

OFFICIAL NEWSLETTER OF THE
POWER DINGHY RACING CLUB OF WA
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SEPTEMBER 1995

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1995 AVON DESCENT WINNERS

TOP: 10HP
 Russell Wilson
 Gary Tanner

CENTRE: 8HP Sport
 Paul Tregurtha
 Scott Overstone

BELOW: 8HP Standard
 Greg Barndon
 Margot Barndon

NEXT MEETING

11 September 1995

at 8.00 pm

The Palms
 Cnr Rokeby Rd &
 Nicholson Rd
 Subiaco



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Glen Skewes

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RULE PROPOSALS

The following Rule Proposal **WAS PASSED** by members at the August General Meeting.

I propose that by 1 May 1998 all power dinghy competitors must wear helmets carrying Aust Standards 1698 and be of Snell Dot 128 (wetstream) or similar watersport manufactured helmet.

Proposed G Hall Seconded R Wilson

RULE PROPOSAL

I propose that the following rule be included in 'Competition Rules'

Provisional member

Provisional membership is available for the period of one event and is open to persons who have:

- i) Paid the provisional membership subscription
- ii) Passed a WASDA swim test
- iii) Never before been a member of any WASDA affiliated club.

The minimum age for provisional membership shall be 14 years. A provisional member must be accompanied in a power dinghy by a full member. The provisional member is considered to hold a valid novice competition licence for the period of that event only.

No person may become a provisional member more than once.

If within one month of becoming a provisional member that person joins the relevant Club the cost of the provisional membership will be deducted from the current year's subscription, and a competition licence issued on completion of the appropriate written licence test.

Provisional membership is not available for the Avon Descent, Blackwood Classic or Nannup Cup.

Proposed Keith Brooker Seconded Peter Street

COMMODORES REPORT

Congratulations to all winners, place getters and finishers in this year's Caltex Avon Descent. Commiserations to those that did not finish, but the Blackwood Classic 250 is not far away and there is always next year!

Coming through the valley on the second day my impression was that there were more spectators than ever before. Not only were the popular venues such as Bells, Syds and Walyunga packed with people but many had taken the trouble to reach other hard to get at spots. This certainly makes the event more rewarding for the competitors and should be a lesson to us that we must continue to promote the power boat entries. The paddle craft with their high profile competitors and major sponsors are leaving us for dead in terms of promoting our activity and we must start rectifying the situation.

This weekend's Peel Pursuit was an unqualified success - 37 entries for a minor race so soon after the Avon is unprecedented in recent years and confirms that we are attracting racers back into the sport. Congratulations and thanks to Peter Street for organising and directing this event. It is however, still the same small group running these events. If we are to continue to do our activities it is essential that more of you become involved.

Keith Brooker

COMING EVENTS

Blackwood Classic 250
Entries close: 15 September 1995
Scrutineering: 24 September 1995
Event: 30 September - 2 October 1995

Allbuild Construction Co Cup
15 October 1995

Allbuild Construction Co Cup

Formula 8's, Rookies' Bathtubs and Dinghies

Get ready all Tubbers and Formula 8 drivers; Rookies get that polish out because the time is nearly here to strut your stuff.

Its the first Formula 8 and Tub event of the year so lets make it a big one!

**15 OCTOBER 1995
VENUE TO BE ADVISED**



Blackwood Scrutineering
Sunday 24 September 1995
Burswood (Speed Boat Club)

8 HP SPT

Place				Time Day 1	Day 1 Posn	Time Day 2	Time Total
1	139	P Tregurtha	S Overstone	01 21 38	1	01 54 48	03 16 26
2	122	G Evans	S Bennett	01 30 16	3	01 52 25	03 22 41
3	173	K Williams	L Norton	01 31 11	4	01 59 19	03 30 30
4	057	P Milner	M Thomas	01 34 50	5	02 05 52	03 40 42
5	051	C Hills	S Hills	01 41 54	6	02 06 11	03 48 05
6	058	A Bock	D Bock	01 49 20	7	02 13 32	04 02 52
7	045	B Stagg	R Wright	01 54 52	9	02 11 26	04 06 18
8	009	G Stacey	L Buchanan	01 57 33	12	02 18 36	04 16 09
9	132	C Heitman	H Bathgate	01 55 53	10	02 45 10	04 41 03
10	064	K Bolvary	D Austin	03 12 14	16	03 26 28	06 38 42
11	087	R Franklin	N Manning	05 33 58	18	03 25 20	08 59 18

DNF - 8 HP Spt

002	D Wright	M Holland
004	D Haynes	C Haynes
033	M Delborrello	P Russo
054	J Elliot	A Noack
060	B Watson	J Taylor
074	P Waldock	B Waldock
110	J Coates	D Beer
144	J Branson	C Branson
193	G Waldock	D Gentry
111	J George	C Abbot

Total entries 21; 11 finished (52%)

DNF - 10 HP Spt

052	M Lenz	K Pozzi
124	F Berloth	G Pouw-Bray
162	J Goodbody	K Green
166	I Williamson	R Woolhouse
200	R Kitcher	G Keesing
201	B Kitcher	M Smith

Total entries 16; 10 finished (62%)

10 HP SPT

Place				Time Day 1	Day 1 Posn	Time Day 2	Time Total
1	105	R Wilson	G Tanner	01 11 52	2	01 37 18	02 49 10
2	007	J Hodgkinson	T Hodgkinson	01 17 31	5	01 41 46	02 59 17
3	117	J Skewes	P Hink	01 18 42	6	01 44 51	03 03 33
4	003	G Hall	J Howarth	01 16 51	4	01 52 58	03 09 49
5	168	K Prater	S Forrest	01 25 59	8	01 47 01	03 13 00
6	096	T Overstone	D Snooks	01 32 19	9	01 49 35	03 21 54
7	125	J Faull	V Miragliotta	02 10 21	11	01 41 32	03 51 53
8	176	W Breheny	B Breheny	01 45 44	10	02 08 18	03 54 02
9	061	M Innes	C Bolt	02 23 23	12	02 09 59	04 33 22
10	184	A Griffin	R Rutherford	05 38 52	13	02 54 40	08 33 32

8 HP Standard

Place				Time Day 1			Day 1 Posn	Time Day 2			Time Total		
1	081	G Barndon	M Barndon	01	24	52	1	01	54	05	03	18	57
2	138	J Street	P Street	01	29	08	2	01	56	47	03	25	55
3	127	P Kinnersly	G Massam	01	29	36	3	01	56	55	03	26	31
4	174	G Paull	R Payne	01	33	18	7	02	00	51	03	34	09
5	028	B Barden	K Barden	01	38	09	10	01	57	40	03	35	49
6	121	B Massam	D Metcalfe	01	32	25	4	02	03	36	03	36	21
7	010	B Stolp	D Stolp	01	46	33	13	02	10	27	03	57	00
8	192	B Mead	C Marinoni	01	44	51	12	02	14	11	03	59	02
9	165	A Bijl	J Spangnero	01	48	06	15	02	12	55	04	01	01
10	093	C Taylor	N Watson	01	49	31	16	02	15	09	04	04	40
11	181	L Gardner	M Austin	01	54	55	22	02	12	44	04	07	39
12	148	K Brooker	L Brooker	01	44	06	11	02	24	24	04	08	30
13	120	L Metcalfe	J Psaila	01	36	57	9	02	32	05	04	09	02
14	126	D Ritson	L Anderson	02	05	54	30	02	05	10	04	11	04
15	197	S Maxwell	N Marsh	01	33	01	6	02	43	37	04	16	5
16	037	K Goodall	V Bonness	01	55	01	24	02	23	15	04	18	16
17	091	K Cox	G Basson	01	53	11	18	02	32	58	04	26	09
18	049	D Barnett	D Mickle	02	07	58	31	02	19	04	04	27	02
19	050	D Hayes	A Garland	01	53	21	19	02	37	55	04	31	16
20	047	D O'Neill	J Blennernassett	01	55	44	25	02	35	42	04	31	26
21	183	R Rutherford	R Ellis	01	54	56	23	02	39	25	04	34	21
22	118	K Griffiths	L Goddard	02	12	21	32	02	24	43	04	37	04
23	072	R Askwith	P Askwith	01	54	51	21	02	49	44	04	44	35
24	142	S Brown	S Shinnick	01	36	05	8	03	11	58	04	48	03
25	171	D Henderson	H Burgess	01	59	24	28	02	49	25	04	48	49
26	188	C Evans	L Evans	02	20	35	33	02	45	48	05	06	23
27	098	M Johnson	B Parnham	01	53	34	20	03	13	23	05	06	57
28	189	J Gale	G Green	02	25	22	34	02	43	37	05	08	
29	021	G DiCarlo	L Teraci	03	18	34	36	02	36	37	05	55	11
30	103	A Bartlett	D Grivas	02	50	54	35	03	08	03	05	58	57
31	161	B Barradeen	D Cox	02	04	08	29	05	22	19	07	26	27
32	029	C Pitsikas	R Howard	06	23	27	37	02	54	11	09	17	38

DNF - 8 HP Standard		
023	C Smetherham	W Parker
025	T Olijnyk	A Gerard
044	R Branson	B Burger
085	R Franklin	A Rybak
090	G McNamara	M Webster
202	T Kitcher	S Hewitt

Avon Descent Results

Total entries 38; 32 finished (84%)

CALTEX AVON DESCENT 1995

Expectations of a high water flyer created a good deal of interest and a fair amount of hype leading up to the 1995 Caltex Avon Descent. In reality the river was at a medium level offering fair conditions for all. Entry numbers were up. The weather was good. Like 1994 it was looking to be a perfect weekend.

The Northam Start was nearly "the Start that wasn't" because of a fault in the public address system The Start became a scramble and the 1995 Avon Descent was underway.

John Coates' 21st crack at the river resulted in an early exit. With his partner Darryl Beer in Boat 110 they went out at Northam Weir. A boat from their own team crashed in the back of them at Northam Weir, breaking their swivel bracket. Craig and Karen Smetherham in Boat 123 were another early exit, near Katrine.

John Goodbody piloted Boat 162 over Extracts Weir in a near perfect way of how it should be done. Not quite so elegant was Kevin Prater in Boat 168 but as he explained later, he "got to the bottom OK and that was the main thing".

The team in the Bradford Boat, Colin Heitman and Howard Bathgate, did their annual flip at Extracts Weir. Another annual event was Frank Berloth's "crowd pleaser" at the Weir. Still another annual event was the specky (lucky?) shoot by Taras and Ted in 025.

There was a harder way over/around Extracts Weir than that taken by Don and Cleve Haynes I have yet to see it. Phew, guys! Straight over the face, upside and backwards would have been easier than your choice. The crowd was groaning in sympathetic exertion!

If there was a prize for the most bone crunching method to shoot Extracts Weir it would have to go to Jarrod Elliot and Andrew Noack in Boat 054. At the bottom of the Weir, roughly in the centre, a large rock protrudes like a beacon. Jarrod catapulted out of his boat as it flew down the face of the Weir at top speed. He hit the rock sideways with a thump that drew gasps from the crowd. The adrenalin rush allowed him to wave that he was OK but after an impact like that I think he will take a different route next year.

The crew of Boat 029 spent four hours changing a gearbox at Toodyay. Wouldn't want to be paying them by the hour.

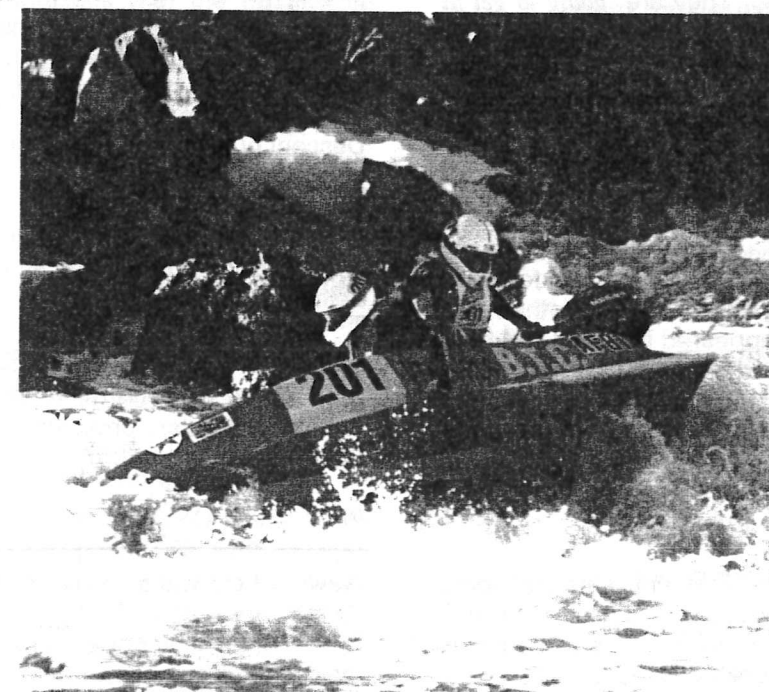
Mike Lenz's run of bad luck continued. His campaign with partner Kim Pozzi ended with a broken trunk in the ti-trees before Cobbler Pool.

Cruel luck for "Gooders" in the trees when his gearbox innards fell out not far from the overnight camp. "Next year I'll be doing my own motor like I did with the 7.5s. The retaining ring will be located in" John Goodbody.

Ron Kitcher and Graeme Keesing in Boat 200 were first into the overnight stop in a good time of 1:11:50. Their two second lead over 105 and two minute lead over 166 disappeared early the next day in the trees before Posselts.

Bearded Brent Barden's boat, body and "better half" were bent, battered and bruised (note the careful order) after this year's event but fortunately he didn't add to the scars he picked up in last year's event. They pulled a very creditable fifth place in Brent's first drive down the Avon.

How many push ups did Geoff Massam do in the front of Peter Kinnersly's boat trying to get it quickly up on the plane? His antics certainly amused those on the banks. They duelled with Jarrod and Peter Street, swapping places all the way down the valley, eventually taking out third place in the Standard Class.



David Ritson's fantastic manoeuvre at the Super Shoot as he cut inside another boat and picked up a place got the crowd roaring. Another team that attacked the obstacle with gusto was David Wright and Michelle Holland in Boat 002. But the biggest cheers were for Laura and Cindy

Evans in 188 when they flipped.

There was plenty of excitement at Emus for Rob Branson and Bert Berger in Boat 044. They were both thrown from their boat. The boat took off (no kill switch) and ran up the bank. The other part of the Branson Team, Cyril and Jay Branson in Boat 144, didn't start on Day 2 after Jay had several stitches inserted in his knee following an injury caused at Extracts when his knee hit the jack.

Pre-race favourites in the 8hp Sports Class, Kim Bolvary and Darren Austin, chewed through the gearboxes. On Sunday they ruined another gearbox below Bells Rapid. Darren ran along the bank to Upper Swan Bridge ("I didn't realise it was so far") and contacted his support crew on a mobile phone while Kim paddled the stricken craft down the river. Final tally of gearboxes used - three.

Jon Faull's learning curve with a new boat (using the famous 125 ID N° of the Whitney's) was too steep for him and his lightweight partner, Vince Miragliotta, to be a real threat in this year's race. In the words of one of the

sport's greatest-ever drivers, Rob Whitney, they were "out of control". A warning to all top flight competitors for next year — their straight line speed far exceeded any craft on the water. They pulled the second fastest time of the day — after they towed another through the trees to Posselts Ford!!

The youthful exuberance of Brad Watson and Jeff Taylor put paid to their chances of another place winning performance. Cracked ribs to Jeff caused by hi-jinks at the overnight camp caused concern for his well being during the trip down the valley. They eventually withdrew after Emus minus gearbox.

The crew of Boat 197 flipped at Harts Farm but managed to come in 15th. Boat 165 was left driverless at Syds when Alan Bijl fell out. He and John Spagero managed to finish.

Tony Maxfield's entry in this year's event was rejected as being too late but he says he will be there next year as will Kevin and Geoff Lawrence. They are "going to get fit and be there in 96". After Craig Whately stated last year that he would be in this year's race (11.24am Sunday morning 7 August 1994 while spectating at the Super Shoot - plenty of witnesses) will he make it into the race next year? Maybe the promised return of his brother Mark who claims "there's nothing much to beat" will be enough to spur him into action.

Ian Williamson and Rick Woolhouse were hoping for a win in the 10hp Class. Needing to pick up less than two minutes on the second day it appeared that they had boat speed on the two crews ahead of them. By the Super Shoot they had reduced the deficit by half and a win was looking a possibility. However, the crew of Boat 105 pegged them back through the valley and by Syds Rapid their dreams of a win (or even a finish) were as shattered as their gearbox.

Lessons are learnt in every Avon Descent. One that some people learnt in this Descent was that it is easier to break outboard motors than it is to break records. Another is that one has to finish to break records.

"In the trees on Day One we went where no man had been before" Peter Street.

First timers Peter Milner (maker of many a boat in the Descent) and Mark Thomas took their hybrid duck to 4th position in the 8hp Sports Class and missed the Novice award by only 6 minutes.

Another hybrid duck that performed well was Boat 058, crewed by father and son team Adrian and Damien Bock. In only their second trip down the Avon they took out 6th place in 8hp Sports.

After a disappointing result last year, Mark Innes in the Multiplex hybrid duck, Boat 061, would be pleased with their 9th place.

From a handy position overnight Justin Skewes and Peter Hink blasted their way down the Valley to finish third in the 10hp Class.

Gary Evans and Scott Bennett in their Suzuki-powered Boat 122 were second in the 8hp Sports Class.

Suzuki motors were prominent in this year's event. One in the first grid at the start. Leading positions overnight and then finally two wins and a second. Already the rush has started for future events.

The most successful team in this year's event was the Whitelands Marine Racing Team. Kevin Williams and Luke Norton were third in the 8hp Sports Class (Kevin's second only drive in the Avon) and Glen Paull and Ray Payne were fourth in the 8hp Standard Class. Glen and Ray won the First Novices award. Congratulations.

The most successful camp was undoubtedly that of Complex Ceilings. The two boat crews both won. What is it about that the ceiling game that produces winners?

And talking about the changing face of power dinghy racing - what about the success of the hybrid ducks?! They are "on the pace" and their manoeuvrability is amazing. Cygnet Boats operator Andres Foss is being rushed with orders (more potential expeditioners).

Father and son combinations were very successful in 1995. Jarrod and Peter Street were second in the 8hp Standard Class while Jeff and Tom Hodgkinson recorded a second in the 10hp Class. Thrilling for Tom in his first Descent but I reckon Jeff must be getting tired of all those second placings.

Glen DiCarlo and Lyn Teraci in the "The Love Boat" (021) finished but not in a place as the newspaper reported as being a possibility.

And didn't Cliff and Sarah Hills hog the publicity - front page of the *West Australian* and closing shot of the "Wild Ride" documentary presentation — with a fifth place in 8hp Sports Class to boot. A mighty fine result.

What would Channel 9's Sunday night doco be without footage from the "crash tape" and the tranquil scenes (yawn) of the white swans at Northam.

It was great that power dinghy place winners received their trophies and prizes at the beginning of presentation. Too often in the past power dinghy racers have received justly deserved accolades in front of only a tiny crowd.

The internationalising of the paddling sections of the Avon Descent is leaving power dinghies far behind. From a pre-eminent position as the drawcard of the event power dinghies have been relegated to a poor relation tolerated for their "carnage value". The challenge to return power dinghies to their rightful position is as big as the challenge of the river itself.

Kim Epton

(thanks to Peter Barden and Peter Street for their assistance)

REMINDER:
Official Caltex Avon Descent photographs on display at the 11 September General Meeting

PEEL PURSUIT

On a perfect day, glassy water and a lot of mud, boats rolled in from everywhere to compete in the inaugural Peel Pursuit.

Much to the amazement of numerous competitors the race was to start from the shore in water which showed shallow conditions of ankle deep for a minimum of 100 metres.

With the 10 HP starting the fleet of 37 entries it was a mad race through the water as teams tried various ways of getting their craft on the plane. The boat of Skewes and Hink 117 got the jump on the field with boat 168 Prater and Forest on their heels and Frank and Grant trying a new airboat closely behind (it's a sign that age is creeping up Frank).

Brad Watson and Jeff Taylor showed the sports boys how to start in shallow conditions with the Suzukis in standard class of boats 137 Tregurtha and Currey and Margot Barndon leaving a large field in their wake. Throughout the first 45 km lap boats 117 and 168 changed places continuously while Kim Bolvary and Darren Austin (who changed drivers throughout the event) moved through the sports field and led to the restart.

The Suzuki field of standard entries in boats 139, 081 and 074 led the rest of the standard pack and hit the beach in that order, while Gary Evans and Scott Bennett decided to pull over and sunbake (motor a bit hot Garry?).

The 10 HP boats of 117 and 168 had the spectators on their toes as they raced neck and neck to the restart line and went over the post with only half a boat separating them — much to the pleasure of the crowd who applauded their appreciation of some great racing.

The restart around a shortened course saw the standard boys again struggle to get up and going in the shallow conditions, making a great spectacle from the shore while boat 107 had another great start in sports class, only to see the Bovary - Austin boat pull away and lead the field with the Williams - Norton 173 boat slipping into second place and the Milner - Thomas duck holding on for third.

With a few trim adjustments at the restart Frank and Grant showed what a rubber duck will do with a 10 on the back to out-run the 117 boat to the finish on the second lap with 003 moving into third, while the 168 entry struck mechanical problems. The 10 HP Griffin - Rutherford boat also pulled out after a good first lap.

While the quicker boats hit the beach (a few near beach landings by some of the boys in the mud!) the tailenders had their own fun with the driver of 185 testing water conditions (bit cold Russell) and boat 171 under tow (saving on petrol Daniel).

A special thanks to Deanne Street as timekeeper, Greg, scrutineering, Dennis Peach, Justine Watson, Peter

Barden, assistants, and also Lesley Brooker for the catering.

I would also like to thank the rescue and recovery crew who spent a very long day on the water — Craig and Karen Smetherham, Taras Olijnyk, Heath Rhys-Jones, Paul and Jan Tregurtha, Keith and David Brooker and Tony Hawkins. Without this group of people we would not have been able to run this event and make it so successful.

Peter Street

*This event was sponsored by
G&M BARNDON CEILINGS.
Call Greg on 300 3286
for all types of ceilings and partition walls.*

PEEL PURSUIT RACE RESULTS

8 HP STANDARD

1	139	Shane Tregurtha - Daniel Currey	112.11
2	018	Greg Barndon - Margot Barndon	114.44
3	074	Alan Bijl - John Spanghero	116.26
4	044	Robert Branson - Bert Burger	119.54
5	127	Peter Kinnersly - Ven Bowness	121.10
6	174	Glen Paull - Ray Payne	121.33
7	093	Craig Taylor - Neville Watson	132.37
8	155	Jono Taylor - Chelsea McDonald	136.37
9	178	Mark Scott - Brendon Evans	136.55
10	142	Steve Brown - Murray Brown	138.35
11	111	John Haynes - Clinton Abbott	140.02
12	020	Clyntn Braithwaite - Tony Furey	150.06
13	118	Ken Griffiths - Chris Williams	156.23
14	185	Russell Ellis - Tyrone Morey	161.28
15	194	David Brockman - John McGuckin	166.32

DNF
Boat 028, 138, 171, 011

10 HP SPORTS

1	117	Justin Skewes - Peter Hink	92.53
2	057	Frank Berloth - Grant Powu Bray	93.18
3	003	Geoff Hall - Luke Gardner	100.22

DNF
Boat 168, 184

1	064	Kim Bolvary - Darren Austin	101.59
2	173	Kevin Williams - Luke Norton	105.38
3	052	Peter Milner - Mark Thomas	108.05
4	107	Bradley Watson - Jeff Taylor	108.43
5	105	Russell Wilson - Tyron Wilson	108.48
6	144	Jay Branson - Cyril Branson	110.07
7	193	Paul Waldock - Brett Waldock	117.34
8	009	Greg Stacey - Lloyd Buchanan	118.01
9	183	Rin Rutherford - Dan Rutherford	127.22
10	110	John Coates - Chris Goddard	137.47
11	050	Rohan Cahill - Kim Pozzi	163.02
12	037	Kevan Goodall - Neil Edwards	170.51

DNF

Boat 122

HARVEY DASH

Following the two lap Peel Pursuit, the Harvey Dash was run with eight entries competing. The race turned out to be a drag race between boats 081 and 052 with Steve and Murray Brown fighting to hold onto third place and Mark Scott and Brendan Evans learning more about dinghy racing and taking out fourth.

1	081	Greg Barndon - Allison Lawrence
2	052	Peter Milner - Mark Thomas
3	142	Steve Brown - Murray Brown
4	178	Mark Scott - Brendon Evans
5	020	Clynton Braithwaite - Tony Furey
6	050	Rohan Cahill - Kim Pozzi
7	194	David Broockman - John McGuckin
8	171	DNF Chris Henderson - Daniel Kelly

Note: This was not a Foothills Marine State Championship event.

1995 AVON DESCENT PHOTOS

Photos by Official Race Photographers
DE & MA Photographics
will be on display
at the 11 September
General Meeting.
Enquiries to Dan White 342 2422

THE HELMET ISSUE

by Keith Brooker

Whilst "surfing the internet" recently I came across the home page of the Seattle Outboard Club. They are a small club very similar to ours, racing several classes including 10 HP, (mostly solo craft similar to F8's). They have a junior's class 9-14 years and are affiliated to the American Power Boat Association (APBA).

I emailed their secretary with a request for information on the helmets they are using and here is their reply.

"In answer to your question about safety equipment, let me tell you what we do. APBA rules require helmets no older than 10 years old be used (the helmet must have a date of manufacture inside), and must meet Snell 75 or greater specs. Basically, a Snell rating is exclusive to higher quality helmets, such as the brands Simpson, Shoei or Bell. Helmets must be fluorescent or International Orange in colour. The other side issue on helmets is the one of Open or Closed face helmets. APBA does not outlaw full face helmets, but it strongly recommends AGAINST the use of such helmets. There are two problems with these helmets.

- 1 The added weight and frontal material can cause the helmet to "bucket" when the driver hits the water head first at high speed. There have been several fatalities where the helmet has been documented as a leading contributor to the cause of death.
- 2 If a medical team needs to resuscitate or get an airway down your throat there is not way this can easily be done if the driver is wearing a full-face helmet, and if a head or neck injury is suspected, more injury can be caused by removing the helmet.

My own opinion is that they should be banned, but there are many people convinced they are the only way to go. APBA has taken the stand that ultimately its the driver's choice.

Lifejackets must be certified every three years, and must be at least 70% orange in colour. They must have sufficient offset flotation to turn an unconscious face up in the water. The two US brands are Lifeline and Security.

The other piece of racing safety equipment that has gained popularity in recent years is cut-resistant clothing made of Kevlar. These are generally two-piece suits (pants and tops) which are usually orange in colour. These afford better protection if a driver takes a hit from a skid fin or a spinning propeller while thrown from his boat. On the West Coast, I'd say probably 70-80% of our drivers wear this. In other parts of the US, it may be as high as 95%. It is not required APBA, but is recommended. Most drivers go for it, since a \$350 cut suit in the long run is cheaper than a \$500+ trip to the Emergency Room. Manufacturers are Lifeline, Security and Full Throttle.

Let me know if you have any further questions. By the way, I'd love to see some pictures of your dinghy racing. If you have any posted to an FTP site (in .gif or .jpg format), let me know where I can download them from.

Thanks, and Good Luck Racing

Patrick Gleason"

BLACKWOOD CLASSIC 250

Bridgetown to Augusta
30 September - 2 October 1995

The Blackwood Classic Committee are well into organising an even bigger event than last year and we are looking to see an increase in craft numbers on the water for this year's event.

Fundraising will again be for the Activ Foundation as part of the Appealathon project.

As with last year's event there will only be one fuel stop on days 1 and 2, so competitors please ensure that your craft's fuel tanks can carry enough fuel to complete the day's racing and avoid the embarrassing situation, of running out of fuel, that occurred with some competitors in last year's event.

Scrutineering: Sunday 24 September 9.00am - 12 noon Burswood

Registration: Friday 29 September 4.00 pm to midnight

Saturday 30 September 8.00 am
Bridgetown

Enquires: Phone Lynne 490 1714

RACE BOOKS OUT NOW

BLACKWOOD SCRUTINEERING

WA Speed Boat Club, Burswood
Great Eastern Hwy, Rivervale

Following Blackwood Classic 250
Scrutineering the Club will be holding a
sausage sizzle and tea and coffee

**The water outside the Speedboat Club
will also be available for practice**

Stay on after Scrutineering and
socialise with other club members

THE 100 CLUB

The PDRC will be conducting a 100 Club as a fundraiser for the Club.

The 100 Club will be conducted over a period of 5 months with monthly draws at Club General Meetings.

The final draw will be conducted at a free social night for participants (one person per ticket plus partner) where the major draw will be held.

Draw details as listed below. Contact your Committee member now and book a number for yourself, your race team or share a family ticket.

THE 100 CLUB

COST \$100.00

DRAWN When all 100 tickets are sold

1st Draw	1	\$500.00	2nd Draw	1	\$500.00
	2	\$100.00		2	\$100.00
	3	\$100.00		3	\$100.00
	4	\$100.00		4	\$100.00
	5	\$100.00		5	\$100.00

3rd Draw	1	\$500.00	4th Draw	1	\$500.00
	2	\$100.00		2	\$100.00
	3	\$100.00		3	\$100.00
	4	\$100.00		4	\$100.00
	5	\$100.00		5	\$100.00

5th Draw	1	\$1,000.00
	2	200.00
	3	200.00
	4	100.00
	5	100.00

To be drawn every month over five months. Draws will be held at General Meetings. First cash winner will receive bonus prize if present. See any Committee member for a number. All numbers go back to be drawn again.

GOLDFIELDS LAKES EXPEDITION

Join us on a 500 kilometre trip along Lake Raeside (world's longest lake), Ponton Creek and Lake Boonderoo (only formed twice in living memory) on the edge of the Great Victoria Desert and the Nullarbor Plain. Go boating on the many lakes between Kalgoorlie and Leonora. Returning via Wave Rock.

Four days of unique boating
6- 10 September 1995
Females welcome on an equal basis

For more information contact
Kim Epton telephone 490 3235
or Tony Overstone 018 914 276

CHANGE OF DATES

Please amend your Club Calendar with new dates as follows:

NORTHAM REGATTA
11 & 12 November 1995
(to coincide with Northam Festival, racing will be between suspension bridge and road bridge)

BURSWOOD ENDURO Sunday 3 March 1996
Sponsored by Cooling Bros Glass Co



FOOTHILLS MARINE PDRC STATE CHAMPIONSHIP 1995/96

8HP STANDARD

G Barndon	360
M Barndon	360
G Paul	260
R Payne	260
P Kinnersly	192
B Barden	180
K Barden	180
J Street	160
P Street	160
G Massam	120
S Tregurtha	100
D Currey	100
L Anderson	86
J Sapanghero	86
A Bijl	86
D Ritson	80
V Bowness	78

8HP SPORTS

J Branson	221
C Branson	221
P Tregurtha	220
S Overstone	200
K Williams	200
L Norton	200
I Williamson	161
T Williamson	161
G Evans	160
S Bennett	160
K Bolvary	106
D Austin	106
B Kitcher	100
M Smith	100
R Wilson	100
T Wilson	100

10 HP SPORTS

J Skewes	280
P Hink	280
G Hall	220
R Wilson	200
G Tanner	200
F Berloth	181
J Ferguson	180
J Hodgkinson	160
T Hodgkinson	160
H Howarth	140
D Metcalfe	80
K Prater	41

NOTE:
These points
do not include
the Peel Pursuit

OFFICIAL NEWSLETTER OF THE
POWER DINGHY RACING CLUB OF WA
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SURFACING PROPELLERS

Arthur Fairhurst 351 8388
Frank Berloth 398 1800
(as same price agent for Arthur)
Members who require
surfacing propellers or repairs
please contact Arthur or Frank

READY TO RACE

Mariner motor, helmets, jackets \$2,500
Telephone Peter Kinnersly 344 4428

GLASS BOAT

RACE READY ALLOY BOAT

Inc log bar, fuel tanks and flotation - good
condition \$600.00
8HP Motor - strengthened \$750.00
8HP Gearbox - complete \$500.00

Telephone Bryan
a/h 247 2207 bus 334 0273

KEVLAR DINGHY

Ready to race

\$1,000.00
Telephone 097 554 277

OUTBOARDS

1 x Mariner 8 HP unstrengthened \$700.00
1 x Merc 8 HP (slimline gearbox) \$750.00
Telephone Justin 015 442 668

BATHTUB

3rd 1995 State Championship
Strong tub — ready to race \$350.00
Telephone Justin 015 442 668

2 x 10 HP and equipment
Telephone Dennis 018 940 355