

The Classic Australian Wooden Power Boat Association

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Editor's Note:

Twelve months have gone now since the first edition of the newsletter was produced. While I am still receiving good feedback about it, I still struggle for content. Luckily, we had the "get togethers" for this edition and I was again saved by the regular contributors. Please send something in for me.

May I take this opportunity to thank everyone for their support and to wish you all a safe, happy and prosperous New Year.

Greg Carr

Classic Quiz

How did you go with last month's question?

The answer was the Torrens Lake in the heart of Adelaide. The photo was taken in 1940.

Comanche

Colin Bailey (South Australia) has just re-engined his Gilflite skiff with a 550 HP Boss 302 Ford engine. The motor will rev to around 8,500 rpm and after being stepped up by 11%, should push the boat along at a healthy 104mph.



Comanche sporting its new engine

Klemzig Paul Siddall
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Coming Events

March 2 - 3, 2002

The Sydney Classic and Wooden Boat Festival, The Australian National Maritime Museum, Darling Harbour, Sydney

March 24, 2002

Display Day for Canteen. Flemington Race Course—Melbourne. This is a show day put on to help raise money for Kids with Cancer. Please help by bringing your boat along for static display.

March 14 - 16, 2003

The South Australian Wooden Boat Festival, Goolwa, SA. The organisers are seeking expressions of interest for owners interested in becoming involved in next years event. Contact them at PO Box 494, Goolwa, SA, 5214.

① Please check for confirmation of dates and venues

Club Contact Details

The South Australian Wooden Speedboat Club

For further information, contact Paul Siddall by phone on: 08 8520 3651 or 0419 826 377 or by e-mail at: siddall@adelaide.on.net

The Victorian Wooden Speedboat Club

For further information, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail at: NH35_Stormy@bigpond.com

The New South Wales Wooden Speedboat Club

For further information, contact Dave Pagano by phone on: 02 4578 4444 (after hours) or by e-mail at: davehotboats@hotmail.com

The Queensland Wooden Speedboat Club

For further information, contact Chris Lawrence by phone on: 07 5594 2517 or via e-mail at: chrisles@onthenet.com.au

The Tasmanian Wooden Speedboat Club

For further information, contact Alan Mansfield by phone on: 03 64 282290 or email at: amansfie@southcom.com.au

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THE HOLLOW LOG

Volume 2, Issue 1

January 2002

Windsor & Mannum Get Togethers

It was very heartening to hear from people who participated in wooden speedboat outings in both New South Wales and South Australia recently. I have heard nothing but good reports on the days. As it turned out, the weather on the day at Mannum was a bit ordinary, but those who made the effort turned it into an enjoyable day anyway.

At Windsor, the day was warm and sunny, making a great day better.



Windsor, NSW



Mannum, SA

As for Victoria, well, they tried, but were beaten by race cancellations and then the weather. One day the Vics will get it happening.

More on the outings elsewhere in this newsletter.

The good news is that we are making the effort and are getting out. What's more, the people participating are enjoying themselves in the company of others with a similar interest.

Is my leaded car a lemon?

Although the following article on Lead Replacement Petrol was written a couple of years ago, it is still relevant now.

RACV SPECIAL REPORT, ROYALAUTO February 2000

The end is nigh for leaded petrol, so what will your not-so-new car run on now? Stuart Ballingall charts the options.

If you own a pre-1986 car running on leaded fuel, the imminent end of leaded petrol means a change will be necessary. The good news is

you won't have to replace your vehicle, and in most cases won't even need to make any mechanical modifications. The solution will simply be a switch to lead replacement petrol (LRP).

It is expected most motorists will not notice any difference

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John Westecott Launches "Quick"

In late 2000 Andrew Petty asked me to keep an eye out for a wooden run-about for his uncle to use on Sydney Harbour.

If anyone has ever had the unfortunate experience of running a Lewis type hull on Sydney Harbour you would know that you'd better get used to at best getting wet and at worst, swamping the boat in the swell. Finding a boat with enough freeboard to suit these conditions was a tall order.

On a trip to visit my grandparents on the NSW south coast I discovered a wooden hull that amazingly did just that.



As found

"Mako" was 17', two planks deeper than your usual ski boat and had a flared bow to keep the spray away from the passengers. With a Ford 292 fitted she had more than enough grunt to battle any swell that she encountered.

The original owner, now in his eighties, had the boat especially built by a local shipwright in the late sixties to go fishing outside the heads and take his kids skiing.

The boat was in excellent original condition and the owner said he was selling the boat because it was too hard to handle on his own and he really didn't use it often enough.

I took a couple of photos of it and sent them to John. A couple of weeks later he replied saying he wanted the boat and I drove down to tow it home.

Having purchased "Mako" without a run on the water I thought I'd better take it down to the river. After launching her, Suzie and I climbed aboard and off we went. She had plenty of power and ran well. After a few hundred metres I tried

to turn left only to discover that she'd bury her nose and keep going straight ahead.

After several more attempts with various techniques I decided that this boat had a serious problem. I started to feel that the reason this boat was in good condition was because of its bad handling.

I rang the previous owner that night and was told I didn't know how to drive a boat. I offered to pick him up so he could show me, which he agreed to do.

In the meanwhile I fabricated a turn fin for the cavitation plate, a trick commonly employed on race boats. This didn't work either.

I rang a few people that I knew and received various bits of advice as to what might solve the problem. Nothing worked. Eventually Gary Newell from Child's Play Marine offered to take a look at the boat. Gary and his father Tim had one look and said, "Your rudder's too big".

The previous owner had taken delivery of the bare hull and fabricated everything himself in stainless steel. The rudder was a work of art, made in 2 halves to create a sort of airfoil section.

I looked at Gary and Tim and asked them what to do. They explained that a rudder actually turns a boat on the surfaces not in contact with the water flow from the propeller. The airfoil section and the large size was causing air to be trapped in this area, stopping the rudder



One proud owner

from working efficiently.

I went home and cut more than 2" off the trailing edge, thinned the cross section by clamping it in a vice and then welded the two halves back together. I took the boat straight down to the river,

Dave Pagano

still not confident that it would work. I left the bank and apprehensively put her into a turn. She responded instantly and went around. Finally success! That afternoon this 30 year old boat finally handled right.



Taking a run

I still can't believe how much difference two inches could make (maybe there is some truth in "size isn't everything").

Anyway, I rang the original owner that night and told him the boat turned on rails. You could feel his dejection and surprise. (Imagine solving someone else's 30 year problem).

That weekend John came and looked at the boat and we went for a run. The boat performed well and John's only reservation was that the boat didn't have reverse, something he felt he needed.

John left it for a couple of weeks to sort out a few things, eventually asking another wooden speedboat nut, Simon Bennett, to restore her for him.

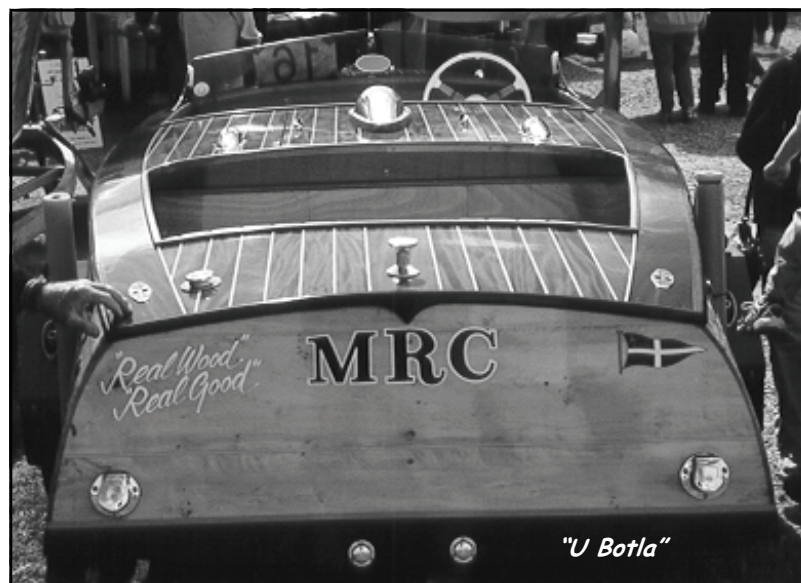
Simon accepted the job and after almost 12 months she was launched from John's harbour-side home. On December 22nd 2001, John's wife Lyn officially christened their boat "Quick". After the mandatory champagne everybody had a turn driving "Quick" around. Having never driven a boat with reverse I soon realised John's wise decision to fit it.

"Quick" looked magnificent and John should be commended for a fine job. "Quick's" future is guaranteed and in such loving hands should be around for many years to come.

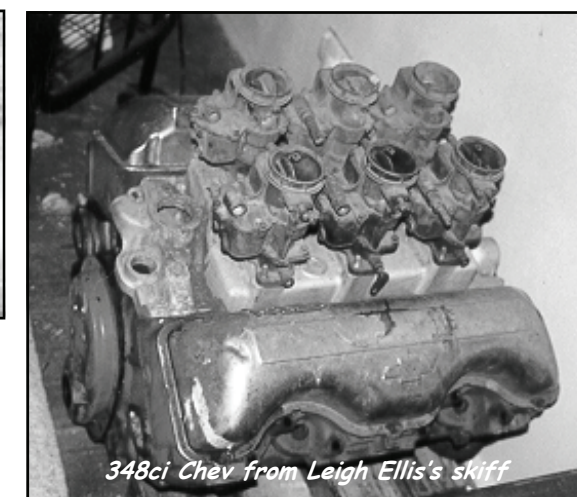
Scrap Book



Jimmy Smith in "FF Sure" at St George sometime in the 1960's



"U Botla"



348ci Chev from Leigh Ellis's skiff



Rob Cranfield's project, "Thunda"



Binky II



Gary Morgan hard at it



Under restoration, Jimmy Smith's Lewis, "Fox"



The "office" - Colway



The participants

once had other boaters and skiers agape. We cruised to a beach some 8 to 10km down river and pulled in for a couple of hours to sit, chat, laugh and the odd drive by or ski thrown in for good meas-



Dave Pagano's "Cee Cee"

ure. The trip back up river was as much fun as the run down. Someone had the obligatory hat loss, someone else turned back to get it, everyone else followed and we all had a good laugh.

With all the boats on the trailers again and parked the common question was "When's the next one?"

Thanks to everyone who came for making it such a memorable and successful occasion. **P.S.** The next one is Lake Macquarie and January or February.



Andrew Petty's "Sheba II"

For Sale



Caps are still available and I finally have some shirts. The logo is embroidered.

The shirts are polo style in poly/cotton and come in any colour you want provided it is black. Actually, if there is enough interest, I will look at getting some other colours.

Caps are \$15.00 and shirts \$25.00, including postage.



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other countries – progressively reduce the level of lead in leaded petrol.

OPTIONS FOR MOTORISTS

Many countries have already abolished the sale of leaded petrol, including the United States, New Zealand, Germany and Austria. The rest of the European Community will drop leaded petrol some time this year.

When the time comes that leaded petrol is phased out in Victoria, motorists with vehicles built before 1986 will have the following options:

1. The new lead replacement petrol.
2. Use unleaded petrol (ULP). Up to 30% of leaded vehicles can operate satisfactorily on ULP and do not suffer VSR or other ill-effects. RACV recommends motorists check with the vehicle manufacturer first.
3. Use premium ULP. This is more expensive at the pump, and care regarding VSR needs to be exercised.
4. Using an octane-enhancing additive in ULP to prevent knocking. Although this is a common practice in New Zealand, RACV does not believe it is cost effective, and it does not address the VSR issue.
5. Modify the engine. This is the most expensive option. Leaded engines can be modified to run on ULP, a reconditioned ULP engine can be installed, or a dedicated LPG conversion can be done.

Stuart Ballingall is a program engineer in RACV's public policy department.

Victorian Chapter's Get Together blown out!

Greg Carr

The Victorian Chapter were to have a show of boats at The Melbourne Runabout & Speed Boat Club race day at Melton Reservoir on November 11th. Unfortunately, with only a day or so notice, the meeting was cancelled. This effectively ended our outing as well.



Electric Girl and Stormy

We thought we would try for a get together again the following weekend at Pykes Reservoir, only to be beaten by the forecast rain, hail and wind. Fortunately we cancelled because the Weather Bureau got it right and the weather was dreadful. Not to be deterred, the following Sunday was organised.

The day dawned bright and sunny and I thought we had finally cracked it for a good one. On the way to the reservoir, the bending and swaying trees were an ominous sign. The blue sky began disappearing behind grey clouds. When we arrived, the lake was boiling. White caps covered the entire lake with the 40 knot wind blowing on shore. Doug arrived

with his Lewis, Electric Girl, then Kendal and his Glen L, Tusk, followed by Dave and Puff (I reckon it's an Eddie).



David Powley's "Puff"

Kendal decided the only way to convince the kids the conditions were pretty ordinary was to put the boat in. After nearly having it blown back onto the rocks, Kendal and his young crew headed off across the lake in search of sheltered water. Less than ten minutes had passed when they arrived back, signalling for the trailer.



Kendal Shoobridge's "Tusk"

We retrieved the boat (I wish mine went back on the trailer that well) and pulled it up clear of the water. I think it was then that we realised that there would be no further boating for the day.



Puff with Tusk in the background

Kendal and his cold wet crew headed off home while Doug, Dave and my family tried to form a windbreak using cars and boats to allow a picnic lunch. Luckily there were electric BBQ's available because there was no way you could have kept a gas BBQ alight.

A bit of a chat and some lunch was had before we decided to call it a day and head home.

One of these days

Quote for Today:
"Diplomacy is the art of saying 'nice doggie', until you can find a rock"

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between the two fuels. Evidence from Europe, where a number of countries already use LRP, supports this claim. To ensure a smooth transition, it is planned that LRP will be sold from the same bowser where you currently get leaded fuel.

Price should not be an issue. Leaded petrol currently attracts a fuel excise 2.2 cents greater than unleaded fuel because of its lead content. This additional excise should not apply to LRP. However, petrol manufacturers are claiming this benefit will be offset by the extra cost of producing the fuel. Thus, LRP should be priced about two cents per litre more

than unleaded, like leaded fuel currently is. RACV will monitor pricing of LRP when it is introduced in Victoria.

Despite the fact no firm date has been set for the compulsory end of leaded petrol nationally, major petrol companies are planning to replace their leaded petrol with LRP in the not too distant future. Victoria can expect to see it on sale in the next year or two.

LRP is now a fact of life in Western Australia, where leaded fuel ceased to be sold on 1 January. This was ahead of any decision by the Federal Government, which is waiting on an assessment by Environment Australia regarding the feasibility of a national phase-out date

for leaded fuel of 2003.

Leaded fuel is being phased out worldwide, due to the health problems that lead is known to cause with humans. Studies have found a connection between the exposure of children to lead and reductions in their intellectual performance. The exposure of adults to lead has also been linked to elevated blood pressure, causing hypertension, heart attacks and premature deaths.

Although petrol is not the main contributor to lead-related health problems, concerns about human exposure to lead has seen Australia – along with many

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South Australian Chapter Get Together - Mannum

Paul Siddall sent in this account of the South Australian Chapter's Get Together at Mannum, held on Sunday, 18th of November.

The weather on Saturday was terrible with rain, wind and I think it nearly even snowed! I thought that Sunday would be OK but when I got up at 6.30 am it was raining with gale winds at 40 knots. My wife Karen told me to pull the pin, but not me, I am going anyway! Then the mobile starts to ring with everyone telling me that it is raining all over the state and wondering if we are still going. I told them that it will be OK, as it is always good at Mannum, and that we will decide what to do when we all get there.



Arrival at Mannum

We arrived at Mannum and when I drove around the corner, I couldn't believe my eyes. I have been going to Mannum for twenty years and I have never seen white caps there before, and I mean you could have surfed on these things!

After the rain stopped we had a talk and figured that since we had traveled all this way, we should have a go and see how far we could get with out drowning. Apart from one chap who thought that it was too rough and went home, we put the boats in. Rob had the first shot at the river only to come back like a drowned rat, telling me that it couldn't be done. I told him that he was driving too slow.

So, in the water and off we go, and I can tell you, it was rough! As we headed down the river we struck some nice water around a bend, which was a very pleasant change from bouncing all over

the place.

We decided to go to Mypalunga, which is about half way to Murray Bridge, as it was getting late and all were getting hungry. Everything was going well until



Getting ready to launch

Colin came along side in Jindalee and began telling me that he is taking on water at a great rate of knots. The bilge pump was going but it was blowing back in the boat. When his back seat started to float he started to worry. I had Alan (my son) get in and drive so Colin could pull the drain plugs out, which helped a lot, but didn't solve the problem. It was taking in water very fast as we came around the next corner.

We had arrived at Mypalunga and it was a good sight to see. We had a look at the Jindalee but couldn't see much, so we left the bilge pump on and it seemed to cope.



Lunch at Mypalunga

We had some lunch, the water came good and the sun had come out, making it quite pleasant. After lunch John Pellew dragged out his GPS to see what sort of speed the boats would do. We tested many of the boats. Lincoln ran to 44.5 at 5200 rpm and was still pulling before I thought it was enough.

Starfire was next at 48.3 on the first run and after letting some water out it ran 52. Rob's boat was next and it ran 26 with the Goolwa based Dodge Q powered clinker running to 36. We didn't run Jindalee as Colin was still trying to stop it from sinking. John got Hoggy out and it spent more time in the air than in the water. As for the speed, it was too rough to read the thing.

After we had all had a play it was about 3 pm and we decide to head home. Colin took off early with Alan so that he could pull the plugs out. We had a bit of a play on the way home with me throwing out Lincoln's big wash and wetting a few people on the way.



A beautiful line-up

When we arrived back at Mannum Colin had half of Jindalee on the trailer, but with so much water in it, couldn't get the rest on. With a bit of help we got it back on the trailer, but did the water ever pour out! It was amazing it didn't sink. Colin said that the front seat was under water and the back seat was floating. Investigation revealed two planks had opened up.

The water and the wind had worsened during all this and loading the remaining boats back on their trailers was not a happy thought, but after a bit of trouble all was organised.

The chaps all agreed that it was still a good day and wanted to know when the next one would be.

In all there were seven boats that came and considering the bad weather, seven was a good number for the first outing.

New South Wales Chapter 'Wet' Together - Windsor

Rob Cranfield sent in this account of the New South Wales Chapter's Get Together at Windsor, held on Sunday, 25th of November.

After the no show at Bankstown Dave Pagano and I talked back and forth about what we could do to make the second get together more attractive to members and non-members alike. We hoped that with more warning, a barbecue and water, it'd all come together. We weren't disappointed.



BBQ lunch before heading off

Originally scheduled for Lake Lyell, as the date got closer and no interest was shown we elected to swap venues to the boat ramp and adjacent park at Windsor. The weeks prior to the 25th weren't giving promises of good weather but as the interest level was picking up, we were going even if it hailed. Saturday came and it was still raining but at 10am the cloud broke and it was a 30 degree day. Things were looking up!



Launching at the Windsor ramp

A cancellation early Saturday afternoon and two more early on Sunday morning put us three boats and three families down and we were starting to have misgivings. At this point I'd like to applaud both Bryce and Andrew Petty for giving

up their Saturday and helping Dave Pagano replace the gearbox on Suzie's Hunts Marine outboard, "Lil' Devil", so it could still go on Sunday. They finished around 8:30pm.



"Dad's Woody"

Sunday dawned and better weather for our day you just couldn't have ordered. I drove out and met Dave at his mum's, he towed "Cee Cee" and I towed "Lil Devil", the short trip transpiring with no hitches.

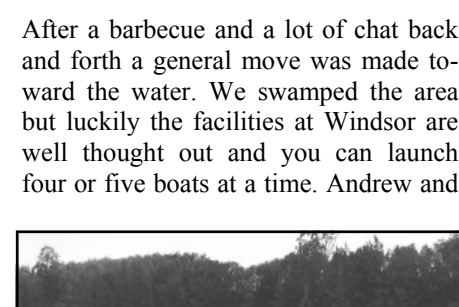


Hammond "Colway"

We arrived around 9:30am and "secured" our barbecue area, settling in to wait. It didn't take long for the first boat to arrive, a beautiful old Hammond "Colway", rear mount, walk through cockpit and velvet drive (quote: "It's ok, I have reverse") gearbox. This boat was beautiful on the water and turned almost like a jet, virtually sliding its stern through a turn.

Next came Scott Rowe and family with "Dad's Woody", unknown hull construction of cedar but beautifully restored. It's a center mount running a mild flathead Ford V8 and features a lot of deck camber that really gives it character. After that it started to become a blur as we welcomed family after family and boat after boat. In the end we had

eight boats lining the driveway and they certainly caused a stir; everyone heading toward the ramp wore a smile and the further along our line they got, the wider it became.



Circa 1950 skiff

Nathan arrived with "Sheba II" as we were all launching making nine boats in attendance. Only eight hit the water as "Cedar Mist" is about to undergo restoration at the hands of Bert Evringham, the hull sports diagonal cedar cold moulded planking and will be a pretty craft when work is completed. The power plant was a 351. (Thanks Larry for bringing the boat knowing it wouldn't be getting wet. It was appreciated by all.)



Stu Hennessy's "Divine Intervention"

After a quick photo shoot with all the boats along the bank, seats were found for those who attended without a boat and we proceeded down river. What had already been a great day just got better. A woodie will turn heads on even a bad day, eight cruising down the river at