

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

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- ☆ 10 HP Formula 8
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Next Meeting

12 August 1996

8.00 pm

The Palms

**Cnr Rockeby Rd &
Nicholson Rd, Subiaco**

Next PDRC Event

Peel Pursuit

8 September 1996



IAN AND TODD WILLIAMSON SHOOT THE RAPID
ON THEIR WAY TO THIRD PLACE IN 10 HP SPORTS — 1996 SUNNYSIDE DOWN

SUNNYSIDE — The Rapid

With high water conditions the traditional Sunnyside Rapid showed no threat to competitors and very little excitement to spectators apart from boats **167** and **054** who both stood their craft on end through the standing waves. John Faull displayed his driving abilities without losing a second as he roared off the top of the standing waves along with the **003** boat of Geoff Hall and Geoff Massam.

Wilson and Faull Race to a Draw

For the first time in PDRC race history we had a draw in a river race with Russell and Tyron Wilson (**105**) matching it with John Faull and Justin Howath (**125**) in the 10 HP Class.

Jay Branson and Marie Watt added to their trophy collection with a Sports Class win, while the **028** boat of Brent and Kerry Barden followed up on last year's event with the honours in Standard Class.

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- | | |
|--|---|
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Glen Skewes |

COMING EVENTS

- | | |
|-------------|-----------------------|
| 12 AUGUST | GENERAL MEETING |
| 8 SEPTEMBER | PEEL PURSUIT |
| 9 SEPTEMBER | GENERAL MEETING |
| 28-30 SEPT | BLACKWOOD CLASSIC 250 |

RED FLAG REMINDER

Flags and two propellers for Peel Pursuit

COMMODORE'S COMMENTS

August 1996

With the Avon Descent over for another year it is dinghy racers to re-acquaint themselves with their 1 avoid the bank manager and find out what it feels lil 10 HF
to bed before the early hours of the morning. 1
professions, activities and sports have their silly seas 2
the month before the Avon Descent is certainly our 3
year has been particularly vitriolic with a no-holds 4
approach by some members that has resul 5
sportsmanship and fair play being very thin on the g 6
It is a great pity that there are some competitors who 7
rather see races won or lost in the protest room, arou 8
Rules Committee table or at a General Meeting, rath 9
on the water. The Competition Rules and Specific 8 H
must, of course, be observed, but they exist to facilit 1
smooth running of our events and should not be see 2
tool to promote personal gain. As Commodore at 3
Chair of General Meetings it is my role to allow fair an 4
debate of any issue, but I am determined that contro 5
and insular attitudes be contained. I know for a fact 6
substantial number of our members no longer a 7
General Meetings because they are depressed and 8
by the circular argument and political wrangling that 9
place. This is a sad reflection on all of us and we shou 10
make an effort to bring some harmony to our Clu 11
remind yourselves that we do this for pleasure and tha 12
officers of the Club are unpaid volunteers. D

Pre-race Avon Scrutineering seemed to prod 8
reasonably smoothly, as yet I have not heard of any m 9
complaints or mistakes. The scrutineers were particu 10
lenient with race ID numbers, as long as they wer 11
sufficient size and "clearly visible on both sides of the bo 12
HOWEVER, the crunch will come if there are problems 1
checkpoint operators identifying craft. We do not want 2
further regulations regarding race ID numbers, so the o 3
is on you to make the maximum effort to ensure your 4
numbers are visible with bright yellow background, digits 5
vertical as possible and definitely not slanted. 6

Arthur Fairhurst did a superb job at pre-Avon scrutineer 1
With assistance from Stuart Maxwell and Frank Berloth 2
ran every motor and checked the ignition timing, replac 3
timing screws and made adjustments where necessa 4
Arthur took this on himself, spent all morning working 5
motors, survived being accidentally elbowed in the mou 6
by a competitor starting a motor, yet still managed to reta 7
his sanity and sense of humour. We are indebted to him f 8
this and his fair and impartial input into the Rule 9
Committee. 10

What an outstanding success the Sunnyside Cup turned ou 1
to be. Thirty nine boats competing in an event only on 2
week before Avon Scrutineering. The smooth running o 3
this event was mainly due to the excellent organisation an 4
attention to detail by Race Director Glen Skewes. We 5
done and thanks to Glen and the other officials and helpers 6

Keith Brooker

FREEMASONS HOTEL SUNNYSIDE CUP RESULTS

10 HP SPORTS

1	105	R Wilson/T Wilson	55.57
2	129	J Faull/J Howarth	55.57
3	167	I Williamson/T Williamson	57.23
4	124	F Berloth/G Pouw-Bray	57.35
5	117	J Skewes/P Hink	58.33
6	200	R Kitcher/G Keesing	59.29
7	168	K Prater/ S Forrest	1.00.09
8	003	G Hall/G Massam	1.00.49
9	111	J Haynes/C Abbott	1.11.28

8 HP SPORTS

1	144	J Branson/M Watt	1.04.01
2	007	T Hodgkinson/ M Fraser	1.04.16
3	122	G Evans/G Smetherham	1.06.38
4	057	P Milner/M Thomas	1.08.55
5	201	B Kitcher/ R Taylor	1.12.54
	102	A Peppercorn/ R Potter	1.20.12
	004	D Haynes/C Haynes	1.22.31
8	060	B Watson/C McPherson	1.26.43
9	161	B Barradeen/N Pouw-Bray	1.33.07
10	162	J Goodbody/K Green	1.36.03
11	017	J George/P Barden	2.05.29
DNF	138	J Street/S Bennett	

8 HP STANDARD

1	28	B Barden/K Barden	1.02.03
2	139	S Tregurtha/T Palfrey	1.04.28
3	174	G Paull/R Payne	1.07.42
4	004	R Branson/C Branson	1.07.53
5	054	J Elliot/L Wilcock	1.09.18
6	142	S Brown/M Brown	1.09.48
7	021	G DiCarlo/L Teraci	1.13.35
8	025	T Olijwyk/A Gerard	1.17.13
9	148	K Brooker/D Brooker	1.20.17
10	192	B Mead/D Brookmann	1.20.54
11	020	C Braithwaite/T Furey	1.29.23
	068	C Holman/A Robinson	1.37.07
	022	K Martin/C Edmiston	1.45.50
14	152	R Muir/A Moffatt	1.52.04
15	131	S Hayes/R Woelms	1.55.26
16	108	G Blechynden/S Lindsay	2.18.16
DNF	128	G Bordas/G Marinkovich	
DNF	178	M Scott/B Evans	

OVERALL

1	105	55.57
2	129	55.57
3	167	57.23
4	124	57.35
5	117	58.33
6	200	59.29
7	168	1.00.09
8	003	1.00.49
9	028	1.02.03
10	144	1.04.01
11	007	1.04.16
12	139	1.04.28
13	122	1.06.38
14	174	1.07.42
15	004	1.07.53
16	057	1.08.55
17	054	1.09.18
18	142	1.09.48
19	111	1.11.28
20	201	1.12.54
21	021	1.13.35
22	025	1.17.13
23	102	1.20.12
24	148	1.20.17
25	192	1.20.54
26	004	1.22.31
27	060	1.26.43
28	020	1.29.33
29	161	1.33.07
30	162	1.36.03
31	068	1.37.07
32	022	1.45.50
33	152	1.52.04
34	131	1.55.26
35	017	2.05.29
36	108	2.18.16
DNF	128	
DNF	138	
DNF	178	

FREEMASON'S HOTEL SUNNYSIDE CUP

With the recent rains, the Sunnyside looked like being a great race and it was. Thirty nine craft registered which was I believe a record number of entrants; 9 - 10 HP; 12- 8 HP Sports; 18 - 8 HP Standard.

With the race starting at Sunnyside on-time the Race Director had to quickly get to the turnaround point, thanks to Terry Waters (owner) for the lift, with the river in flood, the RD didn't quite get to the usual spot — some 50 m short — don't worry, everyone's times were taken from the same spot. It took only 17 minutes for the first boat to arrive. The wait at the turnaround point was only 50 minutes for some, take out 20 minutes for starts, the competitors are to be congratulated on their craft being up to scratch.

Thanks to:

Steve Webb - Starter; Lesley Brooker, Jenni Leek and Jamie Webb - Registration and sausage sizzle; Daniel Culley, Michelle Martin, Paul Gilham and Dean Barry - Recovery Craft; Tam and Colleen - Finish line; Jenny and Terry Waters - property access turnaround point; George Giblet - access through property at the Basin

Glen S

**And special thankyou
to Tom Scott of the
Freemasons Hotel, Bridgetown
for sponsoring the race**



1996 PREDICTIONS

8HP SPORTS

Kim Bolvary - Darren Austin:

Fastest in class but not great river race record.

Paul Tregurtha - Mark Tregurtha:

1st in '95. A new duck and a lot of experience.

Gary Evans - Craig Smetherham:

Great start to season. Hope to follow up from second last year.

James Street - Scott Bennett:

Both collected places in '95. Young crew, will have to utilise all experience.

Jay Branson - Marie Watt:

Very quick Tohatsu. Has not had a lot of luck in Avon. '96 should see a change.

STANDARD CLASS

Glen Paull - Ray Payne:

Novice winner last year. Operate well as a team.

Brent Barden - Kerry Barden:

Quick Standard outfit. Will be hoping for high conditions.

Shane Tregurtha - Tony Palfry:

First Avon but should go very well in rubber duck.

Jarrad Elliot - Leon Wilcock:

New boat and driving well. Will feature if finishes mechanical problem-free.

Rob Branson - Cyril Branson:

Another team that works well and are gaining a lot of experience.

10 HP

Russell Wilson - Gary Tanner:

Will the duck have the top end speed of the glass boats. Most experience team looking at 3 in a row.

John Goodbody - Kevin Green:

Out to make amends for last year's mechanical problem. One of the cleanest drivers in the sport.

John Faulk - Justin Howarth:

Back to form of old and very quick.

Geoff Hodgkinson - Tom Hodgkinson:

Better prepared than last year. Started off with Dash for Cash win.

Ian Williamson - Ricky Woodhouse:

Will be up there if can manage to finish trouble free. May find it hard coming from back of field.

**These are strictly personal opinions of the Editor only.*

AUGUST GENERAL MEETING



At the 12 August General Meeting we will be asking for your feedback on this year's Avon Descent for us to pass on to the organisers.

Whilst thoughts are fresh in your mind, come and let us know what went right and what went wrong and what can be done to improve things. I know that we do not always get everything that we ask for and that our suggestions are not always acted upon BUT many previous ideas have been taken up — if you don't ask you don't get!!

Full details of the PEEL PURSUIT will also be available at this meeting along with an update of the preparations for the Blackwood Classic 250.

PHOTOGRAPHS



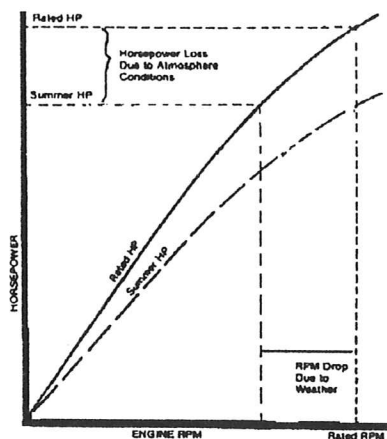
We are desperately short of recent photos of dinghy racing and Club activities.

If you have ANY photos we would very much appreciate being able to use them for the Club Newsletter.

Colour or black and white, any size is OK. They will be returned to you intact if required.

Please bring them to any event or meeting and see Keith Brooker, Peter Street or Kevan Goodall.

HOW WEATHER AFFECTS ENGINE PERFORMANCE



It is known that weather conditions exert a profound effect on power output of internal combustion engines. Therefore, established horsepower ratings refer to the power that the engine will produce at its rated RPM under a specific combination of weather conditions.

Corporations internationally have settled on adoption of ISO (international Standards Organisation) engine test standards, as set forth in ISO 3046 standardising the computation of horsepower from data obtained on the dynamometer, correcting all values to the power that the engine will produce at sea level, at 30% relative humidity at 77°F (25 °C) temperature and a barometric pressure of 29.61 inches of mercury.

Summer conditions of high temperature, low barometric pressure and high humidity all combine to reduce the engine power. This, in turn, is reflected in decreased boat speeds—as much as 2 or 3 miles per hour in some cases (see graph). Nothing will regain this speed for the boater, but the coming of cool, dry weather.

In pointing out the practical consequences of weather effects, an engine—running on a hot, humid summer day—may encounter a loss of as much as **14% of the horsepower** it would produce on a dry, brisk spring or autumn day. The horsepower, that any internal combustion engine produces, depends upon the density of the air that it consumes and, in turn, this density is dependent upon the temperature of the air, its barometric pressure and water vapour (or humidity) content.

Reference: Mercury/Mariner Service Manual

TREASURER'S MUTTERINGS

After having banked faithfully with the Westpac Bank since the club's inception (at least since 1984), with at times, considerable yearly turnover and substantial balances, we were somewhat disappointed to hear that the PDRC was unsuccessful in its application for overdraft facilities. The only other offer made to us by Westpac was for a number of our members to apply for credit cards to pay off the debt which would in turn be paid off by the club. Investigations into other ways for the club to repay its \$40,000 debt for the Burswood clubrooms reveal that our only alternatives are either to apply for an overdraft with another bank or attempt to obtain a more conventional loan. However, with no collateral behind us, the club is not in a good bargaining position unless some members are willing to stand as secured guarantors (ie: putting their home of business up as security). Hence, an offer from our benefactor to repay the loan in "lumpsums" as soon as the club finances permit, plus monthly interest repayments on the balance at a very reasonable rate of 10% / annum, came as a very welcome proposal. This is not however a long-term proposal and is reliant on the club repaying the debt in full or making other arrangements within 12 months.

At this time of the year the club finances are traditionally at their peak and this is particularly the case this year, with 215 members already financial and unprecedented numbers of entries for the Nannup Cup and Sunnyside Down further boosting our funds. At the beginning of June we had a very healthy bank balance of \$29,000 and I was therefore confident that we were well positioned to pay \$10,000 off the loan capital and begin interest payments at the beginning of July. A more complete investigation of our finances enabled me to construct a month by month budget prediction for the remainder of the club calendar year based on current membership numbers and previous years income and expenditure. From these budget forecasts I have determined that we are able to pay a further \$10,000 off the capital immediately without compromising our financial flexibility. In addition, providing that we incur no other large capital expenditure in the next 12 months, a further \$5,000 could be paid off before Christmas and \$5,000 before the end of the club year next April. With the final \$10,000 paid around June next year when club finances are again at a peak.

However, this forecast is completely reliant on all Burswood Clubroom pledges being honoured. Obviously, the sooner the club receives these funds the sooner it can repay the debt and the lower the interest repayments will be. So, honour your pledges or make a contribution if you have not already done so. We will be occupying our clubrooms very soon and hopefully can be completely **debt-free** by this time next year.

Lesley Brooker

PRACTICE FOR RIVER RACES

There is no doubt that river races are the most enjoyable and challenging aspect of power dinghy racing. Over the last few years environmental considerations have resulted in us losing permission to race on rivers such as the Moore River and Harvey River. Some members may not be aware that we have to make detailed applications to bodies such as Local Shire Councils, Conservation and Land Management, Department of Transport, River Management Authority and Aquatic Council for each event. When permission is granted there are often strict conditions attached which always include reference to the date and time of the event.

The only river race that currently has approved practice times is the Avon Descent. This means that if you put your dinghy in ANY river you must comply with the Navigable Water Regulations that state, amongst other things, that you may not exceed 8 knots within 45 M of the river bank or in water of less than 3 M in depth. But realistically, the breaking of speed limits is the least of our worries. The local and government authorities and more particularly the landowners and local residents tolerate our activities mainly because they are restricted to a few hours on a particular day of the year. Often they appreciate the spectacle and will come to watch and local businesses definitely appreciate the custom of our crews and supporters.

BUT, and it is a big BUT, if we extend the period of noise and disruption by practising at non-authorised times then this tolerance will very quickly turn to annoyance and complaint. Unfortunately such complaints will not be directed only at the craft involved but will reflect on all dinghy racers.

If you have been practising in rivers like the Blackwood you are guilty of jeopardising the ability of the Club to get permission to run river races. Think about this before you next decide to do a bit of "quiet" pre-race practice.

Also, whilst on the subject of practice, most of us at some stage go for a run at Trinity or other non-speed restricted sites on the Swan or Canning. Although not a written and binding PDRC rule it is unwritten law that life jackets and helmets be worn whilst practising — it helps us present a professional and safety conscious image — and makes sense for reasons of personal safety.

Keith Brooker

PEEL PURSUIT 8 SEPTEMBER 1996

SUPPLEMENTARY REGULATIONS

DATE: Sunday 8 September 1996
LOCATION: Peel Inlet, Heron Point Road, Coolup
RACE DIRECTOR: Gary Tanner Telephone 305 7858
SCRUTINEER: Justin Ferguson
ENTRY FEE: \$45.00 per craft
ENTRIES: At Registration on day of event
EVENT: Closed Event
CLASSES: 10 HP Sports 8 HP Sports 8 HP Standard
SCRUTINEERING: 8.00 – 9.15 am Start Line
BRIEFING: 9.15 am Start Line
START: 9.30 am
START PROCEDURE: 8 HP Standard, 8 HP Sports, 10 HP Sports
REPLACEMENT PARTS: As per WASDA Power Dinghy Spec. 10.3
WITHDRAWALS: Entrants withdrawing during race must notify an official. Failure to do so will incur a \$100.00 penalty.
SCRUTINEERING REQUIREMENTS: All craft must have paddles, rope and kill switches - lanyard as per river races, *flag*
REFUELLING: There will be no refuelling during the event.
RECOVERY: Recovery craft will cover course.
COURSE DETAILS: Approx 105 km estuary conditions. Craft will start from beach. One circuit of course, change propellers and notify checkpoint, then continue on circuit to complete lap 2. No restart.
FINISH: Heron Point (as per start)
PRESENTATION: Heron Point - following event
CATERING: Sausage sizzle, cool drinks, tea and coffee available.

STOP SWITCH LANYARDS TO BE WORN BY DRIVER DURING RACE.

MAST AND FLAG

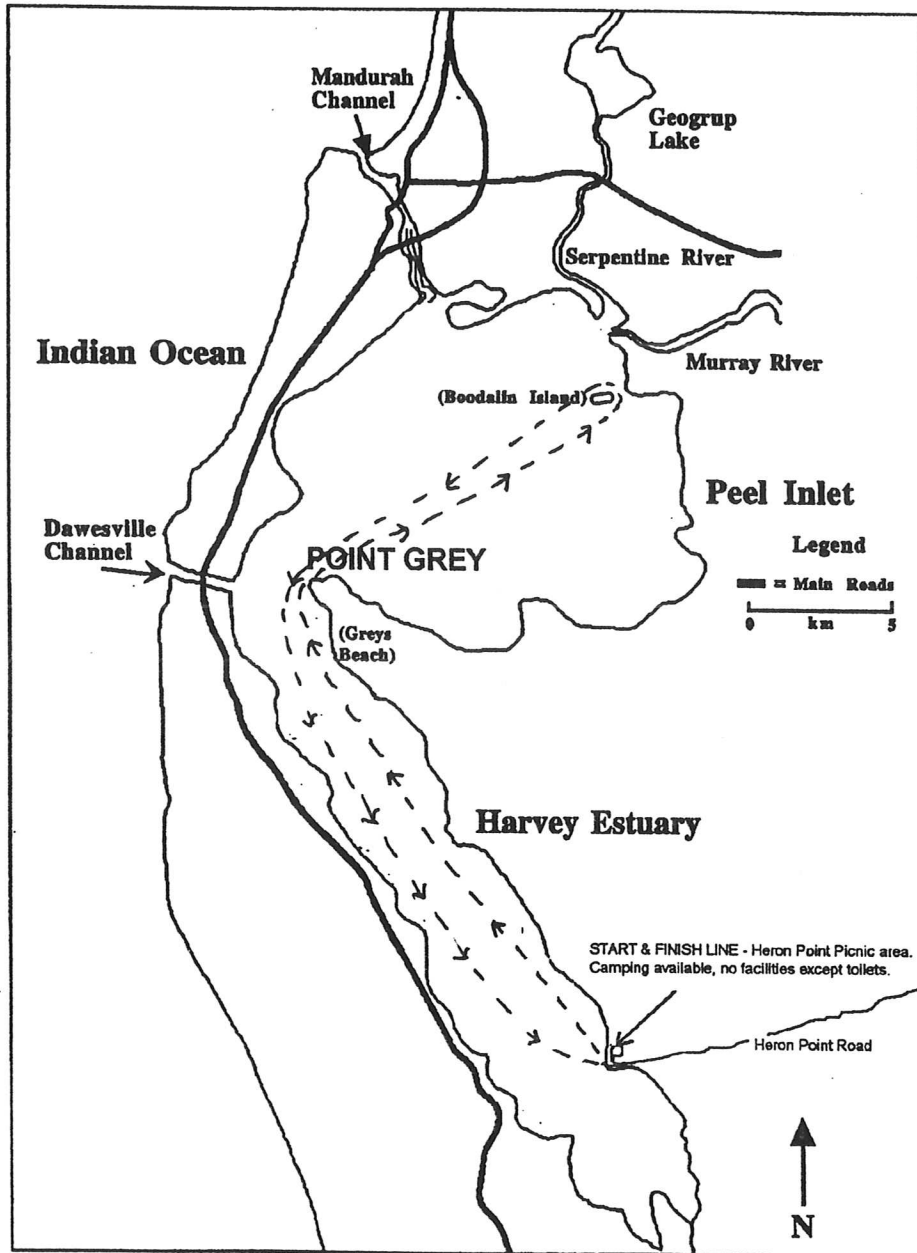
MAST AND FLAG MUST BE FITTED for Peel Pursuit and must conform with WASDA Specification 7.8:

... shall have a mast, the top of which shall be a minimum of (2) two metres above the gunwales. It shall be firmly and securely attached to the boat and shall be sufficiently rigid to have no more than one (1) metre movement at its top. Attached to the top of this mast shall be a flag that is red or orange in colour. The flag may be rectangular or pennant shaped and shall measure not less than 600 mm x 400 mm.

PEEL PURSUIT

8 SEPTEMBER 1996

MAP OF COURSE



There will be two laps of the course:

Lap 1 Heron Point → Point Grey → around Boodalin Island and return to Heron Point (approx 65 Km)

Lap 2 Heron Point → Point Grey and return to Heron Point (approx 40 Km)

Total distance = approximately 105 Km



BLACKWOOD CLASSIC 250

The World's Longest Power Dinghy Race Bridgetown – Nannup – Augusta

28th, 29th and 30th September 1996

Race book available Monday 12 August
Entries close 10 September 1996
Cost \$160.00 per craft

Full details and race book will be available
at the August PDRC General Meeting

Race Director: Rex Adams
Assistant Race Director: Brian Johns
Recovery and Checkpoints: Land Rover Owners Club

All enquiries to race organiser: Lynne Berloth 398 1800

Proceeds of this event benefit the ACTIV Foundation



Activ Foundation Inc.
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SPORTS DINGHY ASSOCIATION
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Carlo Miragliotta ☎ ah 337 8293



1996/97 PDRC STATE CHAMPIONSHIP POINTS

8 HP STANDARD

S Tregurtha	260
T Palfry	260
G Paull	180
R Payne	180
B Barden	180
K Barden	180
J Elliot	100
L Wilcock	100

8 HP SPORTS

J Branson	260
M Watt	260
G Evans	160
C Smetherham	160
J Street	121
S Bennett	121
K Bolvary	100
D Austin	100
P Milner	86
M Thomas	86

10 HP SPORTS

F Berloth	200
M Lenz	160
K Pozzi	160
G Pouw-Bray	140
R Wilson	140
T Wilson	140
I Williamson	140
T Williamson	140
J Faulf	100
J Howath	100

RULE PROPOSAL

The following rule proposal will be debated and voted at the 12 August General Meeting.

I propose the following addition to Competition Rules:

24 Amendment of Competition Rules

24.5

Any Competition Rule or Specification that has been amended, deleted, added, or changed in meaning by means of 24.1 to 24.4 shall not be amended, deleted,

added or changed in meaning again until at least 12 months after the first amendments, deletion, addition or changes in meaning, unless safety or regulatory impositions apply.

Proposed: Keith Brooker Seconded: Dennis Peach

The intent of this motion is to ensure that any new rule or specification is given sufficient time, ie a season of racing, to prove its worth. As our rules stand at the moment, a particular rule may be changed back and forth at every subsequent meeting.

The last part of the proposal allows for changes to be made for reasons of safety or if we are under a legal obligation.

DINGHY DITTIES

Avon Crap? 18 sec for 10 HP
22 sec for Sports and 24 sec for Standard at Trinity
REMEMBER WHEN THE FLAG DROPS THE BULLSHIT STOPS!!!!

After watching a few drivers tackle an easy rapid like Sunnyside I can see a few gearboxes demolished down the valley.

Ven Bowness has been bitten by the Formula 8 bug and has now purchased her own unit.

One of our ex-Rookies who is now a Junior, and normally very vocal around the Club, was noticeably quiet while waiting for the start of his first river race. A few pre-race nerves??

Surprising how some competitors and PDRC members focus on what the *sport* of power dinghy racing is all about when the big event comes around. Look after No 1!!

As mentioned last month I still feel that a mixture of competitive outboards is the best thing that has happened to our sport for awhile. Obviously some people disagree. Where's your competitive spirit???

With all the merger talks in football at present, another rumour is that next year we could see the Avon 250 and the Blackwood Descent.

**Good luck to all in the
1996 Coates Hire Avon Descent**

*Dinghy Ditties
brought to you by ??WHO??*

10 HP FORMULA 8 ???

Following interest from some of our Formula 8 competitors and future competitors the PDRC Committee has been asked to look at the possibilities of running a 10 HP Formula 8 class for the 1996/97 season. With the first event of the new season only a couple of months away, members who are interested in competing in Formula 8's this season are asked to attend the August General Meeting to discuss this class of racing.

Some of the points to consider:

- 1 Mens and Ladies classes will again be combined to give us 8 HP class, 10 HP class 8 HP Rookies.
- 2 Safety factors with a faster class of racing.
- 3 Strengthening of F8 hulls to cope with 10 HP.
- 4 Increase in competitors with a new faster class of racing.

The Power Dinghy Racer is now printed by

PRINTHOUSE

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10 Cowle Street, West Perth

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

Contact Dan Phillips for all your printing requirements
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