



THE HOLLOW LOG

The Classic Australian Wooden Power Boat Association Inc.

Volume 18, Issue 3

July 2018

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Wooden speed boat workshop, circa 1990's

Some stats to start off with

Here are some boring old statistics showing how the club's Website and Bulletin Board are faring against the onslaught of Facebook and other social media platforms.

Use of the Bulletin Board has certainly slowed over the years, but is still a great resource that would be a shame to lose. There is a lot of history on the Board that is accessible to anybody. Some searching is needed, but if what you are looking for has been discussed on it, then you will be able to find it.

The more we use our own resource, the better that resource will be for us and future enthusiasts.

And, by way, our Board isn't constantly monitoring your every comment or movement.

Website:

- The total number of visitors to the site since 2009 is 287,400, of which 95% were from Australia.
- The site averages about 45 hits per day.*
- Google searches account for 94% of new referrals to the site, with Bing a very distant second.*
- 62% of people accessing the site use a desktop

or laptop computer, 22% use a mobile and 15% use a tablet.*

- 37% use a screen resolution of 1280x1024, 18% use 1920x1200 and 14% use 1366x768.*
- 53% are using MS Windows, 21% are using Android, 20% use iOS and 6% use Apple Mac OS.*
- As for web browsers: 35% use Chrome, 25% use Safari, 18% use Firefox and 9% use Internet Explorer.*

* Averaged over the past 3 months

Bulletin Board:

- Number of Posts: 15,800
- Number of Topics: 2,408
- Number of Users: 143 (many are inactive)
- Number of Attachments (pictures, etc.): 2,950
- Since the Board was started in March 2009, it has averaged 4.61 posts per day, 0.07 new Topics per day and 0.86 attachments per day.
- The database size is 36 MB and the size of the posted attachments is 545 MB

Photo Shoot

Mention was made in the last newsletter about a book being produced that exclusively featured wooden speed boats. Also mentioned was how a few brave souls ventured out for a photo shoot of boats for that publication.

Well, those brave souls were Doug and Sue Bamberly with *ELECTRIC GIRL*, Ross Foster with *INVADER*, Ray Russell with *RONDA* and yours truly with *STORMY*.



To take a step back to the start, the author of the book, Graham Lloyd, was looking for boats to include in a new book he was putting together, which was a sequel to another book he had published, called *WOOD on WATER*.

The book required digital pictures that were of a high quality (5 to 8 megapixels) to allow them to be blown up to full page size, if necessary. Also, pictures of boats travelling at speed, preferably with another boat running alongside being used as the camera platform.



All this is a bit hard if you try to do it by yourself, so a suggestion was made for a few of us to get out there at the same time.

Graham had put a peg in the ground, saying he was hoping to get all pictures and descriptions in by the end of June. That only gave us a couple of weeks of lead up time to try and get a decent weekend day. Considering also that it was coming into the Victorian winter, when the weather is not all that conducive to recreational boating.

But, a few of us brave southern diehards were up for it.

Keeping an eye on the weather forecasts in late May revealed some potential for June the 2nd. Please remember that June 2nd is the second day of winter. The forecast was for overnight temps of zero with



day temperature of around 15. Winds were predicted as light.. It sounded good, so we set the day.

Ha!

On arrival that morning, I was not at all surprised to find that we were the only ones at the ramp. The water was mostly smooth, even glassy in places, with the sun peeping through some light cloud.

Ten minutes later, the breeze came up and the water started to ripple up slightly.



We decided to put the boats in quickly as it didn't seem as if the weather was going to live up to the forecast.



I have a fairly decent SLR type camera and lenses that are well and truly capable of taking the sort of picture wanted by Graham. Unfortunately, I don't have a lot of the talent and will, maybe, get a few good pictures from the scores that I take. As such, to cover my backside, I mentioned to a friend and total boat nut, Ron Meehan, what we were doing and invited him along for the day. Gladly, Ron took up the invitation and came along.

Ron is tied up with the Classic Ski Boats group, which encompasses all classic, cool and unique ski boats, pre 1990. Ron is a walking encyclopaedia on these boat types and, importantly for us, a great photographer as well.



The boats were launched and we set about photographing them in shallow water. I didn't have a clue, gladly Ron did. The boats were moved around into different positions and photographed from all angles. Doing this meant we were in the water thigh deep, and the water was icy. I looked at us, rugged up above the belt line and in shorts below. Pink above the water line and bluish below. Jeez it was cold. Ron mentioned something about getting used to it . . . ah, sorry Ron, it was cold and always felt cold. I think getting used to it was when you went totally numb.

After many frames were taken, we got out in the boats for some on water shots at speed. As we did, of course, the wind strengthened. We weren't quite at white caps stage, but we were getting there.



The boats did several runs before it began to get too rough and we reckoned we probably had enough anyway.

The boats were parked up on the bank before a great team effort saw them back on their trailers in very quick time. Meanwhile, the lake just got worse with the strengthening breeze.

I had brought along a few snags and some fresh bread and sauce for a feed of pigs in blankets but nobody felt much like standing out in the cold wind for a bit of lunch, so we headed to the best bakery in town in nearby Heathcote for some great pies, a decent cup of coffee and a good chat in the warm.

Yep, it sure was cold, but it gave us an excuse to get some boats on the water and have a run. Far better than sitting at home in front of the fire watching the footie on the tele . . I think, maybe.

Another photo shoot

We were contacted recently by the Marketing Director of Peter Jackson menswear. The company wanted to use a classic run-about for an advertising shoot they were doing.

Member Anthony Marks put his hand up and offered his boat and services.

Anthony built his boat, *La' Altra Donna*, to a Glen-L Monaco design. The 19' 6" boat was completed late last year.

So, keep an eye out for *La' Altra Donna* in the upcoming Peter Jackson advertising campaign.



Membership Renewal

It's that time of the year again—membership renewal.

Fees are the same at \$70.00 and are payable by bank transfer to:

Bendigo Bank

Acc Name: Classic Australian Wooden Power Boat Association
BSB 633-108
Acc No: 132989179

Otherwise, a cheque or Money Order made payable to the CAWPBA and mailed to:

The Secretary
CAWPBA
PO Box 59, Elphinstone, Vic, 3448

Due to some issues with members forgetting to renew and the lack of a system for reminder notices, a reminder email will be sent out in early August.

Boat Movements/discoveries

Ski-Time

The plywood runabout *Ski-Time* was spotted on the side of the road in Gippsland in Victoria recently. It was attached to the towbar of an EJ Holden, with both bearing "For sale" signs.

The last time I'd seen *Ski-Time* was in the boat museum in Lochsport in Victoria in 2006. The 13' boat was a gem, in totally original condition and sporting a four cylinder Vanguard engine with twin carburetors. The build date was shown as late 1950's. The boat sat on its original timber trailer.

Ski-Time was fitted out with many parts from what was probably the donor car for the engine, including the instrument cluster, with the original speedo being replaced very neatly with a VDO marine speedo.

The boat had deteriorated somewhat since I last saw it, probably mostly paintwork, but was still in good original condition.

There was no price on the boat, or even contact details, so alas, it seems we've lost track of it again.



manageable 16 footer. *Scooter* is based in NSW.



Taurus

The winged ex Jerilderee racer has been sold by owner Ray Russell. The boat has had some resto work done with the new owner keen to take the project on. There's a chance it will be converted to a skiff. *Taurus* will remain in Victoria.



Phoenix

This early 60's Lewis runabout came up for sale in June after having sat in a shed for some decades. The Dodge Q powered hull is mostly complete, but is in desperate need of some serious TLC. The boat is located in NSW.



Shed find

This one was discovered in a shed several weeks ago. It seems the winged plywood boat is home built and looking at it, it has been in storage for many years. The boat appears to be complete, along with its Ford flathead V8. It even had a collection of wooden skis and other vintage water sports equipment stored with it.

It seems the boat might even be for sale, but the owner insists only to the right person.



Scooter

This 1940's Lake Tahoe (USA) built carvel was put up for sale in June. A real head turner, *Scooter* was built in the golden age style of the Chris-Crafts and similar, although being a more

Nova—a little more history

I received a phone call out of the blue a couple of weeks ago from Phil Channing. When Phil mentioned his name, I knew immediately who he was as I had heard the name before and had even been given contact details, but for one reason or another, we had never been able to catch up.

Phil is one of the previous owners of my 1966 Eddie runabout, *Nova*. Phil had owned the boat from 1988 until 2000, when he sold it to Rowan Perkins in Tocumwal, from whom I purchased it in 2004.



1988, just after Phil purchased the boat. The somewhat ugly exhausts were soon to be replaced.

We had a great chat, with Phil filling in some good history on the boat and particularly about certain characteristics of the boat.

One thing, for instance, was why the unusual shroud over the flywheel was made and fitted. It seems that when there were long periods out of the water, the boat would leak a fair bit (don't they all!) and when water accumulated in the bottom of the hull, the flywheel would pick it up and throw it straight into the starter motor, ruining it. The shroud was fabricated and fitted to stop the flywheel picking up the water.

That same accumulated water sloshing down the back also took its toll on the alternator, to the extent it was eventually removed and the boat was just run on the battery. The Chev was always a good starter, meaning there was minimum battery draw from starting and as a result, a charged battery would easily last out the day on the water.

There were also a few mods in the engine that were completed, including an insert in one head to repair some wear due to a bent pushrod. Never having had the engine apart, it was something I wasn't aware of.



1993 at Hazelwood

Nova got to be well known as the boat was regularly used by Phil as a camera platform during power boat races, particularly in the Gippsland area and especially at Hazelwood and Glenmaggie.

I asked Phil if he was aware of any similar hulls to *Nova* as it is a fairly unique shape. The only boat he could think of was a boat called *Hoodoo IV* which was raced by Harvey Gunn with the Glenmaggie Boat Club in Victoria. I had heard of *Hoodoo*, but could never confirm if it was an Eddy, even though the two boats were very similar. Phil found a newspaper clipping with half a story about *Hoodoo IV* that confirmed it was an Eddy, although sporting a slightly different layout with a two person only cockpit located about mid-length and the hull looking a little narrower than *Nova*.



Hoodoo IV

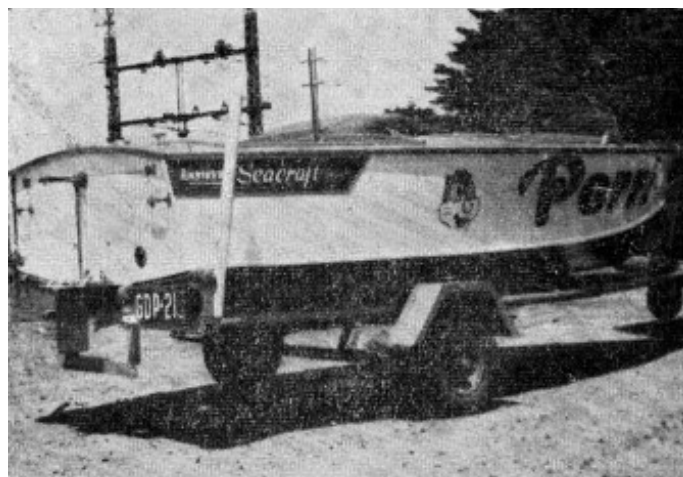
I am still looking to get more info on *Nova*, particularly its racing career in the early days when, I believe, it was raced as *Nova II*.

Hopefully, More to come.

Boat Test—1960

Taken from Australian Water Sportsman magazine, September 1960.

Still another small craft but really a top line performer in all respects. Manufactured by Seacraft of Wells Rd, Mordialloc, the small runabout turned in an excellent showing and left us wondering why many people pay so much money for a larger craft. The twin cockpits were both foam rubber upholstered; rear compartment had bags of space; a good range of instruments were fitted including a hand throttle; a Ford 10 engine gave a top run of 29 mph and we did not fill the tank during almost a full day of testing. Handling was good although there was a tendency towards power fall-off under hard cornering. We found it perfect for skiing and the hand throttle was a definite advantage for maintaining standard ski speeds. At a price of £549 complete with all fittings and ready for the water, we consider this craft to offer excellent value.



PEYTON

Tim's uncle Ronnie purchased *Peyton* in 1968. Apparently in her first few years before Ronnie, *Peyton* was a race boat.

Tim's story with *Peyton* is very similar to *Stormy*'s story—a beloved uncle's wooden speed boat.

Both Tim and I learnt to ski behind her as young teenagers and that's where our love of wooden boats started, I guess.

The Jack Eddy runabout was always Ronnie's pride and joy and is now ours.



Above and below are of Peyton emerging from the shed after many years of storage

Over the years Tim kept asking Ronnie to sell him *Peyton*, and always got the same answer: "You have a boat so don't need mine". (Tim had a 1984 Gilflite at the time, and still has her).

As with all of us, life gets busy, so *Peyton* was then hidden away in grandma's shed and that's where she stayed until the passing of Ronnie some eight years ago, when *Peyton* disappeared.



But, they say, some good comes from bad. Tim's dad passed a couple of years back, so at one time when all the family got together again, Tim asked the question: "Where's *Peyton* and do you want to sell her?"

And that's how *Peyton* came home to us

She had been hidden away in a shed, not in bad nick. The only things we are missing are her bat wings, which can be remade, and her wind screen, so if anyone in the club has a (Lewis type) wind screen laying around, or knows of one, please let us know (get in the queue folks—Ed).

Deb Harbridge



We are currently in the process of cleaning her out to get her ready for her restoration.

While she's away, her Holden 186, which is in need of a lot of TLC, will be looked at and so with a bit of luck, she will be on the water sooner rather than later.



Peyton in her racing days

VSBC 70th anniversary

The Victorian Speed Boat Club is celebrating its 70 anniversary this year and has decided to put a day aside to celebrate its birthday.

The CAWPBA has been invited to help celebrate the day and the VSBC have suggested we set up a static display and hopefully do some on water displays as well (depending on Goulburn-Murray Water).

The day will start at 10 am and continue through to 4 pm when the Jimmy Couples Band will provide some entertainment for a couple of hours. Dinner in the clubhouse will be at 7 pm if you wish and then entertainment in the clubhouse from then on.

Onsite camping is available if you would like to stay overnight.

It should be a really good day with some great machinery, both old and new, on display. If you wish to be part of the CAWPBA display, please contact either Greg (0408 937 029) or Ross (0409 018 415). Ex race boats and old and current VSBC member boats are particularly welcome.

More details will be available shortly.

The event is scheduled for September the 8th.

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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**The Classic Australian Wooden
Power Boat Association Inc.**

Postal Address:
PO Box 59
Elphinstone
Vic 3448

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

President's Pronouncements:

It's been a rough couple of months, I thought I was going to be blown off my hill here in Victoria. Hope everyone came through OK.

The minutes for last year's AGM will be posted on the website shortly, so keep watch.

Some planning has started for this year's national get together, so keep tuned to the BB for more info.

There will be a few changes to the get together this year, but hopefully with input from the shire and the Narrandera Ski Club, it will all be smooth sailing.

Looking forward to catching up with many of you at our annual regatta at Narrandera.

Take your time and travel safe, the lake's not going anywhere.

If you think of any events that you think members would 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:

- We again welcome Nautilus Marine Boat Insurance as a generous sponsor and long time supporter of the CAWPBA. Nautilus understands what wooden speed boats are all about and offer very competitive rates. Refer their ad elsewhere in this newsletter.

Vic:

- I received an email last month from a person who saw my boat *Stormy* in a copy of the Hollow Log he had come across. He mentioned that he had lived next door to my uncle, who originally owned *Stormy*, and knew the boat from there. He sent me a couple of pictures of wooden ski boats that his family had owned over the years and then went on to mention that Keith Simpkin was a very good friend of his and, as an auto electrician, he spent many hours at Keith's factory in North Coburg wiring up his boats. Small world.

Tas:

- The *Tomboy* tour has begun. As was mentioned in Vol 18, Issue 1 of the newsletter, member Chris Chivers has now set off with his boat in tow on his east coast tour of Australia, possibly travelling as far north as Townsville in Queensland. On the way up and back he will be doing a bit of cruising as well as catching up with acquaintances along the way on his planned six month expedition. No doubt Chris will keep us updated on his progress, so keep an eye on the Bulletin Board. Safe travels Chris.

2017/2018 Committee Members

PRESIDENT

Alan Price
0403 838 193
Email: president@cawpba.com

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
Email: gca42796@bigpond.net.au

As always, your contributions to the newsletter are most welcome

Coming Events

September:

- The Victorian Speed Boat Club 70th anniversary celebration. 8th. The CAWPBA has been asked to put some boats on show to help celebrate the VSBC's birthday. There should be plenty of other boats on show of all ages, right up to current day, with a racing background or association with the VSBC.

November:

- CAWPBA Annual National Regatta. Our big one! 3rd & 4th. Lake Talbot, Narrandera, NSW. Contact Alan on 0403 838 193 or Greg on 0408 937 029 for details
- Australia's Great Inland Boat Show and Go. November 11th & 12th. Lake Albert, Wagga Wagga, NSW. Refer <https://www.facebook.com/events/563156607415196/>

2019

February:

- Australian Wooden Boat Festival. Hobart, Tas. 8th - 11th. Refer <http://www.australianwoodenboatfestival.com.au>
- Ol Skool Ski Boat Run & Show n Shine. Remark, SA. 23rd & 24th. A 70km run on the Murray. Refer their Facebook page at:

<https://www.facebook.com/events/1824664507572606/>

April:

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

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

**"Nothing is impossible. The word
itself says 'I'm possible'!"**

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

South Australian/NT Chapter

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

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	26	NSW	11
SA	6	Tas	2
WA	1	ACT	1
Total	47		