

POWER DINGHY



September 2023

NEWS

Oh, what a night

Early August back in twenty three

What a very special time for me

As I remember, **what a night!**

Huge thanks to Wade, Morhome Construction, Another Fine Mess, Ballbreaker Perth & Freo Pizza for a memorable Saturday night.



ANOTHER FINE MESS



Ballbreaker Perth

Graeme Pilmoor

POWER DINGHY



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NEWS

50 years of Avon Descent this years stories made by all.



Well that's the Avon Descent done for another year, as a team we had some highs and lows. 096 (Bob & Jimmy Snr) had a great run with only a couple wrong turns in the trees to finish day 1 in 4th in STD class. 196 (Jimmy Jr & Brandon) started off strong, their Avon ended after suffering two gearboxes failures in Toodyay.

Saturday night Jimmy Jr shaved his long locks for Blood cancer at the Avon party held at Cobblers Pool.

Day 2 was always going to be a challenge with a low water level and lots of hidden rocks. Sadly day 2 didn't quite go as we would have liked for 096 with Bob and Jimmy flipping the boat just out from the start line, then they had a big crash near the end of the ti-trees. Jimmy Snr broke a rib but they pushed on towards Bayswater stopping to help other competitors along the way. They came into Bayswater to finish 6th place in standard class.

096 Bob - Walkabout Racing



For two rookies we were looking pretty good for day one (especially after a shaky start). Unfortunately, our quick dip in the ti-trees went for a little longer than we wanted and we lost some time. Fortunately, we still had day two to make it back. After a couple of bends we realised racing blind was scary and decided to follow Todd. Little did we know he was also scared and after an upside down party our tiller arm decided to ditch the race. Next year we'll have to try and keep the boat upright! - "Bring on Avon 2024!!!" **141 - Matt & Jack**



After a unlucky time trial in a new boat I had never driven, I was a little upset to start in 12th out of 15. A few silly mistakes on Saturday saw 101 Racing finish 6th over night. We passed a few boats early Sunday making me think we are running 4th, not noticing we where actual in 3rd. We had a barrel roll some where in the Avon Valley and a good tussel with 218 and 125 in the closing stages. We were happy to finish 4th. Congratulations to the winners and place getters - **Glen 101 Racing**



POWER DINGHY



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NEWS



The Avon is an event that for me is better than Christmas. It's something to look forward to each year and you never know what you're going to get. As well as being a long standing family tradition that I married into, it really brings people together for the right reasons. - **125 John Peddel**



Our first Avon Descent was amazing. Day one was good. We had had the chance to look at it on practice day, so it wasn't too daunting. But day two was a monster! Rapids would appear out of nowhere, with only seconds to put together a game plan. It was a real challenge not knowing what was coming up next. But we did it!!!



I struggle to find words to describe how much fun it was.



Tic Toc and I are stoked to have completed our first Avon Descent. We totally didn't think we'd make it first attempt and appreciate the tremendous amount of advice and support we received from everyone. Special mention to Alex and KP for putting up with all my questions and giving up their valuable spare time to help me prepare. - **Team Weir 071**

We had a great time catching up with everyone after missing the rest of the season. The 50 year celebration on Saturday night was fantastic too - **Hannah Corcoran**



Bloody awesome to be on the podium again - second time in 3 years (after 10years involved in the sport)



UNIQUIP
ELECTRICAL SUPPLIES

Really enjoyed the water level and especially sending it down extracts! - **218 UNIQUIP Racing**

POWER DINGHY



September 2023

NEWS



The Avon is one main races I love doing and look forward to it all year. Water level was low this year but having low water makes it more fun for me cause you really gotta read the water carefully, love racing with the old boy, we work really well together in the boat, this year we finished in the top 5 and 2nd in class, bring on 2024 Avon - **Mitch #skinoffracing174**



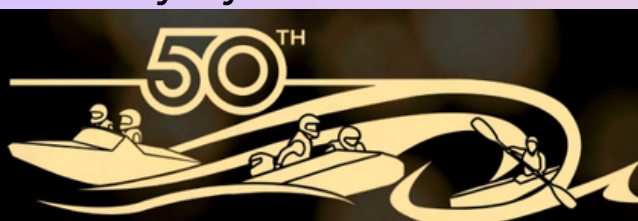
Great Sales Saturday, Lots of coffees on Sunday too , overall a fantastic weekend - I even managed to do some racing too!
Roland - Caffeinate your world



Day 1 was a cracker, despite motor issues early we had a great run to the trees. Had a near perfect run through barely coming off the plane to take the chocolates. Day 2 was a different story with a crash early to start the day. Made it down the rest of the valley reasonably well until we got pinned at Syds for some time. Overall a great week racing with great blokes. More than happy with the result and congratulations to everyone that finished. **Harry and James 286**

Using an old boat and refurbished props we didn't expect a result from this year's Avon. With 141 going past us on Day 1 just out of Northam 8kph faster I said to Josh," looks like we are racing for second!" Surprisingly we found ourselves leading in the Ti trees until the big crash! I went home on Saturday and was rummaging in the rags bag in the garage when I came across my old lucky boat racing jocks that I thought Judy had thrown out! I put them on Sunday, despite their condition and the rest is history!

023 - Terry Reynolds



POWER DINGHY



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This year I decided to swap the helmet for a microphone and do a little PR for the club by commentating at Extracts and Bells. It was great to have Tony Maxfield along side to show me the ropes. With

Tony's history and my knowledge of the competitors I think we made a great team and provided some good banter for the crowd.

Initially I was worried Extracts was going to be a little boring with everyone electing to drag, boy was I wrong. Some of you are crazy!

Im talking about you Chadd.



Day 2 standing on the bridge at bells as a spectator for the first time didn't disappoint. There was a momentary loss for words when I thought Turbo might be joining me on the bridge.

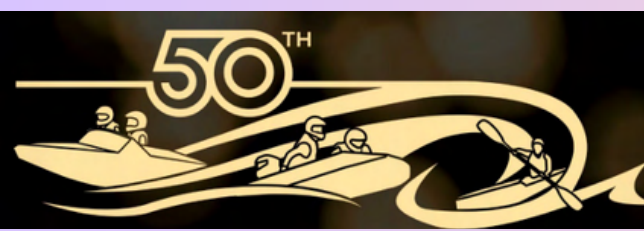
We ran a photo comp this year thanks to Boating West to try and gain a bit of exposure for the club.

It's seems to have worked well with a big jump in followers on our socials.

It was a great experience and hopefully the public learnt a bit about the PDRC and what we do as a club. - **Losty**



It was just our second year racing the Avon and although our actual race was short, we bombed it at the bottom of Northam weir and Alex took a rock to the chest, we all had a fantastic weekend. I was so proud of her for getting back in the boat and trying to continue, but as the pain was still growing so we had to call it a day for her safety. I did get to run provisional for the valley on Sunday, with Sam my spare deckie (always handy to have spares), which means we got the great experience of the valley at a really technical water level. (got some great photos too) - **224 Graeme & Alex**





WHITE AND WILD

by
Peter Street

With water levels subsiding overnight and a reprieve for event organisers, the 1996 Avon Descent was underway with Justin Skewes and Peter Hink 117, leading grid 1 over Northam Weir and into the drag to Katrine. The weir proved to be little trouble for the majority of the field, although the 081 boat collected a pole, 093 decided that sideways, backwards and a swim was the way to handle it, and the odd prop bent in horror and became scrap metal.

Geoff and Tom Hogkinson were first to Katrine and a (compulsory) portage but a few stunned faces saw John Faull and Justin Howarth 129 come from grid 5 to catch the early leaders with 162 out of grid 10 closely behind.

10 HP were already into a close tussle as Kim Bolvary and Darren Austin 064 were also working their way through the field in Sports Class with the 144 Branson and Watt outfit and 173 Williams and Norton also part of the duel. Back in the field 166 took a tumble; 122 on the bank (carby problems); 060 out with electrics; 138 battling mangled prop shaft; 171 fuel problems as Standard leaders 128 Brent and Kerry Barden and 165 Bijl and Spanghero fought inch for inch, unaware that Steve and Murray Brown were hot on their heels and were heading for the big trophy at Bayswater.

NOVICES — NO WAY!!

Newcomers in the all female crew of Martin and Edmiston surprised a few competitors but not themselves, by powering all the way to the overnight camp and into fourth place in standard, but yet to tackle The Valley. Some of our other first time descenters 170, 139, Kim Moore in 017 suffering a broken foot and Chris Goddard in 039, youngest power boat competitor and just recovering from a car smash, also completed day 1.

EXTRACTS

The black "Good, the Bad and the Ugly" 007 led the field to extracts and defied gravity 'airborne plus' much to the pleasure of the crowd. Most crews opted for the "chicken shoot" (LH side) with very few problems, although the 163 craft and 049 had a coming together and 009 found a few problems getting out of the foam. Meanwhile the 129 boat had slipped passed 117 into second place with 105, 003, 081 and 096 one by one over Extracts as Paul and Mark Tregurtha 239 led the Sports field.

COBBLERS POOL

The high water conditions meant for quick times and the trees created very few problems for most, also giving us a quiet time in the pit area with minimum repairs.

Overnight Leaders

10 HP		
1	129	Faull & Howarth
2	007	Hodgkinson & Hodgkinson
3	162	Goodbody & Green

8 HP Sports

1	064	Bolvary & Austin
2	144	Branson & Watt
3	239	Tregurtha & Tregurtha

8 HP Standard

1	165	Bijl & Spanghero
2	142	Brown & Brown
3	028	Barden & Barden

THE VALLEY

The easy stuff over, now for the fun ...

John Faull and Justin Howarth never looked back as they headed the field from start to finish on day 2. As the rest of the field jostled, rolled, swam, broke and battered their way to Bayswater.

Russell Wilson and Gary Tanner 105 used the rubber duck to advantage to make up for lost time as the 007 entry limped home, broken tiller, 111 John "Old Man River" Haynes and Clinton Abbott out (super shoot broken clamp bracket); Evan and Smetherham eaten up by Syds; Tregurtha outfit in 239 (gearbox - Syds); Overstone and Snooks rolled at Suicide Shoot, a few repairs and headed to finish; 161 Brett Barradean and Natasha Pouw-Bray after rolling it in the Valley and mobile again, swear that there's a white pointer at "Bells" as the rear of their boat snapped off, motor

and all and went to Davey Jones' Locker. Meanwhile the 110 Coates and Beer ally craft survived a flip, a few improvisations and home to Garrett Road.

These are only some of the stories from The Valley. The Allbuild outfit of Mick Chittick and Dennis Peach, back in action together, had a mixed day after an end for end around Championships then brought the crowd to their feet at Bells with a high flying exit as they moved up a few places on the trip home.

HOME RUN

Cliff "The Cat" Hills and Scott Overstone were having a trouble-free run home along with Berloth and Pouw-Bray as two of the Sports alloy dinghies 087 and 017 battled drainage problems amongst some massive standing waves, to reach the finish line (well done boys and girls!)

MOVIN' THRU

Some of the Movers through the field on day 2: Kitcher & Kessing 11th - 5th, Lenz & Pozzi 16th - 10th in 10 HP; Street & Bennett 14th - 7th, Lindsay & Blechynden 17th - 12th in 8 HP Sports; and the Standard Class Paul & Payne 13th - 8th and boat 183 Rutherford and our Club Secretary in her first Avon, Jenny Leek 17th - 13th.

To not only the place getters but all who finished, nearly finished or made it past Northam Weir — well done and to

AVON 99 THROUGH MY EYES

The Hodgkinson/Prosser (Jnr) dinghy racing team, with Michael (7) and myself (12) was borne as we watched our fathers win the Avon in 1989. A 10 year pact was made to race the 1999 Avon Descent, 2 months after Michael's 17th birthday. At the risk of sounding clichéd, I guess the rest is now history.



Interesting Facts:

We won the Avon exactly 10 years after our fathers did. Incidentally, Ian Williamson placed second 10 years ago, and again this year, but with son Todd driving. First time as Avon drivers that Todd and Myself placed 2nd and 1st respectively. First ever non Merc/Mariner to win the Avon Descent outright.



Tom Hodgkinson - 001

Here are some of my most memorable moments from this years race:

Most exciting moment: taking the lead at the bottom of Extracts Weir.

Worst moment: near destruction of the gearbox 30 seconds later (soon followed by loss of lead).

Most valuable lesson learnt: The best way to stay in the lead is to slow down.

Greatest moment: 500m before Garratt Rd Bridge.....the realisation that even if we had to paddle the rest of the way we would still win.

Funniest moment: Asking Michael why the hell he kept looking behind us at the bottom of every rapid down the valley. Answer: He was enjoying some spectating, in case the boat behind us did anything spectacular!

Another great moment: Sharing the news of our victory with our fathers when they crossed the finish line.





Boating  West

PHOTOGRAPHY CONTEST

Wow! Thank you to everyone that has entered our power dinghy photo competition. The quality of the photos were absolutely amazing and made picking a winner near impossible. The two lucky winners of the \$250 vouchers thanks to Boating West are Gordon Innes and Richard Domingo.



Gordon Innes



Richard Domingo



COMMODORE'S REPORT

Hi Everyone,



What a month! I hope everyone enjoyed the 50th Avon Descent! What a great event from a competitors point of view. It was great to see so many boats and members from the clubs history, present and future all come together for another great race. As always the river throws up its challenges but the overnight 50+ mm rise in the level certainly made it a little more achievable. While damage and attrition was quite high, it was great to see so many “sundries” entries for day 2 ie. boats that had to withdraw day 1 but still wanted to challenge themselves by entering the valley after race ending repairs, crew swaps or engine changes. It’s also great to see some first timers making the finish line in one piece, well done.

One thing that has become a major priority is the rules and specifications documents. These will be a big focus in the “off season” this year. There are too many loopholes in rules, procedure and policy that, unfortunately, can be exploited in what should be open and shut cases as we have seen this year. Also too much of the penalties section is subjective without guidelines. This will be addressed, to not only unload the future rules committees and management committees, but more importantly, to allow the winners to enjoy their deserved glory.

From a committee point of view I would say this has, personally, been the most challenging and taxing period that I have dealt with since 2016 when I put my hand up to volunteer as a committee member. I would like to acknowledge the huge effort that the committee, rules committee and experienced members and life members that I have called on for advice, they have been a great support.

Super Standard podium positions will be at the Commodores Ball NEXT month.... It’s crazy to think it’s nearly October.

Which brings us to the final river event for 2023! The Blackwood Classic 250. It’s back to basics with the old structure and course finishing in Augusta bought to you by the Management Committee. We are a little behind in the planning after losing these last few weeks so if anyone is available, we need some helpers. Please put your hand up if you can help out in any way with planning, finish line timing, pre race paperwork etc. It would be much appreciated.

The meeting Monday should be a good one. I’m sure there will be discussions around what has been mentioned above, we have the minimum age adjustment to vote on and details on the Blackwood. Love to see you all there.



Kris Parnell



50TH



Join us for the
*50th Anniversary Celebration
& Awards Luncheon*

Sunday 17 September 2023

11.30am - 4pm

The Camfield

Camfield Drive, Burswood WA

Tickets available for \$75

Includes 3-course set menu and welcome drink

2023 CHAMPIONSHIP POINTS

Standard Class - 10hp

Number	Name	Circuits	Mario	Sunny	Avon	Total Points
101	Glen and Chris	360	100	50	120	630
141	Matt & Jack	295	80	100	2	477
125	John & Chris	205	60	80	100	445
096	Bob & Jimmy	240	40	1	90	371
224	Graeme & Alex	220	50	70	2	342
286	Harry	60	70	0	160	290
071	Wier	75	45	1	80	201
023	Terry & Josh	0	0	0	200	200
196	James & Brandon	185	0	1	2	188
226	Rowland & Mahony	60	0	0	2	62
222	Jack	0	0	60	0	60



Super Standard Class - 10hp

Number	Name	Circuits	Mario	Sunny	Avon	Total Points
086	Alex & Henry	280	70	60	120	530
023	Terry & Josh	235	1	45	0	281
136	Shane & Tim	280	0	0	0	280
262	Chris & Riley	170	0	100	2	272
069	Brett & Marty	185	0	80	2	267
200	Brad Kitcher	120	100	45	*	265
107	Zac Johnson	0	0	70	160	230
174	Darren & Mitch	0	0	0	200	200
020	Rob & Liam	160	0	0	2	162
142	Steve	100	0	0	2	102
105	Russell & Sarah	0	0	0	100	100
202	Troy Kitcher	0	0	0	90	90
158	Brad	0	80	0	2	82
51	Hills	0	0	0	80	80



Sports Class - 10hp

Number	Name	Circuits	Mario	Sunny	Avon	Total Points
190	Kris & Tyrone	270	100	80	160	610
092	David & Trigg	330	80	0	120	530
166	Todd & Lee	330	70	60	2	462
144	Jay	250	0	0	140	390
007	Michael & Justin	0	0	100	200	300
001	Sam	0	0	70	100	170
006	Chris King	50	0	0	2	52



Results now Live online at: <https://www.dinghyracing.com.au/results/>

BLAST

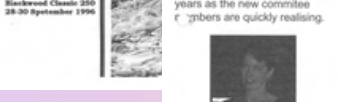
FROM THE

Past

NEWSLETTER ARCHIVE IS NOW LIVE !!!!!

<https://www.dinghyracing.com.au/>

CLUB NEWSLETTERS FROM 1990 TO 1999 NOW LIVE ON THE PDRC WEBSITE TO BRING BACK ALL THOSE RACING MEMORIES



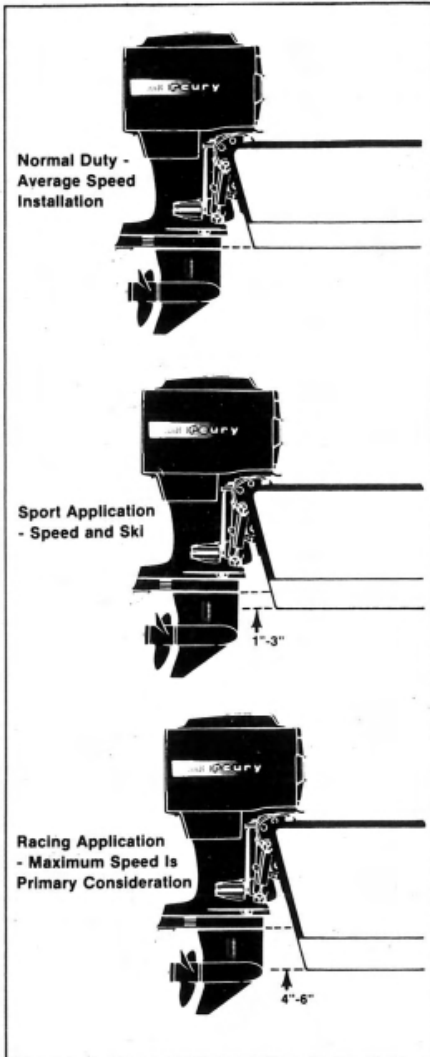
Looking good; McNamara and Webster show good form at the Dumbarton Rapid (although rumour has it this was the end of the road for the duo)



BIG THANKS TO: TODD WILLIAMSON, DENNIS PEACH & JUSTIN FERGUSON FOR HELPING MAKE THE ARCHIVE POSSIBLE.

TRIM INFO FROM 1983

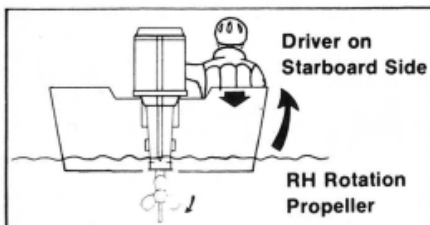
The Official Newsletter of the Dinghy Touring Club



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 it 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.

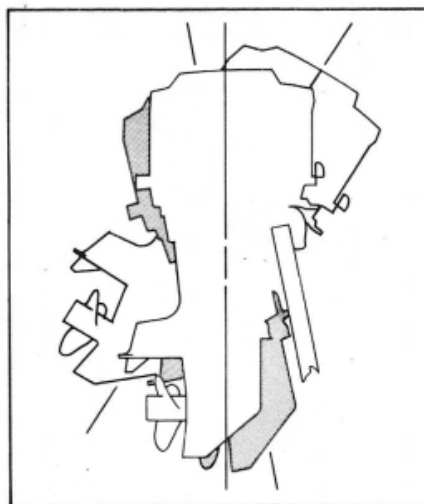


WHAT IS THE CORRECT HEIGHT TO MOUNT THE ENGINE ON THE TRANSON?

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 planing off or in turns...and the cooling water inlet holes may not pick up sufficient cooling water.

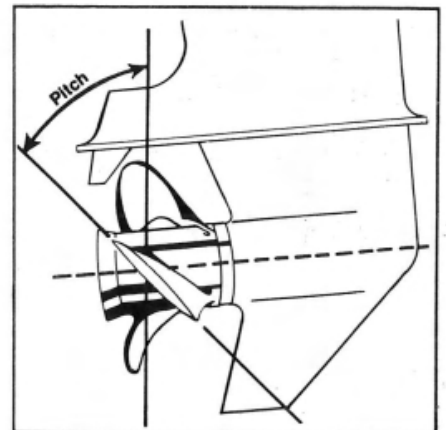
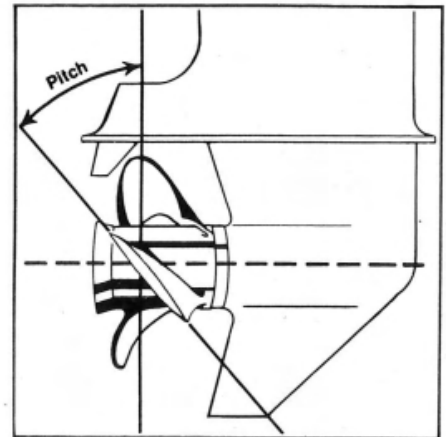
Traditional installations locate an engine so that when the propeller shaft is parallel with the boat bottom, the underside of the anticavitation plate is directly in line with the boat bottom. More recently, with the increased availability of hi-performance Quicksilver Propellers, installations up to 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 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.



HOW DOES TILT ANGLE AFFECT STEERING TORQUE.

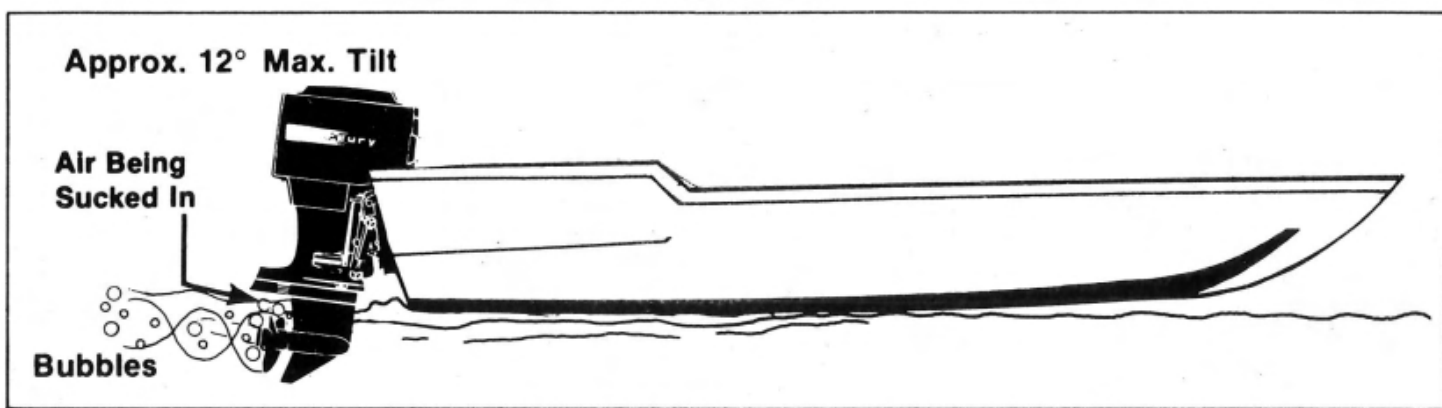
When the prop is run fully submerged and with the prop shaft approximately horizontal (parallel to the surface of the water, as shown in top illustration), there should be little (if any) steering load.

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.

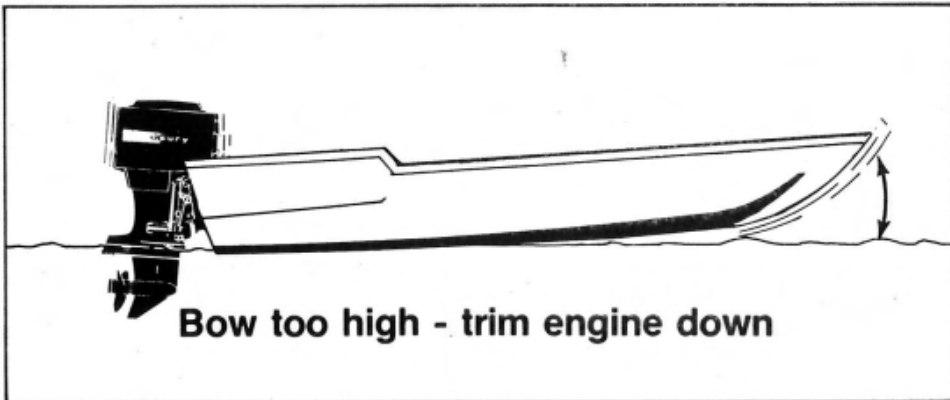
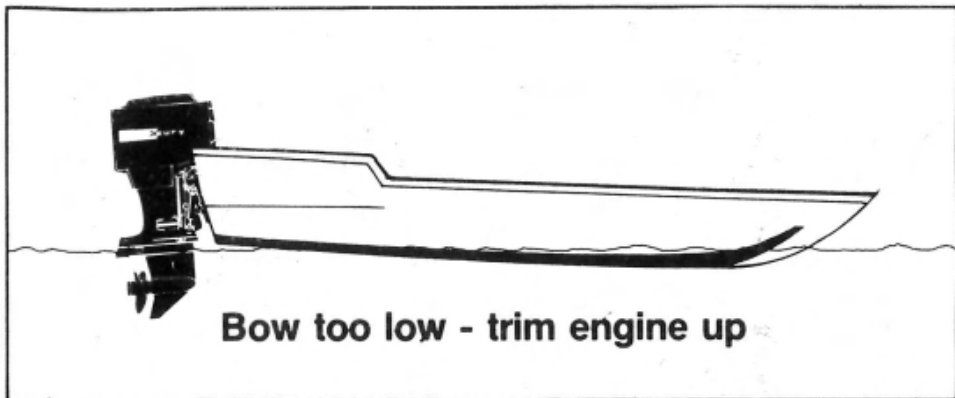
TRIM INFO FROM 1983

The Official Newsletter of the Dinghy Touring Club



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.



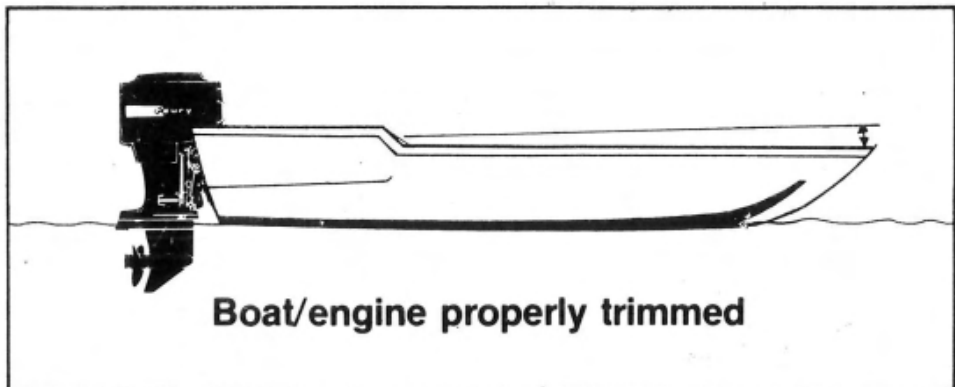
If trimmed under too far: Top speed drops, fuel economy drops, the boat may oversteer in one direction or the other and steering torque will increase.

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.



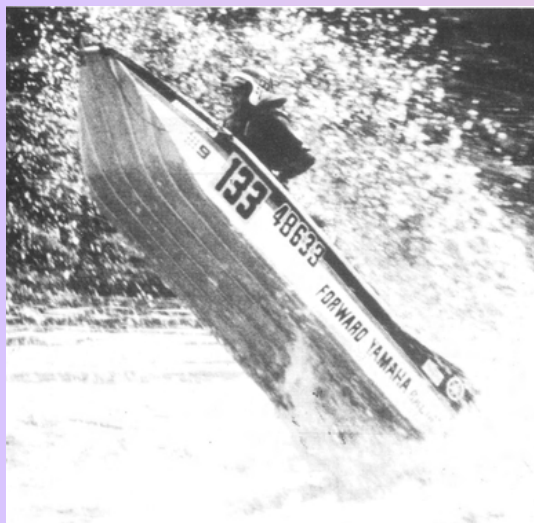
BLAST

FROM THE *Past*

PHOTOS FOR THE SCRAP BOOK



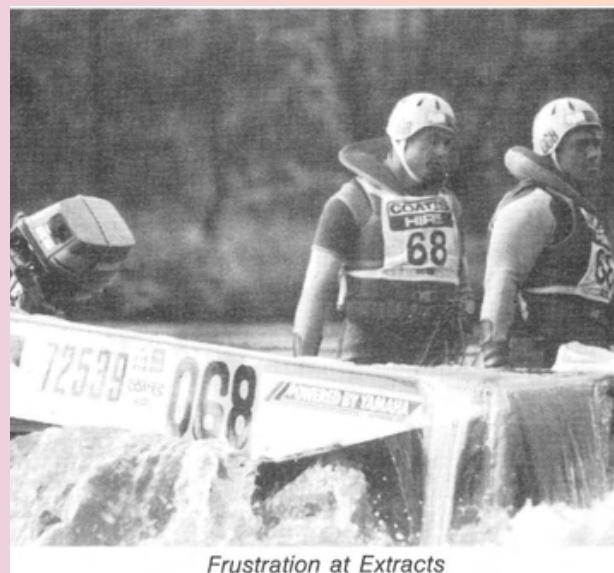
Retro under power with Ron Willox and Steve Craker aboard.



Father and son arguing the point. Drivers John (111) and Peter (151) HAYNES in the Cockburn Invitational.



George Hartlieb tries to dislodge it! Photo: Roger Hunt



Frustration at Extracts

2023 SEASON CALENDAR

NEXT UP!

MONDAY 4TH SEPTEMBER GENERAL MEETING

BAR OPENS 5.30PM / MEETING STARTS 6PM

4th September - General Meeting

Sat 29th August - 1300-1800 PDRC Craft Testing

23rd to 25th September - Blackwood Classic

30th September - Blackwood presentations &
AFL Grand Final Sundowner

15th October - Commodore's Cup

DATE TBA - Annual General Meeting

28th October - Commodore's Ball

**** 2024 ****

TBC January - General Meeting

26th January - Australia Day

Subscribe to the live PDRC Calendar at

<https://www.dinghyracing.com.au/>

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your device!

**WORLD'S
GREATEST
SHAVE™**

Congratulations

to Jimmy for finally getting a good haircut! The Mustache is NEXT!!!!



James Munro-clinton

I'm shaving on August 12, 2023 to help beat blood cancer.

I've raised
\$811

Check out my before and after!



Before



After



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PROFESSIONAL
COPYWRITING



IVR
RECORDINGS

DO IT **BETTER**
TODAY
THAN YOU DID IT
YESTERDAY

-KEVIN GREEN, MANAGING DIRECTOR

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CLASSIC 250 PRESENTATIONS

SATURDAY 30TH SEPTEMBER

Come down and join us as we celebrate this year's winners of the 2023 Blackwood Classic 250. Lunch will be provided, Cash bar will be open. Enjoy the presentations then stay for lunch and the AFL Grand Final on the big Screen

BAR OPEN 10:45AM

PRESENTATIONS 11:00AM

LUNCH 12:00



GRAND FINAL 12:40PM



MEMBERS: FREE
NON MEMBERS: \$10.00