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Editor's Note:

My apologies for the formatting problems in the last issue of the newsletter. It was a case of the printer's software version being earlier than mine and the conversion across wasn't all that good. By the time I had picked it up, it was too late.

Plenty of activity over the past couple of months made producing this issue relatively stress free. I included the article on High Speed Tuning as there is always a lot of talk about carburation and I thought it would be of interest to many.

Happy and safe boating to you all and remember, keep talking to me.

Greg

Around the Traps

General:

- We have dipped into the club's funds and had two banners produced for the club for use on display days etc. Also, we have purchased another 12 months of "ad free" Bulletin Board" use.
- Although it has been around for a while now, few people are aware of a marine museum in Gippsland in Victoria. "The Loch Sport Outboard Museum" is run by Peter and Sandy Alexander and has antique outboard motors as its theme, but is accumulating a good range of old runabout hulls as well as hydroplanes. I have not been able to get there myself as yet, but I understand that the motor collection is considerable. If you happen to be in the Gippsland area, drop in on Peter and Sandy at 2142 Kookaburra St, Loch Sport, Vic. Phone (03) 5146 0697.

Victoria:

- A couple of us saw another side to one of our members recently. Without going in too deep, the make-up was atrocious and the dancing marginal and now we know why he never made with the Moulin Rouge troupe!
- After having a few runs on the water, Darren Goldberg's Lewis skiff *GeerLoose* is now well under way with its refurbishment. While the boat is basically sound there are the evergreens that need work - deck, etc.

- Michael Hurell has started the restoration of his Lewis runabout. A major problem with rot in the stem area is slowing things down a bit, but a plan of attack has been worked out and things are progressing well.

NSW:

- Rob Cranfield is continuing to progress his skiff-hydro *Surferoo*. After much painstaking work in removing the discolouration areas on the deck caused by water ingress, Rob is starting to see the results of his persistence.
- Jeff Lockhart is keeping busy fitting the engine among other things to his Lewis runabout. Jeff hopes to have the boat in the water before the end of the year.

Queensland:

- Steve Henry is making excellent progress on the restoration of his Everingham runabout *Oh! Buoy*. The boat has had some modifications carried out over the years and Steve is endeavoring to bring it back to its former glory while keeping it practical and most importantly useable.

Quote for Today:

"If you think education is expensive, try ignorance"

Coming Events

April 2005

- Victoria - Williamstown Maritime Festival & Heritage Boat Show, 2nd and 3rd, Nelson Place, Williamstown. Contact Greg Carr on (03) 9370 2987.
- Combined Victorian and South Australia Chapters Wet Together. 9th - 10th. Lake Leake, near Mount Gambier. Contact Greg Carr on (03) 9370 2987 or Paul Siddall on 0419 826 377.

June 2005

- The Melbourne Boat Show, June 30th until July 4th at the Melbourne Exhibition Centre. This is always a successful show for us. We will be in the concourse area again and staying Saturday night at the "Grand Hotel". Contact Greg Carr on 9370 2987 for details.

September 2005

- NSW Wet Together, Budgewoi. 25th. Contact Dave Pagano on 02 4578 4444 or Rob Cranfield on 0402 075 216 for details.

October 2005

- CAWPBA National Rally. Lake Talbot, Narrandera, NSW. 22nd - 23rd. Contact Greg Carr on (03) 9370 2987 for details.

To be advised 2005

- I am looking at organising a day to visit the Loch Sport Marine Museum in Gippsland in Victoria. It might be a good winter 'boating' activity. If you are interested, please let me know.

① Please check for confirmation of dates and venues

Merchandise

Caps and polo shirts sporting the Association's logo are available again. Caps are available now and shirts on order. Enquiries/orders to Greg Carr via email.

Shirts are \$27.00 each and caps \$18.00 each



Club Contact Details

New South Wales Chapter

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

Queensland Chapter

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THE HOLLOW LOG

Volume 5 Issue 2

March 2005

The Classic Australian Wooden Power Boat Association

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It must be summer

The past few months have been quite busy for the Association. The warmer weather enables the various shows to be held with confidence that the public and participants will come out. Boating is certainly an outdoor activity and recreational boating is certainly a warm weather activity.

Show wise, we have had boats on display at the Australia Day celebrations at Penrith in January, The Wooden Boat Festival of Geelong in March and coming up is the Williamstown Maritime Festival in April followed a week later by the combined Victorian and South Australian Chapter Wet Together at Lake Leake in SA.

The Tasmanian and South Australian Wooden Boat Festivals happened in February and March respectively and while we didn't have any boats at either, I believe four or five speedboats turned up at Goolwa.

While there was a good turnout for Penrith, just two club boats were on show at Geelong, although they were nicely complimented by a 28' Riva



Old wooden speedboats never die, they just retire and go fishing

Aquarama and a recently built 20' Chris-Craft look-a-like.

The Glenmaggie Boat Club had its 50th birthday recently and a couple of us went along to have a look. The memorabilia on show was extremely interesting, particularly the old race movies that were running.

The Williamstown show will be a bit different this year with a couple of boats we don't often see, including a 21' Hacker reproduction that will be displayed in a late stage of build.

Old boats continue to turn up. *Atom*, a 12' skiff, has come out

of storage in the Victorian museum and will be on show at Williamstown. *The JET*, another 12 foot skiff, was seen at Glenmaggie recently. Both these boats were extremely competitive in their racing days with *The JET* still holding an Australian 'class' speed record..

The Vic - SA Chapters Wet Together in April may bring out a few local boats as well. The word is being put around that we are coming, so it will be interesting to see if anything new turns up. Here's hoping...

Anyway, more on all this inside.

Australia Day 2005

Dave Pagano

After several attempts at getting permission to have a get together at the Penrith Regatta Centre the organisers finally realised how great an on water display would be. After dealing with their requirements the race was on to get a good selection of boats to display.

After many phone calls and emails Jan 26 was upon us. I continued on page 3



Geelong Wooden Boat Festival

Greg Carr

I accepted an invitation to the Association to display wooden speedboats at the first Wooden Boat Festival of Geelong being staged at the Royal Geelong Yacht Club in Victoria. The festival was held on the 12/13th of March, with the main display and public day being Sunday 13th.

With some help from my son Tim, *Nova II* and *Stormy* went along as our shore based static display on the Sunday.

There were to other power boats there as well. On the water was *La Belle Limone*, a 1970 28' Riva Super Aquarama owned by Greg Sinclair. The boat has just undergone a total restoration in the hands of James Fre-

cheville in Paynesville in Victoria. This magnificent craft was originally based in Monaco and used as a tender boat for a yacht owned by the person behind the Hertz car rental empire. It was imported into Australia in the 1980's by a Sydney based Italian businessman and then purchased by Sinclair about nine years ago. The sheer "presence"



of the boat on the water along with the sound of its twin 320HP 454 ci V8's was really something! A chat with Greg revealed his long association and affection for wooden power boating.

ERICA, a recently built Chris-Craft look-a-like was also there.

Built by cabinet maker owner Craig Strike and completed a little over a year ago, the 20 footer was a real head turner and spent much of the day cruising around. Craig is currently building another, so *ERICA* is for sale.

Members Dave Powley, Robin Miller and Michael Hurrell dropped by and said g'day as well as James Frecheville, who was at the show for the weekend.

Again, as is always the case with these shows, I met some very interesting people and heard some great stories.

Raider

A few issues ago I included a picture of Ken Warby's skiff *Carol-Lee*. The 20' Lewis was raced during the 1970's running a 427 ci Ford V8.

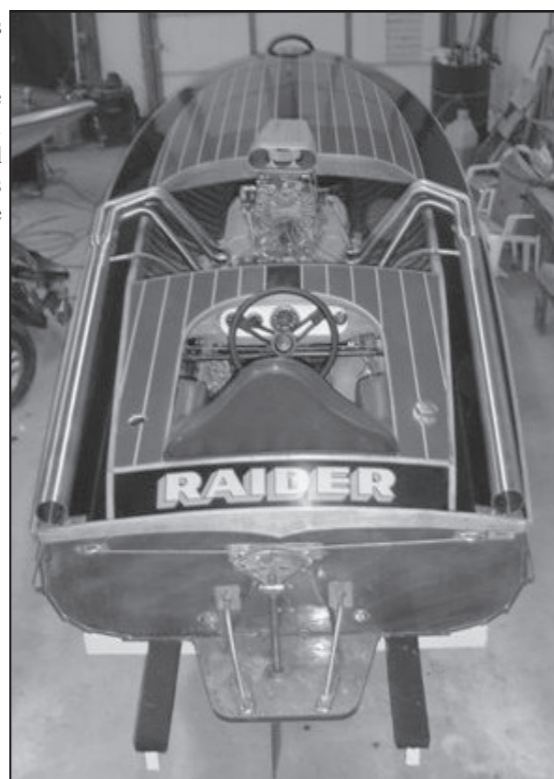
The boat is now with Ken in the USA and is being prepared to do the US wooden boat show circuit.

Ken has renamed the boat *Raider* after a hydro he raced in the 1960's. Ken has also

fitted the blown 502 Chev from his hydro "Aussie Spirit".

The black and white pics shown here simply do not do the boat justice. The hull and deck are painted red with the deck having a black lines running around the gunnels. The name is yellow with a blue shadow.

Simply striking!



Stormy refurbish

Greg Carr

Early in 2004 I figured it was time to again have a split plank repaired in my Eddy runabout, *Stormy*. The plank had been

boat was delivered to the Wooden Boatshop in Sorrento, Victoria.

As is often the way with wooden boats, during the repair of the cracked plank quite an extensive patch of rot was found in the keel in the area of the attachment of the stem. This allowed movement between stem and the keel, which helped explain why the plank kept splitting. It definitely needed to be repaired and the go ahead was given. The entire hull below the water line was cleaned up and repainted in the process.



Old deck off

a problem before and had been repaired, but split again after the hull had sat around on the trailer for about 10 months in a garage which included a very hot summer. The

The existing deck was only about 4 mm thick and the new deck would



Repairs to the keel area well underway

problem was below the water line and the split close to the stem, which made me nervous. While thinking about how to go about it (dangerous thing, me and thought), I reckoned that since *Stormy* was refurbished way back in 1996 and had had eight years of reasonably solid use during that time, I figured a freshen up was in order.

The deck needed to be replaced and I had been promising for years to do it. It was painted an impractical black colour after the ply had delaminated and started to fall to pieces 6 or 7 years ago. It would get so hot after a short time in the sun you could fry an egg on it. Lastly, the engine needed to come out to fix a bad oil leak.

I didn't have the time or space to do the work, so after a chat with Tim Philips, the

be the more regular thickness of 6 mm, ideally with a top veneer thickness of 1.6 mm and not 0.6 mm like most are nowadays. Some Fijian Cedar was found that fitted the bill.

Because of the thicker deck ply, problems with matching the existing heights of

the original comings and rub strips arose. Because of this, it was decided to replace the comings around the inside of the cockpits. The rear coming had been damaged a few

years back - compliments of a kid and a big rock, so needed repair anyway. These were done using huon pine.

I agonised over how to do the deck. I could either leave it plain, have it plain with a 6" painted strip around the edge, have the deck grooved, etc. I decided on just about all of the above, with the 6" strip painted the same red as the hull instead of the more traditional black.

The boat had two extensions from the carburettors which were topped with flame arrestors coming through the engine hatch. This modification was done in the mid 1960's and I decided to go back to the original configu-

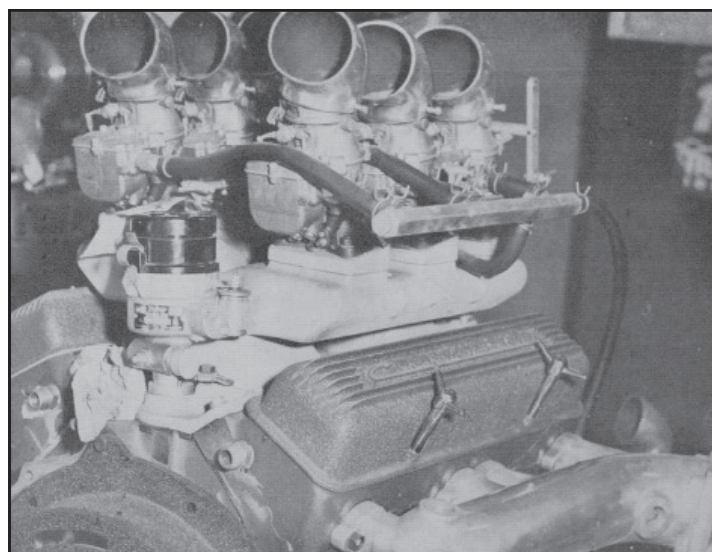
ration of keeping the deck basically "clean", except maybe for a vent if a suitable one comes available. It will also take the worry out of losing the flame arrestors - they had a bad habit of working their way loose when things got rough or I was giving the boat a "hard time". I have never seen any others like them so replacement would have been difficult.

The boat came back home in early January and looked a treat, but at the time of print, the boat still hasn't made it into the water.

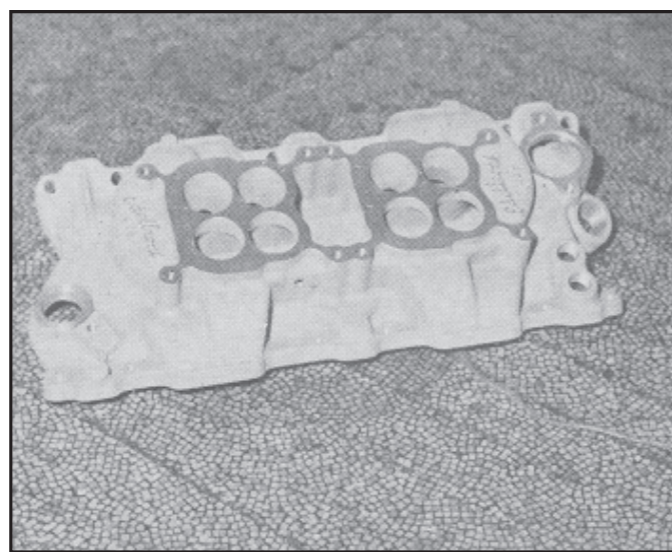


Bottom complete and ready to turn over





Six 97s (Stromberg) on Ram Log



Dual quad Log

recommendation would be to go for the tuned system as much as possible, being guided to a degree by others with similar engines, who are top competitors.

As with most things, commonsense plays a large part, so remember to make your overall aim a smooth, clean, easy flowing exhaust.

This article was written by Keith Swift and appeared in SEACRAFT, December 1964

Glenmaggie Boat Club birthday

Greg Carr

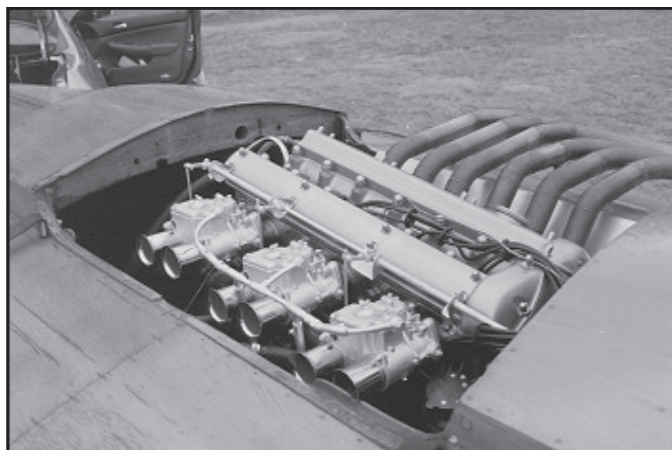
The Glenmaggie and District Boat Club recently celebrated its 50th birthday.

The club was formed at a meeting held on March 4th, 1955 where it was proposed that a speedboat club be formed to assist the community in various fund raising activities and events. With strong community support, the club has gone from strength to strength and continues to support the local community as it originally set out to do.

I headed down on the day and met up with members Doug Bambrery, Leigh Falcke and Phil Norrish. Also there was member Neal Matthews, a Glenmaggie club member who lives locally.

Although the weather was miserable at times, the hospitality shown made for a pleasant and very informative afternoon.

A large amount of old photos and other memorabilia was displayed on walls and tables throughout the club-room. Pictures of boats with names such as *Stampede*, *Hornet*, *Static*, *Marana*, *Mouse*,



HORNET's Jaguar motor



The JET

Hoodoo, *Cobra*, *Lubrano*, to name just a few, were all there.

On static display outside was Stewart Barber's Lewis skiff *HORNET*. Stewart was *HORNET'S* mechanic and rode jockey in the boat during its successful racing career. There is a great story about Stewart being reunited with his boat that you

can read about on the Club's website.

Also on show was Peter Alexander's 12' skiff *The JET*. To see *The JET* was fabulous, with the little boat still in very good condition. Peter launched the boat for what was believed to be the first time in 30 odd years and although it did not run well on the day, I would guess a little bit of tweaking or a change of fuel would soon sort things out. Also there was the 1950's built Jones hydro *After Midnight*, which also did a few quite impressive passes on the water.

All in all an excellent day.

Australia Day 2005 cont'd

budgeted for 10 boats. Gladly everyone who said they could make it turned up. With a couple of unexpected entrants turning up we had 14 boats on display.

Included in the line up was a putt putt built in the early 1900's and an Italian Molinari hydroplane which literally landed in the country from South Africa the day before. Tony Bourne and son showed up with their newly completed 6 litre wooden raceboat. It's a testament to the duo who hope to beat their fibreglass contemporaries in that class.

All the boats were set up at around 8 am and really looked great. The public entered around 10 am. With around 38,000 people through the gate I am sure that all of them checked out our boats.

Hodge was in attendance and was duly assigned shotgun position in *FF Sure* with Rob Cranfield at the helm. All was not well and soon *FF Sure* was taking on way too much water. A quick inspection revealed the bungs had been blown out when the boat was run on the trailer. Funnilly, Rob noticed that a few small fish had found their way into the hull.



After a short drivers briefing with specific instructions for everybody to take it easy (except for the Putt Putt who was told to drive flat out), we launched the boats for the on water display at 2 pm. The boats looked glorious lined up in their element. The crowds flocked around the boats for the whole time. For some reason launching them was entertaining. Ex Lewis boatbuilder Ron

The putt putt was sent off first to get a start on the rest of us. After a couple of minutes one boat at a time was sent off. A slight miscalculation meant that the putt putt barely had done a lap by the time the last boat had made its way onto the course.

Having said all that, the boats put on real spectacle with only positive comments from the spectators. Sadly *FF Sure* wouldn't fire. When it finally did start, it was so full of water that it got on the distributor and stalled, leaving Rob with the unceremonious duty of rowing her back (it is a rowing skiff course after all).

The day after the event the organisers contacted me with favourable comments and praise. I am confident that there will be more

opportunities for us to use this excellent venue.

I would like to thank all the people that went to the trouble to show up. Without you, events like this aren't possible.

Boats that attended were:

Predator: hydroplane

Atomic: hydroplane

The Bug: hydroplane

No Name: Molinari hydroplane

No Name: Grand Prix hydroplane

Inbred: Skiff

FF Sure: Skiff

Dirty Red: Chris Craft styled runabout

Cassata: Abbate runabout

Arf-a-Mo: Lewis skiboat

Mystress: Kencraft runabout

Fire Fly: 6 litre raceboat

No Name: Putt Putt

Everingham skiff

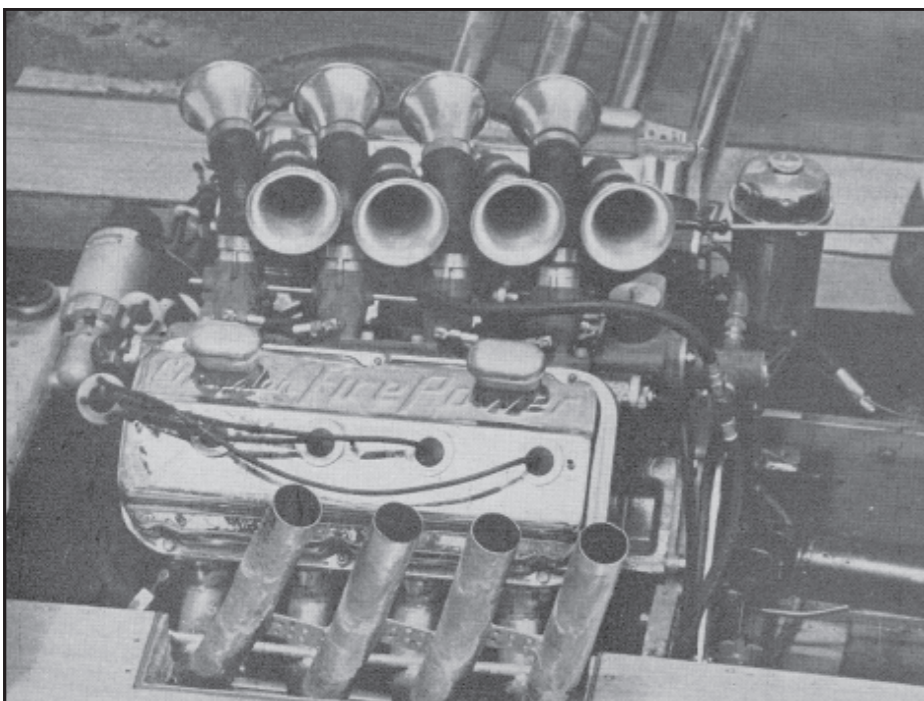


During the past few months, legendary boat builder Bert Everingham has been toiling away in his workshop at Windsor building a timber raceboat. As shown in these photos, the 13' clinker skiff is really taking shape and construction should be well and truly complete by the time you read this article.

Bert is looking for some original "Everingham" type hardware - steering quadrants, etc., in case you happen to have anything laying around.



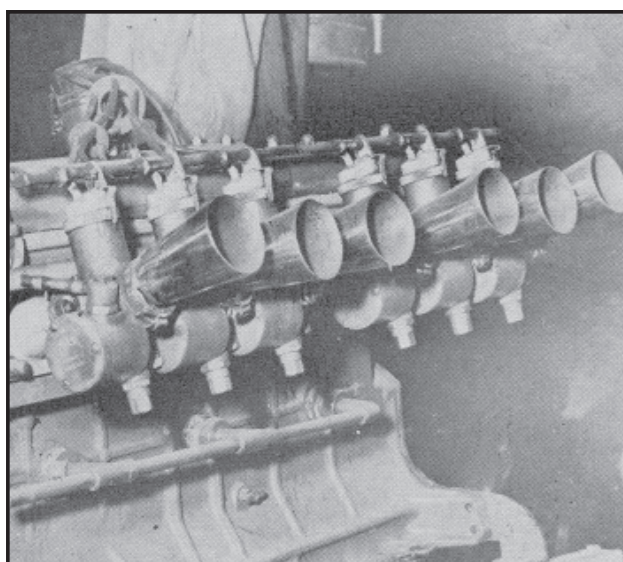
HIGH SPEED TUNING



Fuel injected hemi-Chrysler and exhaust stacks

Carburation/exhaust systems play a major role in the quest for horsepower.

The choice of a good inlet and exhaust set-up for your engine plays an important part in its subsequent performance. For the purpose of this article it will be assumed that the head in question has been cleaned out and the ports altered to the size required and/or given a good thorough polish.



Six Amals on TOC Holden

The next question to decide is "how many carburetors?" This, of course, depends on a multitude of factors. Not the least of which is the amount of money available to cover the job. Apart from this the type and design of the engine, the amount of space available under the hatches, and the general state of tune all have a bearing.

Perhaps the best idea would be to list the carburation in order of their apparent popularity and effectiveness.

FUEL INJECTION

First on the list, then, must go to fuel injection. The constant flow American style can be obtained to fit almost any engine and has the advantage of one unit per port and/or cylinder depending on the engine's design. Power available from this set-up is definitely greater at the top end of the range and while the timed system of injection may be better for starting and idling, there would be little excess consumption between them for power at peak revs. These systems are difficult to

tune for the average man, and also different to drive as the throttle effect is opposite to normal during starting, i.e., to clear a rich mixture you would "floor" the throttle. The long air ram tubes fitted to this system are a definite advantage, as proved by the multiplicity of special manifolds incorporating this design.

AMALS SECOND

Next on my list of preferences would be Amal carburetors, arranged one per cylinder, providing they can be obtained in large enough choke size for the engine concerned. The advantage of this type is its almost injection-like straight through, unobstructed, inlet tract when wide open.

If, mounted so that there is nine to 10 in. between the main jet and the inlet valve of the engine, this set up will surprise you. Minor difficulties can arise from flooding due to using the fuel pump system on this carburetor which is designed for gravity feed. Float bowl tops from SU type carburetors are easily fitted, however, and solve this

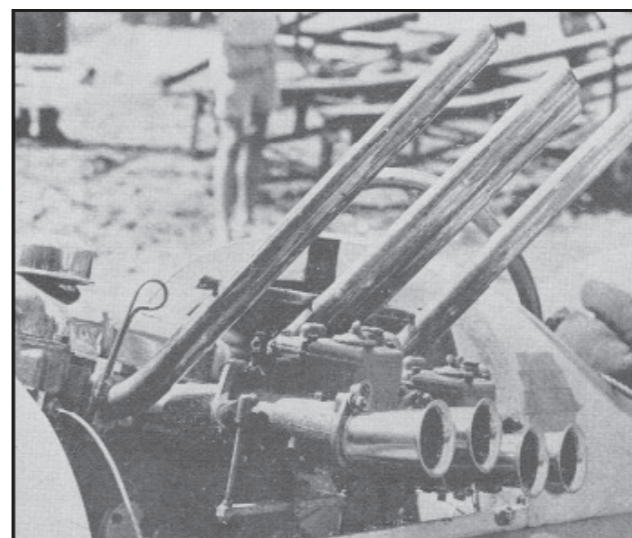


Exhaust system used on super Merlin

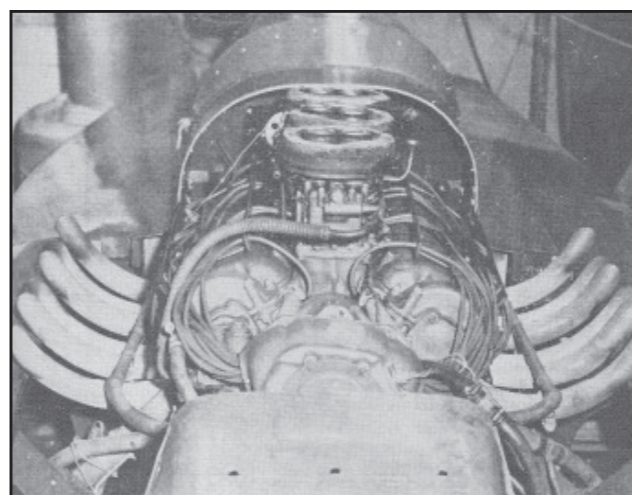
problem quickly and cheaply. The later style "monoblocs" go straight on without this trouble. Contrary to popular opinion, Amals are fairly straight forward to tune but the sequence would, of course, be a trifle lengthy to cover here.

WEBER FIRST CLASS

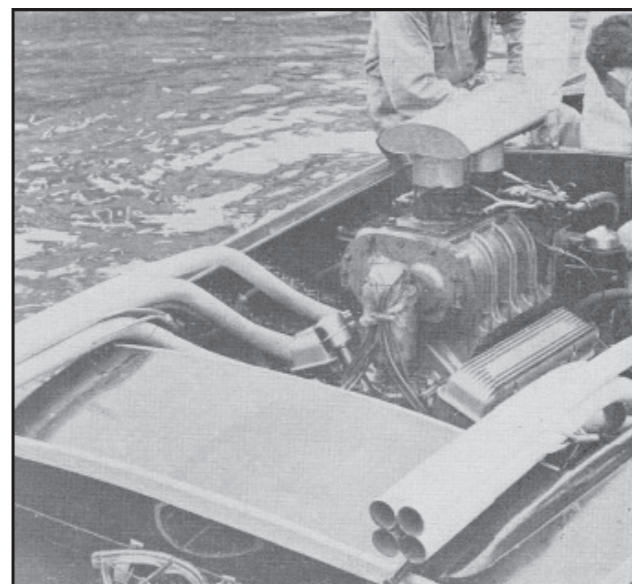
Without a doubt, the carburetor to beat is the twin choke Weber, of Italian manufacture, available in variations to suit almost any



Two dual throat sidedraught 45mm Webers and stacks on a Cortina engine . . .



Downdraught Webers and individual exhaust - 4 1/2 ltr V12 Ferrari



Fuel injected supercharged Corvette

engine and manifolding. Big advantages of these are their central jetting arrangements by which two chokes can be found with one lot of adjustments, and the extremely large choke sizes. To my mind, the drawback is the butterfly and plumbing system which protrude into the airflow.

Despite this, they produce remarkable results and are used on almost every factory racing engine. Whether they could be outperformed by other carburetors is hard to say, simply because the range of jets, etc, available, and the general familiarity of most "hot" mechanics with the Weber, make it the only proposition a harried racing team can consider. They have enough problems without starting from scratch with carburation.

Webers, arranged so that one choke feeds each inlet post, make a very effective system, albeit somewhat expensive. I place them as third preference.

MODEST ARRANGEMENTS

From here we come down a step to the more modest types of aspiration and these, being less expensive, are far more common. The set up usually involves a log type manifold with connections to each port, mounting two or three carburetors of varied manufacture. These carburation arrangements, although not good enough for an all out racing engine, produce considerably more power than the average driver would imagine, especially when balance with the engine concerned.

On all inlet systems, much experiment can be done with ram tubes and inlet tracks, and immense quantities of horsepower may yet be discovered, especially if your experiments

try these improvements against variations in the exhaust system.

Carburetors used with these manifold systems include Rochester, SU, Holley, Tillotson, Carter and almost any other type you can think of.

Apart from ensuring that the choke size matches the manifold port, and the surfaces that mate on the carburetor and manifold are flat, the only precautions needed are that the carbs themselves are in excellent condition, and you have a range of jets around, the size needed, based on the sizes used by people using similar equipment.

With respect to the exhaust system, short stacks are only effective on supercharged engines, although with BIG engines, such as 327 Corvettes, the loss in power really isn't that important. It would be like a V16 with one cylinder out. Who'd notice? With the smaller engines, where every pony serves a purpose, much can be achieved through the exhaust.

EXHAUST ADDS SPEED

Generally speaking, the "tuned" exhaust system can be assembled in the following fashion: Steel tubing with an inside diameter equal to the diameter of the port should be run for at least two feet from each port. At this point the pipes can be joined in pairs, remembering to join those with the most suitable firing sequence, that is to say, don't join two that are exhausting together, try to keep the firing impulses 180 deg apart. Use pipe 1/4 in. larger inside dia. for the next two foot runs at which distance the pipes can merge into a common tailpipe, 1/4 in. larger than the previous inside diameter. This tailpipe can for a start be two foot six inches long, but reductions can be made as experiments. A six port head could prove a puzzle going by the previous method.

I would suggest either running six pipes into two each at the first join and running the final two into one as previously.

Several Jaguar owners run the final two for six feet and have two tailpipes. This is similar to the method used on the Jaguar sports cars although I am not convinced that this is necessarily the best system.

INDIVIDUAL STACKS BEST

My opinion is that individual pipes for each cylinder tuned to the correct length by the "trial and error system", perhaps even incorporating small megaphones (if the cam and head arrangements are similar to a motorcycle set-up), will produce the most power when matched to a particular engine. Needless to say this is all very nice when you have unlimited time and finance so my