



## 1998 SUNNYSIDE DOWN REPORT

As is the Race Director's job, I managed to organise sunny weather and high water to greet the forty-two boats (seven more than last year). George Gilbert who owns the property at the basin told me the water would peak on Sunday morning from the previous rains.

After studying the basin rapid and actually walking up the portage section and getting the feeling of the competitors wishes, I decided to let only the 10hp craft start from Bridgetown. Also with 30 seconds start intervals, a bottle neck would occur if all craft started from Bridgetown. Maybe next year, one minute intervals may solve this problem.

Scrutineering was conducted at Sunnyside and the 10hp were taken back to Bridgetown and, with the help of Kevin Green, were started at 9:30 am. Of the thirteen 10hp defying gravity up the basin rapid, only one did not make it. John Haynes reached the top, clipped a rock, lost power, floated back down at "river speed", and spent the rest of the day at the bottom of the basin waiting for the tow back to Bridgetown (first out, last in!)

Bridgetown to Sunnyside took 24 minutes with 162 (Goodbody/ Peach) hotly pursued by 117 (Justin/Justin), although 007 (Tom and Donna) was fastest over all time to turn around point with 124 (Frank and Grant) a close second. With the 10hp through Sunnyside, the 8hp started. With a sports class time lead of 2 1/2 mins, 144 (Jay and Matt) was fastest in their class ahead of 116 (Brent and Kerry), with 021 (Glenn and Brad) 9 seconds behind. Standard class saw 139 (Shane and crew) beat all sports boats except one, to lead 165 and 028 respectively.

In the 10hp class 007 and 124 kept their first and second spots with 162 misplacing his world renowned driving skills on the downward leg to manage only 5th place. Boat 184 (Adrian and Jenny) must have taken some "quick pills" at the turnaround point, picking up 3 places to come in 3rd. Developing nickel mines may become a side line with improvements like this!

Boat 105 (Russell and Tyron) had an interesting day leaving last, but managing 4th place upstream--only 2 minutes off the lead. Broken clamp brackets coming home put pay to any hope of a win.

Boat 144 maintained their lead in sports class to win by 5 minutes (beating last year's time by 10 minutes). Boat 021 jumped up a place to take second spot, with 116 slipping one position to take a comfortable third place.

The all girl crew of 022 (Kylie and Cate) did a brilliant job of turning a 4th position upstream to a win overall. One minute 24 seconds behind was 044 (Rob and Cyril) who also improved by 3 places. Boat 028 kept their 3rd position with the Best Novice award going to their crew, Luke Eggleston. After a blistering pace up river 139 managed only 4th position.



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### Coming Events

THE AVON DESCENT  
THE RIVER RACE  
BLACKWOOD CLASSIC 250

### Next Meeting

10 AUGUST 1998  
8.00 P M  
BURSWOOD CLUBROOMS

**COMMODORE'S REPORT**

By the time you receive this newsletter, the Avon Descent will be over for another year. Some of you will be in the winner's circle, some feeling rather sore and broken (boat or crew), and some will have had just simply another great Avon. The water level, as I write, is still quite low; however, it is race-able. Lets hope it stays that way. You will also have noticed that there wasn't a channel nine Avon Descent special this year due to Northams Avon Descent Association not having the available funds at the time the decision needed to be made.

A meeting was held last week with Nick Bruining, the Corporate Director of N.A.D.A., and myself. The issues that were discussed, apart from there being no documentary this year, were things they could do to make the event better and more attractive for people to compete. In response to that, I said that it is most vital for them to listen and implement comments made from competitors entering the event, because people feel that the event is become stagnant to a degree and that he should attend one of our meetings. It was then Nick said he would be at the first General meeting after the Avon on the 10th of August to discuss with you, the members, what your thoughts; are so if you have anything to say, please attend this meeting and have your say.

Our club information should now be on N.A.D.A.'s homepage of the internet and we will also be looking into our own homepage to capture more interest into our sport.

The Sunnyside Down was a great success with excellent water conditions, fine weather, and a turn out of forty-five craft, a record entry since the P.D. R.C. took over the running of the event some five years ago. Well done to all placegetters and thanks to Ian Williamson and his assistants for a job well done in organizing the event.

We as a club need to promote our sport more to get new blood into it. We need to find ways of getting out into the general public to make it known what we do and how enjoyable and how relatively inexpensive it can be. There are a couple of ideas kicking around one of them being to have displays at shopping centres. This has already been looked into and one possible venue is Whitfords Shopping Centre, All we need is to have the boats and members help to man the display. There are also other centres being looked into. More discussion will take place next General Meeting.

As mentioned in the last newsletter we are looking at holding a video night as our next social function. Nick Bruining has personally offered to assist us in any editing to put together a club video for this purpose. At the last General Meeting we adopted an Adhoc Sub Committee to assist our Social Manager Jarrad Elliott. Thanks To Shane Tregurtha, Dan Rutherford and Todd Williamson in volunteering for this Committee.

For those of you who just participated in the Avon, in one way shape or form, you may now get back to a somewhat normal lifestyle. That is until The River Race, our Brand new and exciting two-day event to be held soon. See this issue for more details.

*Dennis Peach*

<b>COMMODORE</b>	<b>DENNIS PEACH</b>
9344 1644(H)	0417 731 122(M)
9440 5588(W)	9440 5577(FAX)
<b>VICE COMMODORE</b>	<b>IAN WILLIAMSON</b>
9409 6595(H)	0418 921 294(M)
	9409 5166(FAX)
<b>SECRETARY</b>	<b>JENNIFER LEEK</b>
	9341 1862(H)
<b>TREASURERS</b>	<b>GLEN SKEWES</b>
9537 6621(H)	0417 947 117(M)
<b>REAR COMMODORE</b>	<b>TYRON WILSON</b>
9448 7107 (H)	0418 900 320 (M)
<b>SCRUTINEER</b>	<b>RIN RUTHERFORD</b>
9576 2043(H)	0418 917 347(M)
9250 2944(W)	9250 2945(FAX)
<b>PROPERTY OFFICER</b>	<b>HARRY BURGESS</b>
	0412 491 223(M)
	9317 4917(FAX)
<b>SOCIAL OFFICER</b>	<b>JARRAD ELLIOTT</b>
9341 1862(H)	9341 4555(W)
<b>PUBLIC RELATIONS OFFICER</b>	<b>LEE GODDARD</b>
	9490 3650(H)
	0419 917 691(M)
<b>NEWSLETTER</b>	<b>KEVAN GOODALL</b>
9242 2003(H)	0411 875 557(M)
<b>RULES COMMITTEE</b>	
<b>RIN RUTHERFORD</b>	<b>(CHAIRMAN)</b>
<b>JOHN GOODBODY</b>	<b>IAN WILLIAMSON</b>
<b>AUTHUR FAIRHURST</b>	<b>RUSSELL WILSON</b>
<b>WASDA DELEGATES</b>	
<b>DENNIS PEACH</b>	<b>RIN RUTHERFORD</b>
<b>WARWSA DELEGATES</b>	
<b>LEE GODDARD</b>	<b>PETER STREET</b>
0419 917 691(M)	0418 923 266(M)
	9249 3062(H)

**STATE CHAMPIONSHIP POINTS****August 1998 Points****8 HP Standard**

Kylie Martin	140
Kate McKenzie	140
Peter Barden	126
Luke Eagleston	120
Shane Barden	120
Nathan Love	112
Jay Stracham	112
Steve Brown	106
Shane Ballerine	100
Vicki Wesely	92

**8 HP Sports**

Jay Branson	300
Matt Branson	300
Lisa Watson	120
Glen Dicarlo	106
Brad O'Neill	106
Troy Kitcher	101
Travis Robbins	101
Brent Barden	81
Kerryb Barden	81
Tyron Wilson	80

**10 HP Sports**

Cliff Hills	166
Jeni Leek	160
John Goodbody	120
Dennis Peach	120
Frank Berloth	120
Grant Prouw-Bray	120
Adrian Griffin	101
Rin Rutherford	100
Tom Hodgkinson	100
Donna Elliss	100

**RULE ALTERATIONS AND MODIFICATIONS CHANGES**

Rule 7.15 ( page 95 )

Safety lanyards shall be manufacturer's original equipment in good condition. A single lanyard shall be used. Whenever a motor is running, the lanyard shall be correctly attached to the motor kill switch at one end, the other end to be attached to the driver's person. No modifications to lanyard are to be made.

Lanyards are to be worn in all races.

Rule 8.23 ( page 100 )

Mercury Seapro 10hp and Mariner Marathon 10hp cylinder blocks which have rectangular ports and are fitted with carburettor type WMC50, 50A or 50B, may be fitted with exhaust adaptor plate - part no. 41344-9 or 41344A6 ( including exhaust tube).

Rule 8.10 ( page 97 )

The powerhead shall be fitted with the standard manufacturer's stop switch that shall operate automatically should the driver fall out of the power dinghy in any direction.

Rule 9.9 ( page 102 )

The electrical system of the powerhead shall be fitted with an emergency stop switch ( cut-out switch, kill switch, dead man's switch) that shall operate automatically should the driver fall out of the power dinghy in any direction.

Rule 8.24 ( page 99 )

The bearing carrier in the gearbox may be secured to the gear housing assembly.

Rule 9.5 ( page 45 )

If the full technical specification for a motor is not listed in this manual, it is the responsibility of the competitor racing that motor to provide the complete list of measurements required (as listed in the technical specification of this manual) 14 days prior to scrutineering, or make alternative arrangements with the rules committee 14 days prior to the commencement of an event.

Change Rule 8.12

Non standard swivel and clamp brackets may be fitted, if made from aluminium alloy, and all swivel positions remain, in the same position.

PROPOSED  
John Haynes

SECONDED  
Neville Watson





10 H P S P O R T S

BOAT I.D.	START FIRST 1/2	FINISH FIRST 1/2	FIRST 1/2 TIME	POSN	SECOND START 1/2	SECOND FINISH 1/2	SECOND 1/2 TIME	TOTAL TIME	POSN
007	9.32.30	10.12.13	0.39.43	1	11.25.30	12.03.48	0.38.18	1.18.01	1
124	9.31.00	10.11.37	0.40.37	2	11.25.00	12.05.54	0.40.54	1.21.31	2
184	9.34.00	10.16.43	0.42.43	6	11.26.15	12.07.19	0.41.04	1.23.47	3
117	9.30.00	10.12.32	0.42.32	5	11.25.45	12.07.05	0.41.20	1.23.52	4
162	9.30.30	10.11.40	0.41.10	3	11.25.15	12.09.31	0.44.16	1.25.26	5
171	9.31.30	10.16.38	0.45.08	7	11.26.00	12.07.23	0.41.23	1.26.31	6
185	9.35.30	10.21.31	0.46.01	8	11.27.00	12.08.05	0.41.05	1.27.06	7
140	9.34.30	10.30.10	0.55.40	9	11.28.45	12.10.54	0.42.09	1.37.49	8
053	9.35.00	10.39.23	1.04.23	11	11.32.45	12.18.40	0.45.55	1.50.18	9
051	9.33.30	10.34.40	1.01.10	10	11.30.45	12.25.01	0.54.16	1.55.26	10
004	9.33.00	10.44.08	1.11.08	12	11.34.00	12.24.42	0.50.45	2.01.50	11
105	9.36.30	10.17.57	0.41.27	4	11.26.30	13.16.56	1.50.26	2.31.53	12
111	9.32.00	DNF		DNF				DNF	DNF
158	9.36.00	DNF		DNF				DNF	DNF



8 H P S P O R T S

BOAT I.D.	START FIRST 1/2	FINISH FIRST 1/2	FIRST 1/2 TIME	POSN	SECOND START 1/2	SECOND FINISH 1/2	SECOND 1/2 TIME	TOTAL TIME	POSN
144	10.05.00	10.21.28	0.16.28	1	11.26.45	12.07.11	0.40.26	0.56.54	1
021	10.06.30	10.25.36	0.19.06	3	11.27.30	12.10.34	0.43.04	1.02.10	2
116	10.05.30	10.24.27	0.18.57	2	11.27.15	12.14.07	0.46.52	1.05.49	3
017	10.08.30	10.28.09	0.19.39	4	11.27.45	12.15.38	0.47.53	1.07.32	4
202	10.06.00	10.28.46	0.22.46	6	11.28.00	12.13.05	0.45.05	1.07.51	5
149	10.08.00	10.31.41	0.23.41	7	11.29.00	12.26.06	0.57.06	1.20.47	6
130	10.07.30	10.30.03	0.22.33	5	11.28.15	12.29.41	1.01.26	1.23.59	7
131	10.07.00	10.32.51	0.25.51	8	11.30.00	12.28.35	0.58.35	1.24.26	8
123	10.09.30	10.39.40	0.30.10	9	11.33.00	12.30.27	0.57.27	1.27.37	9
161	10.09.00	10.39.14	0.30.14	10	11.23.30	DNF	DNF	DNF	10

8 H P S T A N D A R D

022	10.10.30	10.30.06	0.19.36	4	11.28.30	12.13.25	0.44.55	1.04.31	1
044	10.12.00	10.31.52	0.19.52	5	11.29.30	12.15.33	0.46.03	1.05.55	2
028	10.14.00	10.33.34	0.19.34	3	11.30.15	12.17.38	0.47.23	1.06.57	3
139	10.18.00	10.36.24	0.18.24	1	11.31.45	12.21.13	0.49.28	1.07.52	4
109	10.13.00	10.34.42	0.21.42	7	11.31.00	12.21.14	0.50.14	1.11.56	5
142	10.11.00	10.32.16	0.21.16	6	11.29.45	12.23.45	0.54.00	1.15.16	6
104	10.11.30	10.33.42	0.22.12	9	11.30.30	12.23.47	0.53.17	1.15.26	7
050	10.14.30	10.37.34	0.23.04	11	11.32.00	12.24.35	0.52.35	1.15.36	8
015	10.16.30	10.40.13	0.23.43	12	11.33.15	12.28.25	0.55.10	1.18.53	9
018	10.17.00	10.41.32	0.24.32	14	11.33.45	12.30.23	0.56.38	1.21.10	10
055	10.18.30	10.41.15	0.22.45	10	11.33.30	12.38.35	1.05.05	1.27.50	11
134	10.16.00	10.46.13	0.30.13	17	11.34.30	12.44.40	1.10.10	1.40.23	12
165	10.12.30	10.31.47	0.19.17	2	11.29.15	13.11.10	1.41.55	2.01.12	13
199	10.10.00	10.35.45	0.25.45	15	11.31.30	13.50.33	2.19.03	2.44.48	14
048	10.15.00	10.38.56	0.23.56	13	11.32.15	13.54.02	2.21.47	2.45.43	15
016	10.13.30	10.35.23	0.21.53	8	11.31.15	13.56.09	2.24.54	2.46.47	16
216	10.17.30	10.44.09	0.26.39	16	11.34.15	DNF		DNF	DNF
170	10.15.30	DNF		DNF	11.35.15	DNF		DNF	DNF

Thanks to Leonie and Jan for their "loaves and fishes" trick feeding the masses by selling all but four of the 150 sausage/bun combinations. A great job done by Allen and Teena Robinson for not only towing the club trailer to the event, but for also manning a rescue boat. Thanks also to Big Al and Ricky for driving down on the day just to man the rescue boat. Result calculations were made a lot easier this year with Jeff Hodgkinson and Cate manning the turn-around point and Craig Prosser's programmed computer giving results only 30 seconds after all boats finished. Finishing times were supplied by Leslie Brooker and Craig Smetherham. My thanks to all of these helpers on the day.

Presentations were somewhat delayed because most of the DNF's did not inform me of their withdrawal (leaving themselves open to a \$100.00 fine) and forcing me to waste valuable time at the end of the race to track them down. Unfortunately, against club rules and also in violation of D.O.T. regulations, some craft did practice the day before the race. This matter is being considered by the Management Committee. The club thanks the Freemasons Hotel for the 3rd annual sponsorship of this event and trusts members will patronise the hotel whenever in Bridgetown. All in all, a great weekend with the change in race format working well.

Ian Williamson (RACE DIRECTOR)

**W.A.R.W.S.A. REPORT**

The official opening of our clubrooms, The Burswood Water Sports Center, will be held on the 28th August 1998. The opening will be performed by the Premier, Mr Richard Court, who is patron of W.A.R.W.S.A. Committee members from all the W.A.R.W.S.A. affiliated bodies will be invited together with honoured guests.

Negotiations are still underway with organisations interested in leasing part of the premises for a function center and we will also be approaching the Lotteries Commission in an effort to obtain more funding to complete the building and carparks.

Following the generous offer from Dennis Peach and Allbuild Constructions we are still looking for members who have ceiling and building experience who can assist with the supervision and construction of ceilings at Burswood. The W.A. Speed Boat Club will assist with labour and the Water Ski Assn. will provide electricians for lighting and ceiling fans, etc....

All those that have been to Burswood will agree that one of the major downfalls with the building in its present state is the fact that it has no ceiling. This is also a major factor in reducing the number of organisations that wish to lease the building on a casual basis, therefore reducing the rental income which is required to maintain the building.

PETER STREET



Teams with a 4WD vehicle will be able to take their craft all the way to the river. Teams without a 4WD vehicle will be able to transfer their craft to the fleet of Official 4WDs that will transport them to the River. The portage is expected to take about 15-20 mins per craft. No time will be lost if it takes longer. The portage reduces the river journey by not much more than a kilometer.

**REFUELING**

Refueling is permitted only at Boyup Brook and only if you first gain permission of the Race Marshal. The River Marshal will direct competitors to where the craft must be carried before refueling may commence.

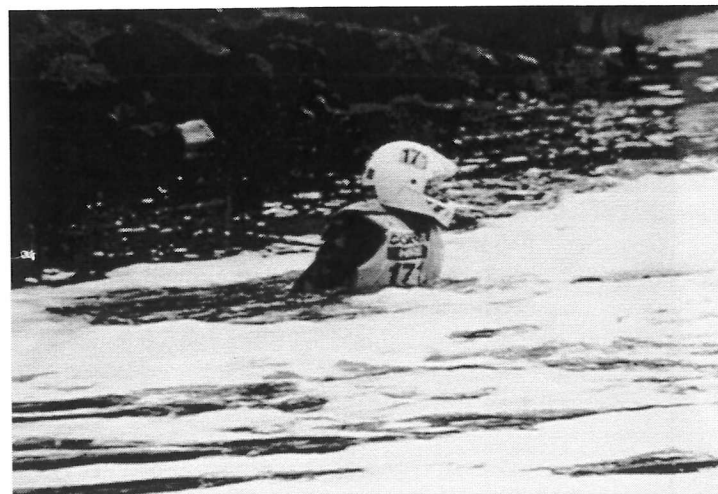
**NO PRACTICE**

The River Race. does not carry double the amount of points

"Photos and information on the Upper Blackwood River will be available at the August General Meeting of the PDRC".

**FURTHER INFORMATION**

Kim Epton 9452 1495

**THE RIVER RACE**

5-6 September 1998

Glenorchy Bridge to Bridgetown. Overnight at Boyup Brook. 150 kilometers of full-on racing on a wild river. The first-ever race on the Upper Blackwood River.

Apart from being a new experience for drivers and crews, The River Race will be a really great race for Support Crews. They have a vital role to play (see below) and, importantly, will also be able to see a lot of the racing-more so than in other river races.

For competitors The River Race offers the challenge of a new river. The course should be kind to crews and equipment although many hazards still exist where one must use caution, skill and judgement.

In recent weeks two information sheets (Supplementary Regulations) on The River Race have been distributed. The one dated 15 July 1998 supersedes the previous edition.

Further fine tuning of organisational matters has resulted in a number of other changes, listed below. These notes from part of Supplementary Regulations.

**CHECKPOINTS**

Checkpoint three is now at Condinup Crossing NOT Hicks Road

The Boyup Brook Checkpoint (C/P 5) is in at the Flax Mill Recreation Center Park, where Boyup Brook enters the Blackwood River.

**PORTAGE AROUND WINNEJUP FALLS**

Support Crews need to load their craft and competitors onto the Support Vehicle at Winnejup Bridge (this procedure will be controlled by a Race Marshal) and then travel to an area below the Falls known as "The River Paddock" (this will be sign posted).

# The Trading Post

**FOR SALE**

**FOR SALE**  
10HP COMPETITIVE KEVELAR  
DINGHY READY TO RACE  
\$2,000 ONO  
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**FOR SALE**  
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AH 9364 7479

Two Formula 8's. Both in good condition. \$800 each. For further details, contact Jay Branson on (08) 9581 4403

For Sale. 8HP Suzuki; 6 months old  
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Air Boat as new, 2 races old plus all gear. L jacket, Re built 10 hp Marathon 10 hp Tohatsu 10 hp parts make offer  
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**FOR SALE**  
Thunder Duck as new  
New 50h.p. motor, specially built trailer, tanks etc...  
Get ready for the most exciting racing to hit W.A.  
Also can be used for fishing, diving, cruising or a trip to Rotto. Special deal on this boat.  
Contact Peter Street a.h. 08 9249 3062  
Mob 0418 923 266

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1 x 9.9 HP MOTORS  
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GOOD BACK UP MOTORS  
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It's for the club

**SERVICES**

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PETER KINNERSLEY  
9344 4428 (W) 0411 113 590 (M)

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13 GILLAM DRIVE  
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FOR BEST DEAL ON SUZUKI OUTBOARDS.  
ALL NEW REPLACEMENT POWERHEADS  
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CONTACT  
FRANK BERLOTH  
9490 1714 (H) 9459 5799 (W)

**TONY MAXFIELD RACING**

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

Ring Tony  
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**AAA MARQUEE HIRE**

MARQUEES FOR ALL OCCASIONS  
DON'T GET CAUGHT IN THE RAIN  
AT THIS YEAR'S

**BLACKWOOD CLASSIC 250**  
BOOK YOUR MARQUEE NOW.  
PH 9478 3782 FAX 9478 3792  
DISCOUNT TO CLUB MEMBERS

**JGC Accounting & Financial Services**

\* discount to club members\*

Also will donate \$5.00 to  
the PDRC for every member  
who has their TAX returns  
prepared & lodged.

## DINGHY DITTIES

Apparently the new rubber ducks built by the boys from the south are so light that they use anchors not to stop them from floating away but to stop them from blowing away!!!!

**The big question again this year;  
WILL GOODBODY GET HIS BOAT WET?????**

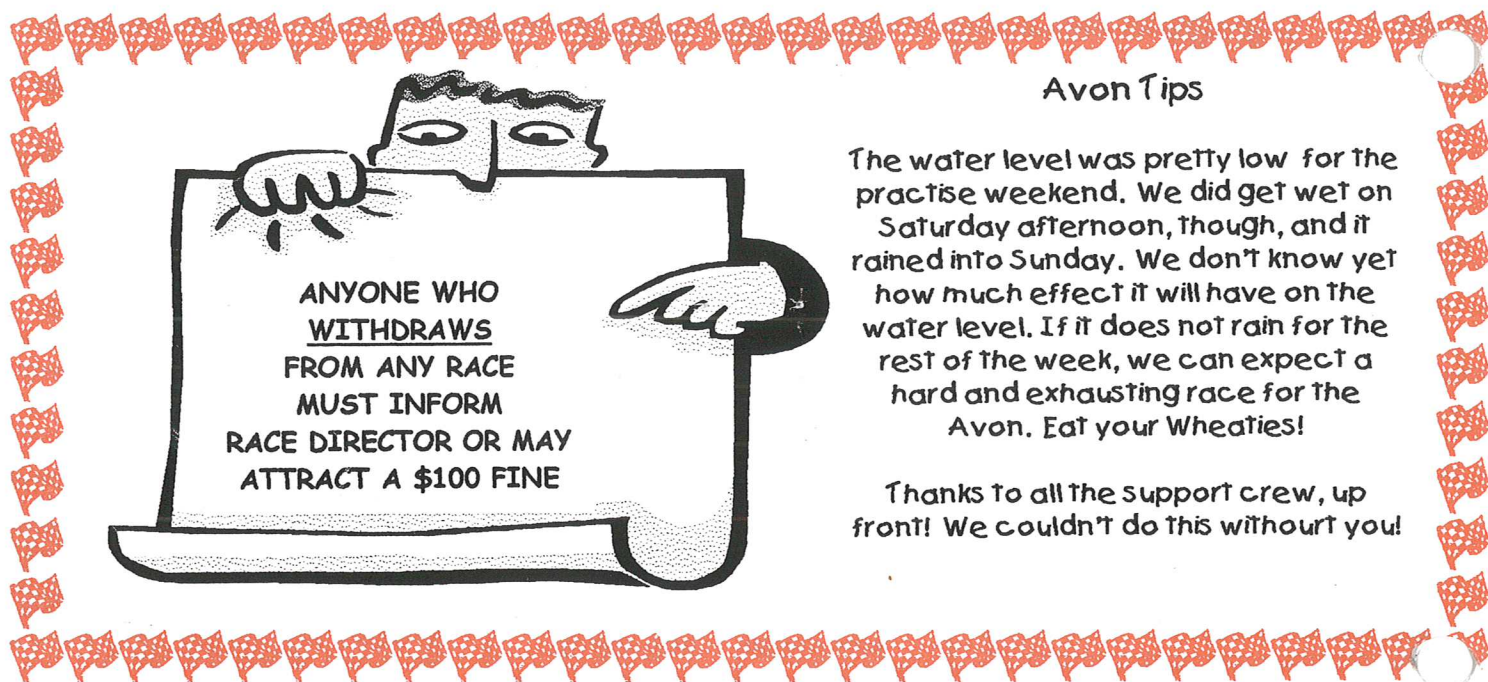
I believe the Blackwood 250 committee is putting in some long hours, so together with the new event Kim Epton is setting up, we should be in for a great river-racing season.

Another Greg Barndon-built boat has changed hands and will run the 127 number as they make the move to 10 H.P. (it's Peter's 21st Avon and Byron's 21st birthday on the same weekend so they hope it will bring them luck this year).

The **Sudden Impact** girls, deciding to get serious for this year's Avon, opted for a professional fibreglass company to build them a new boat. The new craft didn't look too bad on completion until it hit the scales at an excess of 120kg.

They couldn't even get it off the trailer, let alone over Northam Weir. **Guess who's looking for a refund ??????**

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



### Avon Tips

The water level was pretty low for the practise weekend. We did get wet on Saturday afternoon, though, and it rained into Sunday. We don't know yet how much effect it will have on the water level. If it does not rain for the rest of the week, we can expect a hard and exhausting race for the Avon. Eat your Wheaties!

Thanks to all the support crew, up front! We couldn't do this without you!

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POWER DINGHY RACING CLUB WA  
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