



CLASSIC 250 - 2024 SUP REGS

21st, 22nd & 23rd of September 2024

Race Director: Todd Williamson and Graeme Pilmoor

The Blackwood Classic 250 is a 3 day time trial covering approximately 250 kms on the Blackwood River. Starting in Bridgetown, passing through Nannup, then on to Sues Bridge before finishing at the river mouth in Augusta.

It is the world's longest power dinghy race.



The Course

DAY 1 - 92kms

Less than 500 metres from the start, the obstacle course begins with the first of the rapids. A large proportion of mechanical breakdowns, flips and withdrawals occur before checkpoint 1 as competitors who underestimate the river find the error of their ways. Many a campaign has failed before it even gets a chance to get going.

DAY 2 - 95kms

This section of the race is considerably easier than day 1, but still presents its own challenges.

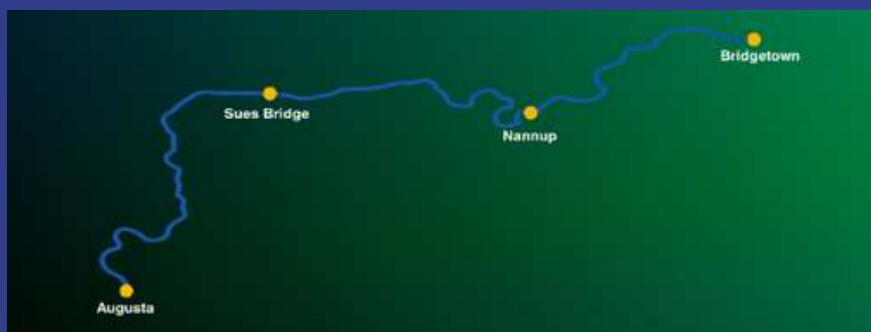
The T-trees become less frequent as progress is made downstream. Fallen trees, submerged rocks, broken bridges and minor rapids are the main obstacles as well as logs both submerged and exposed which lurk in the most unpredictable locations.

Long pools can make a team complacent so concentration is the key.

DAY 3 - 63kms

Day 3 is an all-out speed trial. Rapids extend intermittently for 25kms between Sues Bridge and Schroeder's Weir where the Great North Road crosses the River. Depending on the water level, less experienced racers may find it necessary to portage the weir. In very high water, the weir becomes submerged and the only hazards are the posts marking the causeway. Below the weir the country changes from hilly bushland to coastal plains.

The river starts to widen as you approach the inlet and competitors will need to navigate around Malloy Island in choppy water and strong winds on their way to the finish line in Augusta.



SUPPLEMENTARY REGULATIONS

Day 1 - Bridgetown to Nannup Bridge

Day 2 - Nannup Bridge to Sues Bridge

Day 3 - Sues Bridge to Augusta

The Blackwood Classic 250 is a three day time trial covering approximately 250 kilometres of the Blackwood River.

The 2024 Blackwood Classic 250 is conducted under the Competition Rules of the Power Dinghy Racing Club and the Supplementary Regulations contained within this publication.

The Committee may make a ruling on any matter not covered by the Power Dinghy Racing Competition rules, these Supplementary Regulations subsequently distributed by the Race Committee.

Classes

10 HP Dinghy Sports Class

10 HP Dinghy Super Standard Class

10 HP Dinghy Standard Class

Entries

An application for entry to the Blackwood Classic 250 shall be made on the official entry form accompanied by the entry fee. The Race Director reserves the right to accept or reject any single entry or group entries.

The entry fee is \$230 per craft.

Registration

Registrations will be online. Each team must register before 23:59 on Wednesday 18th of September 2024. Registration after this time may occur a late fee.



COMPETITOR

Competitors enter the Blackwood Classic 250 entirely at their own risk. There shall be two competitors in each craft, neither of whom shall be substituted throughout the race.

Each competitor shall be the holder of a current PDRC Competition license.

At least one competitor in the boat must have a valid Skippers ticket.

The minimum age of a competitor is seventeen (17) years of age on the calendar year of the event.

A competitor under the age of eighteen (18) years must have the Parent or Legal Guardian section of the Official Entry Form completed.

By completion of and submission of the Official Entry Form it is considered that the named competitors have read and agreed to abide by all the rules of the race, and are aware of the nature of the course, and are medically fit.

PRE RACE SCRUTINEERING

To maintain the highest standard of safety, design, equipment and fittings necessary for power dinghy racing the requirement of the specifications will be strictly enforced.

Craft should be presented at the start line for scrutineering in race condition.

Only one boat per entry (per Race ID) will be scrutineered.

Competitors are reminded that the scrutineer is a judge of fact at Pre-Race scrutineering and his or her decision on the acceptability, or otherwise, of a rule or specification may be subject to review by the PDRC Rules Committee.

Safety additions

All Hydraulic jack handles **MUST** have a rubber stopper affixed to the end.

IF IT'S NOT RIGHT YOU DON'T START

POST - RACE SCRUTINEERING

1st, 2nd & 3rd placed motors in each class will be checked at the finish line of day 3.

Once the Scrutineer has passed the motors at scrutineering, all places will be official.

Any protests must be lodged within 30 minutes after scrutineering.

BRIEFINGS

Day 1 - 8.40am Bridgetown in park near Traffic Bridge

Day 2 - 8.40am Nannup pit area

Day 3 - 8.40am Sues Bridge pit area

All drivers, deckies and one support crew member shall be present at each day briefing.

Info about the day will be explained for the racers and support crew including the following: Start/Finish lines for classes, km's and fuel amounts required, withdrawal procedures.

PRACTICE

Practice will be at Burswood Club rooms on Saturday 14th September from 1pm to 6pm. There will be no practice on the Blackwood River. The Club will take disciplinary action against any member found breaking regulations on the Blackwood river at any time (particularly speeding)

START PROCEDURES

Day 1 - 9.00am

Day 2 - 9.00am

Day 3 - 9.00am

Start grids will be announced prior to the start each day at Race Briefing. One craft will start every 30 seconds through the start gate on the bank, engines off.

Official race starter will count down grids.

The motor shall **NOT** be started until both competitors are in the craft and fully in the water, See pit marshal for details of starting engines before the start.

The start order for Day 1 will be 10 HP Sports immediately followed by 10 HP Super Standard and lastly 10 HP Standard. Grids will be announced each day at Race Briefing.

The start order for Day 2 will be based on the elapsed times from Day 1 with the fastest craft starting first regardless of class.

The start for Day 3 will be based on the combined elapsed times from Days 1 & 2 with the fastest craft starting first regardless of class.

The start order of Day 3 may be reversed at the discretion of the Race Director.

Start order stickers will be affixed to the rear of the motor cowling prior to the race.

REFUELLING / FUEL STOPS

The filling of fuel boat tanks is banned in all areas except the designated pit areas

Fuel tanks may be exchanged at designated fuel stops:

Day 1 - Maranup Ford Bridge

Day 2 - Jallbarragup Bridge

Day 3 - No exchange permitted

The entire craft must be out of the water by 2 metres before exchanging fuel tanks.

Competitors **MUST** ensure that the replacement fuel tanks are properly secured before returning the craft to the water.

The fuel stops will be clearly marked on the river bank. Please do not remain in these areas unless you are involved in exchanging tanks on the craft.

Smoking is not permitted at the designated fuel stops.

THE DECANTING, POURING, SIPHONING OR ANY OTHER FORM OF DISPENSING OF FUEL IS STRICTLY PROHIBITED WITHIN 500 METRES OF THE BLACKWOOD RIVER EXCEPT WITHIN PIT THE AREAS.

WITHDRAWALS

A craft that withdraws from the race must notify a checkpoint official or finish line official as soon as possible, and then complete a craft withdrawal form.

A craft that withdraws from the race but intends re-entering the race in the Conditional class the next day must also complete a craft withdrawal form.

A craft intending to withdraw should paddle to the next checkpoint or if that is not possible head to the bank. One competitor should proceed to the road and locate their Support Crew / members of the Recovery team. The other competitor must stay with the craft at all times to get the attention of the Recovery / Sweep boat. Assistance by the crew of the Sweep boat (e.g. a tow) constitutes withdrawal.

CUT OFF TIMES

Cut-off times are imposed for safety reasons.

The Race Committee may alter cut-off times.

Checkpoint Officials have the Authority to enforce cut-off times and withdraw a craft.

The Sweep boat personal have the Authority to enforce cut-off times and withdraw a craft.

SUPPORT CREWS

Each craft shall have a Support Crew of at least one Adult person and one vehicle, each vehicle must display their craft race ID number.

Motorbikes are not permitted as Support Crew vehicles.

The Support Crew should carry a first aid kit in their vehicle. Support Crews are required to follow their craft down the river and should not progress past all accessible nominated Checkpoints until their craft has gone through.

They must remain at the checkpoint until their craft has either passed the checkpoint or have been advised of their craft's official withdrawal.

In the event of your craft withdrawing it is the responsibility of the craft's Support Crew to locate and collect your craft and crew. The Race Committee will not accept any responsibility for any competitors passing a checkpoint with an injured crew member or members that may not have sufficient health to proceed i.e. Hypothermia etc.

SURVIVAL KIT

Each craft shall carry a Survival kit as per the Rule Book under specifications.

Rule 735 - SURVIVAL KIT

STANDARD CLASS NOTICE

Please be aware of the propeller rule under Specifications of the Rule Book page 5-135: Propellers. The Race Committee will be enforcing this rule.

Stainless steel propellers are not permitted to be carried in or on Standard class craft. All propellers will be checked pre-race & post-race. (Possibly during the race by an official)

PRESENTATIONS

Presentations will be held at Burswood Clubrooms on Sunday 20th October following the Commodores Cup. Trophies and Prizes will be presented to place getters.

