



# THE HOLLOW LOG

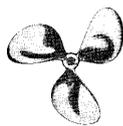
The Classic Australian Wooden Power Boat Association Inc.

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Darren and Stuart taking Rascala for a run at last year's Narrandera

## Narrandera 2016

Well, how good was that! Narrandera 2016 was as good as it have ever been.

Friday, when most of us arrive, was warm and sunny with a light breeze, offering a hint of what was to come. The first day is always a good one in that we catch up with friends we haven't seen for many months, sometimes since the last Narrandera.

Frank dropped *The JET* in to make the most of the excellent conditions and got a couple of high speed laps in. *The JET* ran really well all weekend.

With the AGM rescheduled to Saturday night, we did our normal Saturday night BBQ on the Friday night. Despite the ferocious mozzies, it was a wonderful night, giving us all an opportunity to find out what one and other have been up to since we last met. The night went late for some . . .

Saturday morning was bright and sunny as people and their boats made their way down to the ramp for registration and launching. For this year, the club decided to give away a

club key ring floatie with each boat registered, something which seemed to go down well with members.

Numbers were down a bit on previous years, with 13 boats attending. These included *Electric Girl*, *Huff n Puff*, *Impact*, *Impala*, *Lady Bird*, *Miss Lyndy*, *Nightmare*, *Pagan*, *Rascala*, *Steinway*, *Stormy*, *The Jet* and *Torque's Cheap*.

The first day on the water is always interesting with these boats. As Narrandera is the first event of the season for many of them, they often only get a start and a few seconds idling on the trailer a few days before Narrandera as a test and we then expect them to go like trains once on the water. Most have a bit of a cough, splutter and hiccup before settling in. This year we saw quite a bit of crankiness exhibited over the weekend by our vintage machinery.

*Impact* arrived with a new 186 Holden fitted. Stuart remained amazingly restrained as the engine, which had only been installed a

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## Mulwala Rod Run

Again, the CAWPBA were invited back to display our boats on the Lake Mulwala foreshore area during the Northern Suburbs Street Rods 2016 event in Yarrawonga on the Saturday following our Narrandera weekend.



We had five boats on display, including *Aquaholic*, *Miss Lyndy*, *So-Long II*, *Stormy* and a restoration project skiff, *Buster*. The skiff is being restored by member Phil Norrish. The boat was once known as *Dart* and will run a four cylinder 1560cc Peugeot engine.

While the skies were blue with the sun shining, it was untypically cool for Yarrawonga. Needless to say, a shelter was set up to keep the wind out and enable a BBQ lunch to be had in comfort.

A steady stream of interested people drifted passed the boats with plenty of interest shown. The interest shown in our boats by the hot rodders this year was also noticeable.



It's always a bit of an effort to get boats here so soon after Narrandera for those who attended our National Meet, and thanks must said for the effort. Also, thanks again to John Sullivan who coordinated with the relevant groups to have us there - and who also organised a BBQ lunch.



## Spotted

Unusual sighting. Spotted heading north in a NSW country town in late October - a house towing a boat.



## Foreign bodies

I mentioned elsewhere in this newsletter about my boat's rough running and whether I should have checked the carburettors for a wasp nest after its winter layup.

For whatever reason, prior to taking the boat for a run a few weeks ago, I had a look down into the carbies. Lo and behold, I find a moth in the rear unit.

The picture shows what was left after I dug it out. It tended to disintegrate a bit during its extraction, having been pickled in petrol fumes. I ended up having to pull the carbie apart as bits of it fell down on to the butterfly. Is there anything worse than having a moth amongst the butterflies? (sorry). As was suggested, I should have just started the engine and "processed it".



The moth was about 70mm long.

I'm not sure how it got into the carburettor as even though the carburettors sit up close under the engine cover, they are also covered with a cloth when the boat is stored for even a short length of time.

## Bonnells Bay

The annual Bonnell's Bay Boating Day at Darren Cowley's property was held on Sunday 8 January. The display was back this year after having to be cancelled last year due to prolonged rain in the week prior making it impossible to get into the boggy park in 2016. Bonnell's Bay is part of Lake Macquarie (the largest salt water lake in the Southern Hemisphere).

It was a perfect sunny day to be on or near the water. There was a good selection of boats of all shapes and sizes. Ski boats, race boats, a hydroplane, skiffs, runabouts, putt putts and a rather large putt putt with cabin and a beautiful varnish finish.



One of the best runabouts seen in a long time was "Mr Teach" built and owned by Graham Howard who is normally known for building hydroplanes. The boat complete with its Dodge Q Motor, fitting in with its style of the era.

Some boats were just on display with quite a few taking to the water. The putt putts did a few passes of the beach. The skiff "Whisky" entertained the crowd with some fast laps. "Red Dwarf" did a few laps in his crackerbox, this was its first time in the water since fitting a 471 Blower to its 350 Chev.

To top it off Dave Pagano did a great display of skiing on a ski without a fin. From the boat, as I was observer I wondered why he was all over the place!! Maybe next time he borrows a ski he'll make sure it has a fin first!!



A great day once again, many thanks to Darren for opening his house and facilities for parking of boats and picnicking for the day.

## Frank Wicks



## 2016 Narrandera cont'd

couple of days before, was given time to settle in. I don't think I've ever seen Stuart drive a skiff so sedately for so long. The boat ran pretty well for its first outing and seemed to handle the additional power of the 186 over the original 149 quite well.

*Torque's Cheap* arrived sporting new heads on its 302 Chev. Sadly, the engine struggled to make oil pressure and was retired at the end of Saturday. Ian, that poor engine. I think it's time.

As mentioned earlier, Frank has got *The Jet* going really well with the boat performing strongly all weekend. With Lake Talbot's flat water and no boat wakes, the boat was able to be wound right out, showing really good speed.



*Electric Girl* was running as well as it ever does. It is such a classic looking Lewis, with a great shape and a great sounding 327 to boot. Having said that, a problem did arise when it shredded a water pump drive belt. The boat was quickly mobilised again by removing the water pump impeller and using ram pressure to keep things cool. You just can't keep a good boat down.

Graham Steven's *Rascala* didn't miss a beat and ran as good as it looked. *Rascala's* 253 Holden sounded so much bigger than it is, with the noise coming out of those over transom exhausts truly wonderful.



*Lady Bird* was there, looking and sounding magnificent all weekend. Such a well behaved boat and just immaculate. Like *Rascala*, it didn't miss a beat. There's something special about

those South Australian boats - must be in their water.



It is always entertaining to watch *Pagan* out on the water as Ray struggles to get it to turn left. Set up for the right turn racing days, the boat only likes going right. But, what happened this weekend!? Another driver took it for a run and, lo and behold, around it went to the left. "Amazing", said Ray. Another different driver took the skiff out and he, too, had the boat turning left. And yet another different driver again had it going around left. So, Ray, just what is it you are doing wrong? Unfortunately, Ray couldn't practice his left turns due the *Pagan's* starter motor failing.

*Huff n Puff* did its normal thing at Narrandera, sitting unobtrusively on the lake with owner Dave relaxed and enjoying the atmosphere. Then, all of a sudden, it is out there on the lake circulating with the others, its 351 purring away and its owner sitting behind the wheel, with a contented smile on his face, like the rest of us, enjoying every moment of it.



*Nightmare*, Ken's Simpkin, had some gremlins creep in early in the day, such that it was trailered again and taken off to the blue sky workshop in the carpark. After much tinkering in the dizzy and carbie, as well as a good hard look at everything else, nothing conclusive was found. The boat was put back in the water and, you guessed it, ran faultlessly for the remainder of the weekend.

Lewis skiff *Miss Lyndy* arrived looking sensational. After

having some hull work done, the big skiff was gleaming. Many commented on the beautiful new paint job on the deck, only to be told by John it was the original paintwork that had been buffed and polished. It had come up spectacularly well. Some fuel issues meant the injected 327 didn't achieve its full potential, but I have no doubt John will have it sorted soon enough.



John's other boat, *Impala*, suffered a little from overheating and an oil leak, meaning it finished its weekend on Saturday.

*Steinway* also had some issues and retired early on Sunday with an engine water leak that kept putting water on the inside, which is not conducive to a boat floating.

*Stormy* initially coughed and spluttered for a few laps of the lake, making me wonder whether I should have checked for a wasp's nest in a carbide. It eventually cleared, with the boat running well for the remainder of the weekend.

After a good day's boating on Saturday, it was into town for dinner at the Murrumbidgee and the AGM. We were transported in and returned back by bus, saving any worry about having



that one extra beer. We had the use of a room out the back and after dinner, held the AGM. By holding the AGM on the Saturday night, it allowed a full day of boating on the Sunday, something that everyone seemed happy with.

With dinner done and the AGM finished, we headed back to the park and set up our chairs around the BBQ. It was a pleasant,

balmy night, although the mosquitoes were quite ferocious. Unfortunately, the wind started to come up and got to the stage where we were forced inside. Many of us ended up at the Goldberg cabin, where we did plenty of reminiscing, solved current world problems and laughed long and hard until late in the night.

Sunday was cool, but the sun was out, trying to counter the light but chilly breeze. It was a slow trickle of boats down to the water until the lake was again buzzing with the sound of mellow motors in timber cased amplifiers.



Unfortunately, the rain came in to dampen things a little, but it was light and passed through quickly.

The local WIN News came down in the afternoon to do a story for the local (Riverina) news. A good amount of time was spent photographing and both Alan Price and Darren Goldberg were interviewed. The article was shown on Monday night, with a preview of the story at the start of the news bulletin and some finishing footage at the end. The story itself went for about 90 seconds. All up, it was an excellent article with the two interviewees getting the message of what we are all about across really well.

Sunday finished with what is becoming a bit of a norm - an afternoon thunderstorm. Gladly and unlike last year, we were all out of the water and back in the park when it came through. Plenty of rain and even some light hail, but short and sweet.

A BBQ dinner for most was the perfect way to finish the day before an earlier night than before for those heading back home on the Monday morning.

For the lucky few who extended the weekend, Monday was another day on the lake. Boats still going and on the water were *Electric Girl*, *Stormy*, *Rascala* and *Miss Lyndy*. It was a pretty relaxed sort of a day, only having to share the lake with a couple of tinnies. The day was sunny and pleasant, with a relaxed and latish start to the day.

While numbers were somewhat down this year, the weekend, the people and the boats were as good as they ever are.

Roll on Narrandera, 2017.

## Ken Warby

Ken Warby had a dream as a young child to become the fastest man on water. He built model boats as a young boy. He built his first race boat at the age of 14 in his backyard. Ken continued to build and race boats in Australia in the 1960's & 70's winning state and national championships.

While building faster and more powerful boats, Ken was working on a degree in Mechanical Engineering which enabled him to better understand what is needed technically to make a boat go faster. Ken's experience of racing boats and his engineering background allowed him to begin construction of the "Spirit of Australia" in the 1970's.

### Speed Records in Spirit of Australia:

- July 9, 1974 - 166.38 mph . . . . 267.54 kmh at Lake Munmorah, NSW.
- March 14, 1976 - 193.17 mph . . . . 310.88 kmh at Blowering Dam, NSW.
- September 17, 1977 - 214.78 mph . . . . 345.66 kmh at Blowering Dam, NSW.
- October 30, 1977 - 246.77 mph . . . . 397.15 kmh at Blowering Dam, NSW
- November 20, 1977 - 288.60 mph . . . . 464.45 kmh at Blowering Dam, NSW (World Record)
- October 8, 1978 - 317.60 mph . . . . 511.11 kmh at Blowering Dam, NSW (Current World Record)

Prior to launching Spirit of Australia, the official Australian speed record on water at that time was 162 mph. Ken did not just break that record, he doubled it.

### Ken's Achievements:

- First person to design, build and drive a boat to an unlimited water speed record
- First person to break the 300 mph & 500 kph speed barriers
- First Australian to hold an unlimited speed record
- First Australian to break the unlimited water speed record.

### Ken's Awards:

- Member of the Order of the British Empire (MBE) in 1978 for his services to speed boat racing, from Her Royal Highness, Queen Elizabeth II.
- Inducted into the National Sporting Hall of Fame.
- Recipient of two, Union of International Motorboating, Gold medals.
- Advance Australia committee member. (Canberra)
- Australian Sports Medal, 2000
- "This is Your Life" guest of honor
- Life Member of St. George Speed Boat Club.
- Ken was also a NSW, APBA Referee, and delegate for RMYC Toronto and the first Australian Vice President for Offshore Racing

### Ken's Background:

1950s/60s Ken was employed at BHP, Newcastle as an engineer and also served his National Service in the 14<sup>th</sup> Field Squadron Royal Australian Engineers, during that time.

1966/68/69 Ken was NSW State Champion with his skiff, "Monte Cristo", in the 266ci. Class.

1970's Ken moved to Sydney with a job selling power tools and rock drilling equipment. It was during that time that he built "Spirit of Australia".

Ken was a member of the Maritime Services Board Sport Advisory Committee

During those years, Ken filmed a series of short films, "Safer Boating with Ken Warby" and a longer one called "The ten Basic Points of Safe Boating". These films were produced by film maker, Rob McCauley, for the State and Federal Governments.

1977 The Spirit of Australia and Ken were featured on the boards stand at the Sydney boat Show.

1980/81 Ken toured with "Spirit" in America after twice breaking the World Water Speed Record. He worked with the various Australian Consulates, doing displays at boat shows and shopping centers, across the nation, funded by the Australian Government.

1983 Spirit of Australia was acquired by the National Maritime Museum, in Sydney, where it still remains to this day.

Ken moved to Cincinnati, Ohio, USA.

1983 – 1990 Ken professionally raced jet propelled dragsters, jet funny cars and a jet truck, both in Australia and the USA.

1991 Ken started a ready mix concrete company called Mini Mix Inc., using small trucks for home delivery of concrete; a company he still owns and runs today.

2005 Ken started importing vintage Australian race boats into the USA and at present owns a fleet of five high powered craft. He and his wife, Barbara are current members of the Vintage Division of the American Powerboat Association and compete in events every summer. The Australian boats are fan favorites and different to the typical American boat.

2012 Ken was inducted into the Clayton Vintage Race Boat Museums "Hall of Legends ". (USA)

2012 Ken was appointed "Grand Marshall" for the World Hydroplane Championships at Waterford, Michigan (USA).

2012 Warby Motor sports were named the Vintage Division, "Team of the Year", at the American Power Boat Association annual general meeting in Dallas, Texas, USA.

2013 Ken was elected to the Board of Directors for the Madison Vintage Hydroplane Club in Madison, Indiana, USA. That club is now finalizing plans to set up a multimillion Hydroplane Museum in Madison and Ken is deeply involved in the planning and design of it.

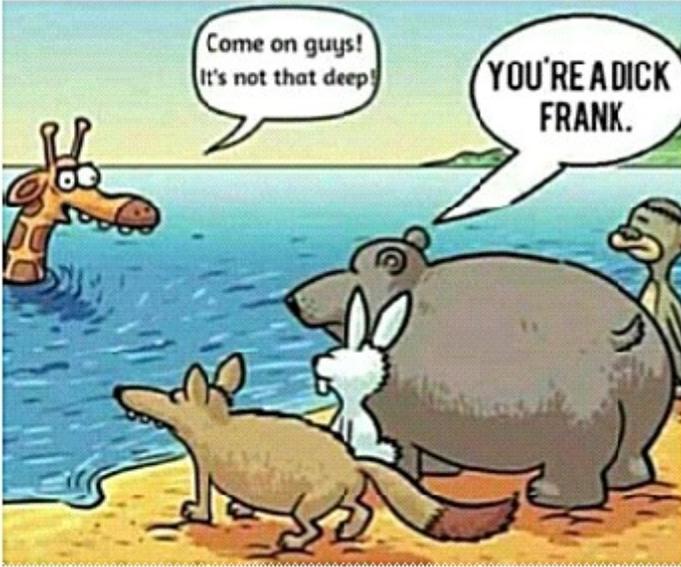
Much of what is covered here can be seen on Ken's website:- [www.warbymotorsport.com](http://www.warbymotorsport.com) as well as up dates on the progress of *Spirit of Australia II*.

## Merchandise

We still have 2017 calendars (only a couple left) available for sale at \$20.00 including postage for members.

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 now have keyring floaties with the club logo available as well. These are \$5.00 plus P&H. Dimensions are 35mm diameter and 90mm in length.



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Postal Address:  
PO Box 804  
Heathcote  
Vic 3523

Phone: 0408 937 029  
E-mail: gca42796@bigpond.net.au

## President's Pronouncement:

*I would like to wish all a belated Merry Christmas and a safe and prosperous New Year. The end of 2016 was filled with many events including a great AGM at Narrandera.*

*It was great to see so many invites to share our passion with the public at various displays last year and I'm sure we will be there again judging from the crowd responses.*

*Hoping to see a lot of action pics from wooden boats out there enjoying the summer, and can't wait to head to Tassie for what is always a great festival.*

*The events still keep popping up and as they do will be posted on the Bulletin Board, keep your eyes peeled for the get-togethers.*

*Take your time & travel safe.*

*Alan.*

## Around the Traps

### Tasmania:

- Several club members are making the pilgrimage to Hobart for the Australian Wooden Boat Festival in February. If you are down that way, keep an eye out for us or give one of us a call and we'll catch up.

### Victoria:

- I dropped into Nankervis Performance Boats in Bendigo for some bits and pieces the other day and noticed the skiff *KOOKIE* on display in the front showroom. If you are in the area it is worth dropping in to have a look at this very original skiff as well as the great collection of vintage outboard motors Leo and the boys have assembled. Leo is a wealth of information on boats and racing, both old and new. For some more on *KOOKIE*, refer the Hollow Log, Vol 15, Issue 1.

### NSW:

- A nice little skiff has turned up (again) in NSW. *RONAL* is a 13 footer and Peugeot powered. Keep an eye on the member's section of the Bulletin Board for some pics.

### WA:

- While talking about skiffs, I noticed a 15 footer has appeared for sale in the west. The six cylinder powered boat is in need of some serious TLC, but certainly looks like a worthwhile project.

## 2015/2016 Committee Members

### PRESIDENT

Alan Price  
AH: (03) 5367 1941  
0403 838 193  
Email: m\_aprice@myacn.net.au

### VICE PRESIDENT

Darren Goldberg  
0418 171 042  
Email: coolwoodboats@gmail.com

### SECRETARY

Greg Carr  
0408 937 029  
Email: gca42796@bigpond.net.au

### TREASURER

Greg Carr  
0408 937 029  
Email: gca42796@bigpond.net.au

### COMMITTEE

Dave Pagano 0413 766 501  
Ross Foster 0409 018 415  
Ray Russell 0408 641 960

### NEWSLETTER EDITOR

Greg Carr: gca42796@bigpond.net.au

## Coming Events

### February

- The Australian Wooden Boat Festival. 10th - 13th. Hobart, Tas. Refer the website at <http://www.australianwoodenboatfestival.com.au>. Australia's biggest and best wooden boat festival.

### March

- CAWPBA Wet Together at Balranald, NSW. Basing ourselves at the Balranald Caravan Park and utilising Lake Yanga, 15 minutes up the road. Keep an eye on the Bulletin Board for further details and dates.

### April

- Goolwa Aquafest. 8th and 9th. Goolwa Aquatic Club. It's on again. Demo boat racing featuring classic and modern boats. Always a great weekend. Refer the Aquatic Club's Facebook page for further details: <https://www.facebook.com/events/252132955174814/>

### May

- CAWPBA official season closer. 6th & 7th. A weekend based a couple of kilometres out of in Heathcote in central Victoria with boating 15 minutes away on Lake Eppalock. Bring your camping gear or stay at a motel in town. For more details, ring Greg on 0408 937 029.

- Historic Winton. 28th & 29th. We will be displaying some boats at this fabulous event. It's not all about boats, but classic/vintage/historic cars, trucks, motorcycles, caravans, etc. And, then there's the racing. If you wish to display your boat, call Greg 0408 937 029 or Alan 0403 838 193.

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*

Did you know that:

The most dangerous vegetables to have on a boat are . . . leeks

## Club Contact Details

### Victorian/Tasmanian Chapter

For further information, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail: [gca42796@bigpond.net.au](mailto:gca42796@bigpond.net.au)

### South Australian/NT Chapter

For further information, contact Paul Siddall by phone on: 0419 826 377 or by e-mail at: [lema033@bigpond.com](mailto:lema033@bigpond.com)

### New South Wales/ACT Chapter

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

### Queensland/WA Chapter

For further information, contact Alan Price by phone on: 0403 838 193 or by e-mail: [m\\_aprice@myacn.net.au](mailto:m_aprice@myacn.net.au)

### Membership Update:

Vic	27	NT	1
NSW	13	Tas	3
SA	12	WA	1
ACT	1	<b>Total</b>	<b>58</b>

*Quote for Today*

*"Let it all go.  
See what stays"*