

OFFICIAL NEWSLETTER OF THE
POWER DINGHY RACING CLUB OF WA
& THE WESTERN AUSTRALIAN
SPORTS DINGHY ASSOCIATION
Return address PO Box 675 West Perth 6872

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JANUARY 1997

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Next Meeting

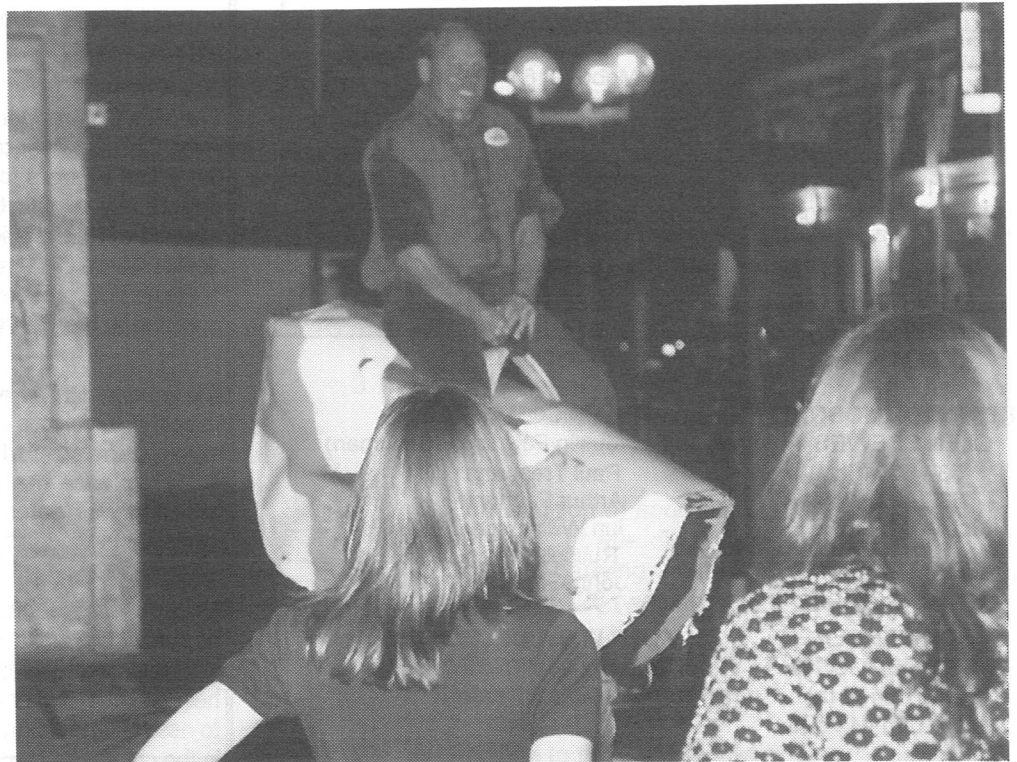
10 February 1997

8.00 pm

The Palms

Cnr Rokeby Rd &

Wholson Rd, Subiaco



Next PDRC Event

**Busselton Festival
25/26 January 1997**

NOTE CHANGE OF DATE

The Burswood Enduro will now be held on Sunday 2 March 1997 NOT 9 March.

This change has been necessary to ensure that all members, including those travelling to the Eastern States can compete — please change your calendar NOW!

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

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Arthur Fairhurst
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W.A.S.D.A DELEGATES
Dennis Peach
Glen Skewes

COMING EVENTS

25/26 JANUARY BUSSELTON FESTIVAL
10 FEBRUARY GENERAL MEETING
16 FEBRUARY ROCKINGHAM REGATTA
2 MARCH BURSWOOD ENDURO

**RED FLAG
REMINDER**

**Flags and Flares for
Busselton Ocean Race**

COMMODORE'S COMMENTS

January 1997

Another year gone, it's almost a relief to get back to the office after a seemingly never ending round of drinking, eating and generally doing things to excess. Judging by the members I have spoken to since the Christmas/New Year break, I'm not the only one who needs a breather to recharge the credit cards and lose a few kilos before the dinghy season starts. The Australia Day long weekend is not far away however, and the Busselton Festival is a great way to get back into racing mode. We are looking forward to a record turnout at this popular event.

The Vice Commodore and I attended the AGM of Northam's Avon Descent Association in December — no surprises there, the office bearers for 1997 are much the same, we took the opportunity to talk to NADA members about WASDA and agreed to hold a special WASDA meeting on 14 January to decide where the Association is going and whether it needs to continue in its present form. I will report on the outcome of this meeting at the February General Meeting.

It is important that we have sufficient members at the February meeting to form a quorum — the legislation regarding new style helmets and helmet ID numbers needs to be ratified ASAP, please make an effort to come along. The January meeting was deferred to give members a break during this socially busy period.

I mentioned a few months ago that a revamped rule book will hopefully be available before the end of this Club year. I am still optimistic that this will happen but have had no offers of help as yet — anyone with a keen eye for detail who would like to assist with finding all the niggling little errors and omissions in the current "yellow book" would be most welcome! The final version will depend on the revised role of WASDA — if it is decided that WASDA is no longer to be the ruling body of dinghy racing then much of the wording in our rules and specifications will have to be changed.

We visited two racing venues over the Christmas break — one was the Mangles Bay site of the upcoming Rockingham Regatta. I noted with some concern that is is now an officially designated jet ski activity area with all propeller driven craft prohibited (ostensibly to prevent damage to sea grass beds). Gary Evans, this year's Rockingham Regatta Race Director has been in contact with the Department of Transport and is negotiating for an alternative venue for his event. We will advise as soon as we know the new location.

The other site we visited was Emu Falls, quite a weird sensation to walk down the main chute, through the central pool and climb down through the washing machine — didn't find any dinghy debris but a lot of canoe junk — paddles, rudders, fibreglass etc. Well worth a visit to see the river without any water flowing, makes you very grateful we haven't had a very low water level for many years.

Keith Brooker

HELMETS

As from 1 May 1997 the **only** helmets approved for use in dinghies (all classes) F8 (including Rookies), F10s and tubs are those listed below.

Manufacturer	Model	Type	Price	Sizes	Weight	AS1698	Comments
AGV	Blitz	Open face, detachable chin and mouth guard	\$99	58-62 EES-EEL	1097 g	✓	D ring chin strap must be replaced with quick release (\$10 extra)
Laser	MX5	Full face	\$179	ES-EL	1380 g	✓	Quick release buckle, removable liner
Laser	Wetstream	Full face	\$280-300	S - L	1630 g	✓	Designed for jet ski use. The currently approved 10 HP helmet

Helmet House of 911A Albany Highway, East Victoria Park, will stock all helmets in a good range of sizes — ask for PDRC discount! Other good motorcycle accessory shops also stock these helmets — let us know if you negotiate a good deal!

RULE PROPOSALS

The following rule proposals will be debated and voted at the February 10 General Meeting.

A) The current WASDA Dinghy Specification 7.2 and 7.3 and Formula 8, Formula 10 and Bathtub Specification 7.2 be replaced with the following:

Each competitor entered in an event shall wear a helmet that

- a) Meets Australian Standard 1698
- b) Has been approved by and appears on a list provided by the PDRC Management Committee and Rules Committee
- c) Provides protection to the forehead, temples and ears
- d) Chinstraps must be fitted with an approved quick release mechanism (if this mechanism is not a standard fitting on a particular helmet it must be fitted by an authorised dealer for that helmet).
- e) The Identification Number shall be displayed on both sides of the helmet. Each digit of the ID number shall be black, measuring a minimum of 70 mm high and 10 mm in width, displayed on a solid canary yellow background measuring not less than 10 mm larger than the overall dimensions of the number.

7.3 Helmets (10 HP Dinghies)

Each competitor entered in an event shall wear a helmet that complies with Specification 7.2 and shall be a full face helmet or shall provide protection to the chin and mouth by means of a chin and mouth guard.

2 The above specifications become mandatory on 1 May 1997.

3 Any helmet (including Gath helmets) not conforming to specifications 7.2 or 7.3 will not be permitted after 1 May 1997.

4 The addition of specification 7.2 that "By 1st May 1998 all power dinghy competitors must wear helmets carrying Australian Standard 1698 and Snell Dot 128 (wetstream)" be deleted.

Proposed and Seconded by PDRC Management Committee and Rules Committee

B) Addition to the Specifications

The following additions to The Specifications (Section 7 - Equipment) is proposed:

7.14 - Helmet Race ID Numbers

The correct boat race-identification number need only be displayed on competitors helmets when competing in river races or distance races. Circuit race competitors may wear helmets displaying any or no race ID number.

**Proposed: Justin Ferguson
Seconded: Keith Brooker**



PUTTING DOWN THE POWER

How does a propeller work?

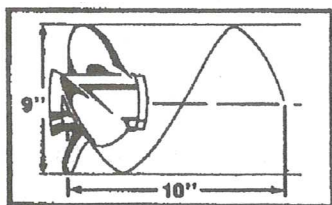
A propeller has specially designed blades that move a boat forward by creating a negative or pulling pressure on the front side of the blades (side facing boat) as they rotate — and a positive or pushing pressure on the back of the blades. These pressures cause water to be drawn into the propeller from in front, and accelerated out the back.

How many blades should a propeller have?

A single-blade propeller is the most efficient, but it also creates unacceptable vibration. Practically speaking, to achieve an acceptable level of balance with less vibration, a two-bladed prop is the most efficient. A three-bladed prop is slightly less efficient but smoother.

What is propeller pitch?

A propeller identified as having a 10 inch pitch will (in theory) move 10 inches forward in a single revolution. In reality, an efficiently operating propeller will move forward between 80% and 90% of the actual pitch. The "missing" 10% to 20% is called "slip" -but is necessary to produce thrust.



What causes too much or too little slip?

Too much slip will occur when the propeller diameter is too small for the engine and the boat load. It also can take place when too much cavitation or ventilation begins to affect the propeller. These conditions have the effect of reducing the blade area in contact with the water. Too little slip occurs when the

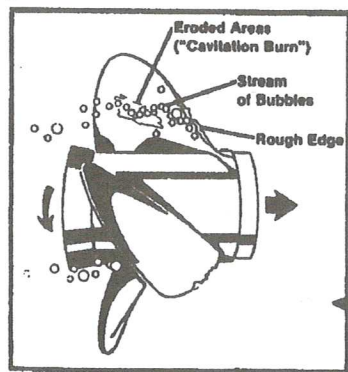
propeller diameter is too large for an engine/boat combination.

What is ventilation?

Ventilation occurs when air from the water's surface or exhaust gases from the exhaust outlet are drawn into the propeller blades. The normal water load is reduced and the prop over-revs, losing much of its thrust, however, as the propeller momentarily over-revs, this brings on massive cavitation which can further "unload" the prop and kill all forward thrust. It continues until the prop is slowed down enough to allow the bubbles to surface. This action most often occurs in turns, particularly when trying to plane in a sharp turn or with an excessive outwards motor tilt.

What is cavitation?

We all know that water boils at 100°C at normal sea level atmosphere pressure. But water also boils at room temperature, if the atmospheric pressure is low enough.



As a shape passes through water at an increasing speed the pressure that holds the water to the sides and back of the shape is lowered. Depending upon the water temperature, when the pressure reaches a sufficient low level, boiling will begin. This occurs most often on a propeller at the leading edge of the blade. When speed is reduced, and the pressure

goes up, boiling will subside. As the water vapour bubbles move downstream into a higher pressure region that won't sustain boiling, they collapse (condense back to liquid). The collapsing action of the bubbles releases energy that chips away at the blades, causing a "cavitation burn" or erosion of the metal.

The initial cause of the low pressure may be nicks in the leading edge, too much cup, sharp leading edge corners, improper polishing or, sometimes, poor blade design. Massive cavitation by itself is rare, and it usually is caused by a prop that is severely bent or far too small in diameter for the engine.

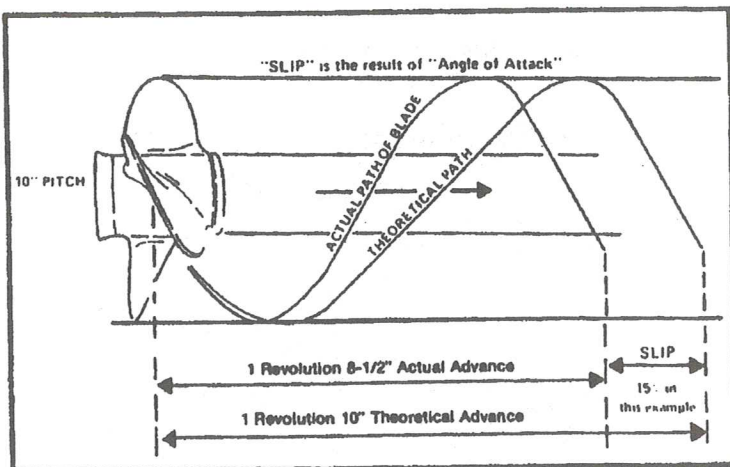
What is cupping?

When the trailing edge of the blade is formed or cast with an edge curl inwards, it is said to have a cup. Generally, cupped blades improve performance. The cup helps the blades "hold" — not loose, when operating in a cavitating, ventilating situation. This, then, permits the engine to be trimmed out further or be mounted higher on the transom, particularly on faster boats. Either adjustment usually adds to top speed.

The cup has the effect of adding to the blade pitch, as well as rake. Cupping usually will reduce full-throttle engine speed about 150 to 300RPM below the same pitch prop with no cup. A propeller repair shop can increase or decrease cup — to alter engine RPM to meet specific operating requirements.

For a cup to be most effective, it should be completely concave (hollowed) and finished with a sharp corner. Any convex rounding of the cup detracts from its effectiveness.

Reference for this article: *Avon Descent Magazine 1987.*



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Supplement to
January 1997

1997 Rockingham Regatta Sunday 16 February 1997

CANCELLED

We regret that we have been unable to get permission to race at any alternative venue, either in the Rockingham area or elsewhere. The water at Burswood is already taken that weekend. It is with much reluctance therefore that we must announce that there will be no racing on the weekend of 16 February.

There is the possibility of running an alternative event at Burswood on 23 March — the weekend before Easter — a decision will be made at the 10 February General Meeting.

Important decisions regarding the PDRC and WASDA, helmet regulations and an alternative to the cancelled Rockingham event will be made at the 10 February General Meeting.

Make a special effort to be there and have your say.

The Allbuild Burswood Enduro

SUNDAY 2 MARCH 1997
SUPPLEMENTARY REGULATIONS

RACE DIRECTOR: Keith Brooker Ph. 439 1879 (h) 360 2326 (w) 018 948108

- PROGRAMME:
- A) FORMULA 8s AND BATHTUBS: FORMULA 10s:
SCRUTINEERING - 9.00 AM
START - 9.30 AM
 - B) DINGHIES ENDURO:
SCRUTINEERING - 11.30 AM ON
START - 12.30 PM (APPROX)

SCRUTINEERING REQUIREMENTS (ENDURO)

- 1 All boats to be on beach by 11.30 AM
- 2 Following items must be supplied at scrutineering:
 - 2.1 Kill switches (cord).
 - 2.2 2 propellers to be supplied for marking.
 - 2.3 Fuel funnel
 - 2.4 Race equipment as per WASDA rules.
 - 2.5 Pit board or marker for allocated pit area with race I.D. number.

RACE RULES

- 1 GRID POSITION - Grid position allocated in arrival order, collect your grid sticker from registration on presentation of completed entry form and fee. First in best dressed.
- 2 PRACTICE is allowed after your craft has passed scrutineering
- 3 Fuel tanks must be emptied and ready for inspection 15 mins before start time.
- 4 Start of race will be with drop of white flag. LeMans style.
- 5 All crew to fit propellers and add fuel allocation on drop of start flag.
- 6 All boats will be supplied with a 2 litre fuel container marked with craft No. This is to be filled prior to start of race and by support crew in between pitstops. 2 LITRES ONLY PER PITSTOP.
- 7 All crews must make a minimum of one propeller change during the race. (All props to be checked prior to and on completion of event). Propeller marked '1' by scrutineer must be on motor at commencement of race. Propeller marked '2' on motor at completion of race. REFUELLING AND PROP CHANGES ARE ALLOWED IN THE PIT AREA ONLY.
- 8 No assistance from support crew until boats have left pit area for first time.
- 9 Race will be deemed finished once the first craft has completed a designated number of laps. A chequered flag will signify finish of race. All craft to complete the lap they are on once the chequered flag is up and enter pit area through pit lane. A YELLOW flag will indicate one lap to go.
- 10 All motors to be left on boats until cleared by scrutineer and race director.
- 11 Failure to obey race rules, dangerous driving, obstructing another competitor, disobeying an official etc. will incur a time penalty.
- 12 Driver to wear kill switch at all times while craft is on water, noncompliance will result in 'black flag'.
- 13 All craft to enter pit area through pit lane, boats must NOT be on the plane whilst in the pit lane.
- 14 'Black flag indicates that a race rule has been broken and craft indicated must stop at pit area at completion of that lap until cleared by an official
- 15 Craft must be entirely removed from water, STERN FIRST, before refuelling and/or prop changes.
- 16 Maximum two (2) support crew per craft in the pit area.
- 17 The numbered token provided must be deposited in the container on Herrison Island by the co-driver during the event.

RECOVERY - Boats will be towed to the pit area

The Allbuild Burswood Enduro

- ☆ Sunday 2 March 1997
- ☆ Burswood Foreshore
- ☆ 9.30 am start - Bathtubs and F8s, F10s,
- ☆ 12.30 pm start - Dinghies

The Allbuild Burswood Enduro is an endurance race of approximately 50 laps. All classes of dinghies will compete together (8 HP Standard, 8 HP Sports and 10 HP Sports) guaranteeing plenty of action. This event has proved extremely popular in past years and is a good warm-up for the coming season of river racing. Competitors must fit propellers and fuel boats during race time and may only refuel from the 2 litre fuel containers provided. A propeller change during the event is mandatory and crews must make one stop at Herrison Island to deposit a numbered token.

Full supplementary regulations are shown overleaf.

Heat 6 of the Formula 8 and Bathtub WASDA State Championship will be held in the morning BEFORE the Enduro.

- ☆ Sausage sizzle, cold drinks, tea and coffee on sale
- ☆ See the progress on our Burswood Clubrooms
- ☆ Support crews are essential for this event — time to be nice to family and friends again!

**Volunteers to officiate at this event are urgently needed
(rescue boat, pit marshals, flag marshals etc).**

**Remember to qualify for a points trophy you must officiate at
an event in this Club year — time is running out!!**

Sponsored by

Allbuild Construction co

A special meeting of WASDA was held on 14 January, the first meeting of this association since February 1996!

The object of this meeting was to start discussions on the future of WASDA (see previous Newsletter for some background on WASDA).

Delegates and observers from NADA and the PDRC were present, there was no representation from the Blackwood River Sports Club.

Various options were discussed — they included the dismantling of WASDA with the PDRC taking over its role of governing body of dingy racing; forming a new WASDA with different membership and new terms of reference; continuing with the present WASDA but changing the membership representation.

The discussions were cordial and fruitful but no agreement was reached. Both NADA and PDRC agreed to refer back to their members for further input.

The meeting was run by Mr Tully Tellenta from the Department of Sport and Recreation, acting as an impartial and independent chairperson.

Tully has agreed to attend the 10 February PDRC General Meeting and give us his thoughts on where we should be headed with regards to an Association.

The continuation or otherwise of WASDA has the potential to have a significant impact on our sport — it is vital that the views of as many of our members as possible are heard.

1997 Frederickstown Cup
Its On!!
Easter at Albany is a definite YES!

A lot of hard work by Race Director Peter Street with support from Albany local businesses has led to us regaining this popular venue. Full details in February Newsletter.

OFFICIAL NEWSLETTER OF THE
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PO BOX 675 WEST PERTH 6872



DENNIS PEACH

3 NORDMANN WAY

MIRRABOOKA 6061

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Race Report
THE BURSWOOD CUP
Sunday 8 December 1996

We were up early and the course was set. A few competitors complained about the tight course but decided to give it a go and found they enjoyed the racing.

Each class had five entries except for F8 Mens with six entries. First up were the Ladies 8s followed by the Mens 8s with five heats in each class.

The Rookies event started just after the sea breeze came in with F10s and bathtubs after the lunch break.

There was only one restart all day and a couple of F8s took a bump. The start went well in reverse.

A big thank you to all the helpers with rescue boats, flags, scoring etc. Another great sausage sizzle from Lesley.

The Burswood Cup was sponsored by
The Good, The Bad and The Ugly Restaurants



Kevan Goodall - Race Director

1996 BURSWOOD CUP RESULTS

Ladies F8

1	250	J Webb
2	011	K Coates
3	124	J Leek
4	174	T Ryan
5	170	R Rutherford

Mens F8

1	174	J Paull
2	144	J Branson
3	011	J Coates
4	044	R Branson
5	148	D Brooker
6	170	D Culley

F10

1	183	D Rutherford
2	105	T Wilson
3	144	J Branson
4	185	R Rutherford
5	184	J Morey

Bathtubs

1	005	J Ferguson
2	150	S Bennett
3	112	G Massam
4	183	D Rutherford
5	054	J Elliot

Rookies

1	113	S Barden
2	044	M Branson
3	162	S Goodbody
4	028	D Barden
5	093	L Watson

ADULTS' CHRISTMAS PARTY

This year's Adults' Xmas party was held at the Good, Bad and Ugly restaurant, where a very mellow crowd of around 80 turned up, for what I thought was going to be a pretty messy night. But - bugger me! even the more vocal members were suspiciously quiet, well for a while anyway.

Drinks were the first to happen (naturally - it's a dinghy-do remember) and followed by some very scrummy dips. The hogwash punch had started to take effect as Dale Goodbody led the way to the dance floor doing some very cool moves, but I must say, none were cooler than Daniel "Dancing Queen" Rutherford whose barrel-top dancing in his sombrero put "Shakin'" Shane Tregurtha to shame, I don't think he has the hips for it.

Anyway after a delicious meal, Geoff Hall thought he'd set the pace with being the first one to ride the bull. It was an impressive sight to say the least and the least is what I'm going to say about it. He was closely followed by the Commodore and Vice Commodore and once you managed to get the Committee off the damn thing (bar the girls) several more of the members managed to get thrown off before the rain started. The dance floor was alive and kicking with half naked young chicks, but none of them wanted to know any of our desperate and dateless half naked young guys, but there they stayed for the remainder of the night trying... trying... trying ...!

CHILDREN'S CHRISTMAS PARTY

The Kids Christmas party this year was held at Adventure World, where about 30 people turned up (mostly kids of the larger variety) to run amok.

Once useless stuff (like food, drinks and towels) was dumped, everyone scattered in all directions. The high-dive spectacular was pretty spectacular, we oohed and ahed in all the right places and avoided being squirted by the mad man with the mike.

Lunchtime saw Santa riding around the park in his buggy looking for the Power Dinghy Racing Club (*is that you???*) To the kids' delight he finally stopped to hand out our (umm.. their) presents of super soakers and lollies and geez, it was either a brilliant idea or a really stupid idea to give super soakers, but that kept the big kids entertained if not the little ones!

So the rest of the day was spent on the slides, rides, paddle boats and power boats (needed you ask?) and soaking up the sun.

It was a really fantastic day and a great time was had by all.

FOR SALE**Advertising For Sale Notices**

As from the September Newsletter all For Sale advertisements will be run on a one monthly basis only. Should you wish to continue your advertisement please contact Kevan Goodall ☎ 242 2003 by no later than the 20th of the month.

Kevlar boat
Professionally Velmade built
only 2 high water Avons old
Super quick and brand new
8 HP Mariner
\$3,000 ono or will separate
☎ 302 1202

Airboat 13 ft reinforced
\$1,100 Kevan ☎242 2003
018 916 968

Boat 138

One of the fastest dinghies ever built. Previous Avon & Blackwood winner, completely rebuilt. Rope jack, race ready. Best prepared entry Blackwood 96. Comes complete with covered race trailer. \$2,600
☎ Jarrad 041 149 4850 ah
☎ Scott 249 4747 ah

2 x 10 HP boats
both very fast outfits
consistent top 5 finishers
race prepared, ready for Avon '97
well priced for quick sale
☎ 314 2613 mobile 018 932 325

SERVICES**DECKIES****DECKIE AVAILABLE**

For circuit racing, age 16 (61 kg) novice. Please call Simon 472 5565 or 0411 5565

DECKIE AVAILABLE

Avon, Blackwood & circuit racing experience. 65 kg, keen to race, some driving experience
☎ David Johnson 417 9371 ah

PROPELLERS**SURFACING PROPELLERS & REPAIRS**

Arthur Fairhurst 459 8360
Frank Berloth 398 1800

SIGNWRITING**SIGNWRITING - Numbers etc****PK SIGNS**

Peter Kinnersley
☎ 344 4428 Bus
041 111 3590 mobile

PROMOTE

Jarrold Street
☎ 249 4154 Bus
0411 494 850 mobile

OUTBOARDS & MECHANICAL**Suzuki Outboards
New & Secondhand****Seasport Marine**
13 Gillam Drive Kelmscott
(formerly Armadale Marine)

☎ Colin 399 6063 (ah 525 4000)
for the best deal on
Suzuki Outboards

CLUB DISCOUNTS**FRANK'S MARINE**

Mariner and Mercury motors
Parts and repairs
Suzuki parts and motors
☎ 490 1714

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Race Prepared and Repairs
☎ Tony Maxfield 309 3687
New Suzuki rubber gear boxes

WELDING**Aluminium Welding**

Transoms, h/trails, fuel tanks etc
☎ 490 1714

1996/97 PDR**STATE CHAMPIONSHIP POINTS**

8 HP STANDARD
Shane Tregurtha 700
Tony Palfry 580
Kerry Barden 526
Brent Barden 526
Glenn Paull 284

Steve Brown 284
Murray Brown 272
Robert Branson 236
Cyril Branson 224

8 HP SPORTS

Jay Branson 566
M Branson 546
Kim Bolvary 507
Tom Hodgkinson 300
Darren Austin 300
Donna Elliss 220
Scott Bennett 213
Jarrod Street 213
Lesley Brooker 206

10 HP SPORTS

John Goodbody 466
Russell Wilson 460
Frank Berloth 386
Kevin Green 360
Jon Faull 300
Justin Howarth 300
Garry Tanner 280
Grant Pouw-Bray 266
Ian Williamson 232

ROOKIE F8

Shane Barden 180
Matt Branson 180
Scott Goodbody 120
Lisa Watson 60
Danika Barden 60

BATHTUBS

S Bennett 260
J Ferguson 186
J Skewes 160
J Elliott 100
G Massam 86
T Williamson 80
Daniel Rutherford 46
Shane Tregurtha 6
Brad Watson 6

FORMULA 10

Daniel Rutherford 280
Tyron Wilson 200
Rebecca Rutherford 180
Tyron Morey 60
Jay Branson 60

FORMULA 8 MENS

Jeremy Paull 260
Jay Branson 260
Rob Branson 140
John Coates 120
David Brooker 120
Daniel Culley 6

FORMULA 8 LADIES

Jamie Webb 280
Kasey Coates 250
Jeni Leek 140
Marie Branson 80
Trevlyn Ryan 40
Rebecca Rutherford 20

BUSSELTON FESTIVAL 1997

Saturday 25 January - Formula 8 (all classes) and Bathtub racing. An exciting location at Busselton in the Vasse River, behind the Shire Offices.

Sunday 26 January - Dinghy racing - our one and only ocean event, an exciting 35 km dash around Geographe Bay from Meelup, around the Busselton jetty (the longest jetty in the Southern Hemisphere) to finish on the beach at Busselton. Will it be a repeat of last year when the choppy conditions really sorted the men from the boys or 1994 when the Bay was like glass and deckies dozed off under the sun?

SUPPLEMENTARY REGULATIONS

DATE: 25 - 26 January 1997
RACE DIRECTOR: Glen Paull 097 524 749

SATURDAY 25 JANUARY 1997

CLASSES: Ladies F8, Mens F8, F10, Rookies, Bathtubs
LOCATION: Vasse River, Busselton, behind the Shire Offices
ENTRY FEES: \$30.00 per craft: Multiple \$50.00 (same race ID) Rookies \$10.00
SCRUTINEERING: 8.30 am
BRIEFING: 9.15 am
START: 9.30 am

SUNDAY 26 JANUARY 1997

CLASSES: 8 hp standard, 8 hp sports, 10 hp dinghies
LOCATION: Meelup Bay
ENTRY FEES: \$30.00 per craft
SCRUTINEERING: 8.00 am
BRIEFING: 8.45 am
START: 9.00 am

SCRUTINEERING REQUIREMENTS:

Flags and flares - Dinghy events - as per dinghy specs 7.8 and 7.9.

REPLACEMENT PARTS:

As per WASDA Power Dinghy Spec 10.3

RECOVERY:

Recovery craft will be on course both days

ACCOMMODATION:

Kookaburra Caravan Park, Marine Terrace, Busselton - Telephone 097 52 1516

PRESENTATION:

Esplanade Hotel, Marine Terrace, Busselton - following dinghy event

event sponsored by

Esplanade Hotel
Marine Terrace
Busselton

ROCKINGHAM REGATTA 1997

The great family day event is back again, bigger and better. The sausage sizzle will be in action, bring your beach umbrella for shade; all your family and friends (if you haven't got any - hire some) and come down to Rockingham with your racing outfit.

The event will be highly publicised, so bring your sponsors and show them what it's all about.

DATE: Sunday 16 February 1997
LOCATION: Rockingham area - exact location to be advised.
RACE DIRECTOR: Gary Evans 0418 919 155
CLASSES: Formula 8 Ladies, Mens, Rookies; Formula 10; Bathtubs; Dinghies 8 HP Standard, 8 HP Sport, 10 HP
ENTRY FEE: \$30.00 per craft; \$50.00 multiple (same ID Number) Rookies \$10.00
SCRUTINEERING: 8.00 am
BRIEFING: 8.45 am
START: 9.00 am
RACING FORMAT: AM - Rookies, Bathtubs, Ladies F8, Mens F8, F10 - 5 heats. PM - Dinghies 10 HP Sports, 8 HP Sports
REPLACEMENT PARTS: As per WASDA Power Dinghy Spec 10.3
RECOVERY: Recovery craft will be on course
CATERING: Sausage sizzle on-site
PRESENTATION: Immediately following event

We urgently require timekeepers, recovery crew and officials for this event. Contact the Race Director



Christine Watson and Colleen Skewes into the "Hog Wash"

DINGHY DITTIES

The increasingly popular hybrid rubber ducks have proved themselves to be extremely tough — bullet proof some have claimed — but not screwdriver proof! Isn't that right Frank?

The Yorkshire Ripper may have some competition in the Club. Watch our for knife wielding tin boat drivers, especially if your helmet has no quick release buckle.

GR certainly like to get their pound of flesh from their employees, they have reduced our social manager to skin and bones — come on Rin give the guy a lunch break every now and then!

One of the NADA Directors is considering becoming a competitor in their own event next year — could be a useful person to have as a decky — any takers?

One of our younger members discovered that bitumen is harder than water when the chain came off his push bike — one broken collarbone and a very bruised ego. Wonder if his father spat the dummy as violently as he did at Northam?

Some people just can't get enough time in a dinghy — but dragging one into your bedroom and using it to sleep in — bit of a worry, our source didn't say whether it was a double or single.

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



CONGRATULATIONS

Current State Bathtub and 10 HP champion Justin Skewes has just asked Tamera the big question (no, not that one!), the one that says "Will you marry me?" She said "Yes" Congratulations to Justin and Tamera. This way we can keep her in the Club, she is one of our best lap counters.

The Power Dinghy Racer is now printed by

PRINTHOUSE

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Contact Dan Phillips for all your printing requirements

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