

Postal Address:
18 Grandview St
Moonee Ponds
Vic 3039

Phone: 03 9370 2987
E-mail: NH35_Stormy@bigpond.com

We're on the web
http://www.users.bigpond.com/NH35_Stormy/

Editor's Note:

Hey! I'm impressed, that's me!

Many thanks to those who offered suggestions for content in the newsletter. If your suggestion hasn't been included in this issue, it will be in the next. Most of the space in this issue has been taken up with newsletter/club information. One more thing, I am looking at 4 issues annually.

Please, keep talking to me

Greg Carr

South Australian Get Together

Late in November Paul Siddall and John Bowden got together with a couple of classic speedboats of a style not often in Australia.

The two carvel hulled boats, *Lincoln* and *U Botla*, were put through their paces on the Murray River at Mannum.

Lincoln is well known in Adelaide and has been an icon on the racing scene for many decades. Built in 1946, *Lincoln* runs a Ford 292ci V8.

U Botla, a 17 footer built in 1948, is also well known in Adelaide, but has been out of the limelight for some years. It is fresh out of a refurbish and now back in the water. *U Botla* is powered by a Ford V8 side valve.

Paul tells me the two boats together were real head turners



and many spectators were absolutely blown away when *Lincoln*, a 20 footer, flew past them at around 50 mph with a bare foot skier in tow. Wonderful stuff!

Further to all this, there is yet another carvel hulled boat near completion in Adelaide.

SA really is a Mecca for these old boats.



Coming Events

March 2001

- The South Australian Wooden Boat Festival, Goolwa, South Australia March 16, 17 & 18

April 2001

- The Nostalgia Cup (Classic Powerboat Racing), Taree, NSW, April 13, 14 & 15
- The Lake Macquarie Heritage Afloat Festival, Toronto, NSW, April 13, 14 & 15
- The Seacraft/Syndicate Regatta, Moama, NSW, April 21 & 22

October 2001

- The Sydney Classic and Wooden Boat Festival, The Australian National Maritime Museum, Darling Harbour, Sydney October 12, 13 & 14

① Please check for confirmation of dates and venues

Club News

The South Australian Wooden Speedboat Club is now accepting members.

For further information, contact Paul Siddall by phone on:

08 8520 3651 or 0419 826 377 or by e-mail at: siddal@adelaide.on.net

The Victorian Wooden Speedboat Club is now accepting members.

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

No local club listed here in your area? Why not volunteer to start setting something up.

Members of local clubs gain automatic membership of the Classic Australian Wooden Power Boat Association.

Confused? Give Greg Carr a call.

For Sale

I am having baseball style caps made up with the Australian Classic Power Boat Association logo embroidered on the front.

The logo appears on page two of the newsletter. While it is in black and white here, the small boat in the centre as well as the text are white and the two circles are red. The colour of the cap is black.

The cap will be of good quality and should cost approximately \$15.00 each including postage to most areas. This isn't your normal marketing carry on. The price of these caps is cost, I'm not in this for the money!

If you are interested in purchasing one or more of these caps, let me know. The bigger the order, the cheaper they are.

Shirts are a possibility later on.



THE HOLLOW LOG

Volume 1, Issue 1

January 2001

The Classic Australian Wooden Power Boat Association

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Newsletter finally makes it

Hello and welcome to "The Hollow Log", the official newsletter of the Classic Australian Power Boat Association.

My name is Greg Carr and it is with the greatest of pleasure that I bring you this first edition of the newsletter. As you will soon find out, I am definitely no journalist, so please bear with me and my mechanical background.

As most of you are aware, Classic Australian Wooden Power Boats originated on the internet. The newsletter was brought about to promote wooden power boating through the good, old fashioned print media. The internet is expanding rapidly in Australia, but there are still many people who are not connected. Hopefully, the newsletter will reach some of these people. Feel free to

copy it and distribute it to anyone you think might be interested.

Through the newsletter I also hope to bring to you additional information that is not included on the website. Many of you have expressed a desire to form a club for wooden power boat enthusiasts within Australia. I see the newsletter as being a major communication medium between us.

It will be via the newsletter that we express opinions, ask questions, find out what is going on inside and outside the group, request advice on a project you might be undertaking and share information on the history of our boats.

Photographs (black and



Sydney, 1965

white) are no problem, only that the quality might be lacking a bit.

The content of the newsletter will be dictated by you. It is your newsletter and its content and development will depend heavily on you.

If you reckon the newsletter title is dumb, I'm open to suggestions.

I hope you enjoy what's on offer in this issue. It is heavy on club issues for obvious reasons. There is plenty of room for expansion, it's up to you.

The Classic Australian Wooden Power Boat Association

After many years, it finally looks as though clubs for enthusiasts of old wooden power boats will get off the ground.

Although there have been only 30 or so owners that have expressed a desire to start a club, and those owners are spread far and wide in

this vast continent of ours, I truly believe we can make it happen. It is in fact already happening in South Australia with Paul Siddall getting the South Australian Wooden Speedboat Club happening. It is still in its early stages, but it is happening.

It is going to be slow going

and difficult, but I will try and get a regatta happening this summer. I don't know when or where yet, so I'm open to suggestions.

The first few pages of the newsletter will be devoted to the clubs/association. I want to get you all thinking about what you want it.

What is the Classic Australian Wooden Power Boat Association?

Part from being a mouthful to say, at the moment the CAWPBA is a website. It was something I put together after viewing similar American based sites.

I developed the site in 1997 out of a love of wooden speedboats. There were very few boats around at the time and I wanted to see what else was out there and to show others that they (old speedboats) were in fact out there. I wanted to form something to bring the owners together. The Associa-



tion at the moment is still a one man band. I don't want it to be that way. I want it to be a group. I have no special organisational skills and absolutely no experience in clubs. I am just stumbling along with it. Hopefully, as more enthusiasts come along, they will bring with them their own special skills and most likely do a lot better job than what I could ever do.

I see the CAWPBA as being a central contact point for local clubs. We really

are spread wide in Australia and boat numbers are relatively few. The local clubs will be the ones organising get-togethers. Being the central point, I see the CAWPBA as liaising and coordinating between the local clubs. When I say this, I don't mean the CAWPBA will dictate to the local clubs how they will go about their business, but to be there to assist them.

The CAWPBA will produce this newsletter bringing information from the various clubs to each other.

Please let me know your thoughts on all of this. It is important!

Where do we go from here?

A few questions spring to mind:

- What exactly do we want to do?
- Do we want a central organisation as well, or just local clubs
- What do we want from the Association?
- How will the Association be run?
- What do we want to achieve in the short term?
- What do we want to achieve in the

long term?

- What about committees? Nobody wants them, but nothing will happen without them.
- Committee members. How many?

The definition of a Committee:
"A group that keeps minutes and wastes hours"

- Mission statement
- Local clubs - any volunteers?

The points above are just a few things to get you thinking. I know that some will shudder at the thought of committees and mission statements, but they are a necessary evil.

Please write or e-mail me with your thoughts.

Classic Australian Wooden Power Boats and the Internet

I have had the "Classic Australian Wooden Power Boats" web site up and running for about three years now.

I am happy to keep the site going as it is, but would be more than willing to use it as the official site of the Association.

I believe the website can only further our efforts in building the Association and it serves as a free advertising and information medium for the Wooden Speedboat movement. It also establishes us globally, which, I feel, can only enhance the Association. I know many of

the large American classic boat organisations keep an eye on the site's progress. This may benefit us in the long run. A couple of the larger associations in the US have invited me to form an Australian chapter in their clubs. Personally, I would prefer to keep it within Australia.

The site currently does not incur any costs, but is running close to full on the "allocated" free server space that comes with my internet subscription. Further expansion of the site would mean having to buy more server space which, you

guessed it, will cost.

Any comments?



Classic Australian Wooden Power Boats internet site front page

South Australian Wooden Boat Festival

One of the premier Wooden Boat festivals in Australia, the The SA Wooden Boat Festival, is on again in 2001. The festival will be held on the 16th, 17th and 18th of March.

The South Australian Wooden Speedboat Club will be represented there with a number of examples, including Lincoln, Starfire, Rebound, Screamin' Eagle III, Hoggy and Cheetah.

The SAWBF will be the first opportunity we have in 2001 at putting a

good number of boats on show. I hope to get across with my boat and there are others as far away as Sydney talking about coming along.

We need you to come along as well. Let's support the SA Wooden Speedboat Club. Come along and meet other enthusiasts, see the boats that have featured on the website, talk to the owners about their boats and their restoration. Make the effort and you can be assured of a great weekend - after all, we're all a great bunch of blokes!

For further details on the Wooden Boat Festival you can contact the organisers on Ph: 08 8555 3488 Fax: 08 8555 3810 or e-mail at:

signalpoint@alexandrina.sa.gov.au

OR

Contact the Paul at the South Australian Wooden Speedboat Club on Ph: 08 8520 3651 or 0419 826 377 or e-mail at: siddall@adelaide.on.net

Don't miss this opportunity! We are serious, what about you?

"Busy Bee" to buzz again

"Busy Bee" is a 12ft. clinker racing skiff built in Victoria in the late 1960's by Col Winton. The little skiff is powered by an extensively worked Ford Cortina 1200cc engine.



Busy Bee was raced very successfully throughout Victoria, NSW and South Australia during the 1970's by the father and son team of Bill and Colin McLeod. The McLeod's were based in Bairnsdale in Victoria.

Among the "Bee's" many successes are:

Winner and holder of four state titles (NSW - VIC - SA - WA) in 1972, as well as the Australian title in 1972, for the 75 ci class.

F R Hallam Trophy for 91 cubic inch restricted hulls - Australian Championship Winner 1971/1972 in Rathmines, NSW.

C C Saddington Trophy for 75 cubic inch restricted hulls - Australian Open Championship Winner:

- 1973/74 in Hazelwood, Vic.
- 1974/75 in Perth, WA.
- 1975/76 in Paynesville, Vic.

Bunbury Traders Trophy for 75 cubic inch restricted hulls - Australian Championship Winner:

- 1973/74 in Hazelwood, Vic.
- 1975/76 in Paynesville, Vic.

Stan Hammond Trophy for 75 cubic inch restricted hulls - Victorian Open Championship Winner:

- 1972/73 in Hazelwood, Vic.
- 1973/74 in Paynesville, Vic.
- 1974/75 in Lake Learmonth Vic.
- 1975/76 in Paynesville, Vic.

Victorian Championship Winner for 91 cubic inch restricted hulls - 1975/76 Season in Tallangatta, Vic

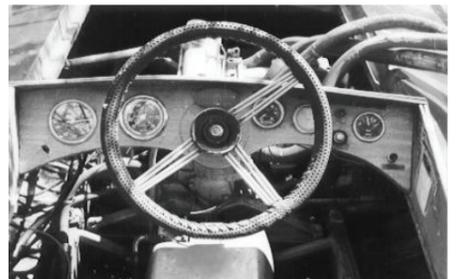
Sometime in the early 1980's, Busy Bee was sold to Barry Coleman and the boat



headed for Sydney. It was Coleman's intention to campaign the boat, but Busy Bee was never raced. Busy Bee remained in Sydney until October 2000, when it was brought to Melbourne by its

new owner.

The boat is virtually unchanged since its



race days, still with all its original instruments and engine.

Colin McLeod, Busy Bee's driver in the 1970's, contacted the boat's new owner a few weeks back after he'd heard on the grapevine that Busy Bee was back in Victoria. He met up with the boat again soon after and the memories all came back. It turns out that Colin and the boat are now located in adjoining Melbourne suburbs!

The restoration of Busy Bee will be a long term project as the hull is in very poor shape.

More information and pictures of this boat will appear on the web site within the next few months (they will even be in colour!).

and *Power Chief* (powered by an old Wolsely Viper – the engine popular with *Newsletter and Co.* of the late 30's). Top speed of *Max* was a closely guarded secret – she had been kept in mothballs and reserved especially for this race. The 175 h.p. Lycoming motor was expected to do 64 in this Yankee hull.

The race proved a sensation!

Max went to the front but *Wasp* wasn't far behind. Then it happened *Wasp* buried her nose and in an instant somersaulted through the air. Nunn was thrown clear and when he surfaced there was the boat, right side up, not 100 yards ahead.

"It was amazing" said Ernie. "Although the boat went over end for end my tools were still intact in the cockpit. I swam to the boat, clambered aboard, kicked the starter, which fired first go, and continued in the race. *Wasp* came in third."

Ern carried out minor modifications to the hull during the winter and by the opening day of 1948 was ready to hit the top.

The national speed record for the class stood at 61 m.p.h. and at his first attempt Nunn recorded an equal speed. Returning to shore, he bumped the spark up a bit and then increased the record to 62.3. Within the next few months he won the Eastway Shield, the Bridge to Bridge (fastest time) as well as the Australasian

championship title – the Griffith Cup. After years of experimenting, Nunn had proved that the Ford V8 was tops.

During 1949 another driver made his presence felt. He was Keith Barry, a Sydney engineer. He relied on a potent M.G. motor. Barry eventually set a new world's speed record of 72 m.p.h. in the 91 cubic inch class. On the record smashing run the boat was driven by racing driver Bill McLaughlin.

Ernie Nunn was upset by a misunderstanding. Nunn had been waiting for weeks at Kogarah Bay to attack this same record. At 4.15 a.m. *Do*, the smaller of Nunn's boats. Driven by Miss Enid Nunn, roared down the course at an average of 68 m.p.h. – four miles per hour above the existing world figure. An hour later Barry's *Firefly* pushed this record up another four miles per hour. Ern Nunn claimed that his sister was entitled to a world's certificate for her effort.

After this bitter disappointment Nunn concentrated for three years on smashing the records set by *Firefly*. However, it wasn't until May 13, 1951, that he realised his goal. With lightweight Stan Watson behind the wheel, *Do* flashed over the measured kilo. on the Cabarita course at 79.24 m.p.h. Later, *Do*, again driven by Ern, recorded 82.3 m.p.h. This figure didn't satisfy Nunn the perfec-

tionist and 12 months later on Kogarah Bay *Do* lifted the record to 85.106 m.p.h. – which still stands as the Australasian, Australian and N.S.W. record.

Ern also laid claims for the Unlimited, unrestricted speed record when he was clocked at 89.5 m.p.h. in *Do*. The original Ford motor was installed for this special run and showed it had not lost any of its kick. Ninety miles per hour mighty fast on water – especially in a tiny craft like *Do*.

After more than 20 years Ern has gone over to a new type of motor. Last year he purchased two Ferrari engines which formerly pushed the racing cars of Whitehead, Cobden and Bryden around Australian and overseas tracks. These engines have given him more than his share of teething troubles but at last he appears to have overcome the setbacks and is ready to show that *Wasp* still has a savage sting.

In his 30 years in the game Ernie Nunn has never been badly hurt. True he has been thrown from a boat on numerous occasions but he's escaped with minor injuries. Probably his most serious accident occurred at Silverwater last season when he parted company with *Wasp* during a roughly run race. The pointer careered along on its side for many yards, with Nunn pinned beneath it. He tore his shoulder muscles and received medical attention.

Nunn, the father of hydroplanes in Australia, is a grand sport. He knows almost every trick in the book and what's more if any youngster wants advice Ern is there to give it.



"DO" at the 1998 Sydney Wooden Boat Festival

Naiad

Naiad is a 12 foot clinker built racing skiff.

Built at home and raced by the original owner, the boat still holds an Australian speed record for it's class.

Engine specs are as follows:

- Ford Cortina 1500 cc OHV 4 cylinder
- Dry sump

- Lotus rods, pistons and cam
- Triumph Herald distributor modified to twin points
- Big valves with BSA Goldstar springs
- Twin Webbers

Apart from needing a new deck (don't they all?), Naiad is in excellent condition.



Greg Carr and Wooden Speedboats

In this day and age, a time when reasonably priced low maintenance fibreglass and composite boats dominate our waters, it is absolutely fantastic to find so many people who still appreciate the workmanship, style and look of a timber boat.

It was prior to my boat's restoration that I was made aware that I had a classic boat. I was fuelling the boat at a service station one afternoon when I noticed a car stopped in the middle of the road for several seconds with the driver staring across at me. He pulled in and asked if he could look at the boat. After an hour of chatting, he changed my view from owning an old (and clapped out at the time) wooden boat to a classic wooden boat.

I then started thinking and, well, here I am

Why a Wooden Power Boat Association or Club?

Well, because there isn't one! Why else? Because Australia needs one!

Seriously, these old classics are quite rare and unless we do something about it, they will all but disappear.

Australia is a country of relatively small population. While many of these craft were built in decades past, the actual numbers built were small compared countries like the USA. When fibreglass boats came on the scene, the value of

high maintenance wooden boats dropped considerably. No longer did people have to regularly paint their boats. There was no more wetting out before you used your boat for fear of it sinking when the water leaked through those dry planks. Everybody wanted the hassle free boating that a glass boat provided. Wooden boats became virtually worthless, "good only for firewood" people said. Many were thrown into tips or allowed to rot behind backyard sheds. The problem is that the number of boats that originally existed was not really substantial enough to absorb the losses, hence very few remain.

Sure, they are still about, tucked away in garages and sheds throughout the country, but the few remaining need to be preserved.

A club will be formed by enthusiasts and people who admire these old craft. It does not necessarily mean that members have to own an old timber speedboat, but that they at least share an appreciation of them.

Personally, I've made an attempt to gather enthusiasts together by using the internet. This met with reasonable success (although the response from the USA was excellent!). Meanwhile, David Pagano in New South Wales went calling for interested people nationally by placing an ad in TrailerBoat Magazine.

David and others such as Wayne Elliot, Chris and Wayne Hayter went on to display their boats at the 1997 Sydney Wooden Boat Festival. I attended the show on the Saturday and was impressed not only by the boats on show, but also by the considerable interest shown in them by the public.

David and friends, in the meantime, were racing their boats in nostalgia races at Taree in NSW, further exposing wooden boats and creating a special event, "The Nostalgia Cup", in the process.

The following year, I decided to support the efforts of these guys by towing my boat from up from Melbourne and attending the 1998 festival. We were joined by Andrew Petty and others who also displayed their boats. I think we all knew that to get something happening, we had to show people that we were serious about all this and that it meant getting as many boats on show as possible.

As the above activities were happening, Adrian Ousman from Adelaide was starting things moving in South Australia. He was joined soon after by Paul Siddall, who has gone on and set up the South Australian Wooden Speedboat Club.

And that, folks, is about where I am at this moment.

My Boat

I'll start this off with a short description of my boat, *Stormy*. While many of you will already have read this account before, it starts the section off. One thing that has come through quite clearly is that people want to hear about other boats, so send in your story along with some pictures for inclusion here. This column will become "Member's Boats".

STORMY

Stormy is a 16 foot Eddy clinker. The bare hull was purchased by David Palmer in 1955 and fitted with a Ford

272 Y block. With some minor engine modifications, the boat was raced with very limited success around Victoria up until the very early 1960's.

It was then purchased by my uncle and used as a ski boat. I spent many pleasant summers both riding in and skiing behind *Stormy* as a teenager.

In 1972 *Stormy* was put placed in a shed and it wasn't until I obtained the boat in 1995 that it again saw the light of day.

The boat was restored in 1996 and is in regular use, particularly now that Victo-

ria again has water in it's lakes after a very long drought.



Prior to restoration in 1995

Mr Hydroplane

The following has been reproduced word for word from an article written by:

Buster Blake, *SEACRAFT POWER SAIL*, Volume 22, No. 4, May 1959)

Only one man can lay claim to the title of father of Australian three-pointers. And that man is Ernie Nunn.

Check the record lists and there's a name that appears with monotonous regularity. It's NUNN. Over a score of years this man has won more national and state titles than any other driver.

Len Owen may be the father of three pointers in Victoria, but when it comes to Australia, that honour certainly goes to Ernie Nunn. Nunn has won the Griffith Cup, the trophy now held by New Zealander Len Southward; the Eastway Shield (five times); The Lawson Shield (seven wins) and the bridge to bridge (six first places and fastest time). In addition, Nunn once held an unofficial world record. The feat was never officially credited by the U.M.I.

There is one record that Nunn claims will never be beaten. His three pointer is the oldest record-holding hull in the world. This boat was built in 1925 and has only been rebuilt once.

Today the "master" is 50, but he can still recall his first ride in a speedboat. Perhaps the word "speed" is out of place because the boat would only do 22 miles per hour. But 45 years ago, that was FAST. The power unit was a three cylinder Ferro and the hull resembled *Invincible* – a well known speedboat of the day.

Ernie grew to love boats. His grandfather, who lived at Mosman Bay, owned a 20 foot carvel boat, similar in many ways to the modern skiff. A 1905 o.h.v. Belsize auto engine gave this boat, *Gumnut*, a speed of 19 m.p.h.



Nunn brings "Wasp" in after a time trial at Kogarah Bay

"In those days," Ernie said, "I thought 20 miles an hour was dangerous. I'd never have guessed that in 30 years time I would be clocking 90 m.p.h. on the water."

In his late teens and early 20's, Ernie and his brother Bill earned quite a reputation on the Georges River with their powerboat expeditions. When the Deepwater Motor Boat Club was formed at Milperra, the Nunn boys were the main supporters behind the speedboat section.

Brother Bill was earning a name for himself in motor car racing but Ernie's first love was the water and he stuck to it for his enjoyment. His first boat was a single-step hydroplane. The side valve Lexington motor pushed her along at 35 m.p.h. Ernie competed in the first speedboat race held at Deepwater.

Christened *Wasp*, the boat and Ernie soon became well known. *Wasp's* main claim to fame came via the terrific and spectacular sheet of spray which she threw up. Nunn decided to modify the hull. He thought that the angle of attack on the

front planing surface was insufficient.

He screwed two lengths of 18 inch by 1 inch wood to the bow in a V formation. To his delight the boat improved considerably. *Wasp* had become the first three-pointer in Australia. Ernie Nunn must surely be the "father" of three-pointers.

While Ernie was fiddling with *Wasp*, Bill came back on the scene and bought *Bear Cat*, a well known speedboat built by Peter Kemp and Emil Lundberg. She was fitted with an eight-cylinder Sturtevant. The Stutz motor was too heavy and although it made enough noise for two engines it only drove the boat at 45 m.p.h. Bill yanked the motor

out and tried a Wolseley. This lighter motor gave *Bear Cat* 52 miles per hour.

By 1927 Ernie had outgrown the original *Wasp*. He wanted a faster boat.

A woman driver, Mrs. Reub Head, reigned as the local champion at this time. She drove a single stepped hydroplane, *Endeavour*. Nunn bought *Endeavour* when Mrs. Head put her up for sale. He couldn't afford the eight cylinder Curtis aircraft engine which powered the boat. So he took home a bare hull.

At the Nunn home, at Guilford, the eight cylinder Sturtevant motor lay rusting in the back garden. It was too heavy so Ernie cut it in halves, thus making a four cylinder unit with a pair of cylinders on each side. He called it his "freak" motor, the Bent Four. It drove *Wasp* (as he named the boat) at 45 m.p.h.

The faithful Bent Four came to an end during the running of the Griffith Cup of 1935.

In those days the race was run over two heats each of 30 miles. The logical favourite and winner was the 450 h.p. *Cettein* but this big boat was expected to be extended by *Offspray* and *Yvonne*, both powered by Ford V8's. This motor was making its presence felt in the sport. A few laps of the race saw *Wasp* out of action. The motor had cracked cylinders caused by overheating. For the remainder of the race, Ernie watched from the shore.

What he saw convinced him that the Ford V8 motor was the engine with a future. Both *Offspray* and *Yvonne* completed the two heats without any engine trouble. This appealed to Nunn. He wanted a speedboat which was both fast and reliable. The Ford motor had great possibilities.

He bought a 1936 Ford V8 and set out to make it perfect. Ernie is reknown for his perfectionist approach. He fiddled for two years and in 1939 he was set to show his best. His main target was the Eastway Shield. The motor was almost standard. It had a 7:1 compression ratio and turned a three-bladed prop.

The day of the race dawned. Nunn rose early and drove to Deepwater where he launched the boat to give her a final trial. That run almost ended in disaster. Sliding into a turn, Nunn gave her too much throttle and the big hydroplane dipped and in an instant Ernie was hurtling through the air. Fortunately the boat remained on an even keel. Ernie, unhurt by the mishap, swam to *Wasp*, clambered aboard, kicked the starter, and roared back to the launching ramp. A change of clothing, a bite of breakfast and Nunn was off down the Georges River to the St. George Motor Boat Club's course on Kogarah Bay.

The water was calm as *Wasp* flew over the measured mile. With a rooster tail shooting high into the air the hydroplane recorded an average of 45.4

m.p.h. to set a new State 225 c.i. record. Less than 30 minutes later the starters in the Eastway Shield were called into line.

Nunn's main opposition came from *Penzol*, driven by Sep. Whiteman. This giant was unreliable and Ernie decided to play cat and mouse. He would go hard from the drop of the flag and force his opponent to give *Penzol* the works. If *Penzol* could last the four 10-mile heats, Ernie's chances were poor, but that was the risk he took.

Penzol was an easy winner in heat one. Nunn was out to make Whiteman cover as much ground as possible, so he ignored the finish and continued for another lap. Whiteman followed and during this circuit of the course seized a universal joint. The big boat couldn't start in the second heat. *Wasp* proved too speedy for *Offspray*, *Zoom* and *Yvonne* and came home an easy winner. Thus Ernie Nunn won his first Eastway Shield. He has since collected it on five occasions.

Nunn's day didn't finish with his championship win. In almost total darkness he started off on his long drive up river.

"The boat wouldn't scoop water below 25 m.p.h.," Nunn said. "It's no fun tearing along at night when you can't see where you're going. That ride home was a nightmare. I was glad when I rounded that last bend and saw Deepwater Club ahead."

The following day Sep. Whiteman phoned Nunn and suggested he might try one of the new two-bladed propellers which had recently arrived from America. With the new prop. *Wasp* recorded 47.6 m.p.h.

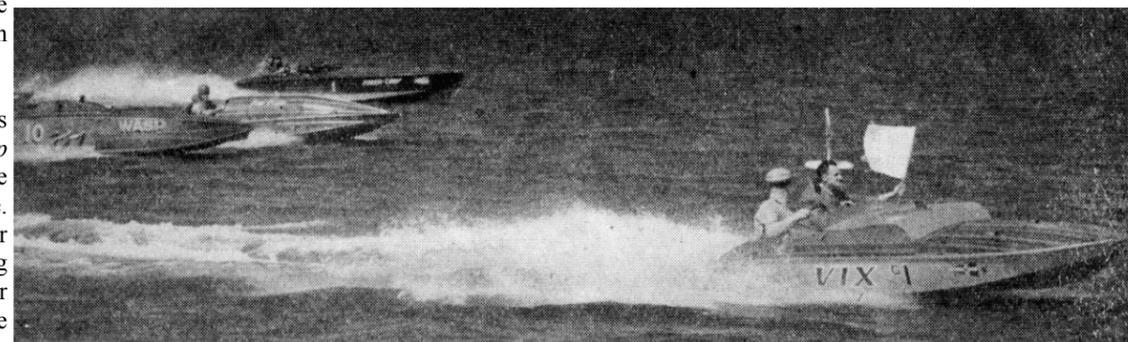
The Second World War brought speedboating to a sudden halt. For the next seven years *Wasp* lay in Nunn's shed with a canvas canopy. It wasn't until 1946 that *Wasp* re-appeared. Ernie reckoned that his pointer would take some beating in the Eastway Shield. That year the race was held at the Royal Motor Yacht Club, Kangaroo Point. Included in the field was *Miss Ada* and *Power Chief*, as well as a dozen slower craft.

Miss Ada (Ray Jentch) and *Wasp* quickly opened up a handy lead. Rounding the southern buoy *Wasp* ran into trouble, and almost capsized. Bill Nunn, riding passenger, was thrown against the cockpit side and busted two ribs.

When the boat righted herself water was pouring through the floorboards. Ernie sized up the position, pulled out of the championship and headed for the launching ramp. He managed to beach the boat as she settled. The years had taken their toll – the bottom plywood had lifted. *Miss Ada* went on to win the title and shortly afterwards set a new speed record of 49 m.p.h.

For six months Nunn worked in his workshop. *Wasp* received a total facelift and when she re-appeared few recognised her. Now she was a sleek three pointer ready for all-comers.

When the 1947 Eastway Shield was run the new *Wasp* was ready and rearing to go. That year the field included the imported American boat *Max*, owned and driven by McFarlane, *Sunray* (ex *Cettein* powered by a Rolls Royce Merlin aircraft engine), *Miss Ada*, *Alfast* (another Rolls job), *Rio Rita*, *Bar Puss*



The Kangaroo Point race with "Wasp", "Rio Rita" and "Power Chief" off to a flying start. Starter boat is "Vix".