not that we are trying to encourage members to protest, (they are a complete waste of time for the committee) but you should be aware how to go about it.

- Any members of a team can protest but only if the team's craft is competing in the relevant event. (i.e.: you can't protest if your boat's not in the water).

- The protest should be written out and given to the Race Director with \$25.

- If it is a protest about another boat being illegal (i.e. hot motor, wrong numbers, not enough flotation, too short rope, etc.), it must be lodged no later than one hour prior to the start of the event.

- If it is a protest about an occurrence in an event being illegal (i.e. dangerous driving, illegal portage, etc.), it must be lodged no later than 30 minutes after the finish of the event.

- If it's a protest concerning scrutineering (i.e. the scrutineer disqualified your boat for something you didn't believe was illegal), it must be lodged within 30 minutes of when the scrutineer announced the results.

- Protests are heard by the Race Committee for that event (not the PDRC or WASDA committees).

- Protesters must state their case in person at the protest hearing and have the right to call witnesses.

- If the protester loses, he loses his \$25.

- If the protester loses, he still has the right to appeal, as does the team that the protest is lodged against. All appeals are heard by the full WASDA committee.

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)

DINGHY DITTIES

Our 'on-staff' cartoonist got it right in the last edition's 'PEE BEES PICS' when he pointed out that the Velmade boats, while being 'vell made' were very light in the lay up. Craig's boat came over the line almost broken in half after it copped a pounding coming down the valley.

Boy things have changed in the prizemoney department. I remember the time when all you got for winning the Avon was a magpie's trophy ... a drink of water and a good look round! This year club members took home a total of \$18,100 in prizemoney. At the Trophy Presentation at Burswood, Mark Whately was heard to say 'Pat Cash, eat your heart out!' as he headed off to pick up his cheque.

The standing wave at the bottom of the chute at Bells must have been a doozie! Video footage showed Russell Wilson's boat emerging vertically through the top of the wave like some sort of Polaris missile. When you consider that the boat is around 11ft long you can get an idea of how big the wave was. (Don't bother asking Russell's bowman, Justin Ferguson, though. The video shows him doing the whole thing with his eyes firmly shut!).

Jeff Hodgkinson's move to a stepped bottom couldn't have been more badly timed. Sacrificing hull speed for manoeuvrability wasn't the right thing to do in 1991.

Brody Taylor's 'bullet proof' polycarbonate bottom may have been able to stop bullets but wasn't able to stop Extracts. He put a hole in the bottom that you could put your head through when he tried to jump the weir.

- Good to see that Mark Whately did the right thing at the last club meeting. He didn't just buy everyone a drink ... HE BOUGHT FOR THE BAR ALL NIGHT! Pity he wasn't there to enjoy a great meeting.

CLUB NEWS

Proposal: I propose that the following point be added to rule: Penalties 16.5.(10) Beach landings.
Proposed: Frank Berloth
Seconded: Peter Bevan

The Moore River sprint was cancelled for the second year running due to lack of water. The club is desperate to find some spring and autumn locations for white water racing. If you have any ideas, contact the committee.

Brent Krikstolaitos (Boat 136) was

rescued by the crew of Boat 53 at Emu Falls when they were quite desperate. He contacted the editor so that they would receive some acknowledgement for their sportsmanlike and unselfish behaviour. Well done Boat 53!

Paul Tregurtha's boat became stuck at the bottom of Syd's and was left overnight. When he returned on the Monday the motor, paddles, rope, props and spare had been stolen. The person concerned, a PDRC member, was caught and charges could be laid. The club finds this absolutely intolerable and in the event of the offender being found guilty, will impose its own penalty.

KEVLAR DINGHIES

Two of the fastest in the club. Near perfect condition. Ready to race. Make an offer over \$3,000 (ea).
Mark Whately, 446 1976 (Work).

LOOKING FOR RIDE

Experienced decki seeking ride in Blackwood Classic.
Brett Stolp, (097) 91 1499 (Work), (097) 52 1186 (A/h).

BLACKWOOD CLASSIC 250 DETAILS

The arrangements for this year's Blackwood Classic 25 which will be run on 28, 29 and 30 September 1991 are as follows:

The only entries that will be accepted are those on the original entry form which is included in this year's race book and is available for purchase from the following outlets:

Blue Water Marine Bunbury
Activ Foundation Bunbury
Activ Foundation Perth
PDRC
Foothills Marine
BRSC

This book contains all race information including maps, etc.

This year's event will be conducted under the WASDA rules with the addition of the following local by-laws to be enforced:

1. Failure to notify withdrawal from the event by the completion of the necessary withdrawal forms as soon as practical after withdrawal. Penalty \$150 fine.

2. Beach Landings at any time will result in immediate disqualification and a fine of \$150.

Camping at Bridgetown will be conducted as per past years.

Camping at Nannup is under normal caravan park conditions, i.e. a booking is essential. No wood will be available at Nannup.

Camping at Sue's Bridge is now being controlled by CALM and the following applies:

Campers will be charged a site fee of \$5 with an additional fee of \$3 (adult) or \$1 (child/pensioner) per person over two. e.g. 3 adults and a child on a site would pay \$9.

CALM has advised that the Blackwood River Sports Club Inc. will be

charged for loss or damage to facilities, collection of rubbish if necessary and cleaning or repair above normal wear and tear.

As this event is run as a charity event with all proceeds going to the Activ Foundation, any further costs imposed upon the Blackwood River Sports Club Inc will reduce the proceeds that will be donated.

With the co-operation of all competitors and spectators any additional charges should not occur.

Further information can be obtained by contacting the secretary, Kate Collins (097) 611 453.



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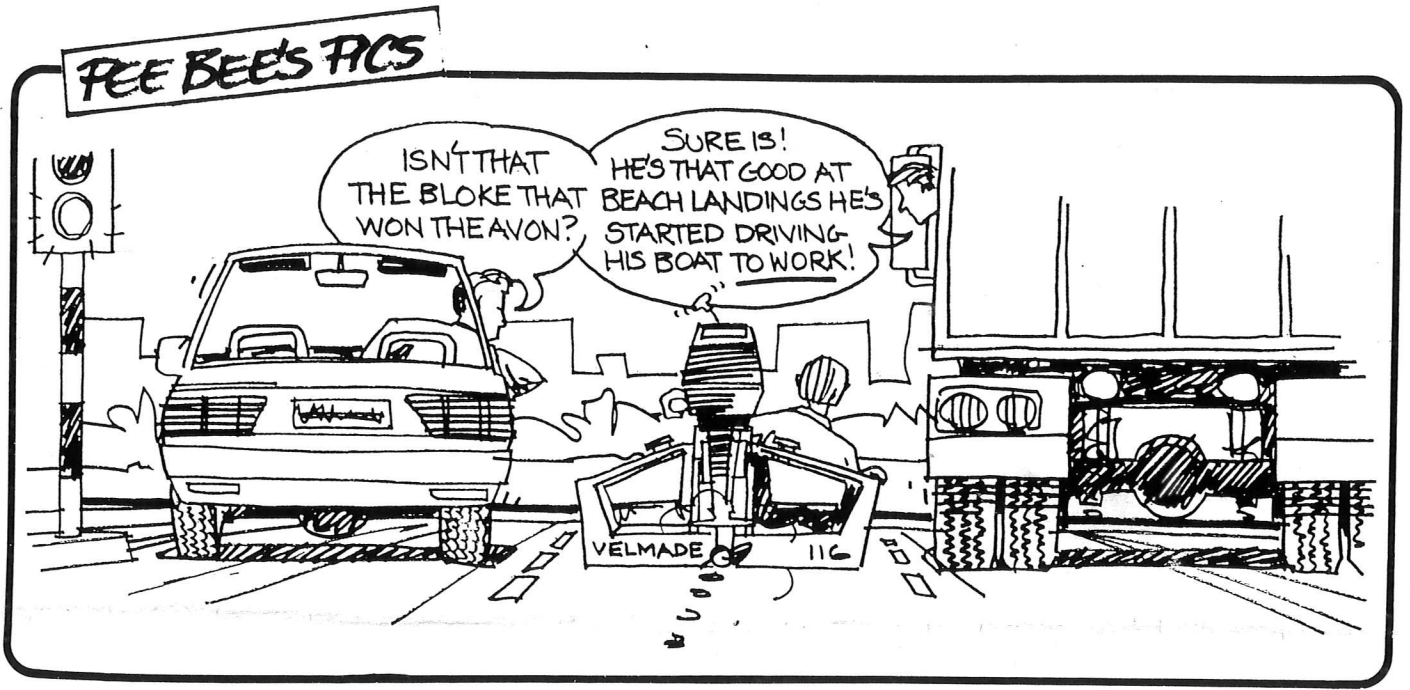
Perth's biggest range of dinghy bits and pieces, including boats (ali and kevlar), motors, parts, accessories etc. Make me an offer on anything.
Frank Berloth, 398 1800.

FOAM HULL

Shaped, ready to glass (unfinished Avon project). High tec. design featuring large planing area with short flared nose. Take it for the cost of the foam! \$315.
Peter Bevan, 401 7290 (A/h).

KEVLAR DINGHY

2nd 1991 Avon Descent. Excellent condition. Make an offer.
Wayne Harman, 399 4714.



OFFICIAL NEWSLETTER OF THE
POWER DINGHY RACING CLUB
P.O. BOX 675 WEST PERTH 6005.



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CHAMPIONSHIP POINTS. 1991/1992 SEASON

DINGHIES

K. Parnell	240
G. Black	240
T. Gerrick	200
M. Whately	200
D. Tomisich	120
C. Whately	120
W. Palmer	106
M. Healy	106
R. De Joode	101
R. Gerrick	101
G. Cox	100

D. Bell	100
K. Pratter	100
S. Forrest	100
F. Berloth	86
G. Pouw Bray	86
TUBS	
D. Palmer	100
J. Skewes	80
059	60
124	40
003	20

FORMULA 8's

150	100
028	80
C. Skewes	60
L. Doggett	40

PEE WEES

Justine Watson	100
Chris Parnell	80
Scott Webb	60