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Editor's Note:

Membership numbers continue to increase with Victoria really surging after the Melbourne Boat Show and a late run from Queensland in the past week or so, bringing our numbers to about 50.

I am still running thin on "current" content for the newsletter. Please let me know what is happening around the country - everyone wants to know, not just me.

Greg Carr

Around the Traps

Victoria:

Rebound, a 327ci Corvette powered 16' Lewis skiff, has arrived in Victoria in the hands of Bob Carter. While the skiff is in very good condition, Bob still plans to do some work on the boat, such as freshening paintwork and renewing engine plumbing.

Alex Brown is currently restoring a 13' Mouldcraft, which should complement his father David's 16 foot Mouldcraft nicely.

Get well Phil Norrish. Hopefully by the time you are reading this Phil will be back at work after suffering a heart attack at home recently. From all of us Phil, all the best and get well soon.

At the recent Victorian members meeting, Greg Carr announced that he was going to be out of the country for most of next year. Well, his circumstances have changed and he will now be around for at least "most" of next year.

New South Wales:

Rob Cranfield has become the proud owner of two new boats. One, believed to be a Goldsbrough, has been christened "Tragedy". You can read about Rob's experiences with the restoration of this boat on the website's Bulletin Board - it is

very entertaining! The other, "Thunda", is a 17' rearmount Lewis skiff that should be back in the water a lot sooner than "Tragedy".

Dave Pagano has tracked down the hydro Chinook, previously known as Fast "R".

As mentioned elsewhere, Dave Pagano's hydro Aggressor is now on display at the Bankstown Air Museum. If you would like to see this most impressive boat, head on over and have a look.

South Australia

Colin Bailey is the new owner of Jindalee, a very original early 1960's Everingham runabout. The 'one owner' 16 footer is in excellent condition, having been looked after very well by its fastidious owner. Colin also owns "Sparkla", another Everingham, that he has under restoration.

Paul Siddall has had to double the size of his shed at home. Serves you right for collecting so many boats Paul!

General:

Included in the next edition of The Hollow Log will be a list of names of all financial members of the Association. It will also include boat details, location (state) and phone number/email address.



The Classic Australian Wooden Power Boat Association

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THE HOLLOW LOG

Volume 1, Issue 4

October 2001

We are finally getting it together!

I think we have had a reasonably good year up to date with several meetings and displays around the country.

First off was the Wooden Boat Festival in Goolwa, SA, in March. This was a terrific weekend and proved to all of

The Adelaide Boat Show presented an opportunity for the SA branch to put a few boats on display. Again, another successful display



Dianne Fenton's Lewis at Toronto

with a very good response.

Mid August saw the NSW group display two boats at the Bankstown Air Museum's "Wings and Wheels" day.

One of the main drawcards for the show would have been Dave Pagano's hydro Aggressor.



The Melbourne Boat Show

Also in mid August, the Queensland branch decided it was time to follow up on their earlier meeting with their

Show Day at Sanctuary Cove. Although the day attracted several enquiries, only two boats turned up. Even so, those two boats created plenty of attention and a

good day was had by all.

The Victorian branch had their first meeting at the end of August. This was a very casual "get to know each other" that attracted 14 people. The highlight for the evening was attendance of retired boatbuilder Keith Simpkin. Keith was a goldmine of information and was kept very busy answering the many questions put to him. Many contacts were made

with faces put to names.

The good news is that there are more events scheduled for this year.

All in all, it is very heartening and everyone who participated should be congratulated for making it happen. We appear to be on a bit of a roll, so let's see if we can



"Aggressor" at Bankstown

us what a great time can be had when a group of people with similar interests get together.

The long weekend in June saw a get together happen at Toronto in NSW. Several people and four or so boats ensured a pleasant afternoon.

Then came the Melbourne Boat Show in late June. Two boats were on display and the level of attention they created was encouraging.



Sanctuary Cove, Queensland

Coming Events

November 11, 2001

Classic Wooden Speed Boats on display at the Melbourne Runabout and Speed Boat Club race day at Melton Reservoir, Melton, Vic. Contact Greg Carr for more details.

November, 2001

NSW Boats and BBQ. Venue at this stage is Lake Lyell. Contact Dave Pagano or Rob Cranfield (rcfield@accsoft.com.au) for more details.

November, 2001

SA Get Together and Cruise, Mannum. Contact Paul Siddall for more details.

March 2 - 3, 2002

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

Club Contact Details

The South Australian Wooden Speedboat Club

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

The Victorian Wooden Speedboat Club

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The New South Wales Wooden Speedboat Club

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

The Queensland Wooden Speedboat Club

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

The Tasmanian Wooden Speedboat Club

For further information, contact Martin Blaschke by e-mail at: melandmarty@bigpond.com

The Classic Australian Wooden Power Boat Association

For general information and separate newsletter subscriptions, contact Greg Carr by phone on: 03 9370 2987 or 0408 937 029 or by e-mail at: NH35_Stormy@bigpond.com or write to the address at the top left of this page.

ALL-CONQUERING CHEVY

Reproduced from:

SEACRAFT, November, 1964

The power-packed V8 Corvette engine has re-written the Australian record books.

By **KEITH SWIFT**

One of the most remarkable engines to appear on the local scene is the Chevrolet V8 Corvette. Used almost exclusively in skiff racing and with great affect in hydroplanes, this American unit first became available to the public in passenger vehicles during the 1955 model year. First boat owner to install one here was Jack Lewitz, whose Wendy became unbeatable at his home club, Silverwater, during 1957, and went on to win many championships and set records in her class.

Hi Fi, Australia's best known skiff, has run a Corvette engine for five years with outstanding success, winning almost every championship in its class plus setting the still unbroken Australasian, Australian and New South Wales Unlimited Displacement record of 90.981 mph. Hi Fi was formerly owned by Spencer Miller, but now belongs to Alan Boucher, whose well known Apache III also has raced on Corvette engines with great success.

JAG'S CHEV

First hydroplane owner to fit a Corvette

was Hockey Treloar who transferred the engine from his skiff Jag to his hydroplane of the same name for his trip to New Zealand in 1959. There, in the Griffith Cup, his untried boat outraced the vaunted Mystic Miss in he first heat, but a bad start in the second heat cost him an outright win. As both boats had equal points, with a first and second place each, the race (according to the printed program) should have gone to the fastest heat - recorded by Treloar's Jag. During the discussion, however, and despite the fact that entries had been accepted under this rule, a motion passed at the previous conference, to award a tied race to the boat with the fastest elapsed time for the race (ie, both heat times added together). Thus, New Zealand retained the trophy.

Ironically, Mystic Miss now races in New South Wales with A. Baker of Wollongong, her 3½ litre Ferrari replaced by a Corvette, and has recently run speeds of 123 and 124 mph.

Ron King's L for Leather, another Corvette powered hydroplane, held the NSW speed record at 124.5 mph until recently and was raced with success until sold to Victoria

Diablo, another hydroplane with the Chev sports car engine, won the Max Kirwin trophy for the Unlimited hydroplane Championship of Australia during 1962. This boat is now retired, but her

owner, Jim Broadby of Lakemba, keeps contact with the sport through Corvette engines.

BEST TUNER

Broadby has a reputation as one of the most knowledgeable tunes in NSW. He has either supplied completely set up engines, tuned, or advised on all the previously mentioned engines, with the exception of Mystic Miss and the US import Hydrophobia. At the moment Broadby is concentrating on Ray Murdoch's Fury, already showing great potential with her 327 cu. in. Corvette. Due to the present US power race, bigger and improved engines are appearing every year and, as the top speedboaters acquire later models, earlier and smaller Corvettes are becoming more available to the average club driver. A good 283 brings around £200. Corvettes are currently available here in both 283 and 327 cubic inch capacities, although several conversions have been made by importing Corvette heads, cams, etc. and fitting these to intermediate size Chev V8 car engines such as the 265 and 272 cubic inch models.

Quote for Today:
"We have to believe in free will. We've got no choice".

Queensland Get Together, Sanctuary Cove

Being my first showday, I was a little nervous about how many boats would turn up at Sanctuary Cove.



Chris (in hat) talking to those interested

Enquires about the Queensland Wooden Classic Boat day had come over the internet and one from our advertisement in the local paper. After seven definite responses we looked forward to seeing at least three or four boats at Sanctuary Cove.

We left Carrara on the Nerang River at 8.30 am and arrived at Sanctuary Cove marina just before 10. The marina was a welcome sight to Ken and I after cruising the canals of the Gold Coast and passing huge power boats entered in the Round Russell Island Race. We were

excited to see many people waiting on the wharf as we moored because we hadn't realized the race was happening on the same day.

Although my '54 Lewis and another '62 Lewis were the only two boats on show, we estimated about 50 people asked about the club and showed a great deal of interest in the old woodies. One of the harbour masters at Sanctuary Cove came over and suggested we enter the Classic Car and Boat show in September.

..... continued on page 6

Melbourne Boat Show - the old and the new

by Greg Carr

Two boats were put on display in the concourse area of the Melbourne Exhibition Centre during the Melbourne Boat Show in June/July.

The boats on show were Doug Bamberg's *Electric Girl* and my own boat, *Stormy*. There was to be a third boat, *Hornet*, but despite a really good effort, circumstances and distance meant that *Hornet*'s appearance just wasn't to be.

The display proved to be a great success. I spent Thursday, Friday, Monday and Saturday evening there. Work dictated that I couldn't be there during the day on Saturday of Sunday. Thankfully, Doug came in on the weekend and Darren Goldberg also helped out



Yours truly at the Melbourne Boat Show

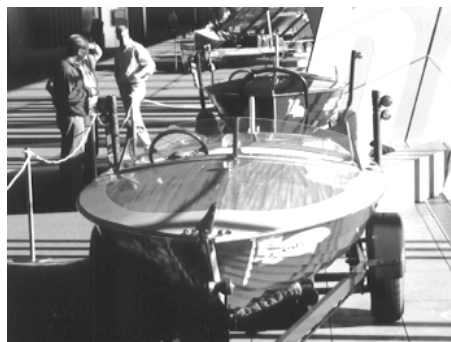
While Thursday was quiet, Friday was a lot better. I was never flat out talking to people, but the numbers were steady. The boats brought back plenty of memories for many people and they were keen to talk about them. A lot of people remembered *Electric Girl* racing on Albert Park Lake back in the 1960's.

Both Doug and Darren said they were kept quite busy over the weekend answering the public's questions.

There were a couple of people, now members, that I think were genuinely rapt when they saw us there and realised what we were all about. They just didn't know about us, which reinforces the importance of what good exposure, such as that gained at the show, can bring.

While I didn't expect a huge response to a couple of "old wooden speed boats" at the show, I thought the result we ended up with was excellent. After all, the show is put on for manufacturers to display the absolute latest in boats and

boating equipment to a public that are there to look and possibly buy it.



Electric Girl and Stormy on show

As a direct result of our exposure at the show, we have had seven people join the club. I reckon that is a fabulous result!

I'll look forward to any suggestions for next year's show or any other venues we might be welcome at.

Wings n Wheels, Bankstown Air Museum

by Rob Cranfield

In early August I was talking with Dave Pagano about us organising some sort of a get together for Sydney and surrounds so the members could meet one another and put faces to names to boats.

He mentioned he'd been invited to take "Aggressor" to the Bankstown Air Museum's annual *Wings n Wheels* day as it's Rolls Royce Merlin tied it into the aircraft theme. The Wings and Wheels Day has historically been vintage aircraft



FF Sure and a Canberra bomber

and cars, this year we changed all that. We agreed it'd be an ideal opportunity to have a day out and I rang a friend to make sure it was OK for us to bring some more boats along.

The plan was to go over and help adjust the tappets on the Merlin on Saturday then drive back out to Dave's on the Sunday to tow "FF Sure" in to the airport with Dave towing "Aggressor". The weather turned out to be warm and clear,

a perfect start. We ran a little late but it made for a grand entrance with all heads turned to "Aggressor".

The people showed intense interest in both craft and word soon got around that the Merlin was to be fired up. It's amazing the number of people who saw these Unlimited Hydros race and had memories to share of those days and wooden boats in general.

After having answered many questions and several delayed arrivals of the fuel truck the time to fire "Aggressor" up came. Fences were moved to ensure the safety of the viewing public who by now were 5 and 6 deep along the barriers in anticipation. A minor fuel leak attended too and the priming pump did it's job. Surprisingly to me, it fired almost immediately and roared into life.



Engine running was a real crowd pleaser

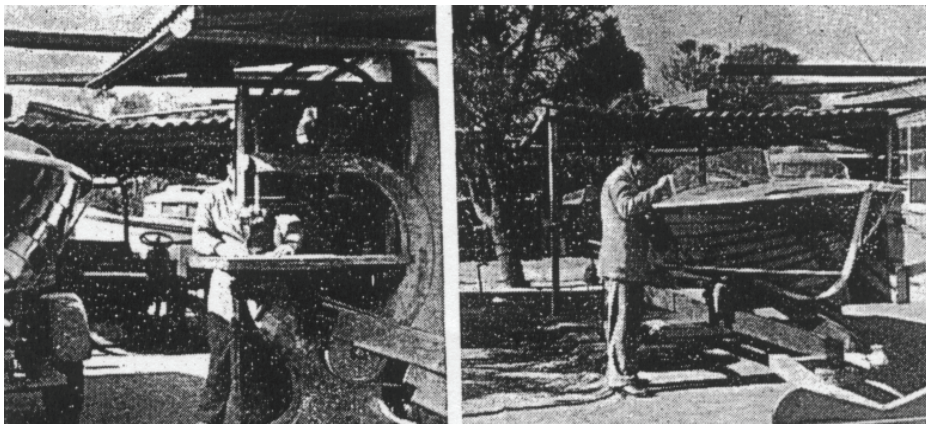
I'd expected more cranking given it's been a while since it ran. Thirty litres of avgas doesn't last long and it was over all too soon. The crowd cheered and clapped and put their hands into their pockets to more than cover the fuel costs.

In the ensuing conversation with museum staff a place was offered within their hangar to place "Aggressor" on exhibit to the general public. This was accepted by Dave and anyone who hasn't seen "Aggressor" can do so currently at the Bankstown Aviation Museum, (Bankstown Airport, Sydney).

We've been invited back next year and I'd hope that with a bit more notice we'll get some other members and boats along for what was an outstanding day. As a public relations exercise I think it was invaluable. With a few more boats it would be more so and I intend to take my own next year. The talk was of "Wings, Wheels n Water" next year.

Left: Big bandsaw is used for cutting curves; is equally handy for straight-line sawing, especially in very thick wood. Here a completed runabout hull is readied for engine installation. What looks like a steering wheel at the rear of the picture is the control for the panel planer. This planes wood to a predetermined thickness and is invaluable for planking.

Right: Owner Ted Higgs takes a first look at the finished hull of his new runabout.



from the outside, but are filled with modern machines for both woodworking and engine conversions. In the latter field they work in closely with engine specialist Mervyn Waggot; all of their camshaft work is done by him, and Lewis built boats with Waggot-converted-and-installed engines rate equally with 100 percent Lewis boats for guaranteed speeds.

Four main types of speed skiffs are built at Lewis Bros. They are a 135 ci boat, 13 ft. overall, a 14 ft. 255 ci boat for standard motors, a slightly larger (14 ft. 8 in.) 255 for hotted-up engines, and 16

ft. runabouts.

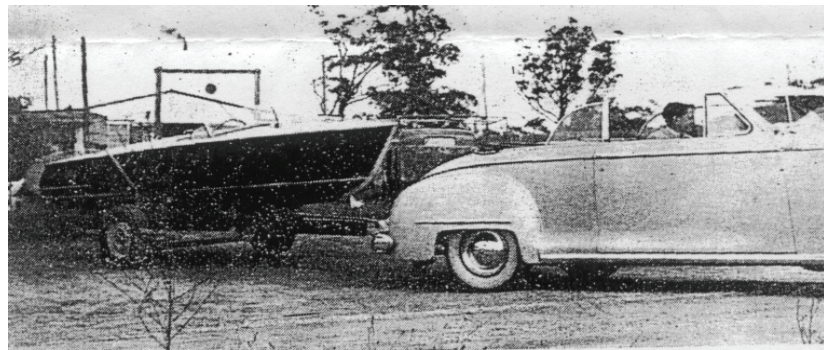
The same basic hull shapes are used in successive boats in each class, but each individual boat has small changes in design incorporated in the light of past performances of boats of the same class.

When engines have been prepared and installed either by themselves or by Waggot, the brothers guarantee that their boats will attain the following minimum speed: Runabouts, 45 mph; 135 ci, 50 mph; 255 ci 62 mph.

As we emerged from the Lewis Bros.' office after finding out all these things,

the hard glare of the sun from a clear

Sydney sky shone on the immaculate varnish of the newly completed runabout hull near the door. We said our good-byes and turned for a last look at the buildings before heading off down the road for the city. By comparison with the sleek and shining speedboat they looked even less impressive than before. There and then we mentally coined a phrase which is so corny that we wouldn't inflict it on you if it didn't seem to sum up something about Frank and Ritchie. "The Lewis Brothers", we thought, "put speed and performance



We felt tempted to caption this picture "Satisfied customer drives away with finished boat". Actually, Ted Higgs is using his Dodge convertible to back the boat up to another part of the yard for final touches; he took delivery an hour later.

Queensland Get Together, Sanctuary Covecontinued

Unfortunately I'll be overseas when the show happens but I'm considering letting my best mate (and my mechanic) enter the *Crank'n Classic* for me.

Although we had a miserable turn out of boats, the day was a complete success with our wives and families enjoying a great pub meal on a sunny balcony overlooking the blue waters of the Coomera River.

Classic Quiz



Anyone hazard a guess as to where and when was this photo was taken?

Here's a clue: The sign on the building says "Mercantile Rowing Club".

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Last month's Classic Quiz answer is:

War Eagle. (War Eagle is currently under restoration in NSW).

Collecting "C-C"

Dave Pagano was recently given the opportunity to purchase what is not generally a common boat in Australia.

Dave had seen the carvel hulled boat in Sydney several years earlier and had offered to buy it, but the owner would not sell. The owner took Dave's name and number and promised him first option if he ever decided to sell it later.

Some years later and true to his word, he called Dave and offered to sell him the boat. Dave initially could not remember it, but after being given some details over the phone and viewing some photos that were sent later, a price was eventually agreed upon.

To pick up the boat meant a drive from Sydney to the Gold Coast. I had some free time so offered to keep Dave company on the trip, which would be made a little slower seeing as we would be travelling in his Dodge truck, "Hydro Fever".



Bearing check by moonlight

I flew into Sydney on Thursday night. Dave picked me up and we headed out to Richmond. After a good chat catching up on news etc, we turned in.

We headed off about 6 am on Friday morning for the long haul. As we travelled north, I was amazed at the size of the rivers. These rivers make the Murray look small! We passed numerous waterways, called creeks, that were bigger than most rivers found in Victoria. This is even more so since it stopped raining in Victoria about 5 years ago.

After a couple of food and "interest" stops, we arrived at about 7 pm. We located the caravan park we were staying at and then contacted the owner of

the boat and headed out to pick it up.

The boat was sitting on its trailer in a carpark and, even though lit by only a few overhead lights, you could tell this boat was a bit special. It sat proud, its near vertical stem showing that this boat had been around for many decades. We walked around this old classic several times, admiring its lines.



Heading back home

C-C was then towed the boat back to the caravan park. By this time it was about 9:30 pm and we were just a little peckish. We picked up some dinner, then set about changing bearings. Dave had brought along two new sets of bearings covering both Holden and Ford sizes, but as Murphy would have it, neither were the correct. The bearings fitted were checked and found in very good condition, so it was decided that they would get us home OK. We hit the sack at about midnight after a long day.

After a quick shower and a coffee, we were on the road again at about 7 am.



Not far now !

The trip back was about as exciting as the trip up, but broken up a bit by a few stops at antique shops (this guy can't drive past an antique shop).

We dropped in on Terry Moran at Lake Cathie to say g'day and show off the new toy. As always, Terry friendliness

and hospitality and his wealth of information meant we stayed longer than we should have. After heading off again at about 5 pm, we pulled into Richmond around 11 pm.



Proud new owners

Sunday saw the boat get a quick tune – new plugs, new points and a good look at. Dave, his girlfriend Suzie and I, then headed down to the Hawkesbury River with the boat in tow. The boat was launched and we all piled in and cruised away. Unfortunately, the motor would not rev (fixed later) and the boat would not come up on the plane. All the same, motoring along at about 5 knots was something else in this old classic.

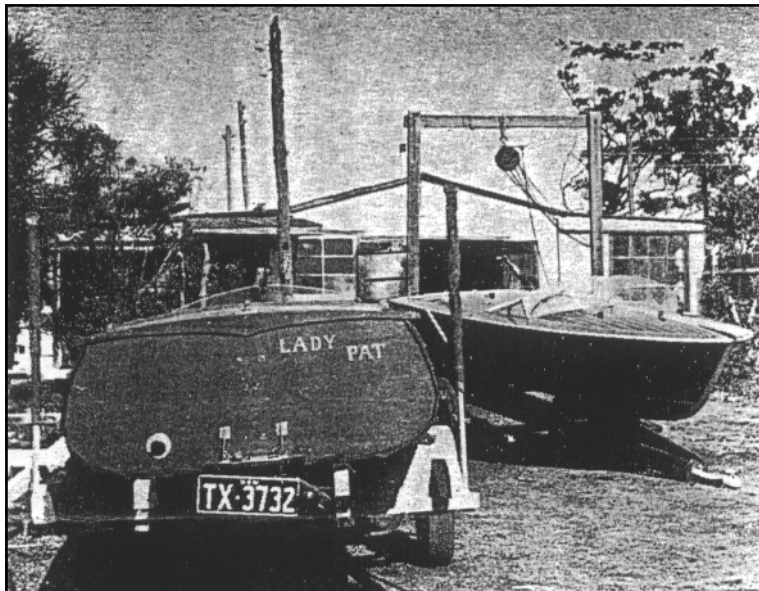


C-C after her run

"CC" is a 17' carvel hull and is believed to be a 1927 Chris Craft. While we could not find any identification on the boat proving this, there is nothing to cause us to disbelieve this. The wooden steering wheel, in particular, is classic Chris Craft from the late 1920's.

One thing that was obvious while we cruised along the river was that this boat, even though weary and worn, exuded enough class to regularly turn heads as she cruised by.

So, yet another classic arrives at the Pagano stables.



The Lewis Brothers

Speedboats from this yard at Taren Point near Sydney have had successes in every Australian State.

*Seacraft magazine,
June 1954*

If you get into a car in Sydney and drive out along the shores of Botany Bay to Sans Souci; if you cross the Georges River by the ancient and leisurely punt, head up towards Caringbah for half a mile or so and then turn left into the scrub, and carry on until the road has almost petered out, you will find yourself in front of a group of low buildings with an undistinguished external appearance. A casual observer might be forgiven for thinking that there was a little country garage which hadn't changed since the days of hand pumped petrol.

How wrong would he be! Out of these sheds come at regular intervals fresh examples of those fascinating blends of inspiration, craftsmanship and applied mechanics – speedboats. And not just ordinary speedboats; for this marine stud farm has produced boats which in their classes have won championships or broken records in every State of the Commonwealth.

One blustery morning a few weeks ago, when the first westerlies of winter were rattling the doors of Sydneysider's homes, we made the trip to Taren Point, took the photographs you see here, and extracted from the quiet and modest proprietors of the business the story of their rise to success in speedboat building.

Frank and Ritchie Lewis owe a great deal to their father. Clem Lewis was an engineer whose hobby was model-making. He had infinite patience and a

passion for detail, and even before he had finished one beautifully made model, he was working out design improvements to be incorporated in the next.

Some of his models were fascinating. One which we saw was a tiny working steam engine which, complete with fly-wheel, piston, crankshaft and valve mechanism, was so small that it could be completely hidden behind the top joint of a man's thumb. Another was an eighteen inch long steam launch which instead of being made from a solid piece had been painstakingly carved planked.

Clem Lewis' interest in working model power boats led him naturally and easily to the challenge of getting speed out of full size boats. He became a keen racing driver, and his enthusiasm was catching. Frank and Ritchie, scarcely more than boys, felt interest in the sport stirring



Heath-Robinsonian in appearance, the steam bending plant is in reality efficient and easily manageable.

within them, became apprenticed to Shevills' at Sans Souci and began to learn how to build speedboats.

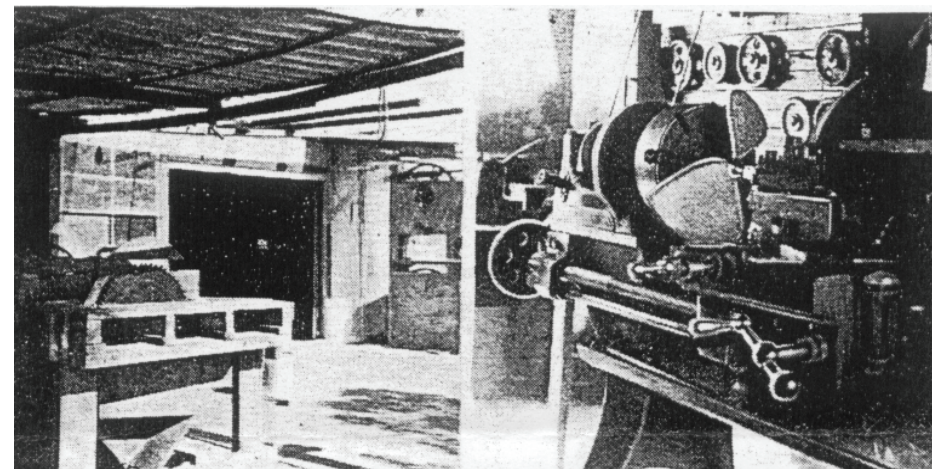
In 1945, when the war had finished, the two brothers, now with years of practical experience behind them, launched out on their own and started the business at Taren Point. From the beginning they built speedboats, but the name "Lewis Bros." didn't then mean much to racing men and they were obliged to fill the gaps in the order books by building "putt-putts" – little open motor skiffs with two-stroke engines. These sold like hot cakes, but the boys' hearts and minds were turned towards speed, and they were glad when at last they were in a position to accept orders for speedboats, and nothing but speedboats.

Today they concentrate solely on clinker-planked round-bilge skiffs. But, curiously enough, the first speedboat they built for their own use was a hard chined carved planked boat. This boat – "Comet" – was completed in 1946 and did 46 mph. With their next family boat, however, they reverted to the skiff pattern and their faith in the design was justified when "Miss Pat", a 135 cubic-inch restricted boat, took the Australasian record, first with 46 mph and later with 50.35 mph.

"Miss Pat's" success was the first step on the ladder of fame for Frank and Ritchie Lewis. By a tragic twist of fate, it was while racing this boat at Port Hacking that their father was killed on October 8th, 1948.

Left: 15" circular saw and 30" bandsaw flank the sliding doors of the woodwork shop. Entrance to the machine shop behind the bandsaw, out of picture and to the right.

Right: A partly trued up propeller mounted on the faceplate of a lathe in the machine shop. Crammed with machine tools, this department is equipped for all work on engines except camshaft regrinding.



Clem Lewis' death was a loss to the speedboating world and a severe blow to his sons. But it also increased their determination to carry on, as they felt he himself would have done, with the ceaseless search for more speed through improvements in design and building.

The speedboat which made people really sit up and take notice of the brothers was "Fox". Built in 1947 for themselves, Dodge - powered "Fox", with Frank driving, set a record of 52.25 mph in the 225 c.i. restricted class in 1948. When in the following year the engine limit was changed from 225 to 265 cubic inches, "Fox" set the record in the new class with 55.8 mph. She was then owned by Ossie Hall, who had Frank drive her in the record-breaking runs. After that year, "Fox" raised the 255 ci record to more than 57 mph.

The successes of this speedboat went a long way towards establishing the reputation of the Lewis brothers as designers and builders of fast boats. But Frank and Ritchie were determined to do better. Early in 1950 they built a second "Fox". This boat, which bore the A.P.B.A. number of "A33" (the "H33" of the first

Fox was a club number), had a much finer entry, a lower shaft angle and was, says Frank, better balanced throughout.

The new boat attracted a good deal of attention as she was gradually brought up to peak performance in racing, and men in speedboat circles predicted a bright future for her. When she was given her head in time trials held by St. George Motorboat Club in July, 1950, she did not disappoint them. With a flashing 68.055 mph she not only broke the record for her 255 ci restricted class, but also set an Australasian unlimited restricted class record – and both these records still stand today.

"Miss Pat" and both "Foxes" were built by Frank and Ritchie for themselves. But the boats they built for others have been equally successful. Take, for instance, "Doodles Too", built in 1948 for Don Gorrington, which held the Tasmanian unrestricted championship. Or "Typhoon", the Jaguar XK 120 powered boat in which Norm Thurect, of South Queensland Power Boat Club, fights his classic battles with Dave Rogers. Take "Sinbad" and "Tango", for western Australian rivals Howie

Sangster and Clive Stannard, each forming the only real opposition to the other. Or Ron Lynch's "Mercury", holder of the Victorian Championship and record (63 mph) in the 255 ci restricted class. Or "John B.", with which Bert Wakefield holds the 255 ci restricted record (though he lost the championship recently to another Lewis built boat). And last, but far from least, take "Fossy" Fred Foster's famous little skiff.

"Fossy", built last year, is almost a smaller version of the second "Fox". A 135 ci restricted, powered by a Holden motor personally converted by Fred Foster with a self-built cylinder head, twin camshafts and six carburettors, "Fossy" set an Australasian 135 ci restricted record of 62.97 mph, a speed that was actually better than the existing world record figure, but could not be recognised because international rules allowed only one carburettor for each two cylinders.

As this formidable list of successes indicates, the Lewis brothers are now firmly established as builders of fast boats. Their workshops look nondescript

Left: While finishing touches are being added to a boat outside, a new runabout begins to take shape in the woodwork shop.

Right: Sanding planks is simple with a stroker-type belt sander. The part to be sanded is placed on a bench; the operator uses a handled pad to press the continuously moving abrasive belt on to the work. Changing belts for finer or coarser sanding takes only a few moments.

