

July 1997

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Next Meeting

14th July 1997

8.00pm

Burswood Clubrooms

NANNUP CUP CARNAGE!



Tom Hodgkinson and Michael Prosser heading for 8hp sports victory

Once beyond this point there were few hassles had by the competitors as they settled into the longer pools and less frequent log jams.

The first boat home manned by Justin Skewes and Justin Howarth made it in to Sues Bridge in just over three hours with the last boat finishing in just under five and half hours.

The Nannup cup is questionably the toughest one day event on the dinghy racing calendar. With the top boats taking over three hours to complete the course this title is justified.

Completing this event is an achievement in itself and provides excellent experience for those competitors going on to compete in the Sunnyside, Avon and Blackwood.

With the decision made to start the event from Nannup for the first time in recent years, it was clear from the outset it was going to be a tough event. This was certainly the case with 35 percent of the field failing to finish.

The huge stage to the first checkpoint at Jalbarragup bridge proved to be treacherous claiming many victims. Problems varied from mechanical failure to broken clamp brackets. The recurring problem of running out of fuel again reared its head with several teams underestimating the distance to the first checkpoint finding themselves in the frustrating position of running out of fuel during the stage.

This stage was responsible for most of the craft not finishing the event with 15 craft retiring at checkpoint 1.



John Goodbody and Dennis Peach heading out for three hours of fun and games

COMMODORE

DENNIS PEACH
249 4747 (H)
370 5678 (W)
0411 414 443 (M)
370 5628 (FAX)

VICE COMMODORE

IAN WILLIAMSON
409 6595 (H)
018 921 294 (M)

SECRETARY

LEONIE MCGLEW
381 1808 (H)
322 3202 (W)
015 476 370 (M)

TREASURER

JEFF HODGKINSON
364 7479 (H)
474 2395 (W)
0412 007 777 (M)

REAR COMMODORE

GLEN SKEWES
537 6621 (H)
537 8090 (W)
015 381 567 (M)

SCRUTINEER

RIN RUTHERFORD
274 5916 (H)
250 2944 (W)
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250 2945 (FAX)

WASDA DELEGATES

DENNIS PEACH
GLEN SKEWES

WARWSA DELEGATES

JOHN GOODBODY 015 081 314
PETER STREET 018 900 340

SAFETY OFFICER

JOHN COATES
417 2279 (H)
434 1016 (W)

PROPERTY OFFICER

DAN RUTHERFORD
274 5916 (H)
250 2944 (W)
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SHANE TREGURTHA
448 7555 (H)
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ASSISTANT SOCIAL MANAGER

SCOTT BENNETT
249 4747 (H)

RULES COMMITTEE

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

COMMODORES COMMENTS**JULY 1997**

The club year is well underway now with around 150 members already paid up, two very successful races completed and the Avon on our doorstep. Yes, it's that time of the year again when our families don't get to see us much through working in the boat shed, practicing, collecting something for the boat or just simply creating some pre avon gossip.

As first time commodore I am very pleased with the way that the season is shaping up. The first two general meetings have been constructive and for the first time that I can remember there is very little pre-avon upset. In fact it's good to see a few of the more seasoned racers offering their advice at the orientation day held on the 29th of June. At this point I would personally like to welcome all new members and remind them not to be backward in asking of other club members. We are more than happy to assist in every way possible.

Black Friday, June 13th saw our first social night of the year - The Quiz Night. What a success this was with approximately 80 people participating in the quiz and 10 or so members helping make the night a success! With around \$3,500 worth of goods donated the quiz made in excess of \$1,500. MAGNIFICENT effort by our social managers and their assistants!

The Nannup Cup was also a success with 45 entries and over 10 novice entries making exciting racing. The water was at an acceptable level and the weekend went fairly smoothly. DO NOT miss the next race being the Sunnyside as this is another good one in the lead up to the Avon.

Good Luck in the Avon...

Dennis Peach

WASDA REPORT

The new constitution is now set in place and the members of WASDA are now the PDRC and NADA with affiliated members such as the Department of Transport. WASDA will now meet quarterly.

The yellow rule book will now be known as the PDRC rule book and the only rule changes that need to be ratified by WASDA are any powerhead specifications and safety issues.

WASDA will still continue to issue licences but will mainly be an overseeing body. The PDRC's payment to WASDA this year will only be a nominal fee of \$100. We will now have the rule book re-printed to include all amendments and change wording to the new PDRC where necessary. We will also purchase new folders and rule books.

Dennis Peach

GENERAL NEWS

Kylie Martin and Carolyn Edmiston (Miss Maud Crew Boat 022) have created the Power Dinghy Racing Clubs own T-shirt for the 1997 Avon Descent. The shirt features a revised logo on the front with a spectacular graphic on the back with the caption "One mans fear is another mans thrill". They are short sleeved (\$18) and available in either white or grey. They will be for sale at the next general meeting and at the Sunnyside Down. Proceeds from the sales support the club. They're available in limited numbers so don't delay.

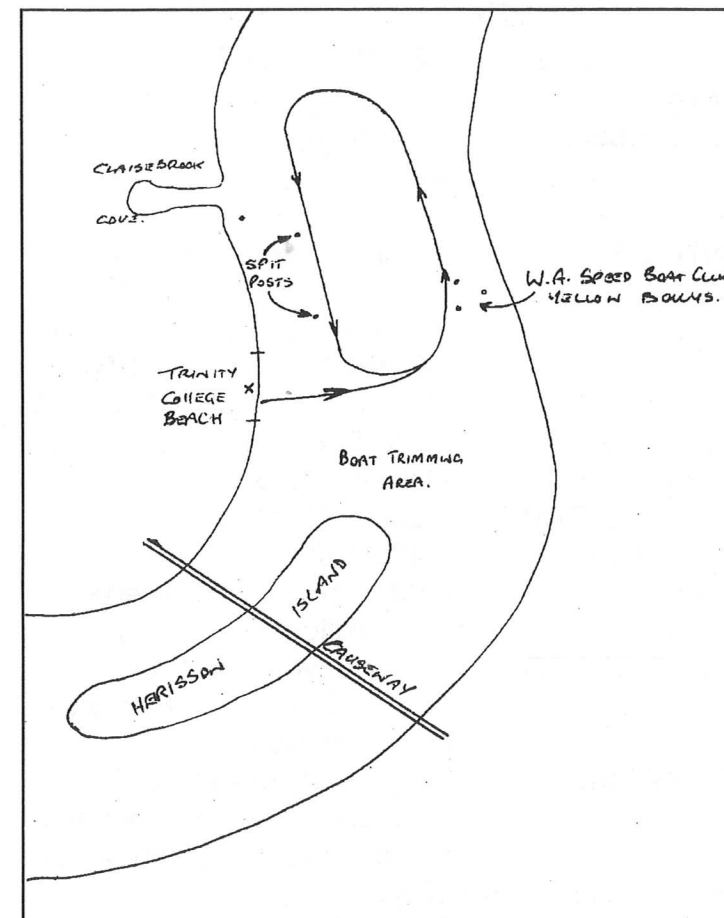
Formula 8 and Formula 10 drivers questionnaires included in the June newsletter are required urgently. Could all people intending to participate in these classes submit the forms as soon as possible.

The motion proposed in the last newsletter was withdrawn to provide an opportunity to reword the proposal to avoid any confusion.

With the Avon fast approaching the demand on the practice course known as the 'Trinity Practice Course' is increasing each weekend and congestion becomes a problem with boat "wakes" going every which way. The length between the relevant spit posts is somewhat short (350m) making a clean run essential for those looking for that extra split second off elapsed time. Although the PDRC has no official control over these waters we can at least organise ourselves to keep the course clear as much as possible for those doing practice runs.

It is requested that members running in motors, trimming or generally setting up their rig do so away from the course area, namely south (causeway end) or east of Trinity beach. It would be appreciated if those doing practice runs between the spit posts do so in the down stream direction only having made their way upstream on the eastern side of the river close to the large yellow foam bouys used by the WA speedboat club. Effectively the approach to the course and the timed run would be in an anticlockwise direction.

In general, be aware of other boats using the course and the disturbance your wake may make to their run and minimise this wherever possible. You are also reminded that the speed limit under all bridges is eight knots. Members cooperation with this system will benefit all racers. (See diagram)



'Trinity Practice Course' proposed circuit

While we are talking about the 'Trinity Practice Course' it is always a point of debate and colourful conversation as to who is doing what times down the course in the lead up to the Avon Descent. For our newer members or those not familiar with the Trinity course the following is a ball park guide as to what is an acceptable time for each class based entirely on hearsay with no factual basis what so ever. (Much the same as many of the times bandied around at the bar.)

10hp

In the 21's - you've got some tuning to do
In the 20's - you're on the pace
In the 19's - you're very very fast indeed
In the 18's - you've got to be joking

8hp Sports

In the 25's - look out for those standard boats
In the 24's - you're right up there
In the 23's - absolutely flying
In the 22's - yeah right. Then you fell out of bed.

8hp Standard

In the 27's - Need to squeeze some more out of it
In the 26's - Well and truly on the pace
In the 25's - Extremely quick
In the 24's - Hmmmm. I don't think so.



REMEMBER, SUBSCRIPTIONS WERE DUE ON 31ST OF MAY. YOU NEED TO BE FINANCIAL TO RACE

**FREEMASONS HOTEL
SUNNYSIDE DOWN**

DATE: Sunday 13th July 1997
RACE DIRECTOR: Scott Bennett Ph. 249 4747
SCRUTINEER: Rin Rutherford
ENTRY FEE: \$60.00 per craft
ENTRIES: Available at registration on the day at Sunnyside start line
EVENT: This is a CLOSED event. ALL COMPETITORS MUST BE FINANCIAL CLUB MEMBERS
CLASSES: 10HP Sports, 8HP Sports, 8HP Standard
SCRUTINEERING: 8.00am Start line
BRIEFING: 8.45am Start line
START: 9.00am Sunnyside reserve (Follow signs)
START ORDER: As per drivers finish position of 1996 Sunnyside. Balance of entries by ballot
START LINE: Single craft 30 second intervals. Motors must not be started until craft enters water
REPLACEMENT PARTS: As per WASDA power dinghy specification 10.1
WITHDRAWALS: Entrants withdrawing during a race MUST notify an official. Failure to do so will incur a \$100 penalty
RESCUE: A sweep boat will cover the course. Boats withdrawn from the event will be towed to the nearest downstream checkpoint.
COURSE DETAILS: Approx distance 40km. Competitors will race up stream through large pools, Ti trees and log obstacles. All craft will stop at a restart area They will restart heading downstream to Bridgetown.
REFUELLING: There will be no refuelling during the event
FINISH: Blackwood Park, Bridgetown
PRESENTATION: Freemasons Hotel
NOTE: Ration pack required

NANNUP HOTEL CUP REPORT

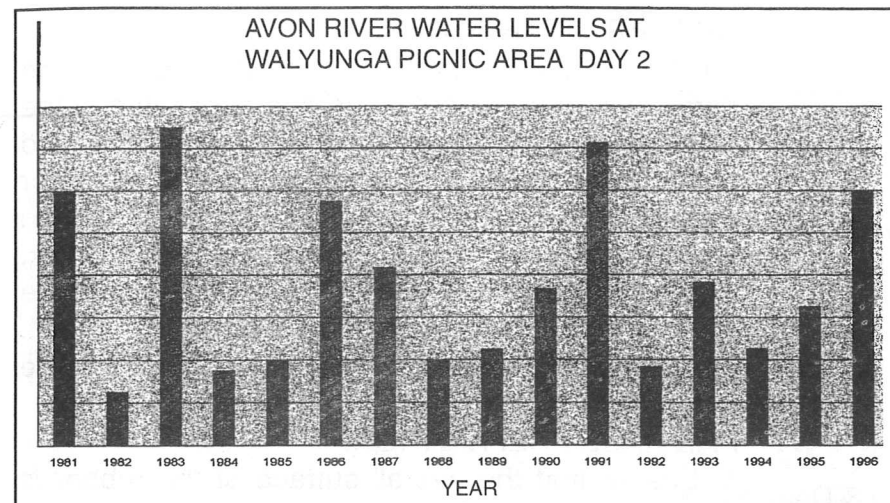
What a smashing weekend so Jarrad Elliot found as he was first boat to Jalbarragup, but by the time he got to the bottom of Red Gully he had smashed his gearbox clean off! A few other competitors also had similar circumstances whilst some just simply ran out of fuel.
 The water level was 380mm higher than last year at Jalbarragup Crossing - enough water to start from Nannup. It was quite wet and muddy, however weather was fine and sunny on the day for the 45 starters (over 10 of which were novices). There was plenty of banging and crashing before Checkpoint 1, hence the high withdrawal rate of 16 by this stage. There were no further withdrawals.
 This race was a prime example of looking for alternative channels. I remember coming out from one of these only to see 003 Geoff and Geoff with their boat 2m up in the air and Geoff standing on top of it, all giving us the bird (finger). Great pre-Avon race - lets hope the first day of the Avon is not as difficult.

Perpetual Trophy
 Boat 117 Justin Skewes & Justin Howarth.
Beat Novice Trophy
 Boat 077 - Aron Kierath & Mark Wydynaszko.
 1st Novice, 5th standard class.
Best Support Crew
 Jeff Hodgkinson & Kylie Martin in supporting Boat 007.
 See insert for other results.
 It was also great to see our sponsor supporting us with a Winners Board to be hung in the Nannup Hotel.
 Special thanks to Nannup Hotel, Nannup SES, Nannup Lion Club, Geoff Taylor, Blaise Paris, Donna Elliss, Ross McInley, Russell Creed, Graeme Peach, Jan Wilson, Dale Goodbody, Graeme Keesing, Andrew Gamble, Jeff Hodgkinson, Kylie Martin, Lyn Berloth and the Branson Team.



The rescue boats are always there to come to the aid of a stranded racer...but who is going to rescue the rescue boat??

AVON DESCENT 1997...What will the water be like this year?



Always a point of discussion at this time of year. "What do you think the water will be like in the Avon this year?" Take a look at the graph and see if you can pick any trends. One trend that seems to emerge is that in most cases after a booming high water year the following year is fairly low illustrated in the years following 1981, 1983 and 1991. However there is an exception to this pattern where in 1986 and 1987 the water was fairly high in both years.

The water levels have been fairly moderate for the past few years with the exception of 1996 where we had exceptionally high water. Are we in for a low one this year?
 A phenomenon that you may or may not have heard of is the "El Nino Effect." El Nino takes place off the Peruvian coast when the easterly winds cease allowing the Pacific warm pool to move out into the central Pacific. When this warm pool which consists of convective clouds moves, droughts occur in Australia. The last time this occurred was late in 1991 (1992 we had low water) and has been documented to occur on average every six years.
 The climate prediction centre in Washington has recorded that the easterly winds have collapsed over the entire equatorial pacific. A bureau of meteorology research centre in Melbourne has predicted strong El Nino conditions developing over the next few months. What does all this mean??
 This type of weather prediction is in early development. However the general rule that can be drawn from it is that during El Nino times you can expect less than average rainfall. The extent of this depends on the strength of the El Nino. (Very strong conditions are currently building.) This indicates that rainfall is likely to fall short this year and, as is always the case it is critical as to when the rain actually falls.
 The general indicators are that we could be in for the lowest water seen in the Avon for some time. Should sort the men out from the boys.....

Who's hot this year?

Picking the winner of the AvonDescent is never an easy task. There is no doubt that despite the skill level of competitors there is always an element of luck. (Just ask John Goodbody. When leading the race in 1995 his prop shaft fell out in the day 1 trees putting an end to his race) However there are always some favourites who due to their past performances and experience are always likely to be up the front of the field.

10HP SPORTS

Boat 129 Driver: Jon Faulk
 Boat 105 Driver: Russell Wilson
 Boat 007 Driver: Jeff Hodgkinson
 Boat 162 Driver: John Goodbody

8HP SPORTS

Boat 064 Driver: Kim Bolvary
 Boat 138 Driver: Jarrod Street
 Boat 144 Driver: Jay Branson
 Boat 051 Driver: Cliff Hills

8HP STANDARD

Boat 142 Driver: Steve Brown
 Boat 139 Driver: Shane Tregurtha
 Boat 028 Driver: Brent Barden
 Boat 054 Driver: Jarrad Elliott

If you haven't got your entry in for the Avon yet you've got some serious groveling to do. (Entries were due on the 4th of July but I'm sure they wouldn't turn down a late one.) The next big date for the event is scrutineering on Sunday the 20th of July at Hinds reserve bayswater.
DON'T MISS THAT ONE!!



NOTICE: The Northams Avon Descent have organised a street parade on Wednesday the 30th July to celebrate the 25th anniversary of the event and promote the 1997 race. Opportunities to participate exist in the form of a vehicle (Towing a trailer with a boat) or to march with the group. It will be held between 1.00-2.00pm through the main streets of Perth. Anybody interested in attending should contact Dennis Peach by 21st July 1997 on 0411 414

Event sponsored by
Freemasons Hotel, Bridgetown
 Telephone 097 61 1725

Call in and see Tim Scott for
 your accomadation food and drinks

QUIZ NIGHT

What a night! The quiz finally got underway around 8.30pm once people had a chance to prime themselves at the bar (not necessarily at the club bar either eh Russell?). There were 12 rounds of assorted questions plus a few other things which took the night through till about 12.30am. The remaining 20 or so bodies took advantage of - the D.J. till 3am and some the bar until 5am.

The winners of each round won a carton & a bottle of Champagne.

The Logo winner was Table 1 of Rin, Rebecca & Dan Rutherford, Jodie Bennet, Jamie & Trish Webb.

The winner after Round 6 was Table 11 of Jay & Marie Branson, Emma Lambert, Leah, Leanne & Simon Chapman.

The overall winner was Table 3 of Ian Williamson, Jan, Allan Bartlett, Arthur & Carol Fairhurst.

There was over \$3,500.00 worth of magnificent prizes donated by:

- Geoff Kemp Retravision
- Ace Auto Clean
- Red Sands Tavern, Newman
- Hermans & Rossi Electrical
- Captai Cook Cruises
- Boat Torque Cruises
- Mamma Maria's Restaurant & Bar
- Granitas Restaurant
- GFR Industries
- Cooling Bros Class Co
- PMFM
- Complex Ceilings
- West Australian Newspapers
- CSR Gyprock
- Farinosi & Sons Hardware
- Tanworld Liquor
- Dear Friends Restaurant
- The Good, Bad & Ugly Restaurant

Thank you to Shane Tregurtha, Scott Bennett, Tyron Wilson, Peter Bardon, Todd Williamson, Andrew Gable, Justine Watson, Allison Lawrence & anyone else who helped put a great night together.

The quiz night made a profit of \$1,594.00, which would not have been possible without you, the club members and friends, supporting this excellent evening.

PERFORMANCE TIPS

RUBBER GEARBOXES

The rubber gearbox protector drastically reduces the damage in terms of breakage and stress due to the fact that a curved shock wave rather than a spiked shock wave travels up your engine looking for something to break. This means not only protection for your gearbox but also reduced damage to trunk, clamp brackets etc. When a rock is hit at speed the effect is more of a bounce rather than sharp impact. To maximise performance the following steps may be carried out.

PRE RACE PREPARATION:

1. Ensure that the overall surface of the rubber is smooth and free of lumps or dags.
2. Sharpen the trailing edges above the 'bulb' of the gearbox as this seems to facilitate water pickup (Sports class)
3. The trailing edge of the gearbox below the 'bulb' can be squared off.
4. The leading edge should not be touched or sharpened as this will lead to increased wear and prop 'blowout'.
5. Standard class boats may improve performance by grinding away the rubber from an area approx. 1" above the leading edge in a smooth arc back to the metal of the gearbox thus removing nearly all of the rubber from the area above the bulb in the gearbox. A slow revving disc sander with course paper will be effective in removing the material. Too much speed will melt the material. Great care needs to be taken to achieve a hydrodynamic result otherwise you may be best not to alter it at all.
6. At the trailing edge of the 'bulb' sand the 1/2" around the curve where the exhaust gas comes out to reduce the thickness of the rubber down to almost nothing. In most cases this is not necessary as the material is already thin in this area.
7. Sports class boats will find a stronger pull on the tiller due to the fact that the greater area of skeg in the water resists the effects of prop walk to a larger degree. Propellor blowout will be experienced if the tiller is moved out too far as the angle of attack of the gearbox to the water becomes too great and the gearbox stalls thus sucking exhaust gas back into the prop. This will occur on both rubberised and non rubberised gearboxes. *Jeff Hodgkinson*

If you feel you have anything to contribute with regards to general tuning tips contact Blaise Paris on 0419 433088. This information is generally hard to come by and is of great value to newer members and is in the best interests of more competitive racing.

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

Surfacing propellers, new and used. All in good condition. Contact Tim on 9279 6839 (A/Hours)

Practice Motor for Sale \$450 Mercury 8hp strengthened. Prop and fuel tank included. F 343 1707 (A/Hours)

8hp Mariner fully reinforced, rubber gearbox, rarely raced \$750 Ph 537 8051

WANTED 8hp Mariner or Merc. gearbox, bare or rubber in running order Ph Blaise on 317 1043(H) or 0419 433088

WANTED boat building experience, anyone carrying out repairs who needs a helper contact Sue Cottrill on 371 0337 (w)

SERVICES

SURFACING PROPELLORS & REPAIRS
Arthur Fairhurst 459 8360
Frank Berloth 398 1800

RACE I.D. NUMBERS, SPONSORS ETC. PK SIGNS
contact
Peter Kinnersley
344 4428 (W)
0411 113 590 (M)

SUDDEN IMPACT SIGNS SIGNS . DESIGN . DISPLAY DISCOUNT TO ALL MEMBERS
contact
Vicky Wesley
9371 0337 (Ph/Fax)
0412 473 752

MOBILE PHONES

FOR A NEW MOBILE PHONE OR ACCESSORIES CONTACT KYLIE ON 0412 996633
DISCOUNT FOR CLUB MEMBERS

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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

TONY MAXFIELD RACING

SUZUKIS AND TOHATSUS RACE PREPARED AND REPAIRS. NEW SUZUKI RUBBER GEARBOXES MOULDED
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Tony Maxfield
309 3687(H)

FRANK'S MARINE FOR

MECHANICAL REPAIRS TO MARINER, MERCURY AND SUZUKI MOTORS. NEW MOTORS AND PARTS AVAILABLE
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Frank Berloth
490 1714 (H)

WELDING ALUMINIUM WELDING FOR TRANSOMS, HANDRAILS AND FUELTANKS ETC.
contact
Frank Berloth
490 1714 (H)

1997



STATE CHAMPIONSHIP POINTS

| 8HP STANDARD | |
|-----------------|-----|
| Steve Brown | 200 |
| Shane Ballarine | 200 |
| Allan Bijl | 100 |
| John Spanghero | 100 |
| Brent Barden | 86 |
| Kerry Barden | 86 |
| Glenn Paull | 86 |
| Ray Payne | 80 |
| Rob Branson | 60 |
| Cyril Branson | 60 |
| Jarrold Elliot | 41 |
| David Johnson | 40 |
| Aron Kierath | 26 |
| Mark Wydynaszko | 26 |

| 8HP SPORTS | |
|-----------------|-----|
| Tom Hodgkinson | 140 |
| Michael Prosser | 140 |
| Jarrold Street | 101 |
| Scott Bennett | 101 |
| Blaise Paris | 80 |
| Donna Elliss | 80 |
| Cliff Hills | 80 |
| Sarah Hills | 80 |
| Troy Kitcher | 66 |
| Travis Robins | 66 |
| John Coates | 60 |
| Leigh Hindle | 60 |

| 10HP SPORTS | |
|-----------------|-----|
| Russell Wilson | 180 |
| Garry Tanner | 100 |
| Justin Skewes | 100 |
| Justin Howarth | 100 |
| Jenni Leek | 86 |
| Dan Rutherford | 81 |
| Stewart Maxwell | 80 |
| Harry Burgess | 80 |
| Tyron Wilson | 80 |
| Dennis Peach | 60 |
| John Goodbody | 60 |
| Shane Tregurtha | 41 |
| Jay Branson | 41 |

RACE RESULTS - NANNUP HOTEL CUP - 1 JUNE 1997

| PLACE | CRAFT | DRIVER | CO-DRIVER | TIME |
|-----------------|-------|------------------|------------------|----------|
| 8 HP STD | | | | |
| 1 | 142 | STEVE BROWN | SHANE BALLARINE | 3.21.49 |
| 2 | 174 | GLENN PAUL | RAY PAYNE | 3.32.19 |
| 3 | 044 | ROB BRANSON | CYRIL BRANSON | 3.41.50 |
| 4 | 165 | ALLAN BIJL | JOHN SPANGHERO | 3.42.47 |
| 5 | 077 | ARON KIERATH | MARK WYDYNASZKO | 3.47.17 |
| 6 | 104 | SIMON CHAPMAN | DALLAS GRIVAS | 3.48.57 |
| 7 | 028 | JAMIE GEORGE | PETER BARDEN | 3.51.48 |
| 8 | 039 | LEE GODDARD | CHRIS GODDARD | 3.56.06 |
| 9 | 050 | WILL KIRKHAM | ADAM BELL | 4.10.33 |
| 10 | 113 | BRENT BARDEN | KERRY BARDEN | 4.121.52 |
| 11 | 178 | MARK SCOTT | BRENDON EVANS | 4.15.26 |
| 12 | 021 | GLEN DICARLO | BRAD O'NEIL | 4.29.58 |
| 13 | 201 | RAYMOND TAYLOR | PHIL TAPLEY | 4.43.40 |
| 14 | 149 | DANNY BRECKLER | BRAD SAME | 5.08.51 |
| 15 | 025 | TARIS OLIJNYK | JANET GARDINER | 5.25.08 |
| DNF | 054 | JARRAD ELLIOTT | BRAD WATSON | DNF |
| DNF | 069 | TANYA LYNDSAY | SHERREE VALLANLE | DNF |
| DNF | 099 | STEVEN TORRY | GRAHAM BERRY | DNF |
| DNF | 109 | LEE CHAPMAN | LEANNE CHAPMAN | DNF |
| DNF | 118 | KEN GRIFFITHS | KEN WILLIAMS | DNF |
| DNF | 164 | DEREK DUFALL | STEVEN MANNS | DNF |
| DNF | 018 | CLINT FULFORD | RICHARD YEATES | DNF |
| DNF | 012 | PAUL DYER | KIM DAVIS | DNF |
| DNF | 016 | VICKI WESLEY | SUE COTTRILL | DNF |
| DNF | 053 | MATTHEW HALL | BRENDAN HANLON | DNF |
| DNF | 0151 | DARRIN SUTCLIFFE | RODNEY JENZEN | DNF |
| 8HP SPT | | | | |
| 1 | 007 | TOM HODGKINSON | MICHAEL PROSSER | 3.22.04 |
| 2 | 051 | CLIFF HILLS | SARAH HILLS | 3.28.21 |
| 3 | 202 | TROY KITCHER | TRAVIS ROBINS | 3.41.58 |
| 4 | 110 | JOHN COATES | LEE HINDALL | 5.10.08 |
| 5 | 102 | ANDY PEPPERCORN | RAY POTTER | 5.22.45 |
| DNF | 138 | JARROD STREET | SCOTT BENNETT | DNF |
| DNF | 131 | STEVE JAMES | SHAUN JOHNSTON | DNF |
| 10HP SPT | | | | |
| 1 | 117 | JUSTIN SKEWES | JUSTIN HOWARTH | 3.04.18 |
| 2 | 105 | RUSSELL WILSON | TYRON WILSON | 3.08.04 |
| 3 | 162 | JOHN GOODBODY | DENNIS PEACH | 3.09.39 |
| 4 | 139 | SHANE TREGURTHA | JAY BRANSON | 3.10.06 |
| 5 | 171 | STEWART MAXWELL | HARRY BURGESS | 3.14.06 |
| 6 | 129 | JON FAUL | JUSTIN FERGUSON | 3.24.58 |
| 7 | 003 | GEOFF HALL | GEOFF MASSAM | 3.28.38 |
| 8 | 124 | FRANK BERLOTH | GRANT POWW-BRAY | 4.03.18 |
| 9 | 184 | RIN RUTHERFORD | JENIE LEEK | 4.23.11 |
| DNF | 167 | IAN WILLIAMSON | TODD WILLIAMSON | DNF |
| DNF | 185 | DAN RUTHERFORD | TYRONE MOREY | DNF |
| DNF | 111 | JOHN HAYNES | SIMON EATON | DNF |

RACE RESULTS - NANNUP HOTEL CUP - 1 JUNE 1997

| PLACE | CRAFT | DRIVER | CO-DRIVER | TIME |
|----------------|-------|------------------|------------------|----------|
| OVERALL | | | | |
| 1 | 117 | JUSTIN SKEWES | JUSTIN HOWARTH | 3.04.18 |
| 2 | 105 | RUSSELL WILSON | TYRON WILSON | 3.08.04 |
| 3 | 162 | JOHN GOODBODY | DENNIS PEACH | 3.09.39 |
| 4 | 139 | SHANE TREGURTHA | JAY BRANSON | 3.10.06 |
| 5 | 171 | STEWART MAXWELL | HARRY BURGESS | 3.14.06 |
| 6 | 142 | STEVE BROWN | SHANE BALLARINE | 3.21.49 |
| 7 | 007 | TOM HODGKINSON | MICHAEL PROSSER | 3.22.04 |
| 8 | 129 | JON FAUL | JUSTIN FERGUSON | 3.24.58 |
| 9 | 051 | CLIFF HILLS | SARAH HILLS | 3.28.21 |
| 10 | 003 | GEOFF HALL | GEOFF MASSAM | 3.28.38 |
| 11 | 174 | GLENN PAUL | RAY PAYNE | 3.32.19 |
| 12 | 044 | ROB BRANSON | CYRIL BRANSON | 3.41.50 |
| 13 | 202 | TROY KITCHER | TRAVIS ROBINS | 3.41.58 |
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| 16 | 104 | SIMON CHAPMAN | DALLAS GRIVAS | 3.48.57 |
| 17 | 028 | JAMIE GEORGE | PETER BARDEN | 3.51.48 |
| 18 | 039 | LEE GODDARD | CHRIS GODDARD | 3.56.06 |
| 19 | 124 | FRANK BERLOTH | GRANT POWW-BRAY | 4.03.18 |
| 20 | 050 | WILL KIRKHAM | ADAM BELL | 4.10.33 |
| 21 | 113 | BRENT BARDEN | KERRY BARDEN | 4.121.52 |
| 22 | 178 | MARK SCOTT | BRENDON EVANS | 4.15.26 |
| 23 | 184 | RIN RUTHERFORD | JENIE LEEK | 4.23.11 |
| 24 | 021 | GLEN DICARLO | BRAD O'NEIL | 4.29.58 |
| 25 | 201 | RAYMOND TAYLOR | PHIL TAPLEY | 4.43.40 |
| 26 | 149 | DANNY BRECKLER | BRAD SAME | 5.08.51 |
| 27 | 110 | JOHN COATES | LEE HINDALL | 5.10.08 |
| 28 | 102 | ANDY PEPPERCORN | RAY POTTER | 5.22.45 |
| 29 | 025 | TARIS OLIJNYK | JANET GARDINER | 5.25.08 |
| DNF | 054 | JARRAD ELLIOTT | BRAD WATSON | DNF |
| DNF | 069 | TANYA LYNDSAY | SHERREE VALLANLE | DNF |
| DNF | 099 | STEVEN TORRY | GRAHAM BERRY | DNF |
| DNF | 109 | LEE CHAPMAN | LEANNE CHAPMAN | DNF |
| DNF | 118 | KEN GRIFFITHS | KEN WILLIAMS | DNF |
| DNF | 164 | DEREK DUFALL | STEVEN MANNS | DNF |
| DNF | 018 | CLINT FULFORD | RICHARD YEATES | DNF |
| DNF | 012 | PAUL DYER | KIM DAVIS | DNF |
| DNF | 016 | VICKI WESLEY | SUE COTTRILL | DNF |
| DNF | 053 | MATTHEW HALL | BRENDAN HANLON | DNF |
| DNF | 0151 | DARRIN SUTCLIFFE | RODNEY JENZEN | DNF |
| DNF | 138 | JARROD STREET | SCOTT BENNETT | DNF |
| DNF | 131 | STEVE JAMES | SHAUN JOHNSTON | DNF |
| DNF | 167 | IAN WILLIAMSON | TODD WILLIAMSON | DNF |
| DNF | 185 | DAN RUTHERFORD | TYRONE MOREY | DNF |
| DNF | 111 | JOHN HAYNES | SIMON EATON | DNF |

DINGHY DITTIES

Someone had a good night at the Commodores Ball judging by the pair of stockings found under one of the tables the next morning.

Looks like Allbuild racing will run boats in all classes of this years Avon. Will John Goodbody skipper one of them?

After many a trip down the valley "BIG AL" Bartlett has seen the light and gone to glass. Even Coatsey may see the light one day,

We believe the main man from gosnells is building a new rubber duck. Does his wife know??

Greg Barndon not satisfied with 2nd place at the dash for cash has started on yet another boat for the Avon. The current boat is only one race old and not for sale!!

The Readymix team has finally gone into the workshop to start boat building. Not ones for conventional craft, what will they come up with this year???

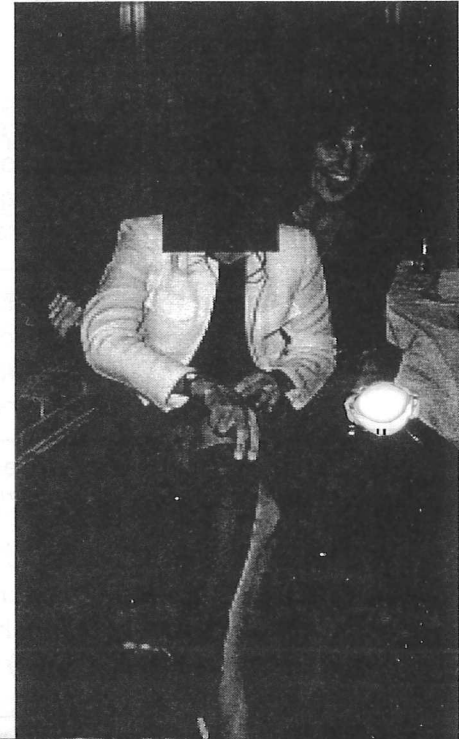
The word is that there may be a push for a genuine straight line Dash for Cash next year. Lets hope it goes ahead and see who really is the fastest.

After 16 years of being sponsored by Readymix, rumour has it boat 166 will be sponsored by Ansell. Ian took the opportunity at the quiz night to get in early and promote their product.

It is believed that Jay Branson is geting in early practice to stop the very prestigious flipper award going to the GFR team this year. He chooses to put the flips down to deckie failure. (So what was the problem at the spit post ?? ed.)

Dinghy ditties brought to you by WHO???

Can anybody guess who was Dale Goodbodys' company at the Commodores Ball. We have provided a few suggestions as to who we think it might have been...



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