

October 1997

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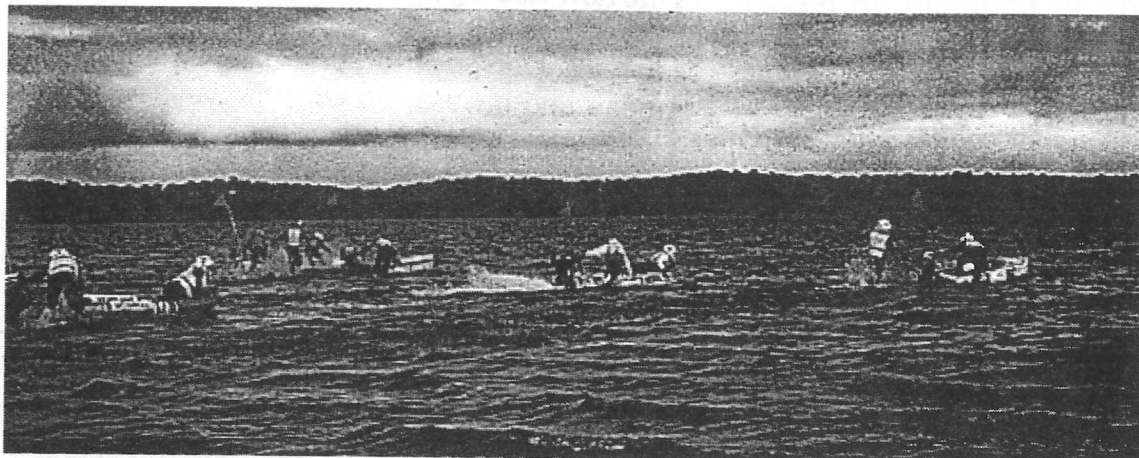
Next Meeting

13th October 1997

8.00pm

Burswood Clubrooms

Punishing Peel Pursuit



Looking for deep water...the 10hp class gets underway in conditions reminiscent of day 1 avon

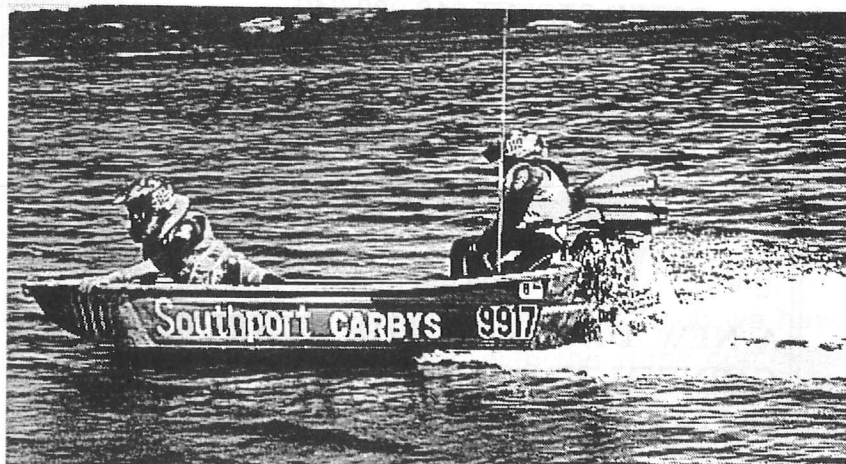
Typical of open water races, the conditions at this years Peel Pursuit were unpredictable and varied greatly during the event. The generally rough conditions made for a bruising ride for the crews.

With the tide falling, some crews had difficulty getting on to

the plane in the shallow water at the start line. (Thought they would have had plenty of practise in the Avon. Ed.) Those that got on the plane early made a good break on the field. The first crew home in 10HP was boat 162 of John Goodbody and Dennis Peach who had a good lead over boat 166, Todd and Ian Williamson. Boat 111 of John Haynes finished third but was later disqualified. This brought John Coates and Lee Hindle in boat 110 into third place. John and Lee were racing outside their normal 8hp class with a motor borrowed on the day to help make up a 10hp class. Thanks John. In 8hp sports, Jay Branson and Shane Tregurtha showed some new found speed (Continued page 6)



Do we have to go around??



John Coates comes to terms with his new found power

COMMODORE
DENNIS PEACH
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370 5678 (W)
0411 414 443 (M)
370 5628 (FAX)

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RULES COMMITTEE
RIN RUTHERFORD
(CHAIRMAN)
JOHN GOODBODY
ARTHUR FAIRHURST
IAN WILLIAMSON
KIM BOLVARY

WASDA DELEGATES
DENNIS PEACH
GLEN SKEWES

WARWSA DELEGATES

JOHN GOODBODY 015 081 314
PETER STREET 018 900 340



A NEW DATE FOR THE BUNBURY CARNIVAL HAS BEEN SET — SUNDAY 2nd NOVEMBER...DON'T MISS IT!!

**COMMODORES COMMENTS
OCTOBER 1997**

The Blackwood Classic 250 has only just ended and therefore all results gossip and information pertaining to the Blackwood Classic will be published in the November Newsletter. I will however thank all those involved in the organising of the event especially Lyn Berloth, the race organiser. We intend over the next month or two to put together a full organising committee for next years Blackwood so it will not be left to one person in the last months leading to the event.

It was decided at the last General Meeting that the new club logo needed to be a symbol rather than a drawing. I would like to make a competition for everybody to put forward one or more ideas and have a prize for the winning entry. Have your submission in by the November General Meeting for voting on. The prize will be advised at the October General Meeting. Professional help is encouraged.

You will have received a special bulletin with six new rule proposals set out to be voted on at the October General Meeting. Please be sure to attend and have your vote counted. Other points of discussion will be the Open Day, The Bunbury Carnival, Blackwood Classic Debrief, Circuit Racing season, the new newsletter proposal and the Kelscott Show.

Do not forget F8, F10 and Bathtub scrutineering is to be held on 19th October 1997 at the Burswood Clubrooms. Any competitor intending to race in these classes at the Bunbury Carnival must attend.

Dennis Peach

GENERAL NEWS

BACK TO THE SHOW

Following the enormous success of the last two years, the club will again be putting on a display at the Kelmscott show on the 18th of October.

The Power Dinghy Racing Club display was one of the most popular displays at the 1996 show with craft on display, photos, trophies, rubber duck driving exhibitions courtesy of Justin Ferguson (a real crowd pleaser) and the most popular ride at the show, (probably because it's free), rubber duck rides around the pool.

Craig Smetherham puts a lot of work in to getting this display up and running but requires help from other members who can assist with supplying boats, photos etc. and assist with setting up on Friday 17th.

We also require members to come down on Saturday to assist with manning (or womanning) the display and to drive the rubber ducks. This popular promotional activity can only continue with your help. If you can assist in any way please contact Craig on Ph. 9497 2426 or contact the committee.

THRILLS A PLENTY AS CIRCUIT RACING SEASON STARTS

Thrills, spills, tips, tumbles and loads of fun begin when the circuit racing season opens at Bunbury on the 2nd November.

For those of you who have not competed in a circuit racing event, bring your rig down to Bunbury and join in the fun without suffering the damage of river racing. Qualify your deckie or driver for next years Avon. Great friendly atmosphere with racing right in front of spectators on a tight circuit in the Lechanault Inlet, right in the centre of town.

This event will be highly publicised, so give your sponsors exposure or expose yourself to the people of the south west.

If you are not competing come down and support the Bathtub, Formula 8 and Formula 10 competitors who will be having their first outing for the season.

The Bunbury Power Boat Club have made their fantastic facilities available to us for the weekend including bar, restaurant and showers.

See you there.....

INNOCENT UNTIL PROVEN GUILTY—EDITORS COMMENTS

It seems that lately there has been some concern in the club regarding some racers competing outside the rules of the club. Of course this concept is nothing new to dinghy racing. In particular the most recent case concerns Standard Class and the idea that some competitors in this class have been illegally adjusting their transom heights during races to gain a speed advantage. Is this actually the case?

To date nobody has come forward with solid evidence that this practice has actually taken place. In reality the current claims are based purely on gossip, rumour and innuendo.

In Australia the principle underlying our legal system is that you are innocent until proven guilty. However it seems that some would rather play judge, jury and executioner, make their own decision of a racers guilt based on unsound or unproven evidence, and broadcast this to other members of the club as actual fact. Unfortunately we are not made of teflon — If you hurl enough mud ultimately some will stick.

It would be worth considering the effect of this on the racer. All competitors are aware that to win in any of the classes in this sport requires enormous amounts of time and effort fine tuning your boat and motor to gain maximum speed to even give yourself a chance. Then you require a good knowledge of the river to ensure that you can navigate it in the shortest possible time. Finally you need the ability, teamwork and experience (and a little bit of luck) to do it better than the rest on the day.

To come home first in the Avon Descent is a remarkable achievement. To have this tarnished by unfounded accusations of cheating, regardless of the strength of the accused, is likely to reduce the enjoyment and satisfaction of the victory.

Perhaps it is easier to believe that the team that beat you was cheating rather than they were better prepared, had put together a faster rig and drove a better race.

If you cheat, win and don't get caught and can feel satisfied knowing that you have won through racing outside the rules and gaining an unfair advantage rather than winning on your own merits then you are seriously missing the spirit of dinghy racing.

Who should be the judge? In our club we have the scrutineer combined with the rules committee to ensure that our racing is fair and conducted within the rules. To control this problem to date, the transoms

Continued page 5.....

THE GFR INDUSTRIES BUNBURY CARNIVAL SUNDAY 2ND NOVEMBER

This is the first event on the circuit racing calendar. The previous two Carnivals have been a huge success. Racing takes place in the protected waters of Leschanault Inlet, right outside the power boat club who kindly make their facilities available. The launching ramp will be closed to the public for our exclusive use. Bring the family as their is a grassed bank overlooking the river, protected by the clubrooms, providing perfect spectator viewing. The presentation will be held in the Power Boat clubrooms with the licensed bar opening at 3.00pm. It is worth noting that due to the late change of date our time on the water is limited as The Bunbury Power Boat Club has a competition day on the same day. However they have been generous in allowing our event to go ahead on the same day between the hours of 8.00am and 4.00pm. Due to this time restriction we will be running a tight schedule and your cooperation is required to ensure that all events run smoothly.

- DATE:** Sunday 2nd November 1997
RACE DIRECTOR: Rin Rutherford
SCRUTINEER: Rin Rutherford
ENTRY FEE: \$30.00 per craft
 Multiple \$50.00 (same race id)
ENTRIES: Available at registration on the day
CLASSES: Formula 10, Formula 8 Ladies
 Formula 8 Mens, Formula 8 Rookies, Bathtubs, 10HP Sports, 8HP Sports
 8HP Standard
SCRUTINEERING: 8.00am
BRIEFING: A.S.A.P.
START: A.S.A.P.
START ORDER: AM: F8's, F10's, Rookies, Bathtubs
 PM: 10hp, 8hp Sports, 8hp Standard
REPLACEMENT PARTS: As per WASDA power dinghy specification 10.3
SRUTINEERING REQUIREMENTS: As per circuit racing, bathtub and F8 competition rules.
RESCUE: Recovery craft will be on the course.
COURSE DETAILS: Short course. Calm conditions
PRESENTATION: Following the completion of the last event at the Bunbury Power Boat Club.
CATERING: Bunbury power boat club bar opens at 3.00pm.
ACCOMODATION: At local hotels and caravan parks.

The event is sponsored by

GFR INDUSTRIES...Perfect plastic piping

COMING EVENT

THE NORTHAM FESTIVAL ON THE AVON RIVER 15th & 16th NOVEMBER

This long standing event is held over two days and involves circuit racing on a very tight and exciting course in the pool just above Northam Weir. The format will be all classes on both days. Saturday dingies will be first followed by F8, F10 and Tubs. On Sunday the order will be reversed with the dingies racing last.

Neville Watson is race director and your host for the weekend as he makes his property (15km from Northam) available for camping on Saturday night. A good opportunity to join in the social barbeque and tell dinghy racing lies around the camp fire.

- DATE:** 15th & 16th of November
RACE DIRECTOR: Neville Watson
SCRUTINEER: Rin Rutherford
ENTRY FEE: \$30.00 per craft
 Multiple \$50.00 (same race id)
ENTRIES: Available at registration on the day
CLASSES: Formula 10, Formula 8 Ladies
 Formula 8 Mens, Formula 8 Rookies, Bathtubs, 10HP Sports, 8HP Sports
 8HP Standard
SCRUTINEERING: Saturday 12.00 Noon
 Sunday 9.00am
START: Saturday 1.30pm
 Sunday 10.30am
REPLACEMENT PARTS: As per WASDA power dinghy specification 10.3
SRUTINEERING REQUIREMENTS: As per circuit racing, bathtub and F8 competition rules.
RESCUE: Recovery craft will be on the course.
COURSE DETAILS: Short course. Calm conditions
PRESENTATION: Following the completion of the last event at the start finish line.
ACCOMODATION: At 'Hillview Estate' — Contact Neville Watson on 096 223 747 for details on camping facilities.

From page three.....

of standard boats have been required to be bolted at the standard height with the cavitation plate level with the bottom of the boat. Until this incident this has been a satisfactory method, in fact there is still no proof that this method has failed. However in response to concerns in the club, new scrutineering procedures have been created to put it to rest.

Perhaps it's time to let the very capable scrutineer and the rules committee get on with their job of administering the rules of the sport and the rest of us get on with racing in the spirit that it is intended.

Blaise Paris

SCRUTINEERS REPORT

The rules committee met earlier this month and discussed a variety of subjects. Five main issues were decided upon.

Late model Mariner and Mercury eight horse power outboards have a wider reed stop setting than pre 1994 models. The rules committee agreed unanimously that, as the new reed blocks supersede the old ones, we have no choice but to endorse the new setting.

Safety lanyards will also be the subject of a motion to the next general meeting. Most members will be aware of recent controversy regarding this — we hope to put the issue to bed with this motion.

Following reports of Mariner tiller are stop switches failing possibly giving the driver electric shocks, (an obvious safety hazard) the committee decided to put a motion allowing the disconnection of this switch. As other makes of outboard may also have such a switch, the motion will not mention a particular make.

I'm sure most members are aware of all the fuss over standard dinghy transoms and the possibility that some may be capable of being adjusted whilst the boat is in motion. It was decided that the scrutineers will install a 3/16" pop rivett in each standard boat's transom immediately prior to any river race. This will be inspected at the conclusion of the race to confirm that no movement has taken place. As this is purely a scrutineering issue, we do not believe a specific rule has to be put in place.

Helmets: A motion will be put to clear up the confusion regarding the helmet situation. It should be noted that (as supplied) the helmets recommended by the PDRC already conform to the relevant Australian standard. As long as a secure and correctly maintained catch is fitted, this conformance will not change.

Finally, the PDRC rule book is currently being updated and checked. Draft copies should be available in the next few weeks. Interested members are welcome to a copy for proof reading. (Please mention your interest at the next meeting so I can have enough copies made.)

Rin Rutherford

PEEL PURSUIT CONTINUED FROM COVER

to beat 007 crewed by Tom Hodgkinson and Michael Prosser over the line. The new partnership of Kim Bolvary and Greg Barndon in boat 081 finished third. The first 8hp standard was manned by Jarrod Elliott and Dan Rutherford in boat 054 with Glenn Paull in boat 174 finishing second. Boat 142 of Steve Brown and Shane Ballarine finished third.

Trace got underway at 9.40am with a Le mans start, the 8hp standard class heading off 10 minutes before the 8hp sports. The 10hp class followed 5 minutes after the 8hp sports.

The run to Pt. Grey was mild compared the harsh conditions experienced on the down wind run to Bodallin Island. Some very tired crews completed the prop change and headed out on to the second leg seriously questioning their sanity.

With the race completed, the presentations took place at 1.30pm with all enjoying the days racing and many leaving with a few bruises to remember it by.

As race director I would like to thank the following people; Race sponsor Cliff Hills and Clifford Automatic Transmissions, Race assistance boat supplied by Michael and Roger Lloyd from Hills Telefix in Myaree. Newspaper coverage from the times group of newspapers. The shire of Murray, Dept. of Transport and the waters and rivers commision. Last but not least the helpers on the weekend; Jennifer Leek, Leonie McGlew, Dale Goodbody, Jan Wilson, Sandra, Michael Tanner, Ian Williamson, Todd Williamson, Rin Rutherford, Dan Rutherford, Dennis Peach, Kevin Goodall, Justin Ferguson and his crew. Thanks to all of you for assisting me this year.

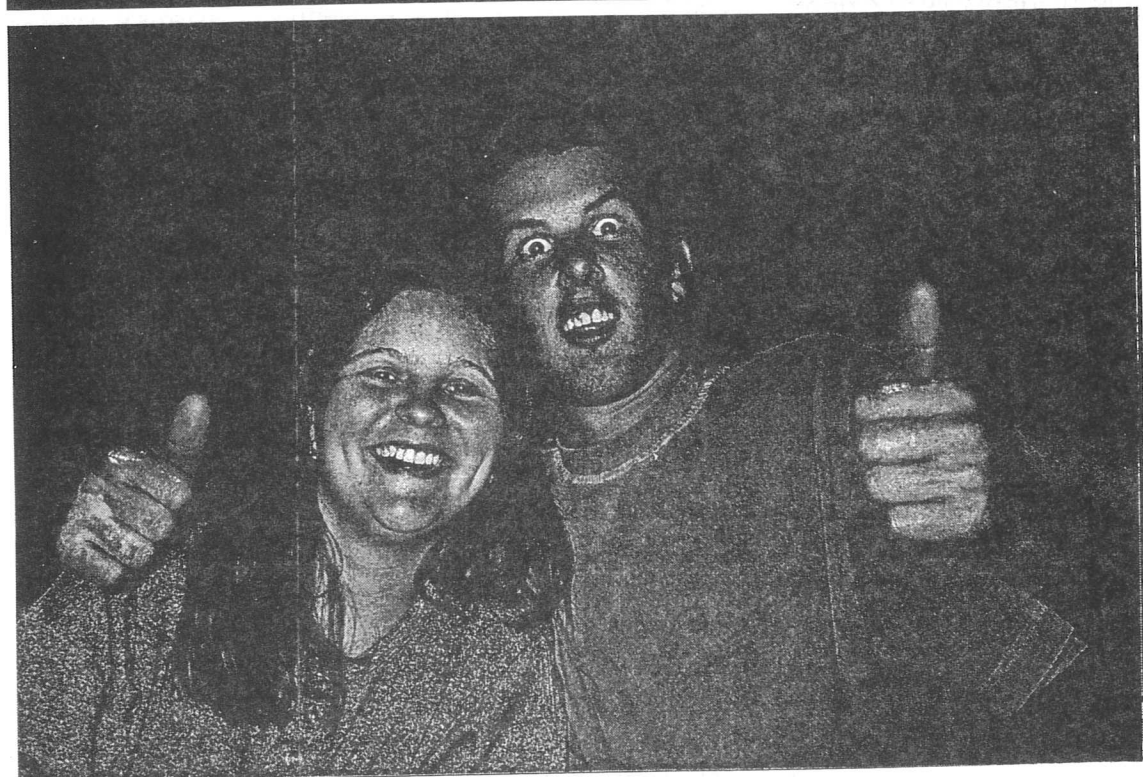
Thanks to all competitors and spectators who participated and made it a successful event.

Garry Tanner
Race Director

Thankyou!!

Chris Goddard would like to thank Alan Bijl and all those who assisted in his rescue following his accident at this years Blackwood Classic 250. He would also like to let everybody know that he is all back in one piece. No doubt we'll see him on the water in no time.

Weekend at Bransons

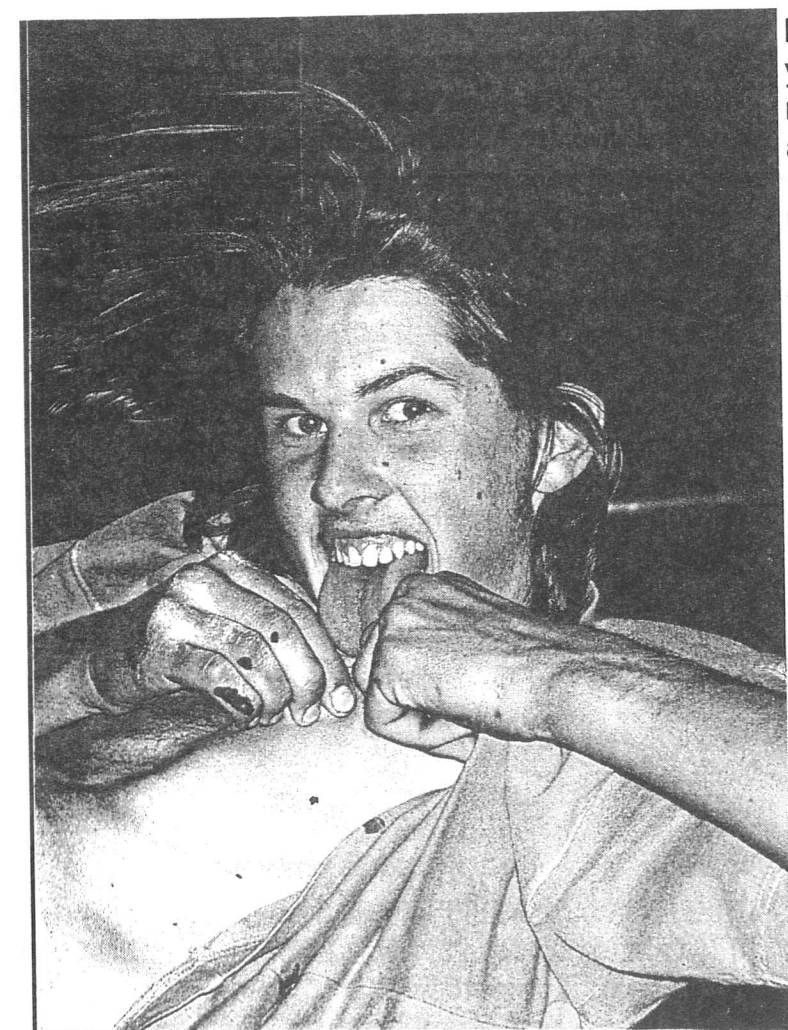


Todd Williamson onto a good thing

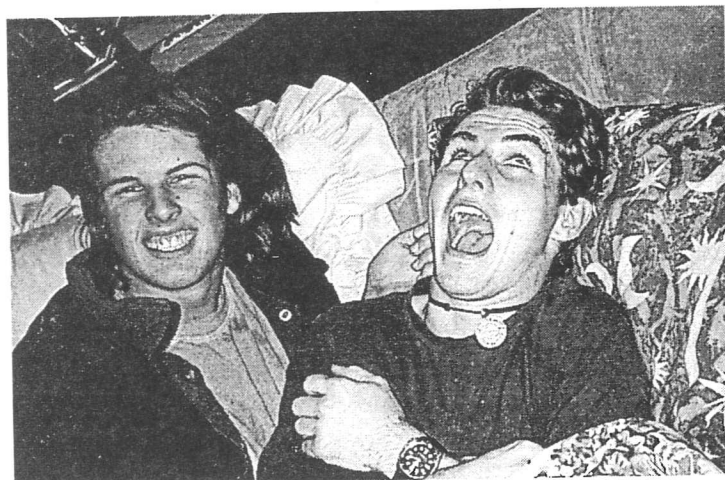
Or is it a page from the life of Todd Williamson.....

If the future of the Dinghy Racing rests with the youth of the club, then it's pretty safe judging by the enthusiasm of all those who attended Jay and Marie Bransons prior to this years Peel Pursuit.....Or is it? As illustrated in the photos the night largely consisted of quiet discussion of race strategies and pre-race preparation. We are told the night went smoothly with a good time being

had by all. I guess if the weather turns foul for next years event we all know where to head. However all next years guests should be aware, the small camera at the front entrance to the house is not just for show. It actually relays pictures to the monitor inside the house. So when you have the overwhelming desire to expose various parts of your anatomy to the camera you may want to consider the crowd of keen onlookers surrounding the monitor in the kitchen.



Can anybody explain what is going on here?



Todd and Dan share a Joke....Must've been good

The Trading Post

Members who wish to advertise their goods or services in the Power Dinghy Racer should contact Blaise Paris on 0419 433088

FOR SALE

SUZUKI 8HP OUTBOARD
Just had full rebuild including new prop shaft, drive shaft, pinion gear, rings and big end bearing. Proven flyer. Fully reinforced with rubber box Over \$700 spent. \$1,400 ono Ph Blaise on 0419 433088 or 317 1043

Boat 177, Winner of Avon 8hp
Boats 1997, brand new bottom on boat, fresh paint, ready to race with latest design jack and fuel tanks. Complete \$2,500. For details call Blaise on 0419433088

BOAT 129, Winner of Avon 10hp
1996 & 97. Complete with motor props, jack, tanks, etc. ready to race. Complete \$6,000 Phone Jon on 0418 955 427 (Will separate)

8HP Suzuki, Fully strengthened
and rubberised gearbox, very quick, 2 races old \$1,750 Phone Jeff on 343 1707

WANTED, Photos from the 1997 Blackwood of Boat 140 "Boss Hoff V8 Motorcycles" Call Jamie on 019 171 776

SERVICES

RACE I.D. NUMBERS, SPONSORS ETC. PK SIGNS
contact
Peter Kinnersley
344 4428 (W)

SUDDEN IMPACT SIGNS SIGNS . DESIGN . DISPLAY DISCOUNT TO ALL MEMBERS
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Vicky Wesley
9371 0337 (Ph/Fax)

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Arthur Fairhurst 459 8360
Frank Berloth 398 1800

SEASPORT MARINE 13 GILLAM DVE KELMSCOTT

contact
DARRYL OR COLIN ON
9390 3022

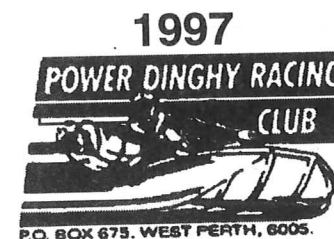
FOR THE BEST DEAL ON SUZUKI OUTBOARDS.

ALL NEW REPLACEMENT POWERHEADS AND GEARBOXES NOW AVAILABLE FOR SUZUKI 8HP

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Frank Berloth
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WELDING ALUMINIUM WELDING FOR TRANSOMS, HANDRAILS AND FUELTANKS ETC.
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STATE CHAMPIONSHIP POINTS

8HP STANDARD	
Steve Brown	520
Shane Ballarine	520
Glenn Paull	287
Brent Barden	266
Kerry Barden	266
Dallas Grivas	212
Simon Chapman	212
Glenn Paull	207
Ray Payne	201
Alan Bijl	112
John Spanghero	112

8HP SPORTS	
Blaise Paris	380
Donna Elliss	380
Tom Hodgkinson	280
Michael Prosser	280
Jarrood Street	241
Scott Bennett	221
Paul Tregurtha	200
Jay Branson	181
Cliff Hills	180
Paul Morris	160
Sarah Hills	120

10HP SPORTS	
Jon Faull	306
Justin Ferguson	306
Justin Skewes	300
Justin Howarth	300
Dennis Peach	300
John Goodbody	300
Russell Wilson	187
Jeff Hodgkinson	160
Tom Hodgkinson	160
Gary Tanner	101
Stewart Maxwell	127
Harry Burgess	127
Jenni Leek	87
Tyron Wilson	86

DINGHY DITTIES

Apparently when you get old, sometimes you gradually become senile, but in the John Haynes case this is not apparent, there is no gradual about it at all. After the Peel Pursuit there was talk from him to extend the race to three laps next year if the water is rough. Perhaps he has got CRAFT disease. (What was I writing about???)

We all remember the worldly advice from our mothers; "Make sure you wear clean underpants when you are going out, you never know when you might be in an accident and end up in hospital with your pants off" What Mum should also have included was to make sure you were at least wearing some underwear and that this practice should also be followed when racing dingies. You never know when you may be making a visit to hospital and be caught with your pants down with nothing to cover your private bits.

In conventional dinghy racing the principle of log jumping involves the deckie moving towards the back of the boat and the nose of the boat going over the log. A crew was seen at the Blackwood trialing the through the log technique, a method involving lots of throttle while aiming the nose for the middle of the log, with limited success. Feel free to let us know when you get the technique mastered.

After investigations into adjustments being made to standard class boats it has been discovered that it is not modifications to boats that have been responsible for the advantage gained, but modification of competitors through the use of steroids allowing the drivers to twist the throttle a bit further and gaining extra speed. However there are side effects to taking these types of steroids and the club is now looking for a person resembling the picture below for further questioning after being spotted in this years descent. If sighted please advise the club a.s.a.p.



In response to our constant search for speed, an innovative designer has produced a unique device known as a Water Accelerating Neoplasmic Keel (W.A.N.K.) to further enhance performance. We hope to bring you more information on this product as it comes to hand.

OFFICIAL NEWSLETTER OF THE
POWER DINGHY RACING CLUB WA
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