



THE HOLLOW LOG

The Classic Australian Wooden Power Boat Association Inc.

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A thorough classic- Electric Girl (pic via Ron Meehan)

Nauti buoy

I received a couple of pics from Tony Walker the other day. Tony has just relaunched his circa 1926 25' carvel hull gentleman's runabout after refurbishing it over the past 18 months or so.

I remember riding in this boat on the Hawkesbury river back in 2004. I think there were about eight of us in it, with plenty of room still. The boat had had some restoration work done on it, including the installation of a 351 Ford Cleveland.

The boat was rarely used by its owner and was eventually put up for sale in 2017.

Tony purchased the boat, which by now needed some further work and was leaking quite badly. He spent about four months sealing the bottom with the boat lifted about five inches off the trailer, a long, awkward and tedious job. Tony said he felt a little like Leonardo Da Vinci must have when painting the Sistene Chapel.

The boat, which had never been named, was then fitted out with hardware and fittings Tony had purchased over the years for another project boat he was working on. That project was massive and became too big for Tony, so he moved it on.

The big carvel was named *Nauti buoy* and launched in February this year. Tony says the boat ran well apart from a few minor problems, cruising effortlessly under the power of the 351 Ford.

The boat will be used on the beautiful waterways in the Narooma area in NSW.



Check page 7 for another pic

Members' Classic Tow Vehicles

It would seem that a few of us haven't just stopped at collecting old boats, but also enjoy owning a similar era tow vehicle or even a collection of them.

I was thinking about this a few months ago and thought it might be an interesting article for our newsletter, so I delved into the membership database, expecting to find two or three members included in this unique group. What I did find was that there were 12 current members who qualified and, more-over, I think there are more. If I have left you out, let me know.

Below is a brief description of who's got what and with the risk of turning a classic boat newsletter into a classic car newsletter, I will endeavour to do an article on one member's tow vehicle or vehicles in more detail in this and future issues.

So, to kick us off:

Ross Foster has been towing his boats around behind a couple of classic cars for many years now. Ross owns an original, unrestored 1968 V8 Monaro as well as a 1929 Ford hot rod he built himself. As a newer classic, Ross's boats are often seen behind his everyday driver, a VN SS Commodore. With three classic boats and three classic tow vehicles, Ross has plenty of options available to him.



John Sullivan just happens to have a 1968 XT Fairmont tucked away in his crowded shed. The car is very original and features a 302 V8 and a 36 gallon fuel tank. Picture to follow.

Another combination that has recently come together is Paul Siddall's 55 Chev Bel Air and Paul's extensive collection of vintage boats. Paul's Chev has had a considerable amount of work done to it and has just hit the road. The car and his new skiff are colour matched and will look a treat once hooked up together. The pic below has been, let's say, "constructed". Paul has a couple of other cars poking around his back yard too, including a HT Holden panel van and a TC Cortina, not to mention a rod he has under construction.



Another classic tow car is one that is more unusual, that being Dave Pagano's 1974 Citroen Ds 23 Safari wagon. Dave also has another classic tow vehicle, one also a bit unusual, being his 1969 Dodge d5n flatbed truck which has proven very handy when there is a need to move a couple boats in one hit. Mind you, you need many hands to load/unload the boat from the truck's tray. A vehicle such as the Dodge is also handy when having to tow the likes of his 26' thunderboat, *Aggressor*. Owned for 25 years, the Dodge's odo has been around the clock 3 times! Dave also has a large choice of boats he can choose from to tow with these vehicles.



Also out there with classic tow vehicles is Craig Allardyce and his 1960 FB Special sedan and 1962 EK Holden utility. Craig restored the cars himself and they can often be seen towing his 1963 Seacraft 140. More on these elsewhere.



Doug Bamberry has a class act to tow *Electric Girl* behind with his 1969 Jensen Interceptor Mk 1 that he has been restoring for the past five years. The 383 ci big block shouldn't be troubled too much with *Electric Girl* hooked on the back.



Frank Wicks also has a classic tow vehicle for his boat *The JET*. While generally only used for ‘shortish’ tow distances, the little Renault 4CV still does a surprisingly good job towing the Renault engined boat.



Torque's Cheap owner Ian Barber has a most presentable tow vehicle in his 308 powered HG Holden Premier. Ian has spent the past five years restoring the vehicle.



Ray Russell also has a classic tow vehicle for his boat collection of *Pagan* and *Ronda*. Ray's 1954 Vanguard is a Phase 2 Spacemaster and is an ongoing, but running, project. Ray is chasing up a towbar for it at the moment—a rare beast, Ray says, made of “unobtanium”.



Edward Humphries' regular tow car for his Simpkin runabout *Miss Lorena* is his FB Holden panel van, shown below when launching *Miss Lorena* for the first time ever. I'm pretty sure

there's a couple of other cars in Ed's yard that are capable tow vehicles as well.



With the restoration of his runabout *Lowanna* progressing well, Gary Drewer will soon be able to go cruising in his glorious Buick LeSabre convertible with the Lewis on the back. I think Gary may even have a back-up Buick as well.



A late comer to this group is yours truly. Late last year I picked up this mostly unrestored 1959 Plymouth Belvedere, having always been a fan of American automotive sheet metal from the 50's and 60's. So now, like Ray, just where might I find a towbar for this thing?



Featured classic tow vehicles

This month we start off a series of articles on classic boat owners classic tow vehicles with Craig Allardyce and his two early 1960's Holdens.

1960 Holden FB Special

I purchased the car from an Army Colleague back in 1993. I knew of the car back in '84 when we both were posted to Broadmeadows and I was getting around in my Castile Green/Dartford Grey FB that I had bought off my uncle. Anyway I got the call in 1993 and jumped on it as I had sold my other FB to my brother years ago and recently sold my FC.



Sedan and life was boring!

The history of the car that I know of so far is:

I'm the 4th owner.

Melbourne built FB Special first registered in Albury NSW (believe it was sold by the Holden dealer in Wodonga, Vic). The car was purchased by Colin Gabriel (mechanic and service station attendant) of Lavington, North Albury. Clem Gabriel owned a servo in North Albury that used to support Jack Brabham when he raced at the Hume Weir track. I believe Colin worked there with his cousin as well as at Preston Motors in Albury.



The car was registered in NSW first for approx. 20 years, Victoria for next 13 then rego lapsed for a few. I reregistered it in QLD in '94 then back to Vic rego when I moved back in 95/96.

When bought she was pretty standard with the usual rust and worn trim and needed engine, box and suspension work for RWC. Since then she has seen a 186, Red 202, 186 with black motor 12 port head, straight LPG set up with Gasresearch carb and Trimatic, various diffs and HD/HR drum disc front ends.

Craig Allardyce

For me it's been a daily driver since I purchased it in 1993 and up till 2002 when I started to strip it down for a few mods.

With the years disappearing and work overseas, the strip down got delayed again and again, and that combined with the extent of rust found vs funds saw the car shelved for nearly 10 years. All that and not to mention a divorce nearly killed it off for good.

Anyway, years later, too many beers and the suggestion of it being my wedding car forced the issue and she was totally stripped and done in about 2 years. Time was of the essence and if I'd stuck to my original plan I would have never made the wedding. Back to standard (almost) was now the go.

Now she runs a warm Grey with a few mods (full flow filter system, steel cam gear, high lift cam, twin 1 1/2" HIF Su's, headwork, ignition, headers, stainless exhaust, etc), standard box, diff, and brakes. She's even been put back to the vacuum wipers.

All mechanical and Elec work I did with paint and panel done by Pete Denny at Style Rod in Bayswater. Pete allowed me to work on the car doing all the fit out once the paint work was getting done. I lost count of the days and hours spent there



doing fit up work during the build till I finally got it home. Panel alignment on these cars is a pain, they weren't ever built that good at the start! Overall everything was rebuilt from front to rear. Even the wiring loom was replaced. The biggest drama was trim which was reproduced in USA but never made it in time for the wedding! Luckily a good friend helped out with some good 2nd hand trim that she is still running till we get the new stuff in.

The car was finally finished the second night before the wedding – at 2am!

She's attended the FB EK nationals at Cowra 2014 and Hervey Bay 2015, and a few club runs in between. Five years ago we moved to East Gippsland and haven't done much with her due to work/property commitments and living on a bloody dirt road, although we managed two cars shows and a few trips on our regular run to the Dargo Hotel.

We still have some work to go with the new trim and we are looking at new glass as well. In the process we may also do some panel gap work and door alignment as I'm still not happy with that.

Member's classic tow vehicles

1962 EK Holden Utility

I purchased this car off a collector in Sydney in 2011.

From what I can find out it was ex government vehicle purchased from government auctions in 1965. It bears the markings "At Your Service Always" in a scroll below a symbol in both doors. I think it was some sort of service vehicle as well as it looks to have been fitted with two radio sets and twin antennas. After further searching we have uncovered the 3rd owner in Gulgong, NSW, who we hope to visit next June. The car was featured in a promotion article for the Gulgong Bank back in the 90's.

The vehicle was stripped down mechanically and overhauled. It is still running its standard engine (grey motor) and drivetrain. In the tear down we searched for the usual rust and we've been



very surprised in not finding any. For a ute it is a true survivor. We have also managed to find a Lowline canopy from the same era and have since fitted that in the last year.

The car is my daily driver and tow vehicle. It has also attended a few shows with our last being the FB EK nationals in Mandurah WA. The car was driven across and back towing a restored 1947 Teardrop camper.



More photos from the Phil Channing collection



Left: 'Miss-Chif' at Melton

Right: 'Bambi' at Paynesville



Geelong Revival 2018

The club was invited to put some boats on show at last November's Geelong Revival and we were most happy to oblige.



We took down some regulars, consisting of *Nightmare*, *Pagan*, *Ronda*, *Scrubcat*, *She'll Do* and *Stormy*.

The event did not seem as big as previous years, with a fair bit of vacant real estate down our end.



Crowd numbers seemed down on previous years too, particularly Saturday. The damp weather probably kept many away, with light rain washing through several times.

Sunday was much better weather wise, which really did bring the crowds out. Another good event.



Geelong Classic Truck & Machinery Show

Ray Russell and Ken Lemin decided to support their local community after being invited to display boats at the Geelong Classic Truck and Machinery Show in January.



The boys took along *Ronda*, *Pagan*, *Righty 'O'*, *B.Pee* and *Nightmare* and were accompanied by an ex club boat, *Tora Tora*.



Tora Tora has not been out much over the past few years. The 15' Simpkin, built around 1969, is powered by a Holden 186.

It was in pretty good condition when sold to its new owner, a boat builder who the previous owner, member Robin Miller, has known for about 40 years. New owner Neil has freshened up the deck and a couple of other areas that needed attending to. Hopefully, we'll see a bit more of this boat.

Ray reports that a classic boat display, something that the public weren't quite expecting to see at a truck and machinery show, was well received by the public, making the effort well worthwhile.

Nauti buoy, from page 1



Post resto and back in the water again

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 also 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:

Hello all,

Welcome to 2019, here's hoping that what ever state you're in, you're not suffering at the hands of this crazy climate.

A bit of a shout out to all those who have or are in the process of building/restoring a hollow log, there is always a section of the newsletter that would benefit from an article to help keep us all motivated. And at the same time would keep our beloved editor from desperation.

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.

Alan.

Around the Traps

General:

- It seems the interest in classic boats is really gathering some momentum lately, judging by Facebook alone. There are about 4 groups that I am aware of (follow) who are dealing with vintage stuff. The majority of their dealings are with glass boats, Classic Plastic, with many dating back to the 60's but the majority from the 70's to the 90's. 1990's - old? you ask. A boat built in 1990 is coming up 30 years old now! Of course, all these groups encompass our older timber boats.
- At the time of despatching this newsletter, we had three contributions to our Bulletin Board for 21 days - yes, that's three whole weeks. It makes you wonder whether the Bulletin Board had passed its 'Use By' date. Maybe we just bite the bullet and go to Face Book. Some feedback, *via the Bulletin Board*, would be excellent.

STOP PRESS:

- Regarding member's classic tow vehicles, I hear a rumour there is another (details unknown) in Gippsland and a Charger under restoration in central Victoria.

More details (hopefully) next issue.

2018/2019

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As always, your contributions to the newsletter are most welcome

Coming Events

2019

February:

- Australian Wooden Boat Festival. Hobart, Tas. 8th - 11th. Refer <http://www.australianwoodenboatfestival.com.au>
- Riverland Round-Up. Martins Bend, Berri, SA. 16th. Refer <https://www.facebook.com/GoolwaSpeedboats/>
- Ol Skool Ski Boat Run & Show n Shine. Renmark, SA. 23rd & 24th. A 70km run on the Murray. Refer www.facebook.com/events/1824664507572606/

March:

- GAC Powerboat Picnic, March 2nd. Refer <https://www.facebook.com/GoolwaSpeedboats/>
- CAWPBA catch up at Balranald, NSW. March 9th & 10th. Contact Alan or Greg for further details.

April:

- Goolwa Aquafest. Goolwa, SA. 13th & 14th. Refer <https://www.facebook.com/GoolwaSpeedboats/>
- South Australian Wooden Boat Festival. 27th - 29th. Goolwa, SA. Refer <https://www.sawoodenboatfestival.com.au>

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*

- What's the best thing about Switzerland?
I'm not sure, but the flag is a big plus.
- An Englishman, an Irishman and an Australian walk into a bar. The barman says, "Is this some kind of bloody joke?"

Quote for Today

*"The man at the top of the
mountain didn't fall there"*

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New South Wales/ACT Chapter

For further information, contact Dave Pagano by phone on: 0413 766 501 or by e-mail: davehotboats@hotmail.com

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	21	NSW	11
SA	5	Tas	2
ACT	1	WA	1
Total	41		