

POWER DINGHY RACER

OFFICIAL NEWSLETTER OF THE WESTERN
AUSTRALIAN SPORTS DINGHY ASSOCIATION

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SEPTEMBER 1994



In this Issue

AVON DESCENT RESULTS



NEXT MEETING

12th September 1994 - 8pm
The Palms, Crn Rokeby & Nicholson Rds,
SUBIACO

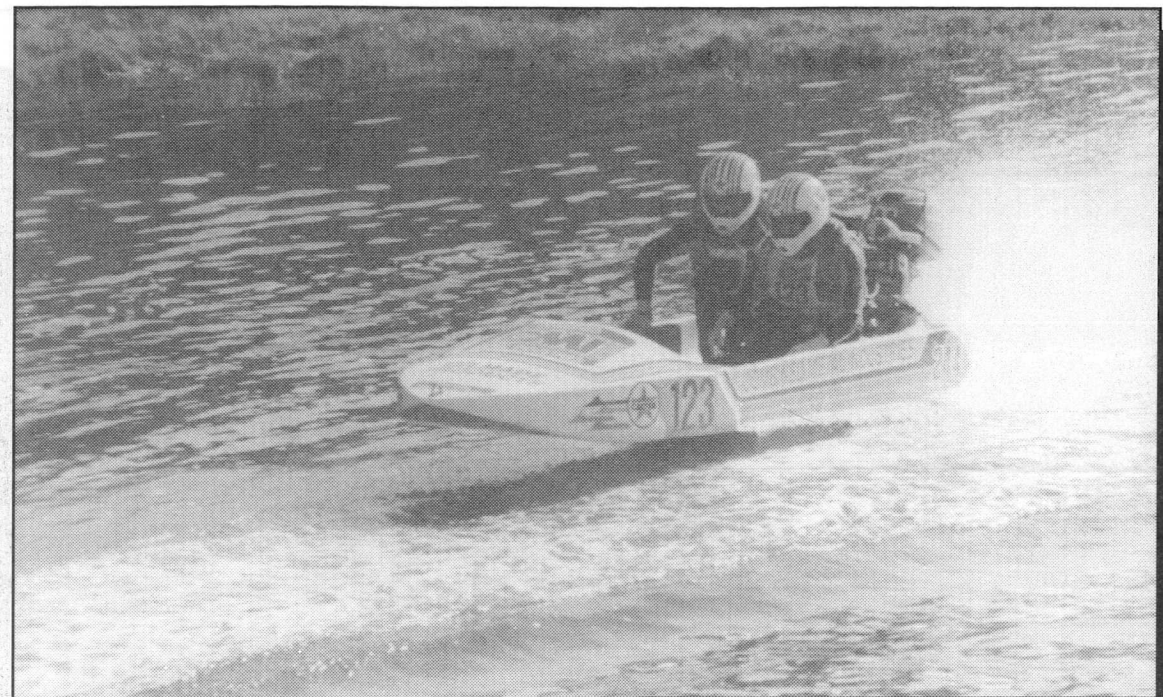
COMING EVENTS

Blackwood Classic 1-3 October, 1994
Blessing of the Fleet
Date to be advised.



BLACKWOOD CLASSIC 250 SCRUTINEERING

Sunday 25th September 1994 Hinds Reserve,
Garratt Road Bridge – 9am-12 noon
COUNTRY ENTRANTS Bridgetown Pit Area
30th September 4pm-12 midnight



**OFFICIAL AVON
DESCENT PHOTOS**

Photos taken by Dan White of D.E. & M.A. PHOTOGRAPHICS will be available at the next General Meeting – 12th September at 8pm or ring 342 2422 for an appointment to view.

NOTE: Photos WILL NOT be on display at Stirling Street as in previous years.

**Proposal to Amend Mercury/
Mariner Technical Specs**

I propose that the Technical Specification relating to the tolerance allowed for the Bore of Mercury/Mariner 8hp and 9.9hp powerheads be amended to its correct figure of 0.1mm.

PROPOSED: Kim Epton
SECONDED: Jeff Hodgkinson

**Proposal to Amend
Competition Rule 7.1**

I propose that Competition Rule 7.1 (all except Class 1 and Class 4) be amended by the inclusion of the word "total" to read:

"Power Dinghies... and powered by motors with powerheads up to and including 8hp that have a maximum total cylinder capacity of 211cc".

PROPOSED: Kim Epton
SECONDED: Kim Bolvary

1994 CALTEX AVON DESCENT

Could you get a better Descent? Low water levels early in the week foretold of an equipment wrecking exercise, a drag and bash race that would please no-one. Timely rain raised the water level to near-perfect levels and beautiful, fine, warm weather over the weekend bought the crowds out. Conditions were ideal and it was certainly better than belting into stinging rain with the temperature just above freezing point, wondering why am I here?

Congratulations to all winners, place-getters and their respective support crews. Congratulations, too, to the organisers of a very well run event that achieved plenty of coverage and went off without a hitch.

Even a great event has its disappointment and one of the biggest would have to be the early demise of Tony Maxfield and Rob Craker in Boat 114. The crew and their supporters would obviously have been less than happy by such a short run, just as the rest of the field who were keenly interested in their performance.

For the first time in 21 years David and Robert Whitner (usually Boat 125) did not compete in the Avon Descent.

Paul and Mark Tregurtha (139) barrel rolled in the most spectacular display seen for some years.

Howard Thomas and Greg Stacey in Boat 009 provided the Sunday Times photographer with a Front Page photo (and possible award winning pic) at Extracts Weir.

The crew of Boat 024, Cam Wilkie and Peter Carboni, dragged their boat around Extracts faster than some crews shot it.

Tay Overstone and David Snooks damaged their number 096 boat in a spectacular jump over Extracts and then decided that their race was all but over, but they would make the most of it until they broke down. Rock proved harder than steel at Toodyay Rapid. They had a buzz for the short time while they were in the race.

Mike Lenz and Phil Hargrave in the new design inflatable (Boat 060) came to a sudden stop in the ti-trees. Although they finished day one, Mike was concussed and spent the night in hospital, unable to continue the Descent on the second day. Mike needed to employ more of the boat's legendary turning ability.

Tony Hawkins spat a prop shaft out of the gearbox and into the air at Toodyay Rapid. A rare sight to see. Luckily, he and partner Leslie Brooker had a spare gearbox with them. Unluckily, they didn't know how to change it. Luckily, Dave, "Rowdy" Snooks was there, (after having broken down), to give them a hand.

Brent Barden is sporting a scar, the result of his duel with the front of his boat during Day One.

Partner Rod Thomas didn't feel a thing. Brent had eight stitches put in the wound at a local Medical Centre. Rod still didn't feel a thing.



**Proposal to Amend
Competition Rule 9.4e**

I propose that Competition Rule 9.4e be amended to read:

"If the full Technical Specifications for a motor are not listed in this Manual it is the responsibility of the competitor racing that motor to provide the complete list of measurements required (as listed in the Technical Specifications section of this Manual) at post-Event scrutineering or make alternative arrangements with the Rules Committee prior to the commencement of the Event".

PROPOSED: Kim Epton
SECONDED: Kevin Green

**Proposal to Amend
Competition Rule 6.4g**

I propose that Competition Rule 6.4g be amended to read:

"An entry in a WASDA Event shall be received by the organiser by the closing date and time stated in the Supplementary Regulations and shall not be accepted otherwise unless so stated in the Supplementary Regulations".

PROPOSED: Kim Epton
SECONDED: John Goodbody

Luckily for Tom Blaxell (partnering Peter Bevan on Boat 001) that it was a rubber ducky that hit him and knocked him out of the boat at Toodyay Rapid.

Justin Skewes and Peter Hink in Boat 117 were leading the field and really hooting when seen at Dumbarton Bridge. Perhaps it was those big, wide helmets that put them off the pace after that.

It was a sad sight to see Mark Innes and his partner Charles Bolt in Boat 061 limp into the overnight camp with motor problems. Bad luck guys.

Newcomers Tara Olijnyk and Adrian Gerard, in Boat 025, paddled into the overnight stop after underestimating the amount of fuel their big rubber ducky would use.

The quiet camping area was not all that quiet. Did you walk past the circus ten of the 139 team? And

We're still waiting for our first female winner of the Avon Descent.

It was hard for Craig Whateley standing on the bank. Will he be in the Descent in 1995!

Despite hitting every rock between Northam and Perth, Stuart and Steven Maxwell in Boat 195 came a very creditable second in the Standard Class.

After controversy over eligibility to swap classes, John Goodbody and Kevin Green in Boat 162 romped home in the Sports Class, coming second outright. Congratulations!

Peter Kinnersley and Geoff Massam in Boat 127 made it three river races in a row with their win in the Standard Class. Careful over the rapids and goes like blazes in the pools.



talk about soft – teams 024, 051, 052, 060 and a bunch of other skirts had a spa set up at their combined campsite to ease away the aches and pains. When the going gets tough, the tough get going – into the spa.

I don't want to embarrass the crew who came unstuck at the Supershoot and then couldn't start their motor but take some good advice – tilt the motor and force fuel into the carburettor by squeezing the primer bulb before you attempt to pull the motor over hundreds of times.

Overnight leaders in the Standard Class lost the plot and the bottom of their boat, in the valley.

The success of Class 1 shows that even fat people can be competitive.

Kim Bovalry and Darren Austin in Boat 064 brought their Suzuki home in second place in the Sports Class for the only non-Mercury/Mariner placing in this year's race.

Husband and wife teams weren't popular in this year's Descent with Leslie and Keith Brooker, and Kerry and Brent Barden choosing to team up with persons other than their spouses. Similarly, Phil Hargrave did not race with his partner Natalie Dwyer. Is there a good story behind these on-water separations?

The combination of Mark Whately and Rob de Jode in Boat 123 did not work and I predict that they will be in separate craft in the 1995 event.

Slow and steady wasn't the right formula for David Wright and girlfriend Michelle Holland in Boat 002 in 1994. They have the potential to do much better.

With some exceptions, the new full face helmets required for Class 1 were given the thumbs up. At last we are approaching adequate safety standards. Now let's get rid of those inferior (for power dinghy racing) Gath helmets.

Gary Tanners agility in the front of Russell Wilson's Boat 105 had a big bearing on their outright win.

Jamie George and Neville Watson in Boat 017 took the "Suicide Shoot" at Syd's Rapid. Hasn't been done for a few years and Neville wasn't impressed at being the crew to resurrect the stunt.



Gary Evans and Scott Bennett spent most of Sunday enjoying the delights of the Avon Valley National Park at the airfield.

It was a long trip for Don and Cleve Haynes (004) from Greenbushes and Brett and Dick Stolp from Busselton for a non-finish.

In his first drive down the Avon Descent, Jarrod Street took his dad Peter and came third in the Standard Class. Congratulations. For the sake of dad's nerves, more practice is needed at Extracts Weir. Is Tom Hodgkinson going to take his dad Jeff for a drive down the Avon next year?

Frank Berloth and Grant Pouw-Bray damaged the bottom of their Boat 124, at Emu's but still managed to make it home even after the back fell out at Upper Swan.

The Johnston brothers in Craft 175 fell victim to the valley.

Well done Brad Watson and Jeff Taylor who came fourth in only their second Avon Descent. Three places to go.

Judging by their faces, Alan Bartlett and Dallas Grivas were enjoying the run down the valley. After four seasons (or is it five) it's time to change the boat, Al.

Ian Williamson and Rocky Woolhouse in Boat 166 would have to be unlucky. They were right up there with the leaders when their throttle stuck as they were negotiating the Ti-Trees at Upper Swan.

Unable to control the craft, Ian cannoned into a tree at a speed in excess of 70kph and that was the end of their Descent. Lucky he wasn't wearing a Gath helmet.

To all Alloy Class racers – hang in there, the class will grow despite hard to understand opposition to it. Perhaps to the largest Class racing?

It's time for "one at a time" starts, particularly on Day Two. One craft every 15 seconds through a gate arrangement would allow scrutineering checks to be made and also make it safer on the water in the start area. This procedure works perfectly in the Classic.

There were a number of disqualifications in the 1994 event as a result of competitors trespassing on farms and then telling the farmers "to get stuffed" when told to leave the property. Fortunately, no power dinghy racers were involved.

In this report I have tried to cover as many competitors as possible in the firm belief that without backrunners there would be no frontrunners. We must encourage competitors at all

levels, in all races, even if they are bringing up the rear. Speaking of which John Haynes and Natalie Dwyer in Boat 111 were lagging towards the rear of the field when they went to the assistance of some canoeists. They have been nominated for the Knight of the River Award. Congratulations!

Now to the Moore River Sprint (hopefully and the Blackwood Classic 250.

KIM EPTON

AVON DESCENT RESULTS Contd.

8HP STANDARD CLASS

1st	127	P Kinnersley/G Massam	✓	3 hrs	35 min	43 sec
2nd	195	S Maxwell/S Maxwell	✓	3 hrs	46 min	07 sec
3rd	138	J Street/P Street	✓	3 hrs	56 min	35 sec
4th	060	B Watson/J Taylor	✓	3 hrs	58 min	41 sec
5th	178	K Hayter/R Reynolds	✓	4 hrs	01 min	19 sec
6th	121	R Massam/D Metcalfe	✓	4 hrs	02 min	06 sec
7th	090	G McNamara/M Webster	✓	4 hrs	04 min	12 sec
8th	155	A Bijl/J Spanghero	✓	4 hrs	09 min	50 sec
9th	047	D O'Neill/J Blennerhassett	✓	4 hrs	10 min	04 sec
10th	037	K Goodall/M Vessels	✓	4 hrs	10 min	31 sec
11th	054	J Elliott/A Noack	✓	4 hrs	15 min	56 sec
12th	172	A Askwith/P Askwith	✓	4 hrs	23 min	35 sec
13th	091	K Coc/J Hanson	✓	4 hrs	34 min	32 sec
14th	049	D Barnett/D Mickle	✓	4 hrs	40 min	50 sec
15th	126	R Ritson/J Ritson	✓	4 hrs	44 min	46 sec
16th	033	M Del Borrello/ P Russo	✓	4 hrs	45 min	40 sec
17th	028	K Brooker/K Barden	✓	4 hrs	46 min	58 sec
18th	029	C Pitsikas/R Howard	✓	4 hrs	49 min	54 sec
19th	192	C Marinoni/B Mead	✓	4 hrs	54 min	28 sec
20th	118	K Griffiths/L Goddard	✓	4 hrs	56 min	15 sec
21st	058	A Bock/D Bock	✓	4 hrs	56 min	32 sec
22nd	141	N Manning/R Franklin	✓	5 hrs	02 min	52 sec

ALLOY CLASS

1st	142	S Brown/S Shinnick	✓	4 hrs	02 min	22 sec
2nd	015	J Sproule/M Sproule	✓	4 hrs	28 min	11 sec
3rd	132	C Heitman/H Bathgate	✓	4 hrs	53 min	36 sec



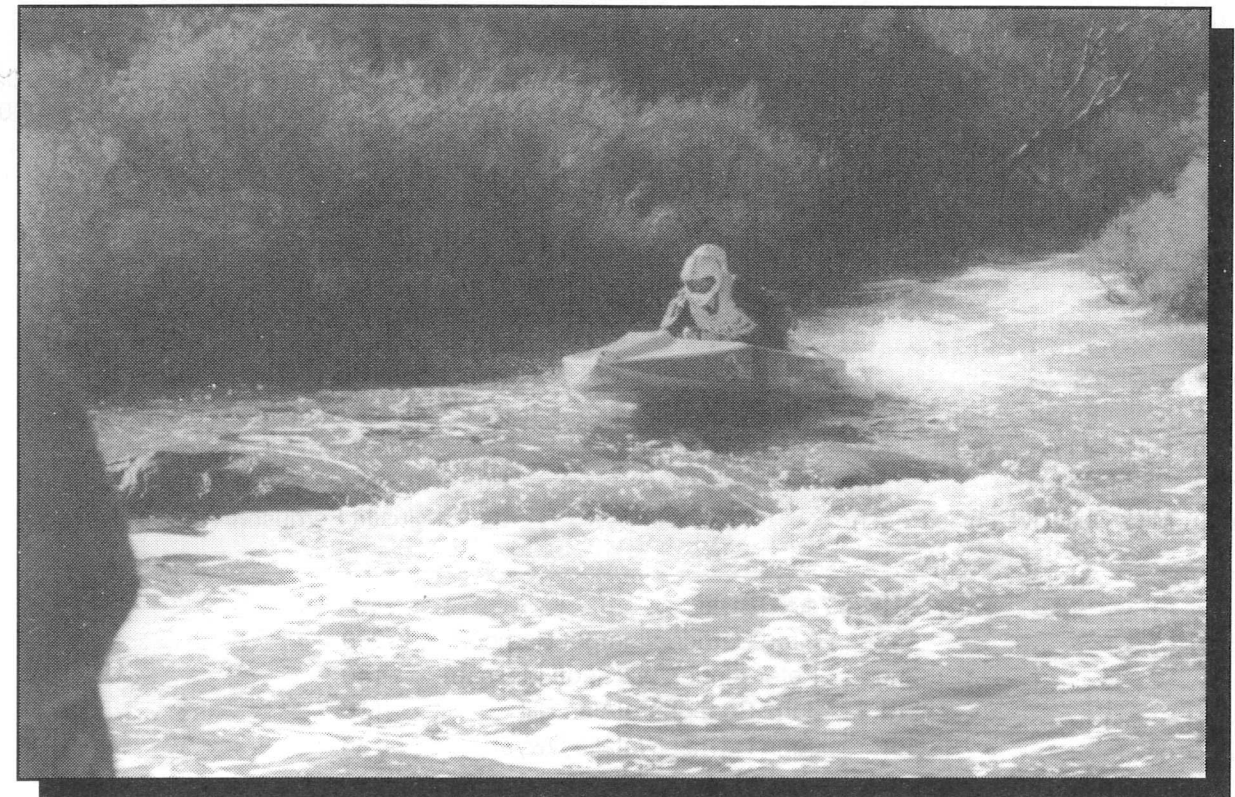
AVON DESCENT RESULTS

10HP SPORTS CLASS

1st	105	R Wilson/G Tanner	✓	3 hrs	00 min	21 sec
2nd	200	R Kitcher/G Keesing	✓	3 hrs	10 min	56 sec
3rd	163	M Chittick/D Peach	✓	3 hrs	16 min	31 sec
4th	190	K Parnell/G Black	✓	3 hrs	30 min	26 sec
5th	117	J Skewes/P Hink	✓	3 hrs	36 min	04 sec
6th	003	G Hall/J Howarth	✓	3 hrs	50 min	15 sec
7th	124	F Berloth/G Pouw-Bray	✓	4 hrs	33 min	21 sec

8HP SPORTS CLASS

1st	162	J Goodbody/K Green	✓	3 hrs	11 min	02 sec
2nd	064	K Bolvary/D Austin	✓	3 hrs	27 min	17 sec
3rd	177	B Paris/T Pedler	✓	3 hrs	29 min	42 sec
4th	135	R Thomas/B Barden	✗	3 hrs	39 min	29 sec
5th	002	D Wright/M Holland	✓	3 hrs	48 min	39 sec
6th	180	T Kitcher/S Speechley	✓	3 hrs	51 min	40 sec
7th	024	C Wilkie/P Carboni	✗	3 hrs	59 min	47 sec
8th	107	M Lawrence/P Flint	✓	3 hrs	59 min	47 sec
9th	001	P Bevan/T Blaxell	✓	4 hrs	04 min	05 sec
10th	051	C Hills/S Hills	✓	4 hrs	04 min	05 sec
11th	017	J George/N Watson	✓	4 hrs	32 min	18 sec
12th	110	J Coates/D Beer	✓	4 hrs	44 min	30 sec
13th	139	P Tregurtha/M Tregurtha	✓	5 hrs	02 min	44 sec
14th	201	B Kitcher/M Smith	✓	5 hrs	02 min	44 sec
15th	061	M Innes/C Bolt	✓	6 hrs	22 min	32 sec
16th	066	G Ford/M Conway	✓	7 hrs	30 min	09 sec



WESTERN AUSTRALIAN SPORTS DINGHY ASSOCIATION CHAMPIONSHIP POINTS

10HP SPORTS

1st	Mick Chittick/Dennis Peach	301
2nd	Kevin Prater/Simon Forrest	200
3rd	Russell Wilson/Gary Tanner	200
4th	Geoffrey Hall	192
5th	Ron Kitcher/Graeme Keesing	160

8HP SPORTS

1st	Kim Bovalry/Darren Austin	300
2nd	John Goodbody/Kevin Green	200
3rd	Frank Berloth/Debbie Metcalfe	160
4th	Blaise Paris/Todd Pedlar	126
5th	Cameron Wilkie/Peter Carboni	126

8HP STANDARD

1st	Peter Kinnersley/Geoff Massam	440
2nd	Stuart Maxwell/Steven Maxwell	226
3rd	John Spanghero/Alan Bijl	212
4th	Greg Barndon/Margat Barndon	200
5th	Jarrold Street/Peter Street	161

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POWER DINGHY RACING CLUB CHAMPIONSHIP POINTS

10HP SPORTS

1st	Kevin Prater/Simon Forrest	160
2nd	Michael Lenz/Phil Hargreaves	140
3rd	Geoff Hall	120
4th	Mick Chittick/Dennis Peach	101

8HP SPORTS

1st	Frank Berloth/Debbie Metcalfe	160
2nd	Kim Bovalry/Darren Austin	140
3rd	Cameron Wilkie/Peter Carboni	100
4th	Justin Ferguson/Todd Williamson	100

8HP STANDARD

1st	Greg Barndon/Margot Barndon	200
2nd	Peter Kinnersley/Geoff Massam	140
3rd	John Spanghero/Alan Bijl	120
4th	John Haynes/Natalie Dwyer	86