



THE HOLLOW LOG

The Classic Australian Wooden Power Boat Association Inc.

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The CAWPBA stand at the recent Adelaide Boat Show

Rain, rain and more rain

There is an old saying, “be careful what you wish for”, which is beginning to play a bit on my mind lately. I guess it might be for a few others as well.

Here in central Victoria, it has been ridiculously dry for over the past 12 months. Empty dams on the property, no water for the veggie patch or the house garden. I was fed up with the constant dry.

Lake Eppalock, close to me, had a water level of about 20% in June, with the lake too low for safe boating. The boat just sat in the shed. Even the mighty Lake Hume’s water level was down to about 20%.

Now, in late September, both the lake’s levels are well over 90%, and they are tipping more substantial rain to come. This situation was also typical in many other areas of Victoria and southern NSW.

I am not too sure about how much good boating water was around in South Australia, but Adelaide and much of the state have just been smashed by some of the worst storms in

their history. Lots of rain, bringing lots of water and subsequent flooding.

Southern NSW and areas of Tassie also copped some of the same from those storms as they moved across from SA. And many parts of Queensland and northern NSW haven’t escaped heavy rainfall either.

As boaters, for so long now we have wished for an end to that damned El Nino and for the rise of a La Nina in the hope of getting a bit of decent water close by for some reasonable boating this season. While we wished for some decent rain, it seems we got a bit more than we bargained for. Sympathy must go out to those people who have been badly affected by floodwaters and damage.

But, after all this, it looks like it is going to be a great 2016/17 boating season for many of us.

Dorothea Mackellar wrote of a country of “drought and flooding rains” in her poem *My Country*, published in 1908. How apt.

This is such a tough country.

TEMPO IV

For some time now, Ray Hudson has been chasing Tempo IV, a 12' skiff that was raced by the Stannard family in WA in the 1960's.



Ray was lucky enough to meet the current owner of the boat at Brookton Old Time Motor Show earlier this year (refer Hollow Log Vol 16, Issue 3). He happened to live about 15 minutes from Brookton, so Ray went and had a look.



The boat had been renamed to *Easyrider* and was in bad shape, but restorable. Ray purchased the boat and has started its restoration.

So, yet another skiff appears from a shed. It just never stops.



Tempo IV history:

Tempo IV was built in about 1958 by father and son Clyde and Murray Stannard.

Clyde Stannard, in around 1953, purchased and raced a new 16' Lewis hull from Lewis brothers in Sydney and named it *Tango II*. In the late 1950's Clyde scaled down the design of the 16' Lewis and built the 12' skiff *Tempo IV*. It was probably one of the first skiffs, certainly in WA, to have longitudinal stringers instead of ribs. After that, nearly all 12' skiffs built in WA were built from Clyde's plans.

Tempo IV originally raced in the 95ci and 75ci classes by utilizing modified Peugeot 203 motors.

Two Peugeot engine blocks were used. A pretty much standard bore 203 for the 75ci class and an over bored 203 motor in the 95ci class. The same 203 cylinder head was used in both classes as they swapped the head depending on which class they were racing in.

Approximately 3 years ago, when Ray was restoring his other skiff, *Cindy*, he met up with some WA Peugeot Club members. One gentleman gave him some Peugeot engine parts and amongst those was a highly modified Peugeot 203 engine block complete with all pistons, crank and an Avro Anson oil pump for the dry sump set-up. He stated it had been given to him by the Stannards many years ago. As it now transpires, it is the original 75ci block from *Tempo IV*.

Several other Peugeot Club members have also passed on to Ray some highly modified Peugeot cylinder heads from the 1960's. One was definitely out of a skiff and another was either out of a skiff or possibly a speedway car.

So, as it turns out, Ray has most of the original 75ci mechanicals from *Tempo IV* or from that period.

The picture below was taken at Lake Moodiarrup in WA on the day Murray Stannard won both heats of the State 75ci championship and the J. Bartley trophy. The picture and following text have been taken from a WA newspaper report, publisher and date unknown.

On the same day, his father Clyde won both heats of the State 95ci championship and the Lynas Motors Trophy, giving the Stannard family a clean sweep of three championships.

Murray Stannard has won 12 Australian titles since he began speedboat racing at the age of 16 - little more than eight years ago. He has won Australian Titles in Melbourne and Adelaide, as well as the Swan River in WA, and has won every State Title for which he has competed. Among them were:

- Nov 1960 - Winner, Australian 75 cu. in. championship
- Dec 1960 - Winner, West Australian 75 cu. in. championship
- Jan 1961 - Winner, Australian 95 cu. in. championship, South Perth



Narrandera 2016

Narrandera is on again this year, over the weekend of October 29th and 30th, based on Lake Talbot. Again, we will operate under an Aquatic Licence for the weekend, meaning we will have exclusive use of the lake for both days during daylight hours.

If you haven't been to a 'Narrandera' yet, why not come along this year. It really is a great weekend. No competition, just a leisurely weekend on the water (or at the water's edge) with a really great bunch of people amongst a whole lot of classic wooden speed boats.

Accommodation for most is at the caravan park next to the lake, but there are plenty of good hotels/motels close by in town. If you are uneasy about your boat being parked at the motel, it can be left at the caravan park with all the other boats.

Several of us, but mainly Victorians, extend the weekend to include Monday because of them (the Vics) getting the Melbourne Cup public holiday. This means an extra day on the water and a really cruisy day at that. Last year about nine boats remained for the Monday, so if you can get another day off, then do it.

For the Narrandera weekend, please note that:

- Only boats registered with the club or having a direct link to a financial member will be permitted on the water.
- There is a \$25.00 ramp fee for each boat
- A *Registration and Running Sheet* is available for download from the website
- A *Participant's Brief* is also available for download from the website
- You will be required to sign an *Indemnity Form* for the weekend, also available as a download from the website

To make life easier for the organisers, it would be helpful if the Reg-

istration Sheet and Indemnity Form could be downloaded and filled out prior to the weekend, speeding up the registration process considerably.

Annual General Meeting

As mentioned, our national regatta at Narrandera is only few weeks away now, signalling it's time again for our annual AGM and the election of a new committee.

The AGM is to be held in Narrandera on Saturday November 29th and all committee positions will be spilled.

If you wish to be nominated or to nominate someone else for a committee position, the appropriate paperwork can be downloaded from the website. If that is a problem for you, then let Greg Carr (contact details on the back page) know and he will get some paperwork out to you. Don't leave it too late, though.

In a change from previous years, a room has been booked at the Murrumbidgee Hotel on Saturday night to accommodate us for both dinner (where we can order a counter meal) from 6:30 pm and also for the AGM, starting later at 8:00 pm. A courtesy bus will be available at our caravan park from 6 pm to take us to the hotel and will be available to take us back later.

There will be no general meeting after the AGM, with the AGM being kept to its agenda of accepting last year's minutes, President's and Treasurer's reports and election of a new committee.

This change will allow us to use the lake on Sunday morning instead of losing the time with the AGM. Many of us travel a long way to Narrandera and the available time on the water should be maximised. Also, many of us will be a lot fitter for the AGM on the Saturday night than on the Sunday morning.



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Can't say that I have (knowingly) ever come across a "Gordon and Thompson" hull. The ad is circa September 1958.

Forster Boaties and Skiers Reunion

Bob Walker

Yet another Forster Boaties and Skiers Reunion has come and gone. It was held at its usual 1st weekend of July as part of the annual Forster Keys Fun Weekend.

Freddy Williams, of water ski and boat race fame, kicked off the reunion about 8 years ago. Now, at the ripe old age of 85, Fred is still involved and is patron of the newly formed Mid North Coast Speedboat Club that now run this event.

There weren't many woodies at Forster this year, with CAWPBA being represented by Mr. Fat Pigeon himself, Stuart, with his newly acquired Storm skiff, *A Classic*, and Frank Wicks with *The Jet*. I had my fiberglass skiff *Reklaw* there as well, anxious to try out the newly rebuilt motor. The Kilpatrick boys had *Melodee* there, an Everingham runabout built in '64 and has still not been restored, with everything still original.



The mighty Melodee

caused by a very holey piston. The Pigeon joined Frank in the nice, warm, grassy, sunny area on the Sunday.

My boat stopped dead on its first run on the Saturday, the cause being a 5 cent screw falling out of the ignition switch. Frank gave me a screw and the problem was fixed.

On Sunday the carburetor decided to start to flood, so when the fuel was coming up the vent tubes and hitting me in the face, I decided I'd had enough. They gave me a GPS for that run and I clocked 66 mph with that flooding problem, so my target of 70 mph should be quite achievable.



"A Classic's" debut run with new owner Stuart Beattie

The Pigeon, Frank and I met at a servo just north of Wyong for the trek up to Forster. It was a bit cold and windy when we arrived there on the Friday, but The Pigeon was anxious to get *A Classic* in the water and see how, or indeed *if*, it would go. It was a quick dunking but seemed like it was "all systems go" for the weekend.

On the Saturday, Frank had *The Jet* on static display up on the nice grassy sunny area, whilst The Pigeon and I toughed it out down in the cold, shaded, ramp area.

A Classic ran ok on it's first run, it was pulling about 4000 revs with maybe a bit more to go. On its second run, it started running a bit rough with a bit of smoke coming out the exhaust. This ended up being



The great combo of a Y block in a woody

Of particular note on the day was Edgar Phipps' runs in the timber GP Hydroplane *Latimer Lodge*. *Latimer* looked and sounded really great. Of course, with the new rules in NSW that limit Demonstration Runs to 105 MPH, Ed only clocked 104.8 mph.

Danny McGuire in his 80's flat bottom *Chevy* and Grant Torrens in his flat bottom had some fantastic runs as well.

They were expecting about 60 boats over the weekend. I don't know what the final tally was, but it wouldn't have been much shy of 60.

This event gets a bit bigger every year. Apart from the boats, there were bands playing, market stalls, dog shows and a car display that you needed a cut lunch to get to the end of.

All in all, it was a great effort by the Mid North Coast Club.

Ed - Credit to Frank Wicks for the pictures.



Latimer Lodge putting on another fine demo run

The 2016 Adelaide Boat Show

Dave Drewer

Well, even after some very positive comments from the organisers last year, it was still pleasing to see that they invited us back again this year.

This year our area was kept to the allocated 12m x 6m, unlike last year when they asked us to keep bringing in boats to fill some unplanned floor space gaps.

So, with our area this year we decided to bring in four boats to display, with Colin Bailey's *Dodo* being the only boat that was on display last year as well.

our display and the show. Other club members came through over the weekend as well.



Along with *Dodo*, Graham and Michelle Stevens brought *Rascala & Pace Set'r*, and Glen Traeger brought *Fury* up from Goolwa.

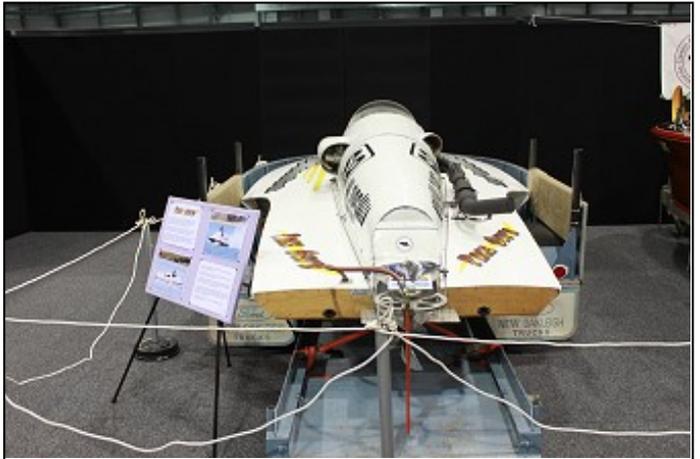
The club also ended up with an extra boat on show as the Alexandrina Council (Goolwa area) had a stand and asked Dig Traeger if he would bring *The Sting*, which he did.

The five different styles of boats gave a good cross section of the types of Classic Wooden Powerboats within our club, with a Lewis skiff, a rear mount David Gill, a 1948 Macdon cruiser and two hydroplanes. And they were all running different motors too, small block Chevrolet V8, Holden V8, Ford side valve V8, Toyota Twin cam 4 cylinder and big block Chevrolet.

Graham and Michelle were at the stand Thursday and Friday, with Graham catching up with people from his racing days. Saturday and Sunday, myself and Gary chatted to many people about wooden boats they or their families had in the past, and there were a few people working on projects both old and new. On Sunday our club President, Alan Price took time out from his busy Adelaide schedule to check out



With the Adelaide Speedboat Club right alongside having a good display of current race boats from different classes, I think both stands were a welcome sight for many show goers as they could admire, reminisce, dream and have a chat without trying to be sold something.



Once again the organisers were pleased to have our boats at the Adelaide Boat Show and I look forward to doing it again next year.



A Rotary Engine Mini Hydro

David Stott

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From time to time the WBA president receives a call from people wanting to sell or get rid of an old boat.

In my time as president this happened a few times and my Putt Putt Curlew is one such outcome.

About 12 months ago Chris Kelly received such a call from a fellow living at Somers, who wanted to get rid of two old boats, "free to a good home". One was a mirror dinghy and the other described as a mini hydro.



Given my interest in power boats, Chris thought I would like a new project. Not knowing what it was I asked for some pictures and David Gibson, who subsequently took on the mirror dinghy sent me a few pictures.

This did not really help my deliberations, as I thought what am I going to do with a single seat little 8 foot boat. After some deliberation, a message came through Chris from the seller that if no one took it he would sell the engine and burn the boat. I thought what have I got to lose, so went and picked it up.

The boat had been under a tarp and underneath David's mirror, so had fared very well, better than the mirror apparently. The hull was in excellent condition and after a good wash I even contemplated not repainting, the finish was so good. However on closer examination there were some cracks in the paint so a repaint was done.



The little boat was originally powered by a V twin motor cycle engine but in the late 1960's was changed to the current unusual engine.

The engine is a Sachs "Wankel" Rotary model KM48 engine of 8HP, made in Germany. These engines were used a lot in Snowmobiles in the US and also as stationary engines. I have also seen one on a German made "Hercules" motor bike.

Anyone familiar with the Mazda Rotary engines as used in the RX model cars will recognise the principle. It has a single rotor, with three chambers, therefore there is a firing pulse three times each revolution. With no reciprocating parts the engine spins freely up to around 6,000 revs per minute. It spins so freely there is a governor to



prevent over revving.

Although technically a 4 stroke engine it has no sump so the workings are lubricated by a 50:1 fuel oil mix just like a 2 stroke engine.

When the boat was retired it had been running, and the owners' grandchildren used to ride it and apparently it used to plane readily.

After repainting the hull in the original colour scheme, I cleaned up the engine and carburettor and did some research about how to set up the ignition timing. How do you find "top dead centre" on a rotary engine? Once we found a timing mark we were able to move forward. It needed a new ignition system, and my son Andrew recognised that the part was the same as in a Stihl chainsaw and was easily replaced via Ebay for \$17 from China. Once that was replaced the engine started readily on the bench. There is a video of it running on the WBA forum.



Merchandise

The engine has since been installed in the boat and is ready to be tried on the water once we get some better weather, and I get it registered hopefully with its original number.

The propeller is very small, but the engine spins very quickly to 5,800 revs, but I suspect the propeller may be too small and I may end up with a lot of froth and bubbles, and not give enough thrust. The previous owner did say that the boat would plane with children in it but not with heavier adults. Sea trials will prove this. I have used tinnies with 8 hp engines and it easy to get them planning so this engine should be able to achieve the same thing.

There is no clutch or gearbox, so it will be interesting how I will manage to start the engine on board, as there will be instant propulsion. The idle speed is about 1,500 revs so it will be raring to go. (The old saying "one hand for me and one for the boat" I think)

I cannot find much information about the exact design of my boat, but overseas there is quite a following of what are known as mini hydro-max. These are similar sized boats but powered by small outboard engines, and they get up and plane very quickly. If you have a look at this YouTube link - <https://www.youtube.com/watch?v=g4ovCCGhmaA>, you will see these tiny boats putting on a very speedy show. The example shown has only a 4 hp engine.

Once I get the boat on the water I will follow up with a report about how it went.

David Stott.

By now most will have realised we are offering club calendars again this year for 2017. The calendar format will be the same as last year, showing off 12 different club boats. These are good quality calendars and make for an excellent Christmas present/stocking filler, even if the receiver is not really a wooden boat enthusiast.

Calendars are \$20.00 each for members and \$25.00 for non members.

We have decided to drop the production of a commemorative Nar-randera shirt this year, purely because of lack of orders. The feedback I am getting from many of you is that you have a draw full of shirts now and simply do not need another white polo or T. The shirts are becoming somewhat expensive now as well, particularly if being mailed out, seeing as we do not receive the economies of scale that we did in the heady days when we ordered over 50 units.

The black club polos are still available if we can get enough orders to make a run worthwhile. These have an embroidered logo on the chest. Also, we have some plain black caps in stock. The units with the red band on the peak are out of stock, but again, can be ordered if some interest is show. Just send us off an email for any of these items.

As well as identifying members as part of the CAWPBA, merchandise is offered as a revenue raiser, realising the club a couple of dollars or so on each item, so any money made on the sale of goods goes straight back to the club.



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President's Pronouncement

As the start of the season dawns yet again even I find myself trying to get a boat ready. While there seemed to be an increase in requests to display boats at events last year, with the current weather patterns there looks to be great possibilities for some on water time as well.

Looking forward to catching up with many of you again at our annual regatta at Narrandera, the event organisation is well underway and all but done bar the rubber stamp.

There may be some changes to the running order and times this year and as soon as plans are finalized all forms and info will be posted on the bulletin board.

I hope that all members and their pride and joy are staying safe and well in the current weather conditions, we may need them to get around day to day soon.

If you know of any events coming up that you think members might 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:

- When it rains, it pours. Three skiffs have come to light in within a couple of weeks of one another with two in WA and one in Victoria. More details on these are elsewhere in the newsletter.

Victoria:

- I picked up on Facebook recently that a 15' skiff had been discovered in a shed in Melbourne. Apparently the Simpkin hull has a pedigree of sorts. The boat, *all-torque*, is very original, including its 1600 cc Fiat engine.

Tasmania:

- That Storm skiff mentioned in the last issue is now safely at home in Tassie, albeit a little worse for wear in the engine department after a run at Forster. I've been assured Stuart will have *A Classic* sorted in no time.

SA:

- I hear Graham Stevens has had to build a new shed to accommodate his growing number of boats. What else have you got there Graham?
- Scott Wilson has repowered his Lewis skiff *Hi-Fi*, replacing the 318 Chrysler with a 350 Chev. Apparently Scott is looking for a bit more speed for next year's Aquafest "demonstrations"!

2015/2016 Committee Members

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NEWSLETTER EDITOR

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Coming Events

October

- CAWPBA Annual National Regatta. 29th & 30th. Lake Talbot, Narrandera, NSW. Contact Alan on 0403 838 193 or Greg on 0408 937 029 for details

November

- Lake Mulwala Rod Run. 6th. Boat display on the foreshore in conjunction with the Northern Suburbs Hot Rod Club rod run. Contact m_aprice@optusnet.com.au for details
- Geelong Revival Motoring Festival. 25th - 27th. Huge event and very successful for the CAWPBA last year. <http://geelongrevival.com.au/wp/>. Registration req'd. Contact m_aprice@optusnet.com.au for details

February 2017

- The Australian Wooden Boat Festival. 10th - 13th. Hobart, Tas. Refer the website at <http://www.australianwoodenboatfestival.com.au>

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*

Cheer up!

Did you know that you can tell the difference between male and female ants by dropping them in a glass of water?

If it sinks - girl ant. If it floats - boy ant.

Give a man a fish and he will eat for a day.

Teach him how to fish and he will sit in a boat and drink beer all day.

I was going to build a boat made out of stone, but it would have been too much of a hardship

A boat carrying red paint crashed into a boat carrying blue paint and the crews became marooned

Quote for Today

*"Never slap a man who
is chewing tobacco"*

Club Contact Details

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New South Wales/ACT Chapter

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Queensland/WA Chapter

For further information, contact Alan Price by phone on: 0403 838 193 or by e-mail: m_aprice@myacn.net.au

Membership Update:

Vic	24	NT	1
NSW	13	Tas	3
SA	9	WA	1
ACT	1	Total	52