

POWER DINGHY

NEWS

September 2024

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Photo: Catherine Kolomyjce

POWER DINGHY

September 2024

NEWS

As autumn drew to a close and winter approached, we all looked at the river and asked;
Where's the water!



Emu Falls, late April

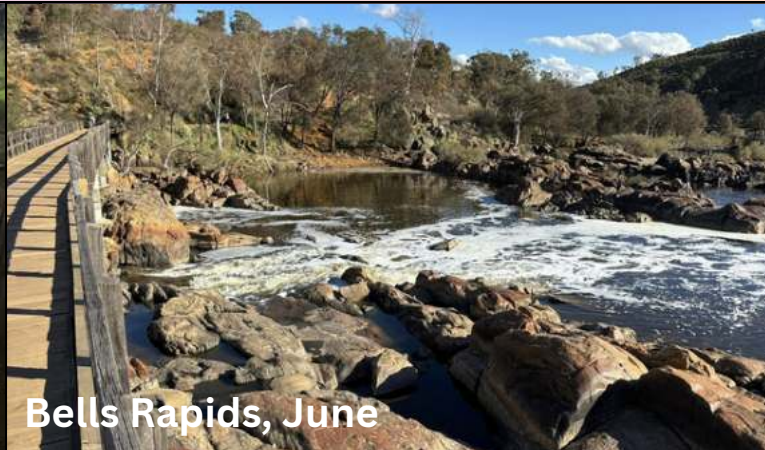


Bells Rapid, late April

The first rains fell, and the river slowly started to flow. We all started preparing for a what could be a really low river level. More water fell and the race chatter started to grow. How low will this year be? Could it be worse than 2010?



Yagons Bridge, May



Bells Rapids, June

August arrived and with the time trials looming the river was flowing, but at a level that would make it a really difficult and technical race. A couple more showers before time trial and we had a nice river to race. Early Saturday we all made our way to Bells for scrutineering and time trials. Sunday we were off to Northam for practice day. Both days had perfect weather and left everyone eager for the race the following weekend.

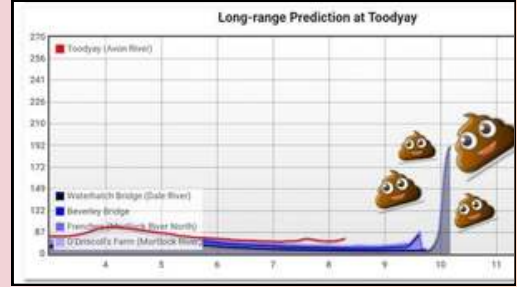


Northam Weir, August





Wednesday night the heavens opened up and covered the wheatbelt in lots of water. Leaving everyone wondering, wow, how high will she go?



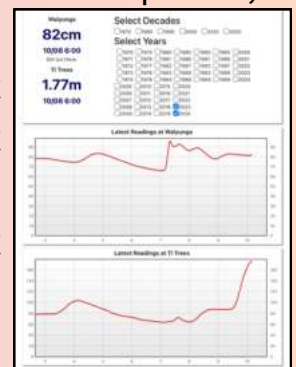
RACE DAY - Saturday morning we woke to a whole new river with the water level rising dramatically overnight. Everyone slowly made their way to Northam for the start of day one but everything was on hold while we waited for the fog to lift. After an extra one-hour fog delay the race was underway with the first grid departing Northam at 0900. With the high water flowing the day was over fast with the two Matts in boat 100 arriving at Cobblers Pool only 47 minutes later.



With such high water, only a few boats needed repairs Saturday meaning the party got started early and went on into the night. Big thanks to Wade at Morehome Construction for the Band and pizzas, a much-loved addition to the evening's entertainment.



Sunday began with a few early showers but cleared to give us a perfect afternoon for racing. With the water thumping through the valley, it was set to be a fast one. The start from Cobblers went smooth but the river took its first victims quickly with 296 getting pulled out at Possel's Ford. The valley took 5 more boats out of the race before the day was over allowing 26 boats to make it safely to Bayswater.



At Bayswater the first boat to arrive (with a splash) was 007 M2 Technology, Michael Prosser and Justin Green taking just 1 hour 11 minutes and 40 seconds to complete day two, given them a total time of 1 hour 59 minutes and 19 seconds. Beating KP's 2022 record time by just 10 seconds and averaging 62.4 km/h for the race a record that will be hard to beat. However, the big surprise for the day was 141 Matt and Jack who lost who they were chasing and just sent it all the way to 6th place overall a great achievement for a standard class boat. Overall, a fantastic weekend for all, big thanks to all the wives, husbands, mums, dads, and everyone else who help us have such a great time on the water. Thanks to NADA the ADSU and thank you to all the event partners & sponsors.



POWER DINGHY

September 2024

NEWS

51 years of Avon Descent: this year's stories as told by all.

Thats a wrap! Avon Descent 2024 was a blast. 2nd place again for the team after we well and truly got outgunned by the champions in boat 007, Michael Prosser and Justin Green. Congrats to them as well for bettering our race record by 10 seconds. Massive thanks to our amazing support crew and girlfriend, Rebecca Smith and kids, Mum and Dad and the rest of the 190 gang, we couldn't do it without you. Also, a huge thanks to our sponsors; Rottnest Express, Fair Dinkum Builds Avon Valley, Go Graphics, and to all the legends at the Power Dinghy Racing Club Inc. What a crew. Let's go for 2025. **KP and Ronny**



Avon Decent 2024 all wrapped up. Huge thanks to my teammate @sam_hodgkinson7 for not killing me and getting us down the river safely and to our support crew. We would not have been able to do it without you guys.

Louis Riboni



From a great day for testing the new rig to a bad day in the trees. That's Dinghy Racing. Massive shout out to the boys that stopped. Your race to help us out and dislodge the boat from the tree along with everything else you did, you guys deserve an award such a selfless act - truly grateful. Ratle G Pilmoor absolute legend.

218 UNIQUIP Racing



POWER DINGHY

September 2024

NEWS



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



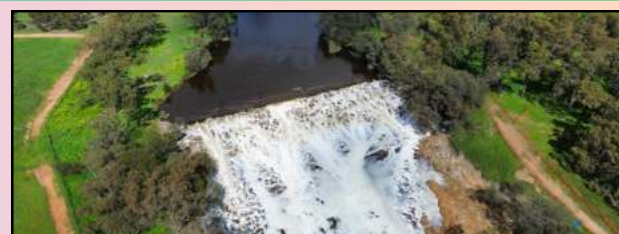
25 years of Avon Descent for Terry; 11 years paddling and 14 years power craft. A very hard weekend for him with gastro striking him down on Friday and continuing all weekend. He soldiered on and struggled with boat repairs after Day 1 racing but made it to the finish line today in 4th place for Super Standards. Couldn't be prouder of my hubster, thank you to his decky, Josh, as he couldn't have done it with him. **Judy Reynolds**



Hoping to do 1 better than last year, we came into the race with high expectations. We had a solid run for the majority of Day 1 despite having a meeting with a rather solid ti tree. Day 2, we were excited to chase down Matt and Losty. We had a good early run before motor issues pulled us up. After getting going an unexpected flip followed by more time on the bank set us back. All in all, we had a good run and a blast doing it. Congratulations to everyone who finished and a big thank you to our sponsors Potholes Perth, J&T Freight and Apex Kiteboarding. Can't wait to see everyone next year - **286 - Harry Morse**



Well, it sucked sitting in South Australia not being able to race the descent with the water looking so good. **Jason Brown**





This year's Avon was a mixed bag of emotions with some highs and lows. We had two boats entered for this year's big race with Bob & Jimmy in the 096 PM industries boat and Chris & Chelsea in the 296 Demon Boat. 096 had an average first day with lack of boat speed and Bob taking a swim while Jimmy saved the boat in front of a big crowd at the Toodyay Food Festival. 296 however was having a great run on day 1 and being it was Chris's first time driving and Chelsea's first year in a dinghy they couldn't be happier.

Day 2 however was not kind on either boat with 296 ending the race early when they flipped the boat and lost their prop bag and a mobile phone in the trees. 096 went on to break a jack halfway down the Valley before reaching Bells where they ripped the stringers out of the boat and would have lost Bilby's outboard to the river if it wasn't for Bob's determination to hang onto it. There's always next year! Thanks to PM industries, Advanced Fibreglass Australia, Crow Club Designs, AMR, and our families for your support - **Walkabout Racing**



Finishing an Avon Descent - a dream come true! Jake has been obsessed with boats his whole life, driving his grandfather's dinghy down at South Yunderup before he could even talk. Massive thanks to Graeme Pilmoor for making it happen, offering to share his third time down the Avon with Jake and not only getting him safely down the river, but stopping to help several teams out along the way. Awesome job! A big thanks to PDRC for making us feel so welcome and to Todd Williamson for taking Jake under his wing. You are both legends! **Geraldene Parrotte**

Another Avon Descent and a new boat for me to learn how to drive. Had a good time trial 4th from 15 std boats. Sunday practice saw us have a crash at Northam Weir and another at a rocky rapid in the ti-trees where I lost my camera. Delayed start meant I could have a chat to some of the known paddlers. We had a great day 1 finishing 5th. Happily enjoying racing down the river when we ripped some of the runners off on the right side of the boat before Stronghill Farm. Ran up to the road, lucky enough to get a tomahawk and got swinging cutting off the runner. Hassle free run to the end finishing another year 4th in std, and Brandon getting to see what the finish line looks like. **Glen Dusenberg.**



This year we were determined to finish the Avon after having a sad end to our race last year when our tiller arm decided it no longer wanted to be a part of the boat. We felt we did well on Day One, with a couple of wrong turns in the Ti-Trees after the change in water level. 222 and 192 really gave us a run for our money and playing boats with them both all day was great fun! Day Two was a battle from start to finish and, thinking we were falling behind, we just kept sending it down every rapid, trying to catch a boat that we'd apparently already passed. Obviously, some of our risks paid off and we were absolutely shocked to have taken home the win with the time that we did. Congratulations to everyone who made it to Bayswater - it was no easy feat. We can't wait until next year and look forward to the rest of the season. Bring on the Blackwood! **141 - Matt & Jack**



Michael Prosser and Justin Green of M2 Technology clocked a pace of 62.4kph throughout the course to claim the power craft title in under two hours. The pair are now back-to-back winners of the Avon Descent, beating last years' time by 18 minutes.



It was a good race. Had gearbox issues on day one which put us 45 minutes off the pace and although we had a clean run day two, we could only manage 7th in class. But we were greeted with the news that only minutes before we reached the finish my new niece was born! Hopefully adding to a 4th generation of racers to my family - **Chris Whitney**



Jumping on the tiller for the first time this year was an eye opener. What I thought was going to be an easy job of just "Sending It" turned out to be a lot trickier to perfect. There is a bit more to think about as a driver and my brain was in absolute overload heading down the valley. I have no idea how the sports guys do that so smoothly. We were stoked to finish our first Avon in second place and can't wait to try and go one better next year. To all the people that have helped me set up the 192 team, I can't thank you enough, there is no way I would be here without all your help. - **Steve Found - Losty.**





Picture: Josh Cochrane

RACERS MAKE A SPLASH

JOHN FLINT

Come hell or high water, just go for it.

And with high water, Avon Descent competitors really went for it, recording some of the fastest times on day one in the event's 51-year history.

Charged by recent rains, the Avon was pumping, but medical kits were again needed, with several team members collecting cuts, bruises and abrasions as they raced down the hairiest sections of the course.

The leading powercraft, with Matt Even and Matt Thur, covered the 52km in 47 minutes 16 seconds, while the leading paddlecraft, with Brendan Rice and Josh Kippin, came in at 3 hours and 12 minutes. The remaining 72km of the 124km course will be tackled on Sunday.

Avon Descent Association chair Greg Kaeding said the start at Northam had to be delayed for an hour because of fog, but otherwise conditions were excellent.

Extracts Weir, again, proved the riskiest section. "We had the usual bang and scrape that happens at Extracts," Mr Kaeding said.

Competitors on Saturday night set up camp at Cobbler Pool, west of Toodyay, ahead of Sunday's white water action down the Avon and Swan Rivers. The Avon Descent finishes at Bayswater.

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The West Australian



Aussie champs say anything you canoe I canoe better

Competitors in powerboats, kayaks and canoes enjoyed an Avon Descent to remember as good rainfall delivered record-breaking results and sunshine brought punters to the sidelines for the two-day race.

A record was set for the sports-class powerboat, as the M2 Technology team of Michael Prosser and Justin Green finished the 124km race in 1hr.59min.19sec., taking the win for the second year in a row and beating the previous record by 11 seconds. The duo took home the Hodgkins Plate King of the Valley for the fastest race time. Luke Dooley won the ultramarathon in the single kayak category in about 8hr.15min., taking the crown from back-to-back reigning champion Ben Carrick.

National open marathon champion Josh Kippin and partner Brendan Rice took out top spot for the relay team of 2 category.

They beat Olympian Jesse Phillips and world ocean racing and SUP champions Cory Hill and Michael Booth.

Avon Descent Association chair Greg Kaeding said this year's conditions were some of the best.

"A few months ago we had concerns this year's race would be a foot race, but in the end we actually saw higher water levels this year than in 2023," he said.

"The weather gods were good to us. Good rainfall in the catchment on Wednesday meant that we had excellent water levels, making for a wet and wild race."

The Avon Descent was wet and wild. Picture: Daniel Wilkins



Bilbys
Photography

MORHOME
MHC
CONSTRUCTION

GENTRONICS
WELDING SUPPLIES AND SERVICE



Our Photographers



Every Month I have the honor of writing the newsletter for the club, and everyone thanks me for it, But I couldn't do it without the wonderful photos that these people and many others allow me to use, so with thanks I acknowledge your fantastic help below.



Bilby Bishop - Present at almost every club event - Bilby is my main photographer and I use her photos all year, the News wouldn't be the same without her!!! For just \$40 you can buy all your photos (from the entire season including the seasons highlight video) at the Commodore's Ball PM Bilby Bishop to order your USB.



Bruce Bussey - I'm an avid amateur photographer who's been snapping the PDRC boats exiting Bells on the Avon Descent for the last 10 years. It's totally a fun day out for me, watching and waving as you all zoom past. I only started posting pics on Facebook as a bit of fun until Kris Parnell asked for a copy of his boat one year, and things just escalated from there. Now it's a regular gig and I offer all my pics to anyone who wants them. I feel that I know all of the boats and crews really well as my specialty is getting right inside your helmets to capture your expressions, but the funny thing is, I've probably only ever met a couple of you face to face! Thank you all for the opportunity to ride with you for a few seconds every year, roll on Avon 2025!





Our Photographers



Gordon Innes - I did the Avon for 3 years with 023 Terry as his Decky from 2013-2015, and before that as a Paddler from 98-07, so now I'm just a PDRC member who takes the photos as a hobby for Terry/Josh and the Club. I work for IBM so don't have any Photography business or anything. So, if you like my Photos, please send me a PM and I can send them too you.



Mikey Ratcliffe - I'm just an amateur so no official advert, I just love seeing you guys racing past. I have about 2000 photos of the Avon Descent in 23 and 24 and I have uploaded them to www.Bossfotos.com (search for Avon Descent). They are available for purchase starting from \$3 each - cheaper options for multiple purchases.



Support



Unit

ADSU Report:

Our year always starts with training and development for our volunteers, and the ADSU is always looking to better support their volunteers to provide the highest level of support and safety for all in the Avon Descent. The financial and time costs to do this is very high but through funding from the Department of Local Government, Sport and Cultural Industries (DLGSC) and the generous support of our volunteers' time, we have been able to provide a level of safety, training and qualification that is second to none in Western Australia.



In the weeks leading up to this year's Avon Descent, the ADSU ran a nationally recognized swift water rescue course. The participants were an interesting group of true professionals from ambulance paramedics to fire fighters to office managers. The course was a success with all passing and receiving the qualifications. Now fully qualified Swift Water Rescue Technicians, these volunteers were ready to test their skills over the weekend, and test them they did with commendable results.

Saturday - Day 1

This year we had approximately 230 people (about 140 boats) start at Northam Saturday morning. During the day, and with an almost unbelievable rise in water level, we had some spectacular spills and some of the best rescues I have seen in many years. With all the help of new tracking systems and well-oiled teams the ADSU had everyone



off the river safe and sound at a very respectable time of 4:30pm. Some help from the high water and competitors was appreciated. Saturday night, Mike McGill (Magilla) was presented with this year's Presidents Award for the massive effort he has put into this year through training and organising the boat crews. Our boat crews this year were so well organised this year: Magilla likes his 'ducks in a row' so had a printed run sheet all laid out for Sunday. The last line read 'Sweep to arrive



Bayswater 5:22pm'. As Sweep passed through Emu's, "we're 10 minutes behind schedule!". Not only did we get 4 boats to the finish line (it's a first), but they arrived at 5:22pm sharp. Congratulations again Sweep Boats and Magilla (Avon 5).



Department of
**Local Government, Sport
and Cultural Industries**



AVON DESCENT
SUPPORT UNIT

Support



Unit

Sunday - Day 2

Sunday found us with tired bodies and a wet day ahead. Again, the ADSU team operated as a very professional team all working together to effectively overcome all obstacles with swift and efficient outcomes. Approximately 51 competitors did not finish during the weekend, finding their way home often with our assistance. The balance following the river all the way to Bayswater, I believe a couple of paddlers missed Bayswater and went through to Perth, show-offs!

4 X Sweep Boats arrive at Bayswater 5:22pm
AD2024 : Done and Dusted (almost)

Monday was pack up and felt longer than the weekend as exhaustion set in. But again, the ADSU team stood up to the challenge and all equipment is now cleaned and packed away. With little loss or damage, I must thank you all for this.

Then in the afternoon the phone started ringing, first the major associations (Paddle WA, PDRC, Mini Jet WA) and then it continued throughout Tuesday from all major services and competitors acknowledging the skill, professionalism and service provided by the ADSU.

I am so very proud of every one of you and the effort you all gave over the weekend. And would like to say to all, as it has been said to me so many times all weekend and since.

Thank you, ADSU 2024 your commitment and professionalism are second to none.

ADSU 2024 you rock !!

Chris Higgins - Proud as Punch ADSU Manager 2024



Department of
**Local Government, Sport
and Cultural Industries**



2024 Avon Milestones



Jay Branson



10HP WINNERS JAY AND MATT BRANSON



PDRC MEMBER PROFILE

Jay Branson



AGE: 25
FIRST JOINED IN: 1993
SUBURB: Mandurah
OCCUPATION: Fitter and Turner
CURRENT CLASS/ES: 10HP
RACE ID: 144
FAVOURITE PDRC EVENT: River Race

WHAT DO YOU LIKE MOST ABOUT THE PDRC: Good mates always ready to party.
PERSON WHO HAS INFLUENCED YOU MOST: Ghandi
PASSIONS: Guitar & Raunchies
HOBBIES: Boats & Surfing
FAVOURITE FOOD: Chili Con Carne
FAVOURITE MUSIC: Punk & Classical
DREAM CAR: Datsun 180B
AMBITION IN LIFE: To no longer be a fitter & turner
DISLIKES: Sleazes

FOOTHILLS MARINE STATE CHAMPIONSHIP POINTS TABLE 2000 - 2001

10HP SPORTS

Jay Branson	668
Tyron Wilson	518
Matt Branson	421
Russell Wilson	406
Jamie Chittick	320
Mick Chittick	320
Daniel Rutherford	268
Todd Williamson	253
Ian Williamson	253
Belinda Love	247
Dennis Peach	246
Cliff Hills	244
Brent Barden	320
Kerry Barden	320
Matt Hall	299
Nathan Love	213
Glen DiCarlo	200
Kim Webb	192



Scrutineer's scribbles with Jay Branson

Being so soon after the AGM there has not been any stressing issues bought to my attention so I just thought I would jot down my thanks to all those that have offered me support for the season to come. I would also like to point out my excitement on taking such an important position within the club. I didn't take this on without a lot of thought and after giving it a lot of attention and talking to past scrutineers who stressed the importance for safety. I feel that I am ready for the responsibility. With that I would like to thank Tony Maxfield for a job well done last year and I would like to welcome any newcomers for a good season to come. Good luck to all racers for this year and I hope to see you at the Spitpost Marathon.

Jay Branson



The West Australian



AVON CALLING
White water thrills and spills
Page 9



HOLLYWOOD HUGH
Jackman jets in to Kununurra
Page 3



BRIAN TOOMEY
HOW THE PM HAS BUNGLED STATE FUNDING
Page 19

THE WEST AUSTRALIAN

MONDAY, AUGUST 6, 2007

News

9

Brimming rivers and brilliant sunshine treated this year's competitors and spectators to a spectacular event

Avon Descent the best in years

GENE STEPHAN

For once, a lack of water was not the most talked about topic at the Avon Descent.

After a decade of low water and portaging along the 133km route, competitors enjoyed a spectacular white water ride from Northam to Baywater at the weekend.

Thousands lined the banks of the Avon and Swan rivers to get a view of the action while enjoying community events in Northam, Toodyay, Swan, Belmont and Baywater.

"We could not have had better conditions if we had planned it — high water and sunshine," veteran powerboat entrant Ian Williamson said.

Withdrawals were at their lowest ever with just eight craft forced out after the first day and a similar number on the second day.

"We did not have to pull a single boat out of the water because they could not make it to the finish before dark," organising committee chairman Kevin Harrison said.

"There were a couple of dislocated shoulders, some cuts and bruises and one of the support crew members had to be treated for a scorpion bite.

"Overall, it was the most successful event we've had in years."

A boost in prize money for the winners meant there was strong competition among the leaders, with South Africans again dominating the paddle classes, taking out line honours and winning the prestigious single kayak class.

Brothers Daryl and Brett Bartho were the first to cross the finish line at Riverside Gardens, completing the distance in 8 hours, 20 minutes and 18 seconds — two minutes clear of their closest rivals, Ashley Nesbit and Marcus Brodthurst.

Daryl Bartho, who won as an individual in 2004 and 2005, shared the paddling with his younger brother while countryman Sven Brass was the first individual competitor.

Brass backed up for consecutive wins in the single kayak and came fourth in the paddle event overall with the fastest single kayak time in a decade — 8:43:20.

The first power dinghy home was Jay and Matt Branson, whose 2:28:46 was a record in the 10hp super class.



Wild Ride: Class winners Jay and Matt Branson hold on tight as they get their power dinghy airborne through Bells Rapids in the Swan Valley. Picture: Lee Griffith

► SOUTH AFRICAN GLORY 61

See all the spills and thrills of the white water classic at www.thewest.com.au



Tough test: Stephan Myers and Grant Pepper battle Bells Rapids. Picture: Lee Griffith



Grinner: Winner of the single kayaks, Sven Brass. Picture: Greg Blake



Terry Reynolds



Brad Kitcher



Outboard power: Avon Descent entrants with their boats, from left, Mark Smith, Brad Kitcher, Scott Hewitt and Troy Kitcher. Brad Kitcher and Smith predict their 10hp boat will break the race record by half an hour. PICTURE: BILL HATTO





Todd Crosswell

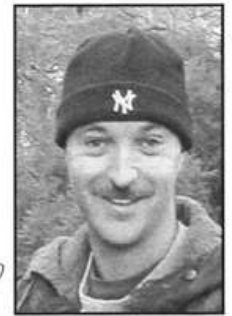
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Rob Reeves



PDRC MEMBER PROFILE



Rob Reeves

AGE: 33

FIRST JOINED IN: 2000

SUBURB: Bayswater

OCCUPATION: Professional Photographer

CURRENT CLASS: 8 std

RACE ID: 299

FAVOURITE PDRC EVENT: *Anywhere I can race*

WHAT DO YOU LIKE MOST ABOUT THE PDRC: *Comraderie and Friendly People*

IF YOU COULD CHANGE ONE THING ABOUT THE PDRC: *More Races*

PERSON WHO HAS INFLUENCED YOU THE MOST: *My Wife, my Father*

PASSIONS: *Maria (my Wife), Isabella and Christopher (My children)*

HOBBIES: *Boat Racing, Ju Jitsu, Skydiving*

FAVOURITE MUSIC: *Heavy Metal/Punk*

FAVOURITE FOOD: *Pizza and Pasta*

DREAM CAR: *Hummer H2*

FAVOURITE HOLIDAY DESTINATION: *Tuscany in Italy*

AMBITION IN LIFE: *To do everything (almost) and be happy and healthy*

DISLIKES: *Cold pasta, short cut off times at EMU's*

COMMODORE'S REPORT

Hi Everyone,

The Avon came and went very quick this year and all the hard work paid off for some and with a flood of water raising the river overnight by over a meter meant that we had a great success rate as a club. Thrills for some going down extracts, KP and Ronnie taking a line out



out of Belly's play book had them with the run of the day down the weir. Spills on the other hand for Redacted and Weir racing had the crowd with lumps in their throats.

Big milestones for a lot of racers this year for their years racing down the Avon River. Congratulations on a great history in our sport to everyone.



The rain has still been coming down and the Blackwood River is at an amazing level for the Blackwood Classic 250. Get your rigs ready and let's get a great turn out for this year with it going back to the original race format ending in Augusta. I am thankful to have such great members in our club and so many I can call friends and family. I believe that is the best part of our club and this is what I hope for the future for us all in the PDRC.

Chris Johnson




Wayne Bell

Last week we said goodbye to our mate. Belly was the quintessential boat racer and mate. On the water racing, he was always someone to watch and wonder, "what is he gonna do next", always a fierce competitor and pushing everyone to their limits. After racing, the best mate to have a beer and a catch up around the fire and tell stories. I had the privilege to watch him drive a boat through and over obstacles that most couldn't dream of, and I know it put that mentality to my racing knowing it was possible or so I thought. We all still wonder how it was possible, because nobody can replicate the things he did in a boat.




Those of us that knew Belly and called him mate, are better off for it and we will miss him around very much. The club extends our love and best wishes to Jenna and Jack and always know the PDRC is your family, and you are always welcome and call on us for anything you need.

WAYNE BELL



AGE: 21 in the shade.
1ST JOINED: 1989
SUBURB: Gosnells
OCCUPATION: Swimming Pool Restorer
CURRENT CLASS: 10HP Sports
PREVIOUS CLASS: 8 Std./8Spts/Formula 8s
RACE ID NUMBER: 146
FAVORITE PDRC EVENT: The River Race.
WHAT DO YOU LIKE MOST ABOUT THE PDRC? The People
IF YOU COULD CHANGE ONE THING ABOUT THE PDRC WHAT WOULD IT BE? Nothing except the Politics.
PASSIONS: Fishing, Camping, Boating, 4wdriving
HOBBIES: Same as above!
FAVORITE FOOD: Steak and Chips
FAVORITE MUSIC: Rock and Roll Blues.
CAR YOU WOULD MOST LIKE TO OWN: 6 Wheel Drive
FAVORITE HOLIDAY DESTINATION: On the beach, camping.
DISLIKES: Bad Vibes.
ANYTHING ELSE WE SHOULD KNOW?: You tell me!!



2024 CHAMPIONSHIP POINTS

2024 Avon Descent Times

Pos	Race No	Name	Time
1	7	M2 Technology	01:59:19
2	190	Rottnest Express 190 Racing Team	02:03:50
3	100	Team 100	02:05:49
4	166	Two Williamson's	02:21:55
5	141	Send It Racing	02:31:34
6	1	001 Racing Team	02:35:24
7	188	Mad Racing	02:35:46
8	262	262 Racing Team	02:38:06
9	192	Foundation Racing	02:38:15
10	139	Flip Yeah	02:40:08
11	23	Team Global Express	02:43:43
12	107	Johnson Property Corp Racing Team	02:46:57
13	144	Mad Racing	02:50:36
14	92	Gentronics	03:00:18
15	200	Potholes Perth	03:00:43
16	222	Team 222	03:02:51
17	196	Combination Of 101 And 196 Racing	03:13:33
18	86	Sea School Fremantle	03:14:05
19	286	Potholes Perth	03:23:45
20	226	Aquaholics	03:25:26
21	125	Feedman Stock Feeders	03:39:54
22	224	Sam And Alex	03:49:38
23	20	Aqua Bogans	04:34:48
24	227	227 Racing	05:10:52
25	71	Team Weir	06:22:01
26	123	Zades Descent	06:47:29

Sports Class				Total
Place	Number	Driver	Co-driver	
1	92	David MCCONKEY	Chris DENHOLM	555
2	144	Jay BRANSON	Ben WOODMAN	550
3	166	Todd WILLIAMSON	Lee O'DONOVAN	390
4	190	Kris PARNELL	Tyron WILSON	460
5	100	Matthew EVEN	Matt THUR	320
6	7	Michael PROSSER	Justin GREEN	300
7	1	Sam HODGKINSON	Loui RIBONI	300
8	6	Chris KING	Drew HARPER	52

Super Standard Class				Total
Place	Number	Driver	Co Driver	
1	188	Matt SPENCER	Peter GVOZDICH	660
2	262	Chris JOHNSON	Brock JOHNSON	580
2	86	Alex FOSTER	Henry IRWIN	500
4	69	Brett VAGG	Sebastian VAGG	332
5	23	Terry REYNOLDS	Josh WALDOCK	220
7	200	Brad KITCHER	Raymond TAYLOR	160
5	145	Jay BRANSON	Lillian BRANSON	100
8	107	Zack JOHNSON	Sam OWEN	51

Standard Class				Total
Place	Number	Driver	Co-driver	
1	141	Matthew BROWN	Jack PENNINGS	620
2	192	Stephen FOUND	Luke RYAN	565
3	196	Glen DUSENBERG	Brandon HODGES	430
4	125	John PEDDEL	Chris WHITNEY	425
5	222	Jack JOGNER	Harley WATERSTROM	341
6	224	Samuel ROWLANDS	Alex PILMOOR	295
7	96	Bob BISHOP	James HARRIS	203
8	18	Lee SHARP	Sarah BLAKE	195
8	226	Roland TURNER	Cooper LEONARD	195
10	3	Richard CREEVEY	Harvey BROOKS	185
11	71	Danny WEIR	Michael GRABOWSKI	131
12	123	Zachary OLIVER	Jade ALAMDAR	115
13	296	Chris GODDARD	Chelsea MANT	107
25	18	Chad HEATLEY	Jon BOVELL	2



AVON DESCENT 2000



Sequel to "The Last Boat home" Boat No 148's Avon Descent Hard Luck Story for 2000!

You may remember the story of our 1998 Avon Descent titled "The Last Boat Home" a blow by blow account of how **not** to tackle the Avon River! This year our stuff ups occurred before we even got the boat into the water!

7.45 am Saturday morning and all is looking good, there's more water in the river than we expected, boat and motor are ready to go and our practice times have been not so bad. A few crews are warming up motors in the pits, and we are offered the use of a bin to do the same. Our grid leaves at 8.13 so we have a bit of time and gratefully accept the offer. Being a Mariner the motor starts first pull and growls enthusiastically. After 30 seconds there is no water from the tell-tale, rev the motor, put it in gear



(and drench 10 spectators in the process), 60 seconds and still not pumping water. We turn the motor off, take a deep breath, curse a bit and start it again, another 60 secs and it is starting to get real hot and there is scalding steam from the tell tale. It is now 5 minutes to start time, everyone else is kitted up and ready to go. We make the decision to change gear-box, and sent the support crew racing back to the car for the replacement. The lower unit comes off OK with lots of help and encouragement from other racers and support crews, the black plastic guide tube stayed put on the copper water tube and as the others prepared the new gear box I grabbed some pliers and yanked at the guide tube.... the inevitable happened and the copper water tube pulled out! 8.00am and the first boats are away, I spat the

dummy and threw down the water tube and declare us non-starters. Rin Rutherford, seconds away from his start grid, convinces me that we can do this and starts unbolting the powerhead. We work like men and women possessed and get the powerhead off only to find that the rubber grommet that holds the



water tube has disappeared, frantic searching and Rin finds it in the trunk. Possibly the quickest ever reassembly job follows, the choke and gear change lever are abandoned (who needs neutral anyway!). Our grid is called as we are donning gear, fitting cowling and repacking tools, 60 seconds after our grid left we are ready to start! We were held back by the starter until all other powerboats had left and then let go 30 seconds after them, five minutes behind our grid and once again boat 148 is Last Boat Away!

A quick look behind to see bulk water pumping from the tell tale and we arrive at Northam weir where the last couple of grids are still dragging down.

Not a bad run down to Cobblers Pool, 148 has certainly had a lot worse! At Dumbarton we had been given the nod to stay far right and it was a clear run flat strap through there.

We had run out of time the previous day so had not inspected any of the river and took the tried and tested right hand channels at both Extracts and Toodyay rapid - not sure if that lost us time or not. We stuffed up at LeatherHeads but arrived OK at Cobblers Pool. When the times went up on the

board we were disappointed to find that we had lost the whole 5 minutes that we waited to start at Northam but on explaining the situation it was agreed that only the time that we were doing repairs would be added to our race time. A good and fair decision by NADA that meant we were not disadvantaged simply because of the new day 1 start procedure. We had still lost time but could possibly be in with a chance of a place if we pulled out all stops on day 2

After a few boat repairs (where would we have been without the marquee and heater!!) we were ready to party, no need to work on the motor as it did not miss a beat.

Sunday morning, the paddlers have left hours ago and the rain has stopped, we ready the boat and once again it is twenty minutes to start time. Once again motors are being warmed up and once again we are offered the use of a bin of water. Disregarding every one's advice we elect to once again run the motor before start time. The outcome is inevitable – no water, overheating, steam from tell tale!

Working on the logic that something must have happened at the very end of the first day we decide to once again start stripping the motor. The scrutineer is called and he starts the stopwatch, off with the lower unit, water pipe is still in place and everything



looks fine, open up water pump, impeller is like new and keyway in place, check all pipes – no blockages, no idea why it's not pumping water. Anyway the clock is still ticking so we put it all back together and try it again, no difference, still no water! Now it is seconds away from our start so we tell the scrutineer we have finished, (14 minutes and 10 seconds to be added to our time) throw on our gear and make our way into the line. As we are about to

launch someone looks under the cav-plate and notices the plastic grid that covers the water pick up is badly distorted – there's the problem., or more correctly there never has been a problem either today or yesterday. The warped grid won't allow the pump to suck water



whilst it is stationary in the bin but there is no problem when we are moving in the river!! A total of 15mins 10secs thrown away!

After vowing that we will just "go for a cruise" as we can no longer be competitive we of course went even harder and within 2 minutes we had gone far too far left in those notorious trees before Posselts, and span out a good fast prop. After a prop change things started to look up and we started to enjoy the run. Our only mishap was a minor coming together with 113 in the washing machine which resulted in our motor sucking water through the hole where the choke used to be.

Once we arrived at Bayswater it became apparent that there were not many standard boats around and the fact that our boat was carted off to the scrutineering area indicated we had made good time. Corrected time was soon calculated however and we were not required in the scrutineer's tent!

Our total time including "repairs" of 4h 00m 27s gave us 5th place in standard, if we had not pissed around with water pumps on both days we would have been in 2nd place behind Kylie and Donna.

Moral of this story?

- When offered bin of water to warm up motor before the start of a race - politely decline
- Look for the simplest explanation to a mechanical problem
- When Support crew says just get in the water and go.... DO ITespecially if support crew = wife/mother!!

Keith and David Brooker
Boat 148



2024 SEASON CALENDAR

NEXT UP!

**MONDAY 2ND SEPTEMBER
GENERAL MEETING**

BAR OPENS 5.30PM / MEETING STARTS 6PM

14th September - Blackwood Classic Practice Day

21st to 23rd September - Blackwood Classic

20th October - Commodores' Cup

Mon 28th - Annual General Meeting

9th November - Commodore's Ball

23rd November - Masters Milk Carton Regatta

Subscribe to the live PDRC Calendar at

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

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your device!**





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.

