

# Power Dinghy Racer

## 1998 CLUB CHAMPIONSHIPS PUT ON THE LINE AS COMPETITORS HEAD TO ALBANY FOR FINAL EVENT

With the last event of the 1997 -98 season held in Albany several members made the trip to the cold south to fight for club points in a number of events as state championships were still up for grabs in a few classes.

The first sign of sunlight appeared as a fairly uneventful Saturday mornings racing commenced with **Kasey Coates** again proving that consistency is the way to a win by taking out the Ladies Formula 8 from a very happy **Kerry Barden with Lisa Watson 3rd**, in a much quicker boat this event after a few transom problems earlier in the season.

**Shane Barden** not only collected a win in Rookies but moved up into Men's Formula 8 and made a clean sweep with some great driving to edge out old rival **Jeremy Paull** from **David Brooker**, in a borrowed outfit.

The Bathtub boys again put on a great show for the crowd with a much improved **Daniel Rutherford** picking up a few heats but not enough to keep **Justin Ferguson** at bay as he went on to win the day with early championship leader **Scott Bennett** having to settle for 3rd place.

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NANNUP CUP 1998

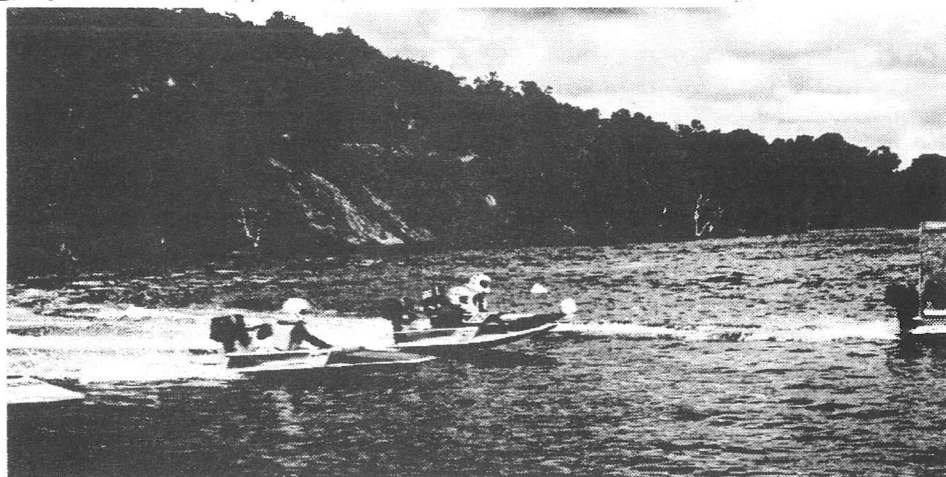
SUNNYSIDE DOWN

### Next Meeting

11 MAY 1998

8.00PM

BURSWOOD CLUBROOMS



### *The wind eases as dinghies hit the water*

Although a slightly smaller field of dinghies started this years Fredrickstown Cup the competition was hot with a couple of new 10HP's on the course and a few new teams.

Several drivers must have been out of river racing practice, judging by the damage to gearboxes and props, in the early stages of the race down the Kalgan River. **Justin Skewes and Justin Howarth** in a fully refurbished ex Russell Wilson boat rapidly picked their way through the field to head 10HP and never look back as this boat definitely likes rough water and led the entire field to the finish line. **Bradley Watson** skippered the **Craig Taylor** outfit with their first 10HP on the back and were very pleased to pick up a second in it's initial outing with **Rin Rutherford** and **Jenny Leek** collecting a trophy for third in the GFR entry.

8HP Sports became a battle between the team 007 of **Tom Hodgekinson & Blaise Paris** and 138 **Jarrood Street & Jeff Taylor** with 138 getting to the finish line first but losing out after receiving a time penalty. **Tyron Wilson and Dennis Peach** followed them in while a very unfortunate **Brent & Kerry Barden** had to hit the paddles only 100 metres from the finish line following a gearbox failure.

**COMMODORE**  
9249 4747(H)  
9440 5588(W)

**DENNIS PEACH**  
0417 731 122(M)  
9440 5577(FAX)

**VICE COMMODORE**  
9409 6595(H)

**IAN WILLIAMSON**  
0418 921 294(M)  
940 95166(FAX)

**SECRETARY**  
9381 1862(H)

**JENNIFER LEEK**

**TREASURERS**  
9537 6621(H)

**GLEN SKEWS**  
0417 947 117(M)

**REAR COMMODORE**  
9448 7107 (H)

**TYRON WILSON**  
0418 900 320 (M)

**SCRUTINEER**  
957 62043(H)  
925 02944(W)

**RIN RUTHERFORD**  
0418 917 347(M)  
925 02945(FAX)

**SAFETY OFFICER**  
9371 0337(H)

**SUE COTTRILL**  
9371 0337(W)

**PROPERTY OFFICER**  
9317 1465(W)

**HARRY BURGESS**  
0412 491 223(M)  
9317 4917(FAX)

#### SOCIAL OFFICER

**JARRAD ELLIOTT**  
9341 4555(W)

9341 1862(H)

#### PUBLIC RELATIONS OFFICERS

**LEE GODDARD**  
9490 3650(H)  
0419 917 691(M)

**KEVAN GOODALL**  
9242 2003(H)  
0411 875 557(M)

#### RULES COMMITTEE

**RIN RUTHERFORD** (CHAIRMAN)  
**JOHN GOODBODY**  
**AUTHUR FAIRHURST**

**IAN WILLIAMSON**  
**RUSSELL WILSON**

#### WASDA DELEGATES

**DENIS PEACH** **RIN RUTHERFORD**

#### WARWSA DELEGATES

**LEE GODDARD**  
0419 917 691(M)

**PETER STREET**  
0411181541(M)  
92493062(H)

## COMMODORE'S ANNUAL REPORT

### May 1998

We end this year with around 215 members and \$17,694 in the bank. The Club also has in excess of \$100,000 worth of assets. One would call this a Club with good financial standing and with plenty of strength.

This year started off with very high numbers at all events until the "killer" low water of the 25th Avon Descent which saw a good number of competitors fall out and a great deal of damage which seemed to have a dramatic effect on our club events there after.

Despite all this, the club had a few excellent social occasions. The first being the Black Friday Quiz Night which was coordinated brilliantly by some younger generation members raising the club around \$1,500. This year's Adults Christmas Party was also a huge success, with its progressive dinner. For those of you who missed this - Bad luck! To those of you who went - Thank you, for making this night a HUGE success.

Image is always very important. Thanks to Peter Beven we now have a new club logo which will take us into the year 2000 with a very smart and eye-catching new look.

We have only had around 10 new Rule Proposals this year, 6 of which were instigated by the Rules Committee, 5 of which were passed and which none have had any dramatic effect on our racing.

The beginning of this year saw our first official function held at the Burswood Clubrooms being the 1998 Commodores Ball. This marked an important day for the previous Committee who put an enormous amount of work in, to get it to the stage that it was at. It also saw the issuing of Life Membership to Peter Street and so greatly deserved.

We must keep the "Dinghy Ditties" rolling as it seems that this is the first thing that people read when they receive the newsletter. So, any input to the Newsletter Editor would be greatly appreciated.

We already have in place the 1998 Blackwood Organizing Committee with the view of making this event even better than what it already is with the number of competitors that it should have.

Thank you to all the Sponsors this year, without them we would not be in the financial state that we are.

Finally, thanks to all of the 1997/98 Committee, sub-committee and helpers, without you, life would have been impossible. Thank you again and goodluck in the new season.

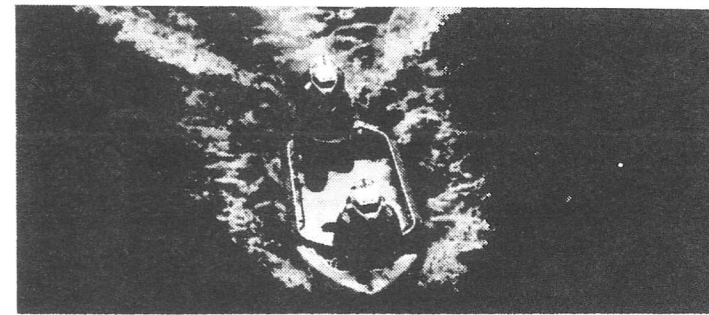
*Dennis Peach*

## 1998 FREDRICKSTOWN CUP RACE REPORT

A new team member and man of the weekend *Shane Barden* hopped in the 139 duck with reigning state champion *Shane Tregurtha* to show the standard class entries the way home and was too quick for the *Elliott - Lawrence* entry who had their own problems trying to keep the father and son team of *Glen and Jeremy Paull* from taking the 2nd place trophy. Although a few minor mechanical problems struck a couple of teams this is one of the very few Albany events where there has not been any flips as race times were shattered by the 10HP competitors.

Thanks to all the officials on the weekend as we had no problem getting people to put their hand up to assist ; *Jay Branson, Leanne Chapman, Deanne Street, Jarrod Street, Glen Skewes, Rin Rutherford, Karen Goddard, Justin Howarth, Kim Moore, Jamie George, Venn Bowness, Peter Kinnersley, Marie Branson, Matthew Branson, Simon Eaton.*

*Peter Street*



### 8HP Standard - The Backbone of the PDRC

At Power Dinghy Racer article by an unidentified author proposed that the 8HP dinghy class should be abolished and that the Club should race only 8HP Sports and 10HP Sports. This must be one of the most preposterous suggestions made in recent times - and believe me there have been plenty of bizarre proposals over the years.

The Standard Class is the very foundation of power dinghy racing. It represents the original concept of dinghy racing as an affordable and enjoyable sport without the need for major corporate sponsorship or rich parents. It was the original class 25 years ago when dinghy racing started in WA and still attracts more competitors than any other class in every event on the PDRC calendar.

Yes the standard class has had scrutineering problems in the past, but only when propellers had to be "standard". The new rules allowing propeller modification but restricting motor height have worked well and there is no reason to change.

"..Abolishing standard will simplify administration of the class"... the PDRC has certainly never had any administrative problems with two 8HP classes, the Avon Descent most certainly doesn't - just think of the number of classes of paddle craft they have to cope with!



"...Having one 8HP class will improve the level of competition"... I'm not sure what this means but it implies there will be less opportunities for new and inexperienced racers to get a look in.

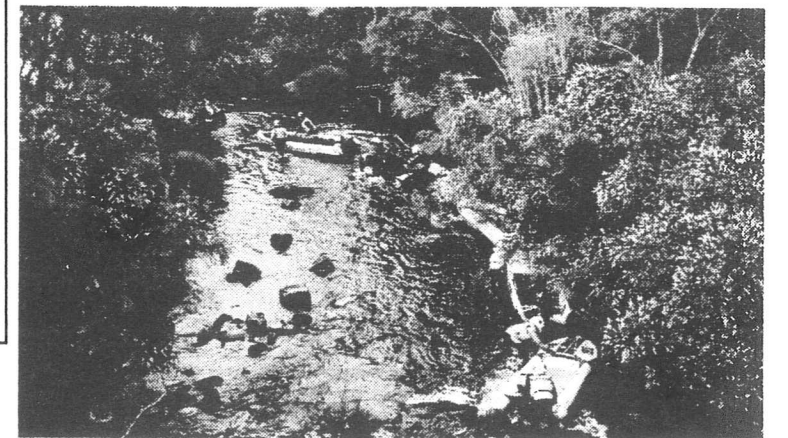
"...This may serve to make it easier for spectators to understand the structure of the field"... In terms of motor sport our structure is amazingly simple, what few spectators we do attract are either there to see only the thrills and spills or are in some way associated with the sport and are perfectly capable of grasping the concept of two 8HP classes

"...New members of the Club will have a simpler choice of what class to race ie 8HP"... In other words there will be no choice - as a newcomer you will race 8HP sports or nothing!

"..Other spinoffs may be increased prize money making it further down the board"... The very mention of prize money is a joke , if you are dinghy racing for dollars then you are definitely in the wrong game, but, yes in the one event in the calendar that does offer prize money there may be more for the sports class - this will be a big consolation to all those competitors who have been excluded by the abolition of their class!

"...The days of cheap racing are long gone"... Some competitors choose to spend big to guarantee their rigs will be in the top two or three but there are a lot of members who are quite happy to take their chances with off the shelf equipment. Many long time racers are still not spending big, are still finishing mid-field in both major and minor events and, most importantly, are still enjoying the sport So we reduce the number of classes from three to two and assume that everyone that previously raced standard is going to build a new boat or structurally modify their boat to take a jack, invest in surfacing propellers at \$250 a pop, and race sports class . We all know that this will not be the case and some competitors will decide it is all too hard and stop racing. Besides , what will be the chance of getting a trophy - same number of boats- less trophies - less winners - more losers!!

cont page5





**FREDRICKSTOWN CUP 1998 RESULTS****ROOKIES FORMULA 8**

1	113	Shane Barden
2	148	Graham Brooker
3	028	Danika Barden

**BATHTUBS**

1	005	Justin Ferguson
2	183	Daniel Rutherford
3	150	Scott Bennett
4	117	Justin Skewes
5	054	Peter Barden

**MENS FORMULA 8**

1	405	Shane Barden
2	174	Jeremy Paul
3	028	David Brooker
4	183	Jamie George
5	011	Lee Goddard

**10HP SPORTS**

POSTION	BOAT	DRIVER	CREW
1	117	Justin Skewes	Justin Howarth
2	093	Brad Watson	Craig Taylor
3	185	Rin Rutherford	Jenni Leek
4	167	Todd Williamson	Dan Rutherford
5	088	Nick Carroll	Justine Watson
6	144	Jay Branson	Simon Eaton
7	184	Adrian Griffin	Rin Rutherford
8	111	John Haynes	Lisa Watson
DNF	005	Justin Ferguson	Scott Bennett

**LADIES FORMULA 8**

1	011	Kasey Coates
2	113	Kerry Barden
3	093	Lisa Watson
4	183	Jenny Leek
5	028	Venn Bowness

**OVERALL TIMES DINGHIES**

POS	Skewes-Howarth	Time
1	SKEWES - HOWARTH	10sp 33.02
2	WATSON - TAYLOR	10sp 34.23
3	RUTHERFORD - LEEK	10sp 35.11
4	WILLIAMSON - RUTHERFORD	10sp 35.35
5	CARROLL - WATSON	10sp 35.59
6	BRANSON - EATON	10sp 37.33
7	GRIFFIN - RUTHERFORD	10sp 37.53
8	HAYNES - WATSON	10sp 37.55
9	HODGEKINSON - PARIS	8sp 37.59
10	STREET - TAYLOR	8sp 39.08
11	TREGURTHA - BARDEN	8st 39.38
12	WILSON - PEACH	8sp 40.00
13	ELLIOTT - LAWRENCE	8st 40.45
14	PAULL - PAULL	8st 41.28
15	BARRADEEN - STENT	8sp 43.36
16	BARDEN - BARDEN	8sp 49.18
17	BROOKER - MUSGROVE	8st 51.20
18	CHAPMAN - CHAPMAN	8st

**8HP SPORTS**

POSITION	BOAT	DRIVER	CREW
1	007	Tom Hodgekinson	Blaise Paris
2	138	Jarrod Street	Jeff Taylor
3	163	Tyron Wilson	Denis Peach
4	161	Brett Baskerville	Matt Stent
5	028	Brent Barden	Kerry Barden

**8HP STANDARD**

POSITION	BOAT	DRIVER	CREW
1	139	Shane Tregutha	Shane Barden
2	054	Jarrad Elliott	Nathen Lawrence
3	174	Glenn Paull	Jeremy Paull
4	148	David Brooker	Chres Musgrove
5	148	Leanne Chapman	Lea Chapman
DNF	113	Peter Barden	Neville Watson

**THE NANNUP CUP**  
SUPPLEMENTARY REGULATIONS

<b>DATE:</b>	SUNDAY 30 MAY 1998
<b>RACE DIRECTOR:</b>	Dennis Peach 0417 731 122
<b>SCRUTINEER:</b>	Rin Rutherford 0418 917 347
<b>ENTRY FEE:</b>	\$60.00 Per craft
<b>ENTRIES:</b>	Entry forms available at Nannup up to 5.00pm Saturday 29 May. (Late entry/scrutineering fee of \$25 applies to craft not entered by 5.00pm.
<b>CLASSES:</b>	10HP Sports, 8HP Sports, 8HP Standard
<b>EVENT:</b>	This is a CLOSED event. ALL COMPETITORS MUST BE FINANCIAL CLUB MEMBERS.
<b>SCRUTINEERING:</b>	Saturday 29 May Tourist Caravan Park, river end of caravan park between 3.30pm and 5.00pm. IF IT IS NOT RIGHT YOU DO NOT START!
<b>START:</b>	Nannup Tourist Caravan Park, 8.00am Sunday 30 May. TO BE CONFIRMED AT BRIEFING.
<b>START ORDER:</b>	As per drivers finish position in 1998 Nannup Cup. Balance of entries by ballot.
<b>START PROCEDURE:</b>	As per Blackwood Classic 250, Motors must not be started before craft enters water. (Motors may be warmed up, in pit area up to 15 minutes prior to start of event).
<b>BRIEFING:</b>	Saturday 29 May 1998 5.30pm Nannup Tourist Caravan Park (at scrutineering area) ATTENDANCE OF AT LEAST ONE CREW MEMBER AT BRIEFING IS COMPULSORY.
<b>REPLACEMENT PARTS:</b>	As per WASDA power dinghy specification 10.1.
<b>WITHDRAWALS:</b>	Entrants withdrawing during race MUST notify an official. Failure to do so will incur a \$100.00 penalty.
<b>RESCUE:</b>	A sweepboat will cover the entire course. Boats withdrawn from the event will be towed to the nearest downstream checkpoint.
<b>CHECKPOINTS:</b>	Checkpoints will be manned by S.E.S. personnel who are trained First Aid Officers and will be in radio contact with police and ambulance. Club 1st Aid will be marked from the water by numbered pink buoys, and from the road for support crews. Details of proposed checkpoints are shown below.
<b>CUT-OFF TIMES:</b>	Will be announced at briefing and will be strictly adhered to. The organisers reserve the right to amend cut-off times during the event if safety of competitors is prejudiced.
<b>SURVIVAL KIT:</b>	Must be carried, and will be scrutineered as per WASDA dinghy specification 7.7 (rations and matches/lighter). Carrying of ample drinks is strongly recommended.
<b>COURSE DETAILS:</b>	Approx. distance 92 kilometres, consisting of long pools interrupted with t-trees, bridges, fallen logs and minor rapids.
<b>REFUELLING:</b>	The ONLY refuelling will be at checkpoint Jalbarragup (new bridge). Boat must be fully removed from water. Fuel tank change only. NO DECANTING OF FUEL.
<b>FINISH:</b>	SUES BRIDGE
<b>PRESENTATION:</b>	Nannup Hotel, Nannup 6.30pm Sunday 30 May 1998.
	NOTE : Should water level drop, start place, time and procedure will be modified and announced at briefing.
	THIS IS A QUALIFYING EVENT FOR ENTRY TO THE AVON DESCENT AND BLACKWOOD CLASSIC 250.



ACCOMMODATION : Nannup Hotel, Nannup Phone: 08 9756 1080 Nannup Tourist Caravan Park, Nannup, Ph 08 9756 1211 (Camping sites & onsite vans)

SUPPORT CREWS : Each craft must have a support crew as per WASDA competition rules 4.1 - 4.5.

Maps will be issued at scrutineering for support crews. There will also be a Best Support Crew award so make sure your support crew are will prepared.

**NANNUP HOTEL CUP CHECKPOINTS AND CUT-OFF TIMES**

CHECKPOINT	DISTANCE FROM START	CUT-OFF
Start - Nannup	0 Km	8.30am
1 Jalbarragup	29 Kms	10.00am
2 Darradup	38 Kms	11.30am
3 Milyeannup	46 Kms	12.00noon
4 Laymans Flats	65 Kms	1.00pm
5 Punch Road	75 Kms	2.00pm
Finish - Sues' Bridge	92 Kms	4.00pm

Distances shown are by river.

SAUSAGE SIZZLE! The infamous PDRC sausage sizzle will be at the FINISH LINE at Sues' Bridge from approximately 11.30am onwards. PLEASE support this fund raising activity.

OUR SPONSOR

**NANNUP HOTEL**

Rations & river race equipment required for Nannup Cup

**8 H P Standard The Backbone of the PDRC**  
From page 3

If the 8HP sports class is struggling to make up numbers, and there is little evidence that this is the case, then they should look at the cause, not try and poach competitors from a more successful category. There is no doubt that the 10HP class is expanding rapidly and by all accounts the 1998/99 season will see another dramatic increase in numbers and this may further erode the available competitors for 8HP sports.

The 8HP sports supporters need to look at ways of actively promoting their class and instead of arrogantly suggesting that 8HP standard be abandoned they need to be more imaginative and come up with some ideas on attracting new competitors.

The PDRC is a great way to meet people and has a good social atmosphere BUT when the talk comes to more technical matters the mouths clam up and the cliques close ranks - newcomers to the sport are getting 10 year old technology and advice and are quickly disillusioned by their lack of competitiveness - the 8HP sports boys and girls seem to be particularly reluctant to share their secrets!

What incentives are there to race 8HP sports after finishing your apprenticeship in 8HP standard? - a few more points and you can be straight into 10s. I have heard the argument that we need an intermediary class to teach the use of surfacing props and jacks - this is a very valid point and with the absence of PDRC training in any dinghy racing skills this aspect of 8HP sports should be promoted.

Keith Brooker



**NEW RULE PROPOSALS**

Addition to Dinghy Specification 8.15  
Add, new sentence to specification 8.15 to read  
"Any device or mechanism that prevents the motor from being started in gear may be removed",

Proposed: Keith Brooker  
Seconded: Adrian Griffin

Changes to competition rules

21.2 To now read - The Swimming certificate shall be valid until the expiry of your competition licence.

Proposed: Rin Rutherford ✓  
Seconded: Ian Williamson ✓

**IMPORTANT NOTICE**

**ADVICE OF SPECIAL GENERAL MEETING  
TO BE HELD 8PM 11th MAY 1998  
(Just prior to the May General Meeting)  
CHANGES TO CONSTITUTION**

**2. OFFICE BEARERS**

2.1 Delete Safety Officer  
Add Newsletter Editor

2.8 Add (d) The Scrutineer shall be responsible for all aspects of safety in events conducted by the Club unless otherwise mutually agreed by the organiser and the Management Committee.

2.9 Delete Safety Officer  
Add Newsletter Editor

2.9(a) To now read - The Newsletter Editor shall be responsible for producing a monthly Newsletter.

2.9(b) To now read - The Newsletter Editor shall be elected by Secret Ballot at the Annual General Meeting.

Delete:

2.11(b) The Public Relations Officer shall be responsible for producing a monthly Newsletter.

3.1(b) Delete Safety Officer  
Add newsletter Editor ✓

3.2(b) Delete Safety Officer

Proposed: Dennis Peach Seconded: Ian Williamson

Add:

4.13 Persons over the age of 17 years may apply for social membership of the Club. A social member has no voting rights and can not compete in any Club events.

Proposed: Ian Williamson

Seconded: Dennis Peach ✓

**W.A.R.W.S.A. Clubrooms Report**

*West Australian Recreational Water Sports Association*

As reported last month negotiations are still being held between WARWSA and several parties interested in leasing part of our Burswood complex as a restaurant or function area.

The necessity to do this is due to lack of funds required to maintain and finish the buildings and grounds including carparks etc.

Hopefully an agreement can be made in the near future so all members of WARWSA can fully enjoy this magnificent location.

A request has gone out to the four WARWSA members, the PDRC, BIA, West Aust. Water Ski Assn and the WA Speed Boat Club to loan another \$2000 to WARWSA to assist with outstanding accounts such as power, water rates and shire rates.

All members should be aware that all monies put into WARWSA are on a loan basis only and will be repaid once it becomes a fully operational organisation.

**Ceilings**

All those members who have been inside our clubrooms would have noted that one of the ugly sides to the buildings is the fact that there are no ceilings.

Allbuild Construction (Dennis Peach) has offered to loan WARWSA, on a pay back when you can basis, all costs of material to put a ceiling in the building. Approx cost \$7500.00

One of the other major costs of great concern is the labour cost to install the ceiling. We are looking for members who have ceiling or building experience to donate a couple of weekends or what time they have available to assist with the ceiling construction.

The other WARWSA members will assist with persons as labour and supply the electricians for replacement of ceiling fans, lighting etc.

Once the ceilings are installed we will see a far greater interest in rental of the building thus increasing finances, members will also gain from the internal appearance of the building.

Although it has been a long and slow process to finish the Burswood Clubrooms I can assure you that all club delegates are working hard to ensure that the long term future of Burswood is secure and that all decisions made are for the benefit of all those involved.

*Peter Street.*

**The Trading Post****FOR SALE**

Formula 8, complete rig including new 8hp Suzuki, Boat 174. 1996 club champion (Mens) \$1900, ono.  
Contact Glenn on (08) 97524749

Kevlar dinghy Thomascraft, \$1000 ono.  
Contact Glenn on (08) 97524749

Two Formula 8's. Both in good condition. \$800 each. For further details contact Jay Branson on (08) 95814403

For Sale. 8HP Suzuki; 6 months old \$1500 O.N.O. Phone 9364 9745

Bathtub 005 Allbuild 1st 1997-98 Club Champion Ph Dennis 9249 4747

**FOR SALE**

Dinghy ready to race.  
Top Standard Boat \$1700.00  
Phone 0418 919 647

**For Sale.**

Formula Eight. Good Cond \$600.00  
Cooling Bros Glass Company Race Trailer, dual axle, power brakes, Dble Sleeper cab.  
2 Boys, Size 14 Ripcurl wetsuits.  
Asst. children's wetsuit boots,  
Price to be negotiated.  
Phone Brent 9572 1730, 0418 954462

**SERVICES**

**RACE I.D. NUMBERS, SPONSORS ETC.**

**PK SIGNS**

CONTACT  
PETER KINNERSLEY  
93444428 (W) 0411113590 (M)

**SERVICES****SURFACING PROPELLERS****and  
REPAIRS**

ARTHUR FAIRHURST 9459 8360  
FRANK BERLOTH 9398 1800

**SEASPORT MARINE**

13 GILLAM DRIVE  
KELMSCOTT  
CONTACT

DARRYL OR COLIN ON 9390 3022  
FOR BEST DEAL ON SUZUKI OUTBOARDS.  
ALL NEW REPLACEMENT POWERHEADS  
AND GEARBOXES NOW AVAILABLE  
FOR SUZUKI 8HP

**FRANK'S MARINE**

FOR ALL YOUR

MECHANICAL REPAIRS TO MARINER,  
MERCURY AND SUZUKI MOTORS.  
NEW MOTORS AND PARTS AVAILABLE  
CONTACT

FRANK BERLOTH  
9490 1714 (H) 9459 5799 (W)

**WELDING**

**ALUMINIUM WELDING**

FOR TRANSOMS, HANDRAILS  
AND FUEL TANKS ETC.

CONTACT

FRANK BERLOTH  
9490 1714 (H) 9459 5799 (W)

**SUDDEN IMPACT SIGNS**

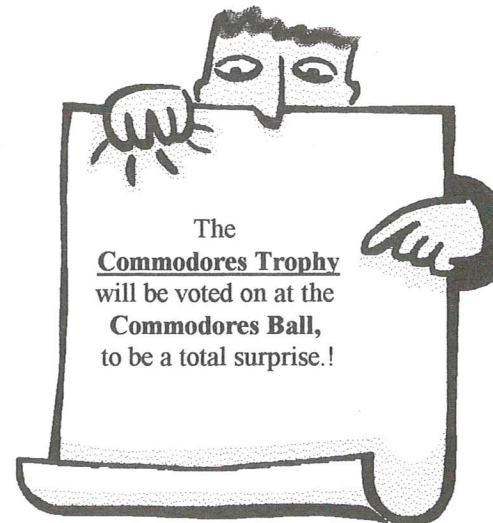
SIGNS. DESIGN. DISPLAY  
DISCOUNT TO ALL MEMBERS  
CONTACT

VICKY WESLEY  
93710337 (PH/FAX) 0412473752 (M)

Power Dinghy  
Racing Club

**STATE CHAMPIONSHIP  
POINTS**

**SWIM TESTS  
MUST BE DONE  
BEFORE YOUR  
LICENCE  
IS ISSUED.**



The  
**Commodores Trophy**  
will be voted on at the  
**Commodores Ball,**  
to be a total surprise!

**TONY MAXFIELD RACING**

Suzuki and Tohatsu  
Race prepared and repairs.  
New Suzuki rubber gearboxes  
moulded.

Ring Tony  
9309 3687 (H)



## DINGHY DITTIES

Which club member gained from Todd's loss in Binnies tent whilst at Albany?

We know that Todd and Dan share a lot of good party times together, but was their recent encounter taking things a bit far! PS. Listerine twice daily Dan.

If John Haynes wants to keep changing the rules, we will go though Rule Books quicker than John goes through clamp brackets!

Is Tyron starting his traineeship for Commodore by the Year 2000 with recent appointment as Rear Commodore (just like Dad).

Can Jon Faull really get on the plane in 10 metres or is it just a big test tank in his back yard?

Rumour has it, that John Goodbody did race the Spitpost because the Club does not have a Veteran's Class (Happy 40th).

Does anyone know if Toyota's Hilux comes with the correct oversize pistons!

At least the Kalgan River Caravan Park has warm showers in the ladies, eh Justin and Leanne.

With Tom turning 21 last week, does this give him the key to the front door or the race number 007 ( Congratulations Tom ! )

DINGHY DITTIES BROUGHT TO  
YOU BY **WHOM?????????????**

Many thanks must go out to Cooling Bros Glass ( Brent & Kerry Barden) and GFR Racing ( Rin Rutherford ) who due to the kind generosity of loaning out their Formula 8's on several occasions this season allowed numerous events to be run for championship points when competitor numbers were down.

**COMMODORES BALL  
TICKETS STILL AVAILABLE  
BUT SELLING FAST  
RING LEONIE ON 9381 1808  
TO BOOK YOUR PLACE**

### ***ALL AVON DESCENT COMPETITORS***

To all competitors or prospective competitors in the 1998 Avon Descent, there are only 3 qualifying events left for crews to qualify for this years event;

Spitpost Marathon  
Nannup Cup  
Sunnyside Down

**Don't Miss Out !!!!!!!!!!!!!!!**

OFFICIAL NEWSLETTER OF THE  
**POWER DINGHY RACING CLUB WA**  
PO BOX 675 WEST PERTH 6872

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