

# AUSTRALIA DAY CARNIVAL

## CARNIVAL REPORT

As is expected at this time of the year, the day started off with sun shining and the realisation that it was going to be another scorcher. Unfortunately there were two different starting times advertised for the race and as is Murphy's law, all the racers took note of the earlier time and the only bloke to take heed of the later one was Rin, Scrutineering was delayed a tad until Daniel was able to start scrutineering until dad rolled up.

With a long day of racing ahead plus the lotto Skyworks, it was requested by a few racers to get the Rookies out of the way as soon as possible, so as some of them could rest in the afternoon and be awake for the show. I did this by having all Formula 8 and Bath-tubs race in the morning, leaving only the dinghies for the arvo. Unfortunately this meant that those that were only racing dinghies had to wait around most of the day before getting into action. It turned out that the 8 standards were last in line so they suffered the most. As past race directors know your damned if you do and damned if you don't. My apologies to all those who had to wait.

Racing eventually got underway with F8 mens and right from the start it looked obvious that John Goodbody was set to take no prisoners. Although a good fight was put up by Trevor Bennett, John eventually took out the day with a good lead.

F8 ladies saw a good tussle between Rebecca Rutherford and Jamie Webb with Rebecca taking out first place by the narrowest of

margins. K.C. Coates tried her hardest but just couldn't keep up the pace. (might have had something to do with the missing bottom half of her motor???)

Scott Goodbody and Scott Bennett had a mini war going in the Rookies, but Scott G. didn't want to be outdone by dad and he also came up trumps.

Bathtubs saw Daniel Rutherford blitz the field and taking out the honours with flying colours.

Because of the numerous breakdowns and pitstops for repairs during the above events (some due to racing mishaps but quite a few seemed to be for no apparent reason?), it was well into the afternoon before the dinghies got underway.

10hp sports saw Todd Williamson/Scott Bennett take out the day closely followed by Russell & Tyron Wilson.

The 8hp sports racing saw a tightly contested series of heats between Hay/Matthew Branson and Dennis Peach/Tyron Wilson with the Branson boys taking the crown. Tyron and Dennis also teamed up in the 8hp standard and decided they didn't want to be bridesmaids twice and took out the class closely followed by Steve Brown and Kellie Cornelious.

We were requested to do some display races on the Barrack street jetty and because of the strict time allotment, the 8hp standard heats had to be delayed midstream again compounding the length of time they had to race.

Continued page 3.

### In This Issue

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WATER SPORTS REPORT  
TRIMMING / HULL SPEED

### Coming Events

BUSSELTON FESTIVAL  
GOLF DAY BERSWOOD  
BURSWOOD ENDURO

### Next Meeting

8 FEBRUARY 1999  
8.00 P M  
BURSWOOD CLUBROOMS



**COMMODORE'S REPORT****February 1999**

I apologise for the delay in this newsletter getting to you all, as I have been unavailable for the past few weeks in order for me to pass it on to our newsletter editor eagerly waiting for it.

However, in the past month we have had the first race of 1999 on Australia Day at Burswood. We had a good field of racers, a burning 39 degrees and a lot of help from Lee Goddard and his assistants. (Thanks to Lee and his assistants). We also had Ashley Dyllan from 94.5FM commentating through out the day which seemed to be very beneficial and interesting. We are to have a meeting with 94.5FM to discuss in more detail what they can offer and do for our club and sport. At approximately 5pm we had the display in front of the Corporate area which once underway gave quite a spectacle show. However, a bit more banging, crashing and playing may have made it more interesting. All-in-all this type of activity can only improve and promote our sport. Thank you for everyone who took part.

Unfortunately, we have had to cancel the Mindarie Race due to the non-approval of the water. Due to lack of time left, we have not been able to replace it with an alternate venue and I would like to talk about this at the next general meeting on Monday, 8 February 1999.

The Busselton Race is on but has been brought forward to the long weekend being 27 and 28 February 1999. We currently have approvals in for the circuit racing to be held at Port Geographe and also for the ocean race to finish at Port Geographe. We have not yet had a concrete answer, however, we will inform you as we get close to the event with a flyer.

I have no further information on the current N.A.D.A. situation but believe there will be another meeting towards the end of February. I will report more at the General meeting if any further information comes to hand.

We have verbal approval to run the Burswood under lights so come and try a style of racing that hasn't been done in twenty years. Definitely not one to miss.

Don't forget to ring Jarrad if you will be attending the golf day and as the season is drawing to an end with only a couple of months left of this year, you should also start thinking about next years committee positions.

*Dennis Peach*

**COMMODORE DENNIS PEACH**

9344 1644 (H) 0417 731 122 (M)

9440 5588 (W) 9440 5577 (FAX)

**VICE COMMODORE IAN WILLIAMSON**

9409 6595 (H) 0418 921 294 (M)

9409 5166 (FAX)

**SECRETARY JENNIFER LEEK**

9341 1862 (H)

**TREASURER GLEN SKEWES**

9537 6621 (H) 0417 947 117 (M)

**REAR COMMODORE TYRON WILSON**

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**SCRUTINEER RIN RUTHERFORD**

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9341 1862 (H) 9341 4555 (W)

**PUBLIC RELATIONS OFFICER LEE GODDARD**

9490 3650 (H)

0419 917 691 (M)

**NEWSLETTER KEVAN GOODALL**

9242 2003 (H) 0411 875 557 (M)

**RULES COMMITTEE****RIN RUTHERFORD (CHAIRMAN)****JOHN GOODBODY IAN WILLIAMSON****AUTHUR FAIRHURST RUSSELL WILSON****WASDA DELEGATES****DENNIS PEACH RIN RUTHERFORD****WARWSA DELEGATES****LEE GODDARD PETER STREET**

0419 917 691 (M) 0418 923 266 (M)

9490 3650 (H) 9249 3062 (H)

**Power Dinghy  
Racing Club****STATE CHAMPIONSHIP  
POINTS****8HP Standard**

Alan Bijl	373
John Spanghero	367
Steve Brown	306
Dallas Grivas	246
Simon Chapman	246
Rob Branson	240
Peter Barden	226
Kylie Martin	220
Kate McKenzie	220
Luke Eagleston	220

**8HP Sports**

Jay Branson	500
Matt Branson	500
Scott Bennett	412
Tyron Wilson	280
Glen Dicarlo	267
Brad O'neil	267
Steve Krause	252
Brent Barden	243
Kerry Barden	243
Dennis Peach	201

**10HP Sports**

Jarrad Elliott	428
Dan Rutherford	428
Tyron Wilson	374
Russell Wilson	328
Cliff Hills	292
Denis Peach	281
Justin Skewes	242
Justin Howarth	242
Todd Williamson	242
Ian Williamson	242

**AUSTRALIA DAY CARNIVAL**

All said and done I think it was well worth the effort with positive feedback coming from the organisers of the Skyworks water events. Hopefully, more time can be allotted to us next year and even our complete race day may be held there as the exposure for our club would be exceptional.

All in all I hope a good day was had by everyone, I am still learning as this was only my second event as race director. I do hope I got it right for the majority. Anybody who is contemplating directing should give it a go. You get to see from the other side all the difficulties (and pleasures!) that are involved in staging each event.

During the days racing you would have heard an unfamiliar voice on the PA system. This belonged to Ashley Dillon from Radio 94.5 who offered his services to the club and without knowing anything about our sport did an exceptional job of announcing the days racing. Thanks Ashley.

Many thanks also to Carenne Goddard and Kerry Barden on registration and race recording. This job would be one of the hardest on the day as they always seem to take the brunt of peoples complaints.

Thanks to Scott, Jarrad, Al, Laura and everyone else who sat in the rescue craft. Special thanks to Craig who sat out there all day.

Thanks to my daughters Jody and Sarah who manned (or is that womened) the sausage sizzle and Jamie for being flag marshal.

A big thanks to Frank, Keith and Arthur who helped with the organisation for the display race.

Again I hope that in the end everybody had a good day and enjoyed sitting back after the days racing to watch the Skyworks show.

*Lee Goddard*

**ROOKIES F8**

Place	Craft	Driver
1st	162	Scott Goodbody
2nd	145	Scott Bennett
3rd	116	Danika Barden
4th	148	Gradram Brooker
5th	124	Samanther Berloth
6th	110	Rhiannon Whitney
7th	125	Christopher Whitney

**LADIES F8**

Place	Craft	Driver
1st	185	Rebecca Rutherford
2nd	250	Jaime Webb
3rd	127	Venn Bowness
4th	183	Jenie Leek
5th	158	Lisa Watson
6th	110	K Coates

**MENS F8**

Place	Craft	Driver
1st	162	John Goodbody
2nd	145	Trevor Bennett
3rd	127	Brent Baskerville
4th	125	Ryan Whitney
5th	110	John Coates
7th	158	Neville Watson

**BATHTUBS**

Place	Craft	Driver
1st	183	Dan Rutherford
2nd	054	Elliott
3rd	048	David Brooker
4th	167	Todd Williamson
5th	116	Shane Bardon
6th	162	Tyron Wilson
7th	158	Lisa Wilson
8th	125	Ryan Whitney

**AUSTRALIA DAY**

**8 HP STANDARD**

Place	Craft	Driver	Co-Driver
1st	162	T Wilson	D Peach
2nd	142	S Brown	K Cornelius
3rd	144	N Love	B Wood
4th	165	A Bijl	J Spanghero
5th	061	K Outram	M Thompson
6th	028	P Barden	L Eggleston
7th	116	S Barden	C Lichocik
8th	143	M Brown	K Carson

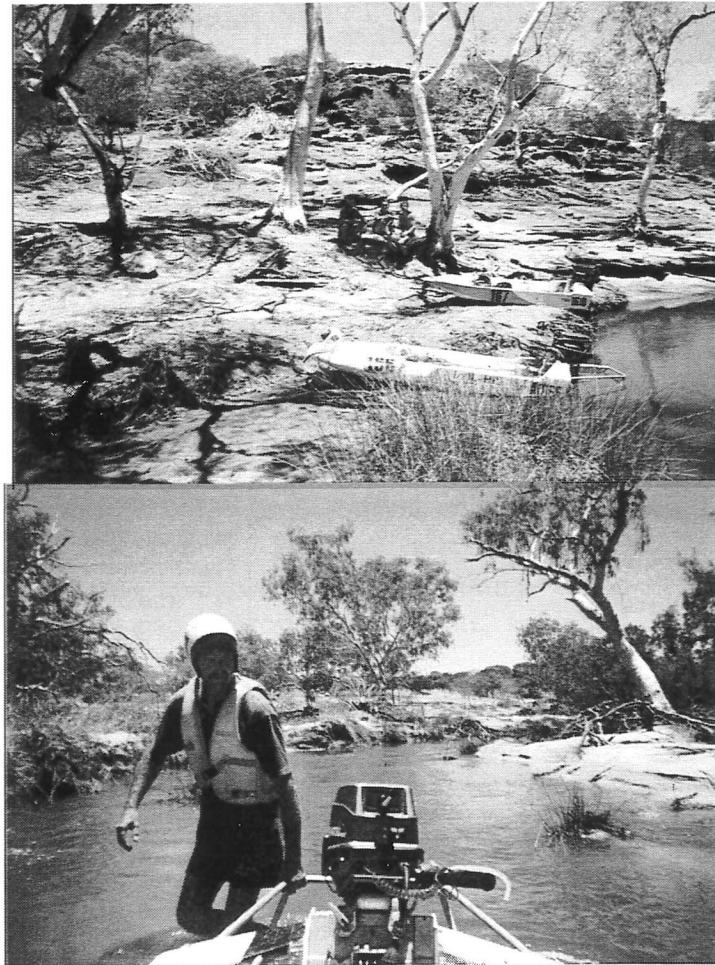
**8 HP SPORTS**

Place	Craft	Driver	Co-Driver
1st	144	J Branson	M Branson
2nd	162	D Peach	T Wilson
3rd	142	S Brown	K Cornelius
4th	021	G Dicalo	B O'Neille
5th	145	A Bijl	J Spanghero
6th	017	J George	L Watson
7th	110	J Coates	B Baskervill
8th	053	M Eaton	L Eaton
9th	028	P Bardon	L Eggleston

**10 HP SPORTS**

Place	Craft	Driver	Co-Driver
1st	167	T. Williamson	I. Williamson
2nd	162	R Wilson	T Wilson
3rd	185	D Rutherford	J Elliott
4th	051	C Hills	S Overstone
5th	081	G Barndon	K Coates
6th	111	J Haynes	J Bousfield
7th	171	F Berloth	H Burgess
8th	158	B Watson	N Watson

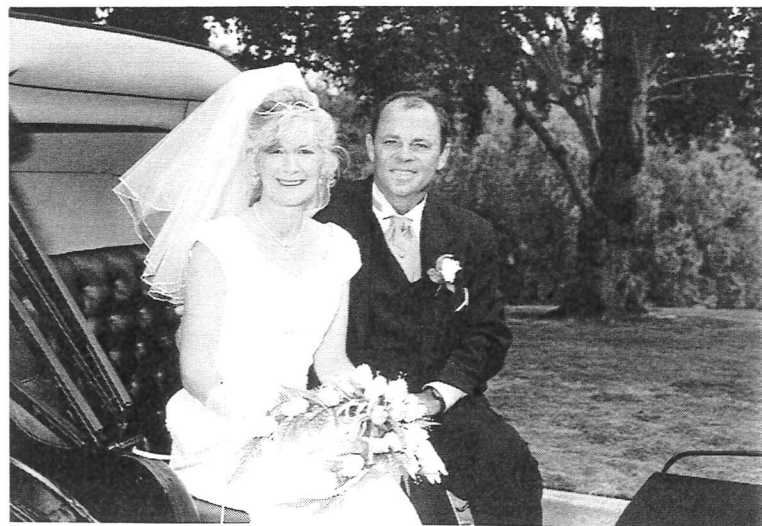
The Ian Williamson family did a trip up the Murchinson River about 40km from the mouth, here are a few photos. This trip was only possible due to rain inland earlier in the week raising the water level. Photos supplied by Ian and co.



**STATE CHAMPIONSHIP POINTS**

Formula 8 Ladies		Formula 8 Men	
Jenie Leek	350	Brent Baskerville	250
Rebecca Rutherford	250	Jamie George	236
Casey Coates	210	John Goodbody	230
Ven Bowness	156	Jay Branson	110
Jamie Webb	130	John Coates	110
Belinda Wood	116	Ryan Whitney	110
Maree Branson	56	Dan Rutherford	80
Lisa Watson	12	Trevor Bennett	40
		Craig Baskerville	20
		Brent Barden	20
		Lee Goddard	6
Bathtubs		Rookies	
Dan Rutherford	290	Scott Goodbody	250
Todd Williamson	270	Scott Bennett	160
Jarrad Elliott	230	Graham Brooker	150
Shane Barden	130	Danika Barden	110
Tyron Wilson	86	Chris Whitney	70
Justin Ferguson	80	Samantha Berloth	60
Matt Branson	56		
John Haynes	56		
David Brooker	26		
Shane Tregutha	6		

Belated congratulations to Mr & Mrs Burgess on your wedding late last year.



**DINGHY RACING UNDER LIGHTS**

The PDRC presents the 1999 BURSWOOD ENDURO at night under lights.

This is THE circuit race event of the year, if you thought racing around buoys was boring then think again!

We have changed the day to Saturday so there's no work next day excuses.

The Burswood Foreshore and waters will be floodlit for the Enduro, a 50 lap endurance dinghy race for all classes: propellor changes, fuel stops, log jumps, this event has the lot!

You will need a pit crew and a decky with infra-red vision so start on those carrots NOW!

When: Saturday March 27<sup>th</sup>

Where: Burswood Clubrooms

Format: The Enduro will commence on dark approx. 7.30pm and will run for approx 90minutes  
The day's racing will commence at 12.30pm with Formula 8 and Bathtubs competing in the afternoon prior to the Enduro.

Full details of this event including supplementary regulations, equipment requirements, exact times etc will be in the March Newsletter.

Meanwhile book this date NOW and get that dinghy dusted off, Remember this is an endurance race, it is not necessarily the fastest boat that wins. Preparation and the ability to slog it out can win you this event!

Race Director : Keith Brooker 1 9439 1879 (h) 9360 2326 (w) 0407 193961 (m)

Fax: 9360 6303 Email: brooker@murdoch.edu.au



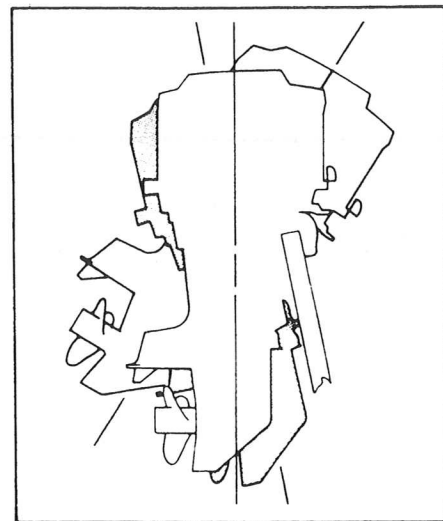
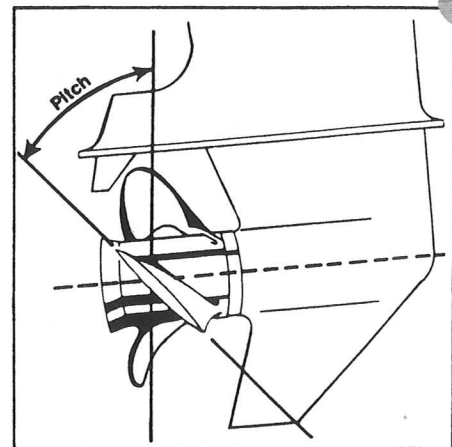
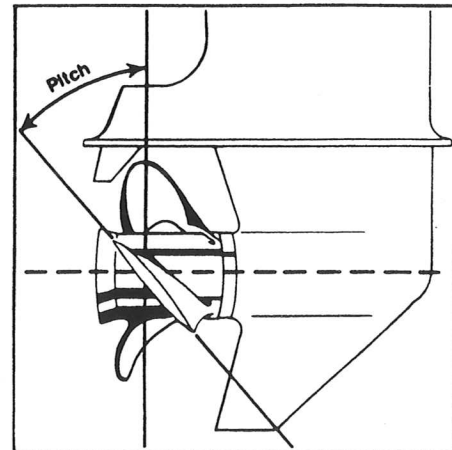
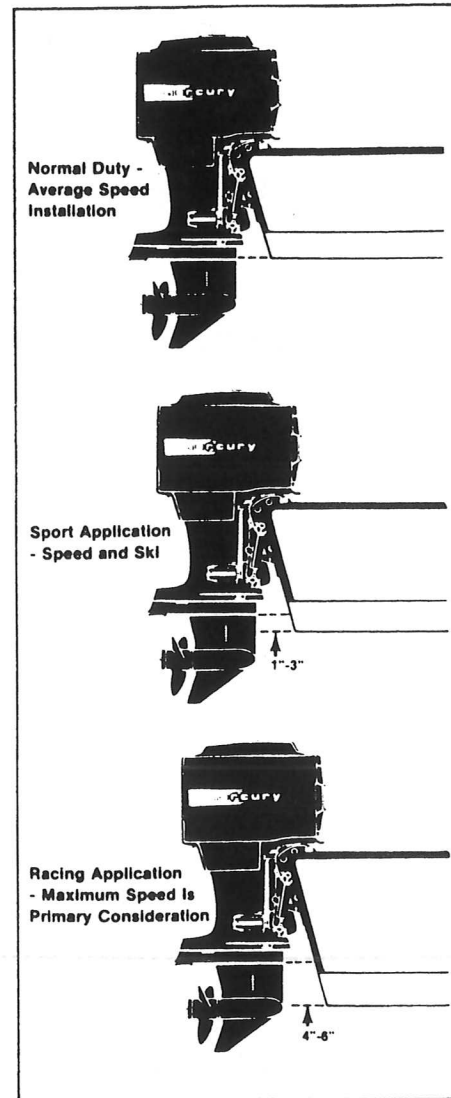
# TRIMMING:

## WHAT IS THE CORRECT HEIGHT TO MOUNT THE ENGINE ON THE TRANSOM?

For a propeller to best satisfy particular boating needs, the motor must be attached to the transom at the right height. If set too low in the water, too much lower unit drag and spray are created, thus cutting speed, underwater clearance, and handling. Set too high, the prop will pull in excessive quantities of air and lose much thrust, particularly when planning off or in turns...and the cooling water inlet holes may not pick up sufficient cooling water.

Traditional installations locate an engine so that when the propeller shaft is parallel with the boat bottom, the underside of the anticavitation plate is directly in line with the boat bottom. More recently, with the increased availability of hi-performance Quicksilver Propellers, installations up to 6" (15cm) higher have been possible on very fast boats.

As the installation height is increased, there is an increasing steering imbalance created by a right hand prop wanting to walk to the right, thus causing the engine to want to swing to the right-and placing the boat in a right hand turn if not corrected. Interestingly, this torque is opposite to that created by trimming an engine out (explained, following). Consequently, at about 3" of elevations, the 2 torques tend to cancel out, providing a pleasantly low steering torque situation. A point to remember is that this height requires a good quality hi-performance propeller.



## HOW DOES TILT ANGLE AFFECT STEERING TORQUE.

When the prop is run fully submerged and with the prop shaft approximately horizontal (parallel to the surface of the water, as shown in top illustration), there should be little (if any) steering load.

However, with the engine (RH rotation prop) trimmed in or under, because of the prop shaft tilt (shown in bottom illustration), the downward moving blade on the right side of the prop shaft has effectively more pitch, while the opposite is true of the upward swinging blade on the left side. This right/left imbalance pulls the engine to the right and, thus, makes the boat want to go into a right hand turn. Naturally, the driver must resist this force, if the boat is to continue in a straight line.

The entire situation reverses when the engine is trimmed out well past horizontal. Now the engine is pulled to the left, and the boats want to go into a left hand turn.

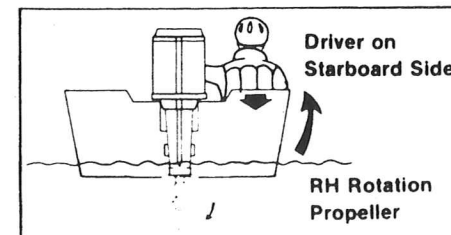
## HOW DOES PROPELLER TORQUE PRODUCE BOAT ROLL?

When observing from behind a boat, the propeller turns clockwise when underway (with normal right hand propeller). As water resists the clockwise rotating propeller, it causes the boat to roll slightly in the opposite direction (counterclockwise) or down on the left side and up on the right side. To offset this slight imbalance, the driver's seat is placed on the right side. Boats differ significantly in the degree of their reaction to prop torque.

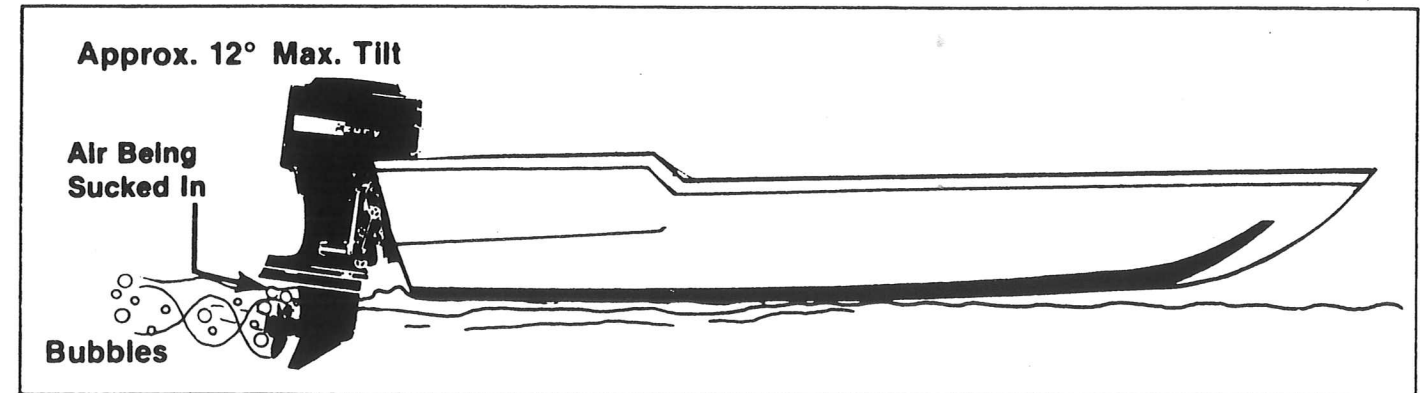
## WHAT IS 'TILT ANGLE' OF THE ENGINE?

Tilt angle of an outboard or stern drive is how far in or out from the transom surface the engine or lower unit is tilted. On outboards without Power Trim, this angle is adjustable by changing the hole in which the removable tilt pin is inserted.

The tilt angle of the lower unit has a distinct effect on the planing angle of the boat which, in turn, significantly alters top speed and handling.

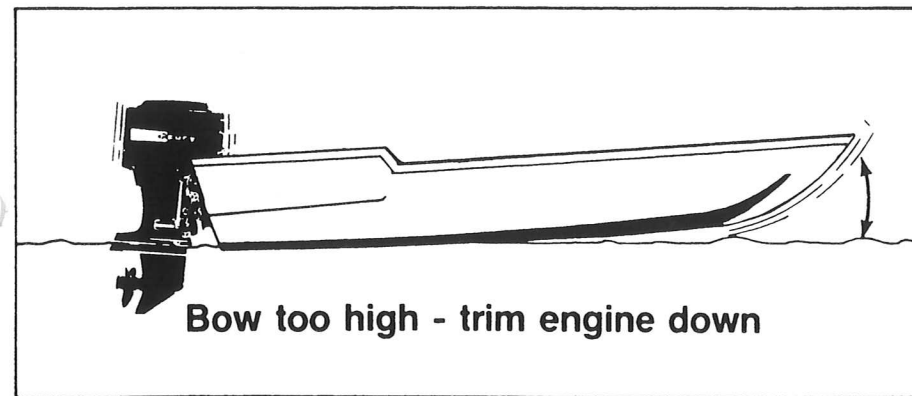
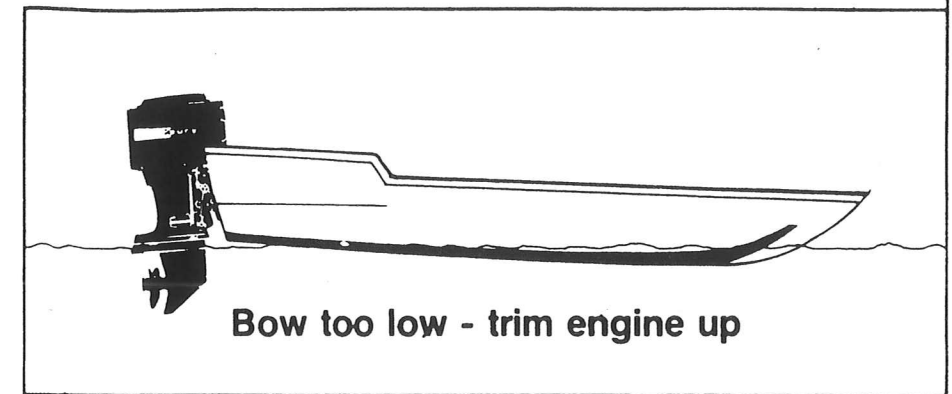


# THE KEY TO HULL SPEED



## WHAT IS VENTILATION?

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



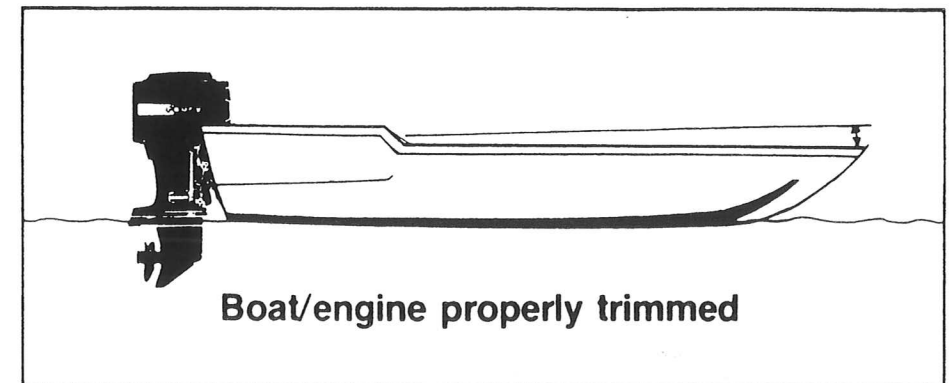
If trimmed under too far: Top speed drops, fuel economy drops, the boat may oversteer in one direction or the other and steering torque will increase.

Getting on plane should be easier on some V-bottom hulls. The ride in choppy water on plane at part throttle should be smoother.

If trimmed out too far: Propeller may lose its hold on the water; fast V-bottoms may start to "walk" from right to left to right, etc; steering torque will increase in the opposite direction to that when trimmed under; and getting on plane may be difficult or laboured.

When a boat is perfectly trimmed, it will give the driver a sense of 'floating on air' at speed. Porpoising with approximately 10" movement at the nose helps with lift.

The sign of a fast boat is when the porpoising increases to more of a 'flutter' across the surface of the water.



## West. Australian Recreational Water Sports Association

### Burswood Clubrooms

On the 27th November 1998 the Premier Mr Richard Court officially opened our Burswood Clubrooms. Attended by members of the associated clubs management committees and V.I.P. guests Mr Court commented on the magnificent location of this building and later acknowledged that he wishes to continue as Patron of WARWSA. His interest can only help to assist in future funding towards the completion of the building. Members are advised that the building is for hire to members and the public (members at a reduced rate). Should you be interested in holding a function at Burswood please contact your WARWSA delegates who will make the bookings.

Peter Street

### Allocation of Water at Burswood

Several members have shown concern that the PDRC are not getting as much water time at Burswood as other WARWSA affiliated bodies (Speed Boat Club & Water Ski Assn.) The West Aust Rec Water Sports Assoc. own and control the Burswood Water Sports Centre, they do not have control of the water in front of the building. This area along with all events held on the Swan River come under the control of the Aquatic Council.

The PDRC submits our club calendar to the Aquatic Council every year, if we venture outside of our race calendar then we have to apply for suitable dates that may be available.

Peter Street

# GOLF DAY

Venue : Burswood Golf Course.  
Date : 20 th Feb 1999.  
Time : 10:30 am for 11:00 am tee off.  
Cost : \$57.50 per person.  
Includes : 18 holes of golf, motorised buggy,

nearest the pin, longest drive prizes plus a Sausage sizzle and vouchers from Burswood.  
ONLY 20 places available so call Jarrad on 9341 1862 or 0418 919 647,

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# Shane smoothes out rivals



SORRENTO plasterer Shane Tregurtha and his partner Mark Harrison are the second-best plastering team in Australia after narrowly missing the title at a national competition in Hobart recently.

Federation of Wall and Ceiling Industries national president Wayne Upton said the competition had been very close and the judges had to re-examine work closely before declaring winners.

Shane (pictured), who works for WA Ceiling Industries at Landsdale, won his way to the finals by taking the WA title

in a competition held in September 1997.

Five other local TAFE students won silver or bronze medals at the 1998 workskill competitions in Fremantle last month.



ONE CUPPED PROPELLER  
MISSING FROM  
RESCUE BOAT  
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