



THE HOLLOW LOG

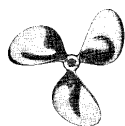
The Classic Australian Wooden Power Boat Association Inc.

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Inside this issue:

Member numbers	1
Ronda	2
Narrandera 2017	3
Buster	5
Torea and others	6
Mulwala Rod Run	7
Merchandise	7
Around the Traps	8
Your Committee	8
Coming Events	8
Club Contact Details	8



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Another wooden boat driver being trained up

Member numbers

Membership numbers are way down this year.

While our numbers have always varied from year to year, usually by this time they have stabilised to around the 60 mark. This year, we are still only at around the mid 40's.

Low membership is caused by a number of factors, but one problem we do seem to have is that many people simply forget to renew.

As most (hopefully) are aware, a separate renewal notice is emailed out with the June edition of the newsletter and some reinforcement of that is put into the newsletter. That is pretty much the first and last reminder sent out to current members.

Members will sometimes realise when they stop receiving the newsletter and ask the question. Others don't realise until quite some time down the track that they are no longer receiving newsletters. A couple of years ago I had a member email me asking whether he was financial because he just realised he hadn't received a newsletter for some time. I checked the records and he hadn't been financial for 18 months.

I have been reluctant to send out reminders to people to renew their subscription as it is an option for them as to whether they wish to re-join or

not. Membership is not a "have to" or "must do" thing for them and they don't need anyone bullying them to renew, or so I thought.

Talking recently to a few members who had not renewed because they had either forgotten or thought their partner had paid, many were somewhat disappointed that they had not received a reminder and suggested a follow up reminder was definitely the way to go. Also suggested was sending out a printed account, which is a more visible or tangible reminder than an email. This, though, would incur a financial cost with postage, etc.

Subscription is an important part of this club as it pays for our Public Liability and Officers insurance. Without public liability insurance, we cannot hold events such as Narrandera, where we take over the lake for ourselves. Insurance is also necessary for the committee, something the office bearer's would still require even if we did not run official events. With our current numbers, we cannot cover the cost of our insurance.

We do not fund raise and sponsorship is sporadic, to say the least. Membership fees are our only real source of income. Maybe it's time we started to fundraise, but then, that needs volunteers. Are you up to it?

RONDA

While walking around the Bendigo swap meet earlier this year, my long suffering wife Carol pointed out a small sign on an annexe pole offering for sale a Lewis ski boat, supposedly an ex race boat from the late 60's. I treated the sign with great scepticism as ALL wooden boats are Lewis's, but Carol thought it was worth asking the question.

The site owner produced some fairly faded pictures and a love affair began.

The photo's showed a 16ft Lewis walkabout called *Ronda*.



Ronda was owned and raced by Erwin Grieb for the Hazelwood Power Boat Club and was delivered new by the Lewis dealers in Traralgon in 1967.

It was raced for one season before being replaced the following year by *Ronda 2* (I'm led to believe a skiff) according to Erwin because his brother was annoyed at him because he was mistreating the boat!!

I was still not convinced I should buy *Ronda* sight unseen, so with much prodding from Carol I left a \$100 deposit with the promise if I didn't like the boat I could have my money back.



A couple of LONG weeks later we made the trip to Morwell to pickup *Ronda*. What we found was a boat so complete and in such fabulous condition that it almost left me speechless and I couldn't say yes quick enough!

Ronda hadn't run or been in the water for over 20 years and had only been used as a family ski boat by the current owner, and judging by the boats overall condition, it had been stored with great care. All that is needed is for the deck to be sanded and revarnished and some clear lacquer to be removed as it has started to flake off.

Since getting *Ronda* home I have found a few minor problems, one being that the engine had seized.

After removing the spark plugs and using Inox in the bores the motor turned over using a bit of persuasion from a trolley jack on the outer edge of the prop. It has since been started and runs sweetly.

Ray Russell



Another small issue is the generator has a bugged bearing, but that's about it!

Ronda was taken to Lake Burrumbeet on January 14th for it's first time in the water for the best part of a quarter of a century and could not have performed better, with minimal leakage and strong performance from the engine.



The coup is complete!!!

As has been stated by some who were at that swap meet but missed the small sign, I have stolen myself a Lewis.



Narrandera 2017

Yet another Narrandera has come and gone. You know, I've been saying that for over 12 years now and never tire of it because we keep going back and it is always a standout weekend.

Held over the first weekend in November, we cracked it for two sunny and rainless days, which we haven't experienced for many events now. Gosh, not even a thunderstorm blew through to mess us around.

As tradition would have it, many of us arrived on the Friday to make the most of the weekend. There was the normal meet and greet, catching up with each other, as well as meeting some new members.



We had a good turnout this year, with 15 boats attending. These included *A Classic*, *Al-Falfa*, *Butter Box*, *Electric Girl*, *Impala*, *Invader*, *Pagan*, *Huff n Puff*, *Nightmare*, *Rhonda Babe*, *RicShaw*, *Scrubcat*, *Stormy*, *The JET* and *Woodray*, all making for a good mix of eight runabouts and seven skiffs.

It was a Narrandera debut for *A Classic*, *Invader*, *Rhonda Babe* and *Woodray*.

A Classic is a 1970's 13' Storm hull, owned by that prolific collector of skiffs from our southern most state, Stuart Beattie. Stuart purchased the skiff in 2016, but its Holden grey suffered a few problems during a subsequent run at Forster which sidelined it for a good while. *A Classic* sported a newly rebuilt engine for Narrandera and ran very nicely all weekend.

Invader is a 1967 built 16' Lewis skiff, owned by Ross Foster. The boat had just completed a two or three year restoration in the hands of Ross. The freshly rebuilt 350 Chev certainly looked and sounded the part and performed equally as well. *Invader* is unusual in that it has a dicky seat to carry passengers forward of the engine. This was incorporated into the boat at the request of its new owner when it was first



built by the Lewis Brothers, apparently so he could "take the kids for a ride when I'm not racing".

Rhonda Babe II is another recently restored skiff, with restoration being carried out over 2015/16. At 19', the Lewis hull, large for a skiff, had some real presence on the water and its 427 Chev ran like a clock all weekend. Owner Dave Pagano was quite pleased having a race boat that ran all weekend without a hitch and the convenience of a tight hull which meant it could remain in the water between runs without sinking—a bit of a novelty for a skiff.



Last, but not least, of the debut boats was *Woodray*, a 1963 built Seacraft 140, owned by Craig Allardyce. The immaculate Holden 202 powered hull was deceptively quick and ran really nicely all weekend. Unfortunately, I didn't have the camera at the ready when Ross took it out for a "spin".

Some boats arrived with some "developmental work" having been done during the winter.

One such boat was Ken Lemin's *Nightmare*. Ken has put a set of triple twin throat Strombergs on top of the Chev and by all accounts performance has been somewhat "enhanced". They also happen to look particularly good.



Saturday saw all boats on the water, even if it was short lived for *The JET*. Unfortunately, a not insubstantial oil leak stopped it from running on the weekend. All the same, Frank still managed a few circuits in other people's boats and I think it was a bit of a novelty for Frank being able to drive straight off without doing a few donuts first.

In my own backyard, I was a little concerned about whether *Stormy* might have been a trailer queen for the weekend as well. The engine had developed a miss months ago and I just couldn't seem to get

around to having more than a cursory look at it, which, of course, showed nothing. So in desperation I threw a new set of plugs in it and hoped for the best. Turned out it was a good guess as the boat ran better than it has for years. Hmm . . . maybe 15 years is too long to expect from a set of plugs.



Saturday night's traditional BBQ was nearly a disaster when we realised that no-one had brought a BBQ. Darren Crawford normally brings his large unit, but car troubles immediately after setting off dictated a tow vehicle change which meant a downgrade from a ute to a sedan, which then meant no room for the barbie. Luckily, the caravan park wasn't too full and we were able to commandeer a BBQ which was fortunately close to a pavilion where we could hold our AGM.

After dinner, the AGM was held and again kept very brief, to allow the social part of the evening to get under way.

After the meeting we wandered up to the common room to shelter from the cool breeze, where many of us continued late into the night solving local and world problems.



Sunday showed plenty of promise weather-wise and it played true. A few boats came down earlyish, with the sound of the boats on the water attracting the others.

We managed to get all the skiffs on the water at the same time later in the day, meaning a total of seven out there. Someone commented it has probably been 50 years since that many racing skiffs had been out on the water at the one time. Our skiffs ranged from about 13 feet to 19 feet in length, with engines ranging from 4 cylinder Vanguards to big block Chev V8's. It really was a fantastic spectacle, seeing these boats bouncing down the lake, as they are prone to do. With all the different

engine powers and turning abilities, it wasn't long before they spread out a bit, but a great sight all the same.

Another truly excellent weekend at Narrandera—great people, great weather, great venue. Hopefully we're back there in 2018.



Nice set of triples, Ken



Craig Allardyce's Seacraft, Woodray

BUSTER

Buster was built in South Australia in 1972 and was finished in 1973. It was built by Trevor Cox to a five plank skiff design. The method of building was using paper patterns to cut the shape of the planks and transom. There were three or four ply formers over which the planks were stressed and then glued and nailed into position, then when finished, the formers were removed. All the internal woodwork was then attached to the shell. The deck was then added.

The original motor was a 403 Peugeot with twin Webers and 20 thou shaved off the head as well as some porting. A set of zoomies was made for the exhaust.



After about two years the motor was removed and the boat was sold to Victoria where it was fitted with a 149 Holden motor. It raced until late in the 70s around Geelong and the Western District. It was then garaged for a while, then sold again with a name change to *Dart*, painted red and raced a couple of times.

It was then sold again and used as a social boat, just hooning up the river or around a lake.

In around 2002- 2003 it was found sitting on a farm out in the weather in NSW, was sold again, but needed a full restoration. It then sat in a shed for another 12 years with not much being done as time didn't allow it.



About 18 months ago I purchased it and have started to restore it to its former glory - as it was when it was built and powered by a 403 Peugeot.

Phil Norrish



BUSTER, as she is today, with restoration well progressed

Just prior to sending this newsletter out, Phil announced that *BUSTER* is up for sale as an unfinished project.

Details are: Hull and trailer are finished. New deck fitted and stained. Comes complete with all cav gear and steering fitted. Has new engine bearers fitted. There are two 403 Peugeot motors and twin 40 mm side draught Weber carbies with inlet manifold. Also there is a 149 dry sumped Holden with engine mounts, dry sump tank and pump and a set of extractors to fit.

Genuine reason for sale. Phil has available all the history from when it was built. Asking \$5500.

Torea and others

A hoy all 30 odd CAWPBA members from sunny Tasmania.

Last November was the hottest and driest weather experienced since they started recording the stats in Tasmania. Fortunately, I had some time off and got to enjoy it with my long suffering mate Brent who took a day off for his birthday. My reference to long suffering is based on the constant issues I have had and continue to have with *Torea's* engine and my Hydro, which is currently being re-wired and hopefully will be ready to get wet early 2018?



Torea has been fitted with a heat exchanger as I will be using her mostly in saltwater. I took some advice, which I am now regretting, and fitted an electric digital water pump to run the heat exchanger. I will not bore you with all the experiments and attempts to get the thing to work as the directions said it should and converted it to being a manual electric water pump.



So we launched about 10 k's north of the Tasman Bridge and cruised down the river and came across "HETAIROS The Creek". Its worth looking up, estimated value 3 Billion!???? What we could not figure out was how it was moored as there was no anchor line visible off the bow. It is 67 metres long, the biggest Sydney to Hobart yachts are 30 metres, so its huge, and has recorded 25.7 knots under sail. Obviously the owner has class given his centre cockpit tender.

Chris Chivers

So, after waking up the crew on board from their mid morning siesta, we headed to the Hobart Wharf where the wooden boat festival is held.



Those who know the area can reflect on the cold beers and meals at T 42, overlooking the boats.

So, we talked boats, of course!

I have taken *Tomboy* off the trailer and I am currently rebuilding the trailer with new axles, springs, etc, for my future plan, *Tomboy* on Tour! Yep, the rough plan is in July 2018 I am going to take her to Australia (its 3rd trip since I have owned her) and travel up the East Coast, maybe as far as Glen Hickmont, if he is still alive? I want to do a bit of cruising in NSW and take her to where it all possibly started at the NSW Royal Yacht Club, Deep Water and Manly.



The plan is to keep her on the main land until at least Boxing Day 2018 as I have always wanted to be on the harbour for the start to the Sydney to Hobart, so time will tell.

I will get her home for the next wooden boat festival February 2019 hopefully still in one piece and still floating!

Mulwala Rod Run

The CAWPBA were again invited to show some boats at the Mulwala Rod Run, held on the Yarrawonga shores of Lake Mulwala in November last year.

We put on a really good show, with nine boats on show this year. They included *Aquaholic*, *Miss Lyndy*, *Scrubcat*, *Stormy*, *Pagan*, *Buster*, *Electric Girl*, *So Long* and *Eskimo*, a nice mix of runabouts and race boats.

Again, we were well received by the public, with plenty of people dropping by for a look.



Merchandise

Caps are available now and black or white polos with the CAWPBA logo embroidered on the right breast are available on order. Check with us for pricing. We just need a few more to make an order.

Keyring floaties with the club logo are available. These are \$5.00 plus P&H. Dimensions are 35mm diameter and 90mm in length. Really handy when you accidentally drop your boat's ignition keys in the water.



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President's Pronouncements:

I would like to wish all a belated Merry Christmas and a safe and prosperous New Year.

I hope that the words on the front page do not alarm anyone unduly, but I must agree with the editor's statements. It seems that while we are building boat numbers we are losing member numbers.

While there are always discussions and varied ideas about numbers the facts are that you can't force membership, we can only hope that the more we get our prized vessels out on display the more others will want to join us.

If you know of any events coming up that you think members might like to participate in put it out there. If you think that an event might like our involvement as a group, please tell them to contact us.

Take your time & travel safe.

Alan

Around the Traps

NSW:

- *Rhonda Babe II*, now sporting headers in place of the zoomies, was recently run in the 70 mph class at a recent race meet. Went very well according to owner Dave Pagano, recording 69.3 mph.
- The Syndicate hull ski race boat *NAILED* was involved in an accident on the Murray River very recently when avoiding another boat which was apparently on the wrong side of the river. When avoiding the boat, *NAILED* turned over and partially sunk. The skill of the driver was noted by the authorities for preventing what could have been a very nasty collision. Another reminder to stay vigilant out there.

Vic:

- It was nice to see our boat display at the recent Lake Mulwala Rod Run get some recognition and a couple of photos in a leading Australian Hot Rod magazine
- Ken Lemin is about to start the restoration of B-PEE (Resurrected), a c1970 Dave Gill built ex racer. Ken just has to recover from some repairs to his undercarriage before he can really get into it. Knowing Ken, that waiting is going to be tough.

SA:

- Everingham skiff *RUSH* has gone to a new owner. I believe the boat will remain in South Australia

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As always, your contributions to the newsletter are most welcome

Coming Events

February:

- Goolwa Aquatic Club Powerboat Picnic. 18th. Refer the GAC website

March:

- Paynesville Classic Boat Rally. 3rd and 4th. Refer their website at: <https://www.thepaynesvilleclassic.com.au> for further details
- CAWPBA wet together. 10th, 11th & 12th. Balranald. Basing ourselves at the Balranald Caravan Park and utilising Lake Yanga. Watch the BB for further details.
- Goolwa Aquatic Club Powerboat Picnic. 11th. Refer the GAC website

April:

- Sydney Classic and Wooden Boat Festival. 13th - 15th. Refer the website at: <http://www.anmm.gov.au/whats-on/events/classic-wooden-boat-festival-2018> for further details
- Goolwa Aquatic Club Aquafest. 14th & 15th. Refer the GAC website for details

September:

- Victorian Speed Boat Club 70th birthday celebrations. Weekend to be confirmed, but I'm guessing around the 8th. Keep this

weekend open because I reckon they'll be looking for some vintage/historical boats and particularly boats with some association with the VSBC. More details as they becomes available.

November:

- CAWPBA Annual National Regatta. 3rd & 4th. Lake Talbot, Narrandera, NSW. Contact Alan on 0403 838 193 or Greg on 0408 937 029 for details

Please let us know of any events relative to our passion that you think should be listed here.

*Please check for confirmation
of dates and venues*

*Note that not all events listed above
are supported by the CAWPBA*

Quote for Today

**"Name the greatest of
all inventors. Accident."**

Club Contact Details

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New South Wales/ACT Chapter

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Queensland/WA Chapter

For further information, contact Alan Price by phone on: 0403 838 193 or by e-mail: president@cawpba.com

Membership Update:

Vic	24	NSW	11
SA	6	Tas	2
WA	1	ACT	1
Total	45		