

OFFICIAL NEWSLETTER OF THE  
POWER DINGHY RACING CLUB OF WA  
& THE WESTERN AUSTRALIAN  
SPORTS DINGHY ASSOCIATION  
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**JULY 1996**

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- ✱ Nannup Cup Results
- ✱ Avon Up-Date
- ✱ Dash-for-Cash
- ✱ Dinghy Ditties

## Next Meeting

**8 July 1996**

**8.00 pm**

**The Palms**

**Cnr Rockeby Rd &**

**Cholson Rd, Subiaco**

## Next Event

**Sunnyside Down**

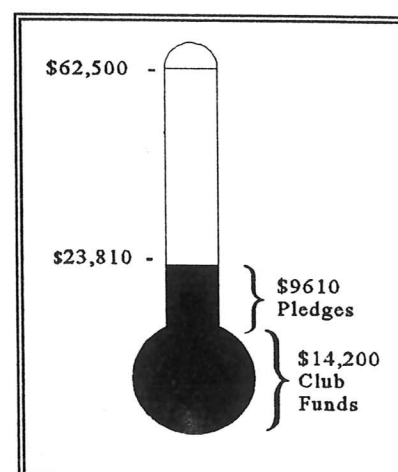
**14 July 1996**

## THE PDRC "BURS'O'METER"

The Burswood Clubrooms are now close to completion and it won't be long before all members are enjoying the comfort and surroundings of our own "home base".

MEMBERS PLEDGES				
YEAR 1	YEAR 2	YEAR 3	TOTAL	PAID
\$14590	\$9925	\$6675	\$31190	\$9610

An **honour board** will be mounted in the clubrooms acknowledging the contribution of all members.



The PDRC's share of the cost of building the clubrooms is \$62,500. The bulk of this money will be covered by **Donations** from members with possible top ups from club funds where a surplus permits. Many members have already pledged amounts from \$10 - \$5,000, but we have many new members and also many established ones, whose contributions would assist us in raising the full amount required.

Since September 1995 the club has benefited from the generous \$40,000 interest-free loan from Greg Johnson, but it is now time for us to repay this debt. An application has been lodged for a 3 year reducible overdraft of \$30,000 with our bank - **Westpac**. If we are successful in our application this type of loan will allow the club the maximum of financial flexibility, and, for many months of the year (when funds are high), we will not have to pay interest on the full \$30,000. Obviously the amount we are overdrawn, and hence our interest repayments will be reduced as the members pledges are honoured.

All **Year 1** pledges were due by the end of our financial year at 30th April 1996, and we are currently 2 months into Year 2. Hence I urge all members to honour their Year 1 pledges, encourage all members to pay their Year 2 pledges as soon as possible and invite anyone who has not yet pledged to contact me with your valuable contribution.

Your **CLUB** needs the support of **ALL** members.

*Lesley Brooker* (Treasurer)

## 1996-97 P.D.R.C. COMMITTEE

**COMMODORE**  
**KEITH BROOKER**  
 Ph 439 1879 (h)  
 360 2326 (w)  
 Mobile 018 948 108

**VICE COMMODORE**  
**DENNIS PEACH**  
 Ph 249 4747 (h)  
 370 5678 (w)  
 Mobile 018 940 355

**SECRETARY**  
**JENNIFER LEEK**  
 458 4748 (h)  
 370 5678 (w)  
 Mobile 014 882 306

**TREASURER**  
**LES BROOKER**  
 Ph 439 1879 (h)  
 360 2405 (w)

**REAR COMMODORE**  
**GLEN SKEWES**  
 537 6621 (h)  
 537 8090 (w)  
 Mobile 015 381 567

**SCRUTINEER**  
**JUSTIN FERGUSON**  
 Ph 401 5496 (h)  
 Mobile 015 442 668

**W.A.S.D.A.**  
**CHIEF SCRUTINEER**  
 Greg Barndon  
 300 3286 (h)  
 M 018 910 857

**PROPERTY OFFICER**  
**JARRAD ELLIOT**  
 341 1862 (h)  
 341 4555 (w)  
 Mobile 015 196 321

**PUBLIC RELATIONS OFFICER**  
**PETER STREET**  
 Ph 249 3062  
 Mobile 018 900 340

**SOCIAL MANAGER**  
**PETER HINK**  
 Ph 349 4751  
 Mobile 018 114 586

**SAFETY OFFICER**  
**GEOFF HALL**  
 314 2613 (h)  
 430 5043

**RULES COMMITTEE**  
 Justin Ferguson (Chairman)  
 Paul Tregurtha  
 Arthur Fairhurst  
 Ian Williamson  
 Russell Wilson  
 John Goodbody

**W.A.R.W.S.A DELEGATES**  
 Greg Johnson (018 948 855)  
 Dennis Peach

**W.A.S.D.A DELEGATES**  
 Dennis Peach  
 Glen Skewes

## COMING EVENTS

8 JULY GENERAL MEETING  
 14 JULY SUNNYSIDE DOWN  
 3 & 4 AUG AVON DESCENT

**RED FLAG  
 REMINDER**

**"Sunnyside Down"  
 last qualifying  
 event for Avon**

## COMMODORE'S COMMENTS

JULY 1996

Congratulations to the organisers and officials of the Nannup Cup for a most successful event — we must be doing something right to get 40 boats competing, especially as a good number of those were newcomers racing for the first time. There were quite a few regulars who were conspicuous by their absence — looks like some of you oldies are getting soft and prefer to chase each other around a few buoys instead of tackling a river with low water!. Every competitor I spoke to enjoyed the race, even though there was some walking and log climbing. River racing is certainly what our sport is all about and we must make every endeavour to maintain these events. To that end it was disappointing to get reports of an unacceptable incident at the Milyeannup Ford refuelling stop, these reports will be fully investigated by this Committee and action taken if deemed necessary.

Avon Descent preparations are probably your number one priority at present but don't forget Sunnyside Down on 14 July — this is a good warm up event to get you back into the river racing mentality. We will be starting at Sunnyside so no rapids to go up — with careful driving there is no reason why boats or motors should be damaged in this event. It is pleasing to see that the withdrawal rate at our river races is steadily declining — only five withdrawals from 40 starters in this year's Nannup Cup indicates that the standard of equipment and driving is improving.

At the 8 July General Meeting I will be seeking discussion on the idea of dis-allowing the reversal of amendments to competition rules or specifications until a reasonable period of time has elapsed.

It is problem enough that we seem to be continually changing our racing rules and specifications, but it is completely untenable that we can be asked to reverse a newly made decision on a particular rule at the very next or a subsequent meeting.

An example of this is the proposal in this newsletter that proposes, I think — the wording is far from clear — that we reverse the decision to allow the fitting of oversize pistons. The oversize piston debate has gone on for too long, it has been argued to such an extent that the vast majority of members are fed up with hearing about it. The motion to allow the use of oversize pistons was fairly debated, voted and passed.

To attempt to rescind that motion so soon after its acceptance will cause the Club to lose all credibility. Agencies such as NADA and the D of T who monitor our rules will not be impressed if we are seen not to be able to make our minds up on a particular issue. I certainly have no axe to grind on this issue, no personal gain either way and it has no affect on my racing, but I do feel a need to protect the Club from frivolous and mischievous manipulation of our rule book.

*Keith Brooker*



## HOW THIRSTY ARE YOU?

The last few events have seen a lot of new competitors on the river bank, all of whom are on a very steep learning curve. I'm sure that in the best tradition of dinghy racers they are doing their bit to keep the local breweries, vineyards and liquor retailers prosperous but this article concerns consumption of a different type...

Judging by the low withdrawal rate at the recent Nannup Cup these novice racers are doing a pretty good job of looking after themselves, and are certainly responsible for injecting a new enthusiasm and vitality into the Club, but amongst the most common questions asked by newcomers is "How much fuel should I carry?" Going by the need for some very long standing members of the Club to stop for fuel in the Nannup Cup, both this year and last, it would seem that some older members should perhaps be asking themselves the same question!

The whole issue of fuel consumption is particularly topical with the Avon Descent and Blackwood Classic 250 approaching, as refuelling in these events is either very restricted or prohibited.

What I would like to see in this newsletter is some interaction between members, either in the form of a "letter to the editor" an article or just a note on the back of a cigarette packet, and the subject of fuel consumption and how much to carry on board would seem to be as good a subject as any to start on.

I am certainly no authority on this matter but I will kick off by relating some statistics relating to our boat from last month's Nannup Cup.

We were racing standard class in an aluminium boat built like a Sherman tank, it has a kevlar coated bottom and weighs the best part of 85 kg without motor or fuel tank. Our motor is a Mariner 8 hp of approx 1992 vintage. Driver weighs 80 kg and deckie 59 kg in racing gear. We finished the race in a time of 2 h 40 min 42 sec and in doing so used exactly 10.8 litres of fuel (super/toluene at 20:1, oil at 50:1)

This works out at a consumption of **4.03 litres per hour**.

Don't forget that we did a fair bit of walking and pulling over and around logs so the motor was not chewing juice for the whole 2.68 hours, on the other hand there was plenty of stop/go - on and off the plane which ups consumption.

The best estimate that I can find for the length of this course is 62 km, that would give us an average speed of 23.13 km/hr, and a fuel consumption of **5.74 kms per litre**. Looking at it the other way we were going through **1.74 litres per 10 kms**.

OK, so what does that mean for the Avon Descent?

Day 1 = 57 km and our time last year was 1h 44 min 06 sec  
Day 2 = 77 km and we took 2 h 24 min 24 sec.

So taking consumption by time we would need 1 h 44 min x 4.03 litres = **7.05 litres for Day One** and 2 h 24 min x 4.03 = **9.67 litres for Day Two**.

If we do the calculation based on distance then the figure for day one is  $5.7 \times 1.74 = 9.9$  **litres for Day One** and  $7.7 \times 1.74 = 13.3$  **litres for Day Two**.

If all that is not confusing enough, bear in mind that fuel consumption is different not only between different brands of motor but between motors of the same make and size. The best bet is for you to come up with some figures for your own rig and then decide on the fuel you need to carry. A safety margin of 20% extra would not be unreasonable. Check also what is the **useable** capacity of your tank, there's no point in doing careful calculations if there's 3 litres of fuel sloshing around in the bottom of your tank out of reach of the pick-up tube!

My measurements with the plastic "12 litre" Mariner/Mercury tanks that many of us use is that with a bit of careful manoeuvring, including filling the raised air pocket, you can squeeze in **16.3 litres** of useable fuel.

That's my bit, for what its worth, so lets hear some figures from other boats. Some comparable data from sports and 10 HP boats and Suzuki and Tohatsu motors would be interesting.

*Keith Brooker*

### NEW COMPETITION LICENCE POINT SYSTEM AND RACE ENTRY FEES (1996)

RIVER RACES	DISTANCE RACES	CIRCUIT RACES
\$60 entry, 250 points for finish, 125 points for starting	\$45 entry, 200 points for finish, 100 points for starting	\$30 entry, 150 points for finish, 75 points for starting
Nannup Cup Sunnyside Down Frederickstown Cup	Spit Post Marathon Peel Pursuit Busselton/Meelup ocean race	Bunbury Carnival Northam Regatta Burswood Cup Rockingham Regatta Burswood Enduro

The following proposals were passed at the June 1996 meeting.

### RULE AMENDMENT

Competition Rule 22.13 (10 HP licence) (a) iii to read "have accumulated 3000 points as a driver in accordance with the table in 22.14".

### DISTANCE RACES

The table in competition rules 22.14 (page 48) is amended to read:

#### 22.14 Points for a WASDA Competition Licence

Event	Finishing	Starting
Avon Descent	500	225
Blackwood Classic 250	500	225
Other river race	250	125
Distance race	200	100
Circuit race	150	75

### RULE PROPOSAL

To be debated and voted at the July General Meeting

Specification 8.3 to 8.29 be amended to read:

Delete the new proposal that was in the March 1996 Newsletter, and be replaced with existing rule in current WASDA Rule Book. Rule 8.3 to 8.28. Add 8.29 that oversize pistons are not allowed.

Proposed: Luke Gardner      Seconded: Mark Austin

### Congratulations

To Tay and Julie Overstone on the hatching of a baby boy

Jak Kru

If anyone has a wetsuit to fit a 4 week old baby please contact Tay.



**Don't forget your  
killswitch for the  
Avon Descent**

The Power Dinghy Racer is now printed by

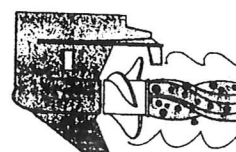
**PRINTHOUSE**

**PRINTHOUSE PRINTING**

10 Cowle Street, West Perth

Telephone (09) 227 1777 Facsimile (09) 227 9669

Contact Dan Phillips for all your printing requirements  
Thanks to Dan for supporting the Club by printing the newsletter for no cost!



**Freemasons Hotel  
Sunnyside Down  
Bridgetown**

Sunday 14 July 1996

Race Director - Glen Skewes  
Telephone 537 6621      Mobile 015 381 567

**Accommodation  
Freemasons Hotel  
Telephone 097 611725**

Due to safety factors the start of the Sunnyside Down will be as per original event, starting from Sunnyside (follow signs from Bridgetown-Balckwood River bridge).

Camping available at Sunnyside Oval (no power).

- Coffee, tea and soup only available at start line
- Sausage sizzle will be at Bridgetown finish



**FOR SALE**

**Boat 139** Suzuki 8 HP motor  
Race prepared, R gear box  
\$1,200 ☎ 448 7555

**Bathtub 005** Super quick  
Super light ☎ 018 940 355

**Formula 8 + extras** Ready to race  
☎ 493 1443 mobile 015 088 115

**Fibreglass Kevlar Boat**  
State Champ 1995/96 10 HP  
Ready to race Good Condition  
☎ 307 7865 Mobile 018 907 094

**Fibreglass boat**  
Good condition  
Very fast outfit — suit 10 HP  
☎ 314 2613 mobile 018 932 325

**10 HP Outfit** Near New Boat  
Ready to race - very quick  
Contact Tony Maxfield  
☎ 309 3687

**Rubber Duck** \$1,200 ONO  
☎ Tony Hawkins  
Weekdays 470 5142  
Weekends 342 0957

**F/glass kevlar boat**  
Late model Thomas craft  
Ready to race  
☎ Greg 274 5934 018 919 948

**Fibreglass Boat** Ready to Race  
With fuel tank \$800  
Jarrod Street 014 883 008

**von Boat 1995**  
Lightweight kevlar  
Ready to race  
☎ Jay Branson 041 898 1000

**SERVICES**

**SURFACING PROPELLERS  
& REPAIRS**  
Arthur Fairhurst 459 8360  
Frank Berloth 398 1800

**SIGNWRITING - Numbers etc  
PK SIGNS**  
Peter Kinnersley  
☎ 344 4428 Bus 041 111 3590  
mobile

**PROMOTE**  
Jarrod Street  
☎ 249 4154 Bus 014 883 008  
mobile

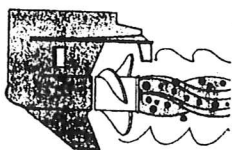
**Suzuki Outboards**  
New & Secondhand  
☎ Colin 399 6063 ah 525 4000  
CLUB DISCOUNTS

**FRANK'S MARINE**  
Mariner and Mercury motors  
Parts and repairs  
Suzuki parts and motors ☎ 490 1714

**Aluminium Welding**  
Transoms, h/trails, fuel tanks etc  
☎ 490 1714

**SUZUKIS AND TOHATSUS**  
Race Prepared and Repairs  
☎ Tony Maxfield 309 3687  
New Suzuki rubber gear boxes

**New Hydraulic Transom Jacks**  
Other services: modified solid engine  
mounts and any general machining  
Carlo Miragliotta ☎ ah 337 8293



**FOOTHILLS MARINE WASDA  
STATE CHAMPIONSHIP  
1996/97**

**8 HP STANDARD**

S Tregurtha	180
T Palfry	180
G Paull	120
R Payne	120
B Barden	80
K Barden	80
J Elliot	80
L Wilcock	80
A Peppercorn	66
G DiCarlo	60
L Teraci	60
M Parish	60
K Brooker	26
D Brooker	26

**8 HP SPORTS**

J Branson	160
M Watt	160
J Street	120
S Bennett	120
G Evans	100
C Smetherham	100
K Bolvary	100
D Austin	100
P Milner	46
M Thomas	46
B Kitcher	46
R Taylor	46
J Coates	20
K Coates	20
L Gardner	20
H Gardner	20

**10 HP SPORTS**

F Berloth	160
M Lenz	160
K Pozzi	160
G Barndon	100
M Barndon	100
G Pouw-Bray	100
I Williamson	80
T Williamson	80
S Maxwell	60
J Ferguson	46
D Peach	46
R Wilson	40
T Wilson	40
G Hall	20
G Massam	20



Glenn Paull and Kim Pozzi on their way to victory in 8 HP Standard in this year's Nannup Cup

# **NANNUP HOTEL CUP 1996 RACE RESULTS**

## **8 HP STANDARD**

1	174	G Paull/R Payne	2.16.29
2	139	S Tregurtha/T Palfrey	2.28.12
3	021	G DiCarlo/L Teraci	2.35.09
4	054	J Elliot/L Wilcock	2.36.29
5	148	K Brooker/D Brooker	2.40.42
6	142	S Brown/S Ballerine	2.44.56
7	051	C Hills/S Overstone	2.52.42
8	202	T Kitcher/S Hewitt	2.57.00
9	047	D O'Neill/J O'Neill	3.00.45
10	106	D Phillips/KGreen	3.10.20
11	165	A Bijl/J Spanghero	3.20.26
12	067	M Austin/R McKinley	3.29.31
	044	R Branson/C Branson	3.43.11
14	108	G Blechynden/S Lindsay	4.04.14
15	068	C Holman/A Robinson	4.47.32
16	056	R Cahill/J Howell	4.48.17
17	102	A Peppercorn/R Potter	4.48.33
18	183	R Rutherford/J Leek	5.26.10
19	152	R Muir/A Moffatt	5.29.35
DNF	086	S Crone/J Warwick	
DNF	131	S James/R Woelms	
DNF	178	M Scott/B Evans	
DNF	170	D Culley/M Martin	

## **8HP SPORT**

1	122	G Evans/C Smetherham	2.30.32
2	144	J Branson/M Watt	2.36.40
	138	J Street/S Bennett	2.53.40
	201	B Kitcher/R Taylor	3.06.33
5	181	L Gardner/H Gardner	3.11.15
6	185	D Rutherford/T Morey	3.23.48
7	061	P Milner/M Thomas	4.09.50
8	161	B Barradeen/N Pouw-Bray	4.15.20
DNF	171	H Burgess/D Stubbs	

## **10 HP SPORT**

1	124	F Berloth/G Pouw-Bray	2.02.34
2	052	M Lenz/K Pozzi	2.29.06
3	167	I Williamson/T Williamson	2.38.41
4	105	R Wilson/T Wilson	2.46.48
5	003	G Hall/G Massam	3.00.52
6	005	J Ferguson/D Peach	3.03.09
7	184	A Griffin/R Rutherford	3.23.53
DNF	117	J Skewes/P Hink	

## **OVERALL RESULTS**

1	124	F Berloth/G Pouw-Bray	2.02.34
2	174	G Paull/R Payne	2.16.29
3	139	S Tregurtha/T Palfrey	2.28.12
4	052	M Lenz/K Pozzi	2.29.06
5	122	G Evans/C Smetherham	2.30.32
6	021	G Di Carlo/L Teraci	2.35.09
7	054	J Elliott/L Wilcock	2.36.29
8	144	J Branson/M Watt	2.36.40
9	167	I Williamson/T Williamson	2.38.41
10	148	K Brooker/D Brooker	2.40.42
11	142	S Brown/S Ballerine	2.44.56
12	105	R Wilson/T Wilson	2.46.48
13	051	C Hills/S Overstone	2.52.42
14	138	J Street/S Bennett	2.53.40
15	202	T Kitcher/S Hewitt	2.57.00
16	047	D O'Neill/J O'Neill	3.00.45
17	003	G Hall/G Massam	3.00.52
18	005	J Ferguson/D Peach	3.03.09
19	201	B Kitcher/R Taylor	3.06.33
20	106	D Phillips/K Green	3.10.20
21	181	L Gardner/H Gardner	3.11.15
22	165	A Bijl/J Spanghero	3.20.26
23	185	D Rutherford/T Morey	3.23.48
24	184	A Griffin/R Rutherford	3.23.53
25	067	M Austin/R McKinley	3.29.31
26	044	R Branson/C Branson	3.43.11
27	108	G Blechynden/S Lindsay	4.04.14
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31	056	R Cahill/J Howell	4.48.17
32	102	A Peppercorn/R Potter	4.48.33
33	183	R Rutherford/J Leek	5.26.10
34	152	R Muir/A Moffatt	5.29.35
DNF	086	S Crone/J Warwick	
DNF	131	S James/R Woelms	
DNF	178	M Scott/B Evans	
DNF	171	H Burgess/D Stubbs	
DNF	117	J Skewes/P Hink	
DNF	170	D Culley/M Martin	

## **Best Support Crew:**

The Branson Team - Shirley, Kathy & Family

## 1996 NANNUP HOTEL CUP

### Mariner/Merc Back in Winner's Circle

With Frank Berloth and Grant Pouw-Bray in boat **124** taking first place in 10 HP and Glen Paull and Ray Payne taking first place in 8 HP Standard (second year in a row) there is the making of some very interesting competition in this year's Avon Descent.

After inspections of the river were made the week prior to the race and the low water levels found (approx 1200 mm below the top of Jalbarragup Bridge) it was looking like an extremely difficult race, however three days prior to the event Nannup had 45 mm of rain which brought water levels considerably.

Sunday morning and with the water level sitting 840 mm below the top of Jalbarragup Bridge 40 boats descended on the previously peaceful scene. The record turnout for this race produced some congestion and a few headaches for the race director.

Justin Skewes and Peter Hink grabbed the lead by Milyeannup, holding their position until blowing their gearbox causing them to paddle for two hours, eventually withdrawing at Checkpoint 4.

Russell and Tyron in **105** had motor trouble early in the race, losing their cowl until Frank and Grant in **124** passed them on a big log jam with Grant handballing Russell's cowl back to him whilst airborne over the logs — *quite spectacular*.

Mike Lenz and Kim Pozzi (**052**) finishing in second place 10 HP were pleased to have even finished this river race Mike said it was the first river race he had finished in two years!

Justin Ferguson with Race Director Dennis Peach (**005**) missing their grid by five boats and leaving last, quickly moved up to sixth place overall but after fatigue started to set in could only manage sixth in 10 HP.

Gary Evans teamed up with Craig Smetherham (**122**) for the first time taking first place in 8 HP Sports, closely followed by Jay Branson and Maree Watt (**144**) who were race leaders at Red Gully Crossing. After Jarrod Street had his boat dropped on his finger at the start line Glenn and Kate Paull played doctors and nurses that night relieving the

pressure (in Jarrod's finger that is!) after a bottle of Scotch. Jarrod and Scott Bennett (**138**) still managed to take third in 8 HP Sports.

Glenn Paull and Ray Payne appearing as place getters once again seemed to have a good run to take 8 HP Standard with Shane Tregurtha banging and crashing down rapids in his first river race. The Brookers in **148** were lucky to escape damage after an encounter with Shane and Tony very early in the piece, but **139** went on to take second place in Standard.



Michelle Martin in boat **170** had a quick trip to hospital after biting a lump from the front of their boat. Michelle has reaffirmed her preference for a rubber duck and has bought a full face helmet!

There were three father and son teams with Ian and Todd, Russell and Tyron and Keith and David, all Juniors and competing in their first Nannup Cup — well done boys, you all performed extremely well!

Many thanks to all those who helped — John Goodbody, recovery all weekend, Lesley and Jamie Webb for the sausage sizzle again a sellout and big money raiser, and Jamie George for looking after the Club Trailer.

*Race Director, Dennis Peach*



COATES HIRE AVON DESCENT

DASH FOR CASH

The 1996 Coates Hire Avon Descent was officially launched on Sunday June 23rd with a function at OUR Clubroom site at Burswood.

The media, sponsors and public were invited to watch a Dash for Cash by both paddle craft and power boats. With \$1000.00 up for grabs for the first boat over the line there was a very positive response to the invitations to compete and 16 boats turned up at very short notice.



**Mike Lenz and Kim Pozzi working their way through the field to gain third place in the Dash-for-Cash**

It rained on the way there, it rained whilst we unloaded the boats, it rained whilst we were setting the course, it rained during the speeches, it rained during the briefing and it rained at the start. It absolutely pissed down during the race and it rained at the presentation.

A Le Mans style start was chosen to put on a show for the TV cameras and it did not disappoint. The start was fast and clean, first boat off the beach was 138 Street and Bennett despite an Olympic style sprint to his boat by Geoff Massam from boat 003. Jarrod and Scotty kept in front around the all important first buoy but were overtaken by Jeff and Tom Hodgkinson in 007 as they rounded the second mark, Jarrod then decided to abandon ship and go for a swim.

At the same buoy Brent and Kerry in 028 also went for a dip, but in their case it was more prolonged - must have been enjoying yourselves in there ?!!

The five lap race then settled down, 007 drove a smooth race and maintained the lead right through to the chequered flag. Russell and Gary in their brand new 105 rubber duck chased them very hard to bring home second place. Mike Lenz and Kim Pozzi in 052 just needed another lap or so, — they were making ground very quickly on the leaders after an average sort of start.

Congratulations to father and son team Jeff and Tom Hodgkinson — judging by all the new boats and gear on your trailer a grand in prize money will be very well received.

Thanks hardly seem sufficient reward to the recovery boat crews on this wet and cold Sunday.

Danielle Culley and Michelle Martin, Peter Street and Peter Barden set the course and sat in cold wet gear whilst we listened to speeches and sipped (well some did!) Champagne, they then worked hard looking after the fleet and clearing the course.

Peter Milner also braved the elements and provided the media with an ideal viewing platform with his monster white duck.

Many, many, thanks guys, we owe you one!

#### RESULTS

1st	007	Jeff Hodgkinson	Tom Hodgkinson
2nd	105	Russell Wilson	Gary Tanner
3rd	052	Mike Lenz	Kim Pozzi







## INFORMATION UPDATE

## 1996 COATES HIRE AVON DESCENT

**Magazine available now! Coates Hire - all branches \$3.00 per copy**

**DATES:**

EVENT:

3rd and 4th August 1996

**ENTRIES CLOSE:****5 July 1996**

SCRUTINEERING:

Sunday 21 July 9.00 am, Hinds Reserve, Bayswater

POWER BOAT PRACTICE:

Saturday 27 July 12.00 noon - 6.00 pm

Sunday 28 July 8.00 am - 12.00 noon

**ADMINISTRATION:**

MAIN CONTACT:

Joan James (Entries and Administration) Phone 096 222 555 or Fax 096 225 552

RACE DIRECTOR/CEO:

Gerry Post 018 942 788

MEDIA &amp; PUBLIC RELATIONS:

Christine Silbert 388 2002 (W) 015 479 691 (M)

NAMING SPONSORS:

Coates Hire — NADA have requested that "all reference to Caltex should be deleted from competing craft and any material, stationery or signage bearing the name of Caltex should be destroyed" (!)

**COSTS:**

Entry: \$90.00 per person (ie \$180 per power craft)

**Entry to Western Quarries campsite: \$15.00**

Magazine: \$3.00 per copy

**THINGS YOU NEED TO REMEMBER!**

- **Finish line:** Has been returned to Hinds Reserve this year as the City of Bayswater have completed the major part of their landscaping project.
- **Safety Rope:** "Shall conform to WASDA dinghy spec 7.4 AND SHALL BE CONTAINED IN A THROW BAG".
- **Kill Switch** "Motor kill switch lanyard to be connected and worn by drivers at all times".
- **Competition Licence:** Competitors must hold a valid WASDA competition licence which must be **shown at scrutineering**.
- **Oversize Pistons:** All current WASDA competition rules apply, including Specification 8.30 BUT all motors fitted with oversize pistons must be declared and will be stamped at scrutineering to identify the motor.
- **Glen Avon Weir:** The Water and Rivers Commission have advised as follows "Please be advised that there have been recent changes to the Glen Avon weir on the Avon River. The intended changes are to stabilise the weir. The level of the weir is not altered. The effect of the alterations on stream flow will be to ensure that greater streamflow velocity is nearer the centre of the weir rather than towards the margins."
- **Refuelling:** There is NO REFUELLING ALLOWED. Removable fuel tanks may be exchanged BUT ONLY at the DESIGNATED FUELLING STOPS ON DAY 2. The filling of any tanks during the event except in the pit areas is not allowed.

DON'T FORGET THAT WE AS POWER BOAT COMPETITORS ARE UNDER CLOSE OBSERVATION  
BY THE ORGANISERS, THE PUBLIC AND BY LOCAL AND GOVERNMENT AUTHORITIES

- > **PROTECT THE ENVIRONMENT**
- > **DRIVE SAFELY ON THE RIVER AND THE ROADS**
- > **BE COURTEOUS TO FELLOW COMPETITORS (ESPECIALLY PADDLE CRAFT)**

Enjoy yourselves and good luck!!

*Keith Brooker*

**NOTE: Entries close 5 July**

## 100 Club



## Final Draw Winners

1st PDRC	No 068	\$1000.00
2nd PDRC	No 095	\$200.00
3rd PDRC	No 032	\$200.00
4th Jarrad Elliot	No 006	\$100.00
5th Steve Blackwood	No 008	\$100.00

## DINGHY DITTIES

**S**ome more news around the Club is that we could see the Goodbody family on the Formula 8 Scene this summer.

**O**ne of our new members was told by his girlfriend that if he raced the Nannup Cup he was OUT! It was great to see him down there and racing. Hope his clothes didn't get wet lying on the front lawn!

**A** new boat aptly named the "Tip Truck" was the buy of the year — \$25 from the local tip. Guess where they got their paint from? Yep — the tip!

**T**ay Overstone has just come up with a new 9½ lb deckie (his new son Jak) not another rule proposal coming up? (We told you that you were getting too fat, Rowdy)

**B**oat 148 (Brookers) has a little trouble with his deckie at Nannup. He kept jumping in the driver's seat. Give him one drive and he wants the lot.

**N**atasha Pouw-Bray has finally given up the battle of being a dinghy widow by hopping into a boat for the Nannup Cup.

**C**liff Hills has a nice casual run at Nannup in an old boat. Sorry Cliff, but I must tell everyone about your new, lighter duck for the Avon. Another new kevlar duck for 1996.

**G**ood friends Gary Evans and Kim Bolvary may throw that friendship out the door for a few hours — each with one win this season. Will both be fighting for "8" Sports Avon line honours?

**I**t's been a long time coming and the Club needed it! We finally have a manufacturer's battle with Mariner/Mercury, Suzuki and Tohatsu all putting out competitive motors. Great to see! There's plenty of room for everyone.

**W**e're not as unpopular as we think in the Great Southern, with letters still hitting the Albany newspapers from locals supporting us to come back.

**W**ho were the two members who decided to check the Avon river level at Bells Rapids last week?

Two cars bogged, two tow trucks, one P O'd girlfriend, \$600.00 and 8 hours later - they reported that the river level was "OK"

**L**et's hope that the Allbuild team's outboards are in a better mechanical state than their vehicles, with a total of 2 smashed & 3 broken down - the question is - Is the Senator next?

**W**hoever said bad luck doesn't come in three's, certainly forgot to tell our most unfortunate member this. After smashing up his finger even before the race started at Nannup, guess who then decided to stall his uninsured car at an intersection and had the front end promptly removed for him. Finally, hoping to ease his worries with a \$1000 win on Sunday, we watched sadly as he deserted his boat while in 2nd position. (Maybe checking the water level again???)

Dinghy Ditties  
brought to you by ??WHO??

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