

POWER DINGHY RACER

OFFICIAL NEWSLETTER OF THE WESTERN
AUSTRALIAN SPORTS DINGHY ASSOCIATION

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JULY 1994



RED FLAG REMINDER

**SUNNYSIDE DOWN 10TH JULY 1994
(DINGHIES)**

SCRUTINEERING 8.00 a.m.

RACE COMMENCER 9.30 am.



NEXT MEETING
11th July

The Palms, Cnr Rokeby & Nicholson Rds,
SUBIACO

COMING EVENTS

SUNNYSIDE DOWN 10th July, 1994
AVON PRACTICE DAYS 30 & 31 July '94

SPIT POST MARATHON RACE REPORT

Light barely dawning on Sunday 5th June and we had 30 boat crews, support crews and families lining the banks of the Swan River. Scrutineering over with, there was a change of format for the start, a mill start replacing the Le Mans that has become so familiar of late - it was executed successfully. Weather conditions were great with all the mist and fog of the previous night clearing and not proving a problem. The race saw several craft alter classes the most noticeable being the Bullet Boys making the change from standard to Class 1. It was good to see a full class of 8 hp Sports Boats (the first time in ages). Class 1 also raced for the second time and although not an enormous field the competition was fierce.

A special thank you to Tanzy, Carole and Penelope for feeding us and ensuring a continual supply of hot drinks were available. A super idea and great way of raising extra cash for the club. Thank you ladies. Thanks also to all the people who helped in an official capacity. All in all, weather conditions were good, boats plentiful and a great day was had by all who participated.

PLACE GETTERS

CLASS 1

1st 168	Kevin Prater	Simon Forrest
2nd 003	Geoff Hall	Peter Hink
3rd 052	Michael Lenz	Phil Hargreaves

8hp SPORTS

1st 064	Kim Bovalry	Darren Au stin
2nd 124	Frank Berloth	Debbie Metcalfe
3rd 122	Gary Evans	Scott Bennett

8hp STANDARD

1st 081	Greg Barndon	Margot Barndon
2nd 127	Peter Kinnersley	Geoff Massam
3rd 165	John Spanghero	Alan Bijl

THE ED.

PDRC COMMODORE'S REPORT

A meeting was conducted with PDRC NADA and BRSC. The aim of the meeting was to discuss the direction of the Blackwood Classic 250. It was resolved that this year a Race Management Committee would be formed, with representation from the three organisations to co-ordinate and run the event. In the interim period a joint effort will be made to conduct Sunnyside Down. With resources pulled by the same committee. It was the feeling from all who attended the meeting that the depths had been achieved in resolving all of the grievances and problems that have occurred over the last few years. There is no doubt that to benefit all competitors, all three bodies will have to work harmoniously. Final details and the appointment of this year's Blackwood Classic 250 Race Director will be finalised over the forthcoming weeks.

CLUB MEETING DISCUSSIONS

Every member has the right to air their grievances at club meetings. This however can manage to gain momentum and become a public slinging match. As we have seen in the past the atmosphere degenerate and can become rather offputting for other members of the club who are not involved in the issue.

I would suggest to anyone who is going to raise an issue which could be controversial to please first discuss the matter with the committee with the aim of having the situation resolved prior to a general meeting, or at worse giving committee members the opportunity of placing the matter on the agenda and establishing ground rules for debate.

THE COMMODORE

RULE PROPOSALS

Proposal to amend rule 4.2 (d) to read:
Clearly visible on the Port and Starboard Bow.

Existing 4.2 (d) reads:
Clearly visible on both sides of the craft toward the bow.

Proposed: Jeff Hogkinson
Seconded: John Goodbody

Proposal for Junior Insurance
Age 10-17 years. \$16.00 per person per season.

Proposed: Geoff Hall
Seconded: Kerry Barden

Proposal for 10hp Class
Name of Class to read Class 1
Helmets Aust. Standard 1698
Snell Dot 128 (wetstream)
Orange fluoro. tape one stripe over helmet
Kill switches and lanyard to be worn at all races.
Aluminium boats not allowed in river races
Aluminium boats allowed at circuit races
Drivers must have accrued 5000 points
Co-drivers must have accrued 1500 points

Proposed: Frank Berloth
Seconded: Glen Skewes

PROPERTY OFFICER'S REPORT

The inventory shown here represents all of the club equipment that I am aware of. If any member is aware of any other club gear please let me know.

The new zodiac recovery boat and 15hp Mariner have good reports from all those that have used them so far, but please remember that it was \$7,500 of YOUR money - treat it as your own and not as a hire boat to be abused - repairs cost the club money and me time!

RACE DIRECTORS please remember to let me know well in advance of the equipment requirements for your race. It is likely that you will have to make arrangements to have the club trailer picked up and returned to my address as I often have my own rig to tow - don't rely on the few regulars that always seem to end up with the chore!

Our equipment maintenance bill for the 1993/94 year was approximately one third of the previous 12 months - with your co-operation, care and a little thought we could reduce that cost even further.

KEITH BROOKER

BLAST FROM THE PAST HARD LUCK

Several years ago attempting our first Blackwood, we found ourselves upside -down at the log jam just after check point 1. After righting the boat, with very little outboard knowledge an attempt was made to start the motor. Unfortunately, it would not start leaving us without a boat, that my partner had spent a fortune on painting and signwriting (all dressed up and nowhere to go).

The only way I knew how to get a motor going was the same way I would start my lawnmower, that was to pull the spark plug out, dip it in petrol, light it then put it back into the motor while it was still hot. We figured out that an outboard would start the same way so we poured some petrol into a baler, dipped a sparkplug into the petrol then set alight to it. Unfortunately, my partner dropped the lit plug into the baler full of petrol which in turn caught alight.

Immediately seeing the baler alight I packed it up and chucked it into the river and to my amazement setting the whole river on fire. The fire then proceeded to burn the signwriting off his immaculately prepared boat.

The rest of the morning was spent paddling to check point 2 whilst being continually abused - even though I let him have the best paddle.

- I shall remain nameless.

AVON UPDATE

Competitors books now available from:
Coates Hire
Foothills Marine
PDRC office Lynne Berloth
4 craft per grid
Start time Day 1 8.30 a.m.

RACE ENTRY REQUIREMENTS

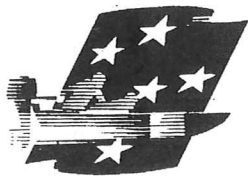
Entry to the Avon Descent and Blackwood Classic 250 shall be restricted to competitors who meet the following criteria:

1. Entry into the event (a minimum of once) in the preceding 3 years - no pre-qualification is required.
2. Previous entry (but not within preceding 3 years) must complete 1 WASDA sanctioned event in the preceding 12 months.
3. New entrant (not having competed in the event previously) must complete two WASDA sanctioned events in the preceding 12 months.

THE EDITOR OF THE POWER DINGHY RACER IS **BRENT BARDEN**.

IF YOU HAVE ANY INFO OR PHOTOS PLEASE **FAX 242 3043** or **PHONE 444 7199**

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