



POWER DINGHY RACER

OFFICIAL NEWSLETTER OF THE WESTERN
AUSTRALIAN SPORTS DINGHY ASSOCIATION
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APRIL 1994



**RED FLAG
REMINDER**

Commodore's Presentation Night

Mulberry Farm, May 14th, '94.

Book Now !

**THE P.D.R.C. WISHES TO THANK THE FOLLOWING COMPANIES
FOR THEIR SUPPORT DURING THE 1993/94 SEASON:**

*FOOTHILLS MARINE • COOLING BROS. • FRANKS MARINE
CLIFFORD AUTOMATICS • EUROPA SADDLERY
VELMADE PRODUCTS • K. T. ENGINEERING • MICHAEL LENZ*

**ANNUAL GENERAL
MEETING
– 11th APRIL, 1994**

NEXT MEETING:

11th April 1994

The Palms, Cnr Rokeby & Nicholson Rds,
SUBIACO

NEXT EVENT:

DAWESVILLE CUP

23rd – 24th April 1994

MARCH MEETING DISCUSSIONS

1. Run down on Club Insurance for members.
2. Dawsville Cup April 1994.
3. Avon Descent update.
4. Baldivis results.
5. Albany Briefing.
6. Nannup Cup 6th June 1994.
7. Sub. Committee report.
8. Proposal 15 metre rope – Passed.
9. Gascoyne Dash (Murchison).
10. Commodores Presentation.
11. Sub. Committee reports.

ROOKIE PRESENTATION DAY

7th May 1994 **SUPERBOWL**
Scarborough Beach Road OSBORNE PARK
Phone LYNNE A.S.A.P. for numbers
490 1714

10 H.P. CLASS

Members wishing to compete in 10 H.P. Class for the 1994-95 season including the Avon Descent to advise the the Club Secretary prior to the May general meeting.

At the meeting interested parties to discuss safety procedures, requirements etc. for 10 H.P. racing. Some ideas put forward for discussion are:

1. Drivers and Crew to have qualifying points
ie. Driver 5000 Crew 1500
2. Helmets. Motor Cycle Style Helmets.
3. Minimum Boat Length.

8 H.P. SPORTS QUALIFYING

As from the commencement of the 1994-95 Racing Season all crews (driver and Deckie) must each accumulate a minimum of 1,000 racing points before they will receive a general license to race Sports Class. Those persons who are currently racing in this class will be exempt from this qualifying period. This is a safety matter and will be adhered to.

COMMODORES PRESENTATION NIGHT

The Annual Commodores and W.A.S.D.A. Presentation Night will be held at Mulberry Farm, West Swan on the 14th May, 1994. Members and friends to travel on the wine cruise boat *Mystique* from Barrack Street Jetty departing at 6.00p.m. Dress Semi-Formal Cost per head \$49.00
PLEASE BOOK EARLY. Phone Frank or Lynne 490 1714 for further details.

P.D.R.C. REPORT 1993

With our racing season coming to a close we reflect back to the year gone by with several achievements within the P.D.R.C. We look forward to an exciting 1994/95 season with the implementation of new ideas including the introduction of the 10 H.P. class.

The P.D.R.C. has finished the year with over 240 financial members, numerous new to the sport, a new recovery craft and motor, an increase in boat numbers at club events and we are left with some dollars in the bank. We have also seen an increase in Rookie Formula 8 entries with some racers moving up to the seniors next season ensuring the stability of this class for 1994/95.

Some of the current committee members will not be standing for re-election and I hope that those who wish to stand for these positions nominate for other committee positions will be prepared to give the club drive in an effort to maintain the growth of this sport and ensure the security of the P.D.R.C. for all members as we have over the last 12 months.

PETER STREET
VICE COMMODORE

RULE BOOK

The club has been working on upgrading and correcting the W.A.S.D.A. constitutions and rules. To ensure a smooth running 1994-95 season and to ensure all members have the full racing specifications prior to the 1994 Avon Descent. These upgrades and amendments will be put forward as a whole to members at the May general meeting.

I wish to propose that the 1994 Constitution, Competition and Specifications of W.A.S.D.A. be accepted as a whole by the P.D.R.C. members.

PROPOSED: RUSSELL WILSON
SECONDED: PETER STREET

THE GREAT GASCOYNE DASH

"What are you doing next weekend? Drop everything, the Gascoyne River is in flood and we're going to have a go at it". "I'm in!"

And so the Great Gascoyne Dash was underway. Numbers grew to fourteen. The planning to get a major expedition underway in just nine days was intense but these plans went away the day before the departure of information was received from Gascoyne Junction that water levels had dropped too far. Organiser Kim Epton made urgent phone calls to stations along the upper reaches of the Murchison River and plans were modified to travel Western Australia's second-longest river.

Eventually eleven power dinghy expeditioners, with three boats, drove throughout Thursday night in a bus and 4WD to reach Milly Milly station, 800 kilometres north of Perth, just as the sun rose on Friday morning March 11. There was only barely enough water over the crossing but after travelling that far the crew were not deterred.

The plan was to travel 500 kilometres to the river mouth over the next three days and then drive back to Perth on Monday.

The journey to the first fuel stop was an energy-sapping combination of boating and walking in 40°C heat. Kim Epton and Phil Hargrave in the 4WD refuelling vehicle were shadowing the boats along the little-used station tracks. The slow progress of the boats meant that the bus crew of Darren Austin, Adrian Bock and Kim Thorson spent a waterlogged 8 hours in the Murchison River keeping cool, waiting for them.

After refuelling at Manfred Station, Mike Lenz, John Hayes, Damien Bock, Scott Overstone, Cameron Wilkie and Peter Cabrini in the boats were sent on their way with the promise of more water further downstream. The promise didn't eventuate and the crews were again out walking, dragging and picking their way through the mud. The water was too shallow deep enough to start the motor. The heat was overwhelming on the land and by mid afternoon had climbed to 45°C. By dark the boats had not arrived at the planned overnight stop – but many of the locals had. The cool waters of the Murchison and the knowledge that "some crazy boaties" were "in town" attracted about twenty of the locals to the Crossing for an impromptu party.

Just after daylight the crew heard the buzz of boats. Unaware of the distance left to travel and hampered by midgies and mozzies the night before the boat crews has stopped just two kilometres short of the camp. After breakfast and a partial crew change it was back to the business of "doing the Murchison". The water level had remained constant overnight – as constant as the view of the locals that the boats wouldn't make it to the Billabong, the next station down river. At the very least, it was going to be very, very difficult.

Ten minutes after Kim and Peter took off in the refuelling vehicle the engine temperature reading went off the scale. Fortunately the bus was still nearby and was called in to tow the disabled vehicle to the Murchison Roadhouse.

Scott and Darren were left to repair a burst radiator and (hopefully) catch up with the expedition at the Murchison Bridge. Meanwhile, the low water and severe damage to one of the inflatables slowed the progress of the boats – a situation which proved fortunate given the problems of the land.

Repairs complete on the 4WD, Scott and Darren rendezvoused with the bus before the boats arrived. Kim and Scot drove upriver to Twin Peaks Station where they found a message left on the river bank by the boat crew explaining the problems they were experiencing. They had spent time on the bank fixing a large tear in the rear of one pontoon of the inflatable vehicle. The repair was unsuccessful but they were able to lash the sides inward enabling it to be driven at a still acceptable pace. Billabong Station was only a few kilometres downriver and the boats arrived just as the 4WD pulled up at the homestead. The stricken rubber ducky was pulled from the water, Phil and John became part of the land crew, and the boats pushed on.

After a reasonably quick run down to Murchison Bridge it was decided to push on to Yallalong and hope the water was of sufficient depth to allow the boats to arrive before dark.

The temperature was climbing but it was not as hot as the previous day – only 44°C. Bus driver par excellence, Darren (unable to go in the boats because of an injury) manoeuvred the vehicle through numerous steep and sandy creek crossings to get it to Yallalong.

After crossing the river, camp was set up overlooking it. A vista one sees on picture

postcards, and a part of the attraction of river expeditions.

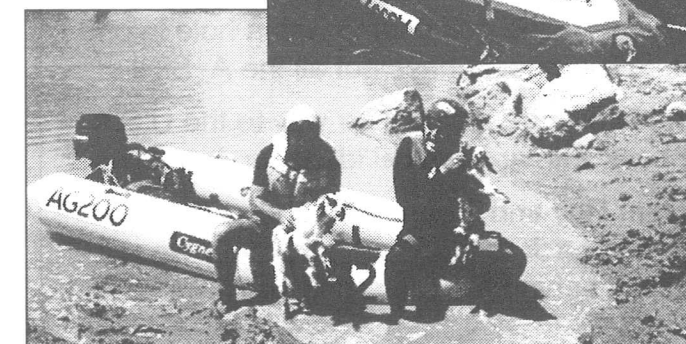
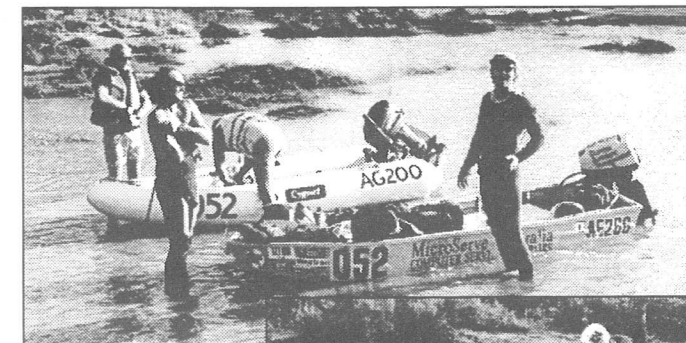
Next morning the boats were afloat where they had been left high and dry (and tied) the night before. Even with the rise in water level it was considered not possible to reach the mouth of the river in the remaining time. The target was no the North West Highway and the first stop was Coolcalalaya Station. After a wait of some hours at Coolcalalaya it became obvious that the boat crews were again experiencing difficulties – low water, mechanical breakdown, boat damage, injury to personnel – it was impossible for the land crew to tell.

Just downriver from the overnight camp at Yallalong the spread of the river across the vast flood plains caused a dramatic drop in the water level, once again forcing the crews out of the boats. Dragging, walking, boating, dragging, boating. Five kilometres above the planned stop the water level rose and the crews were able to make better time.

After refuelling and another crew change everyone was glad to get underway to escape the annoying sandflies. The heat was oppressive (estimated at 43°C) and it was affecting the performance of both vehicles and the personnel.

The water level seemed inconsistent and progress was slower than anticipated. By dusk the boats had not reached the camp at the highway. Just as it was thought they were going to see another night on the river bank they saw the torches being held by the land crew.

And so another journey that had never been done was completed. More next issue....



BALDIVIS MARCH 1994 RESULTS

SPORTS DINGHIES

1ST	BOAT	117	JUSTIN SKEWES	PETER HINK
2ND	BOAT	124	FRANK BERLOTH	DEBBIE METCALFE
3RD	BOAT	122	GARY EVANS	SCOTT BENNETT
4TH	BOAT	110	JOHN COATES	DARRYL BEER
DNF	BOAT	003	GEOFF HALL	SHANE ADAMS

FORMULA 8 LADIES

1ST	BOAT	183	REBECCA RUTHERFORD
2ND	BOAT	117	COLLEEN SKEWES
3RD	BOAT	105	JAN WILSON
4TH	BOAT	113	KERRY BARDEN
5TH	BOAT	250	TRISHA WEBB

STANDARD DINGHIES

1ST	BOAT	167	IAN WILLIAMSON	TODD WILLIAMSON
2ND	BOAT	081	GREG BARNDON	MARGOT BARNDON
3RD	BOAT	173	GLENN PAUL	RAY PAYNE
4TH	BOAT	127	PETER KINNERSLY	GEOFF MASSAM
5TH	BOAT	178	KEVIN WILLIAMS	LUKE NORTON
	BOAT	091	BRADLEY WATSON	JEFF TAYLOR
	BOAT	144	JAY BRANSON	BRANSON
	BOAT	101	GREG OVERSBY	CHRIS HOSKINS
	BOAT	054	JARROD ELLIOT	DAVID MCALLISTER
	BOAT	120	LES METCALFE	KYLE NICHOLAS
	BOAT	183	RIN RUTHERFORD	ADRIAN GRIFFIN
	BOAT	118	KEN GRIFFITHS	LEE GODDARD

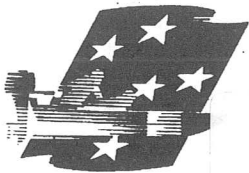
FORMULA 8 MENS

1ST	BOAT	028	SCOTT BENNETT
2ND	BOAT	183	DANIEL RUTHERFORD
3RD	BOAT	113	BRENT BARDEN
4TH	BOAT	184	RIN RUTHERFORD

ROOKIES

1ST	BOAT	111	BEN FAIRHURST
2ND	BOAT	113	PETER BARDEN
3RD	BOAT	028	TODD WILLIAMSON
4TH	BOAT	105	TYRON WILSON
5TH	BOAT	124	JOHN METCALFE
6TH	BOAT	059	LISA WATSON
7TH	BOAT	117	JANE BROOKER

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DINGHY DITTIES

A couple of club members were not to be de-turd when seen on the Swan during the Sewage Spill Ban. Perhaps they were testing props for Crappy Water Conditions.

Trend setter Tay Overstone hasn't broken any racing records but has made his mark on the golf course with a hole in one at Collier Park. Some people have got all the A_SE!!

Russell Wilson and family are jetting their way to the U.S.A. Will he come back with any radical ideas for Avon?

Long time members Ray and Treena Meagher with baby Courtney are heading back to the West. Hopefully we will see Ray back behind the tiller once again.

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\$500.00

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WANTED

FORMULA 8 GOOD CONDITION
SUIT ROOKIE
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