The Classic Australian Wooden Power Boat Association

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Editor's Note:

Well, apart from the few, the silence has been deafening! Come on you guys!

In the next issue there will be full reports including big, beautiful black & white pictures on the Goolwa Festival and the Nostalgia Cup. There will also be more details on membership - now that we're getting serious about it all.

Please, keep talking to me ….

Greg Carr

South Australian Wooden Boat Festival

Located at Goolwa, this is one of the premier Wooden Boat festivals staged in Australia. The festival will be held on the 16th, 17th and 18th of March.

We need you to support the South Australian Speed Boat Club by bringing along your boat. It doesn't matter what condition it's in. I am taking along "Stormy", which is in desperate need of a new deck and some other cosmetic work, but it's coming anyway.

There should be a good number of local boats from SA (hopefully 12) to be seen, but we want to see your boat and meet and talk to you as well.

Don't miss this opportunity. You don't have much time to enter. We are counting on you.

For further details you can contact the organisers by
Phone: 08 8555 3488 or
Fax: 08 8555 3810 or e-mail at: signalpoint@alexandria.sa.gov.au **OR**

The South Australian Wooden Speed Boat Club by Phone: 08 8520 3651 or 0419 826 377 or e-mail at: siddall@adelaide.on.net

Nostalgia Cup — Taree, NSW

The 2001 Nostalgia Cup will again be staged by the Taree Aquatic and Speed Boat Club at Taree, NSW, on the 13th, 14th and 15th of April.

This is a great venue and a real trip down memory lane, watching classic boats being raced against each .

The increase in boat numbers this year should enable the displacement and hydros to run in their respective categories. In fact, the second round of the Classic Hydroplane Series will be run at Taree this year.

The Nostalgia Cup is run in conjunction with the Taree Aquatic Power Boat Club's Easter race meet, so there will plenty of top class modern "plastic" boat racing in all categories as well. The TAPBC is to be congratulated for staging the Nostalgia Cup and one can only hope that more clubs will follow their lead.

Some of the classic boats believed to be attending this year include FF Sure, Atomic, Wasp, The Bug, Flamingo, Johnny G II, Crazy Baby and possibly the 26' Rolls Royce Merlin powered hydro, Aggressor.

Coming Events

March 2001

- The South Australian Wooden Boat Festival, Goolwa, South Australia March 16, 17 & 18 (see above)

April 2001

- The Nostalgia Cup (Classic Powerboat Racing), Taree, NSW, April 13, 14 & 15 (see above)
- 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

ⓘ ***Please check for confirmation of dates and venues***

Club News

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

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

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

Next issue will include an application form for membership to one the various clubs that are forming up.

It has been decided that a membership fee (amount to be determined) will apply, mainly to cover the cost of producing the newsletter and for any other incidentals.

Classic Australian Wooden Power Boat Association

THE HOLLOW LOG

Volume 1, Issue 2 **March 2001**

The Classic Australian Wooden Power Boat Association

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Wooden Power Boat Clubs

The response for local club representatives has been excellent, often with more than one person volunteering for a particular state, and we now have a representative in SA, NSW, Victoria, Tasmania and Queensland. I would urge you all to contact your local representative (names and contact details are on the back page) and introduce yourself so that they know who you are as well as to share ideas and discuss any issues you feel are important in these early stages.

"Ramrod" at Snowdens Beach, South Australia, circa 1965

Included in this issue is a summary of the feedback received from the survey that has been sitting on the website for the past few months. It gives you a pretty good idea of what we are all looking for in a club. In the main, we are all hungry for information on old boats, whether it be for restoration purposes, the history of a boat or a manufacturer, where to find parts, etc. We are also very keen to meet like minded people.

Unfortunately though, we seem reluctant to travel (I know, I keep on saying this). The people we want to meet are out there and if we want to rub shoulders we are going to have to get in a motor car and travel. It really is as simple as that. The Goolwa Wooden Boat Festival is coming up and there will be about a dozen speedboats and their owners there. I'm traveling from Victoria, Dave Pagano is coming from NSW, what about you? As I've said before, we're a great bunch of blokes, and we would really like to meet some other great blokes, so why not come along and say hello. We'll have a ball!

Chemotherapy for Rot, Part I by Dave Carnell

Once rot gets a toehold in wood it is difficult to cure completely - it is like a cancer. Digging out the rotted wood will still leave spores and water in the sound wood. After you fill in the cavity with something like epoxy, the rot continues to flourish underneath. Products promoted to make rotted wood sound and stop rot penetrate only until they meet water, with which they do not mix. Under the solid repair rotting goes on. With one exception (more later), the commercial products sold to treat dry wood to prevent rot are completely ineffective against established rot in wet wood because they are dissolved in petroleum solvents and oil and water do not mix.

There are two commonly available inexpensive materials that will kill rot in wood and prevent its recurrence. First, there are borates (borax-boric acid mixtures) which have an established record in preventing rot in new wood and in killing rot organisms and wood-destroying insects in infested wood. Second, there is ethyl-

Continued on page 7

Website Survey Summary

The following is a brief summary of the results from the survey that has been sitting on the site for past few months.

There have been 30 direct responses so far, but the summary also includes data that has been sent by people wishing to be a part of the Classic Boat movement but have not completed the survey.

Not everyone answered every question, so the figures won't necessarily tally with the number of responses received.

We are located in:

Victoria - 12	South Australia - 4
NSW - 10	Queensland - 1
Tasmania - 4	ACT - 1

Maximum distances you would travel to a boat gathering:

100kms - 1	500kms - 7
300kms - 2	1000kms - 5
400kms - 1	Over 1000kms - 2

What you want from a club:

- Exchange ideas, swap notes (11)
- Assistance with boat restoration (8)
- Promote and unite like minded people with a common interest (6)
- Socialise with woodie enthusiasts (6)
- Competition days (6)
- Boat get together days/show & shine (6)
- Assist others with their project boat (2)
- Occasional weekend get together
- Contacts
- News and views Australia wide
- List of suppliers with member discounts
- Ideas on parts and maintenance
- Photo exchange
- Information on a particular boat or manufacturer
- Contacts for boat builders and other marine professionals
- A national Classic Power Boat Register (I'm currently working on that one)

What you want from the Website:

- Buy and sell section (already there)
- More info from restorers on their project (how they did it, what did they use, etc)
- More links to race sites
- On-line discussion forum, question and answer page (I'm looking into it)
- Other comments: interesting, entertaining, pleased to see others enjoying their boats.

What you want from the Newsletter:

- List of chandleries
- List of swap meets
- National directory for parts
- Boat profiles
- Lots of pictures
- Historical races information
- Post it on the website
- Magazine for classic speedboats

General

Three respondents knew of others that would probably join a club, while seven knew of others that would attend a boat gathering.

Five want a national club, four want a local club, six want both, three want either and five didn't know. Fifteen wanted local and national clubs affiliated, five didn't know.

Ten people are willing to assist in setting up a club.

Boats we own:

7 Lewis, 2 Everingham, 2 Winton, 1 Traeger, 1 Eddy, 1 Flintoft, 1 Sea-craft, 12 unknowns.

Restoration Round-up

Martin Blaschke's (Tasmania) project boat hit the water for the first time in late January. Everything went well apart from a couple of minor problems which Martin has in hand. Martin was going to name the boat "Resurrection", but his signwriter brother decided that "Res-Erection" would be a better name.

Paul Siddall's (SA) "Screamin' Eagle III" is nearing completion, with only the mechanicals remaining. Paul will most likely fit a Holden grey motor to keep with originality. All he needs now is a Waggot head for the engine. If anyone knows of one going cheap, Paul would like to hear from you.

Dave Pagano (NSW) should by now have completed repairs to his hydro "Atomic" after an accident last year when one of the sponsons separated from the hull. The boat should be ready for the Nostalgia Cup at Taree at Easter.

Nathan Mills (NSW) is continuing with the restoration of his hydro "Miss September". Nathan is currently fitting new engine bearers.

Ian Dicker (NSW) is progressing his second boat. Painting is now complete, and the fitting out of the hull should begin soon. In the meantime, the engine, a Ford 272 Y block will be inspected to see if it is too far gone.

HELP!

Can you help?

Looking for any info on these boats:

"Buttons", later known as "Cushla". 18' - 20' rear seat skiff. Circa 1950's

"Ripper", 15' clinker, circa 1960, spent many years around Lake Eildon, Vic.

Quote for Today:
"A wishbone has never taken the place of a backbone"

Chemotherapy for Rot ……continued

ene glycol, most readily available as auto antifreeze-coolant. Glycol is toxic to the whole spectrum of organisms from staphylococcus bacteria to mammals. All of the published material on its effectiveness against wood-destroying fungi and insects that I am aware of is the result of my investigations over the past 15 years.

Both borate solutions and glycol penetrate dry and wet wood well because they are water-soluble; in fact, penetration by glycol is especially helped by its extreme hygroscopicity - its strong attraction for water. For both, the fact that they are water-soluble means they are not permanent solutions to rot in wood that is continually exposed to water-below the waterline and in ground-where they will eventually be extracted-dissolved out.

I first was interested in glycol as a wood-stabilizing agent, where it is in many ways superior to polyethylene glycol (PEG), and it was during this work that I realized the useful effect of glycol on organisms, though I was pretty dense in interpreting the first experiment.

The ladies immerse the stems of greenery such as magnolia branches in glycerin to keep them green. Glycol is very similar to glycerin in all its physical properties and much cheaper, so I stuck a magnolia branch in antifreeze. The next day it was brown. After the third attempt I tumbled to the fact that the glycol was killing the greenery.

This was the reason that glycol never replaced glycerin in applications such as a humectant for tobacco and an ingredient of cosmetics and pharmaceutical ointments, though it had all the desirable physical properties.

*This article was reproduced with the permission of the **boatbuilding com.munity** web site. Part II will appear*

A Word to the Readership - Robert Cranfield

First a quick introduction so you can know where I'm coming from. Why am I here? As with most of you reading this, I love wooden boats, the craftsmanship and style, I also like old cars and antiques. I'm a mechanic, a certified mechanical engineer and have just switched careers into the IT industry. In between all this I imported older cars and parts from the US.

I first met Greg Carr online, whilst looking for a timber boat or plans therein of my own, more correctly I found his website, January 2nd 1998. Curiosity sent me back to search for the date of my guestbook entry and in doing so I discovered the first entries. It's a sign of the world shrinking and worldwide interest in this hobby that the first entry was made on September the 22nd 1997 by a Frenchman. The second few were made by Americans and thence a Canadian. The first (public) Australian entry came in November of '97 and there've been many since.

With the growth of the internet worldwide and in particular, locally, both the site and the number of guestbook entries have grown. Greg's work for the cause has been tireless and countless hours and pennies have been spent out of his own pocket. During this time, and as mentioned in the last newsletter, others have come aboard along the way. My own contributions to date being merely advice and opinion. I finally met Greg face to face at the Sydney Wooden Boat Festival in 1998 and found him to be just as personable and dedicated as he appeared in his e-mails.

The newsletter (and congratulations must go to Greg for a job well done. Not many first efforts are as well put together) has now made it's debut and I was moved to write this article. After reading the newsletter I actually looked at it. The paper is good quality; it's stapled together, printed at a resolution to make the pictures clear but also use a lot of ink. The layout is professional and presentation excellent. Add to this the cost of envelope it came in and the postage. I'd like Greg to put a $$ figure on the newsletter as an editors note under this article and to suggest we each make a donation to keep things running and to at least partially recompense Greg for his efforts on behalf of us all to date. To put this donation into perspective, look again at the cost of setting up and maintaining the site, the newsletter and now, the Association in it's infancy.

Congratulations not only to Greg but also to all Australian Wooden Powerboating enthusiasts for making this happen. Keep up your support!

Robert Cranfield

A response from me to Rob's letter:

When I first read Rob's letter, I wasn't too sure of what to do with it. I was going to ask Rob to send something else, but then I thought that it needed to be said that there are many others out there that have supported and helped me considerably over the past few years.

David Pagano in NSW and Paul Siddall in South Australia are two people who need to be mentioned. They are just as keen and enthusiastic as I am to get a wooden powerboat thing going and have been extremely supportive all the way through. David was actually looking for people to start up a club at the same time that I put the site on the web. Both David and Paul never cease to amaze me with what they manage to dig up, whether it be an old woodie or information on old woodies. There are many others as well, not to mention Rob, who has always been there with valuable advice. Thanks to you all.

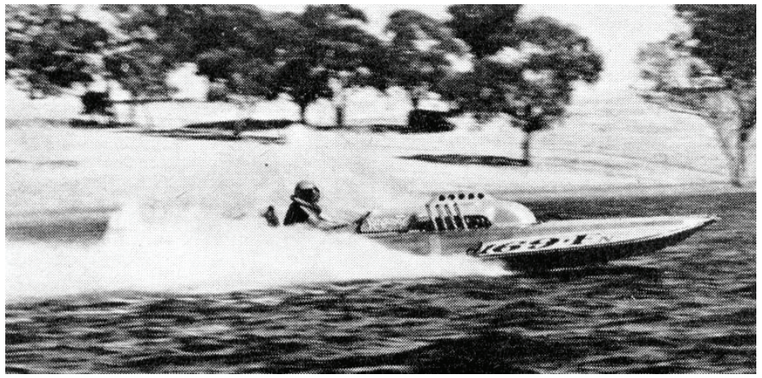
As for the cost of the newsletter - I don't know what it is, and at this stage I don't want to know. There is a cost there for sure and it will eventually have to be covered, but until we work out how we are to structure things and where membership fees will go, I will continue to cover costs in the short term.

One thing for sure is that things are moving, but slowly. We are all newbies at this, so please be patient.

was bringing up the rear of the field, when **Lo E** broke down on the last lap, **Hoodoo** went up to a well earned third place.

With victory and the recapture of the E. C. Griffith Cup in his grasp, Nunn took no risks on any mishap and driving to perfection crossed the line amongst a deafening roar from all the N.S.W. spectators. Lance Duffield brought **Sayonara** home into second place and **Hoodoo** came in third.

Talking with Ernie afterwards, he said "It was the best damn race I've ever had and also the hardest. My only regret is that Hooper and Miller didn't keep going".



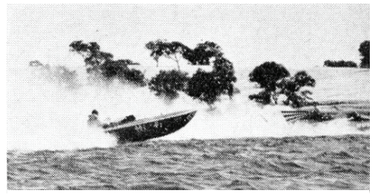
Kangaroo Kid moving fast . . .

A touch of Ernie's sense of humour came out at the presentation when Ernie in reply thanked the organisers and then said, "I'd like to say commiserations to Keith Hooper the finest gentleman and best sport I've met anywhere". As Ernie was speaking, Hoop, in typical form, was patting himself on the head and the back and saying, "I am, I am, too!" When Ernie said he would "like to return to Victoria for any championships," Hoop again interjected, "Stop home, ya mug!" These little humorous sidelights relieved a lot of the tension and disappointment felt by the Victorians.

The Eppalock Gold Cup was run by straight after the Griffith Cup. By mutual agreement, **Wasp Too** didn't enter, **Mystic Miss** had the box locked in 40 per cent ratio and hoped to make amends for his break down in the first heat of the Griffith Cup. What with the high retirement rate in the Griffith Cup only six boats came out for the first of the two seven mile heats. **Mystic Miss, Sayonara, Hi Fi, Stingray, Hoodoo** and **Tru Blu** (Bill Birkett).

It was nearly a repeat of the first heat on Sunday as the 350 odd horses hidden in the metal work under **Mystic Miss's** cowling came to life, with a vengeance. Keith Nankervis put the local Bendigo hydro **Stingray** into second place, with **Hi Fi** leading the displacement boys and **Sayonara**. Watching **Mystic Miss** coming down towards the bottom buoy put the wind up me a bit as it was real twitchy. On the last lap, **Mystic Miss** again felt the cold cruel hand of fate, when she broke down with the same problem as before. The box would not stay in gear.

Stingray moved into first place, **Hi Fi** second, **Tru Blu** third and **Hoodoo** bringing up the rear. **Tru Blu's** third place was short lived as he broke down up the back straight. This let **Sayonara** into third slot. The positions remained unchanged for the last lap and **Stingray** crossed the line ahead of **Hi Fi** and **Sayonara**.

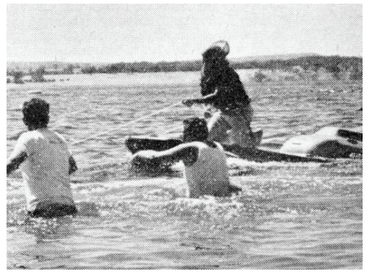


Hi Fi chases Hustler in the Griffith Cup

Only three boats came out for the final and these were the placegetters in the first heat. **Stingray** hit the front from the drop but the little Sydney skiff was right on his tuck. Going down the back straight, **Hi Fi** closed right up on **Stingray** and as they went into the top buoy, **Hi Fi** went underneath **Stingray** and set off down the straight. Halfway down the straight, **Hi Fi** veered across the course as though he had dropped the rudder. Bowcher shut off, checked his quadrant and finding all A-OK, he planted the loud pedal and set off after **Stingray** again.

Feeding the six Strombergs with a beautiful mixture of Avgas the Corvette in **Hi Fi** closed in on **Stingray**. As in the previous lap, **Hi Fi** went by **Stingray** on the buoy and set off down the straight this time no funny business happened. **Hi Fi** crossed the line an easy winner from **Stingray** and **Sayonara**.

On a countback, **Hi Fi** won the Gold Cup (and 100 pounds) by 7.2 seconds from **Stingray**.



. . . and moving slow

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Project Boat?

Here's a good project boat for anyone wanting a real challenge.

The hull literally surfaced last year when the water level in Victoria's Lake Eildon dropped to a record low level.

Don't rush out to salvage it though, I believe it is again underwater. You will have to wait for the next drought.

READER'S BOATS

SAGA I by Tony Walker

This was my first project of a speedboat nature. Before this I had done a few putt putts. I have always loved the American Chris-Crafts, Hackercrafts,Garwoods and the like. My favourite has always been the Italian Riva, but not having the bank balance or anything remotely near the money required to own one of these gems I decided to make one of my own. Thus began the project *Saga 1*.

The start

I found her in a backyard a few miles away. She was a near twenty foot Lewis hull that had been professionally glassed over the timber. With it came an old grey Holden 138 six, a Clae gearbox and prop shaft, skeg and cav plate. $700 later she was mine.

When I brought her home the neighbours said why don't you just take it to the tip and be done with it. I said "Ye of little faith". That helped because I love a challenge, especially when it is thrown to me in that way. I am glad this happened as what followed was truly a saga (the boat would end up living up to its name).

The deck has 20 coats of varnish

Eighteen months later she was ready for launching. I knew it wouldn't perform with the old six in it, and she didn't even get to plane, but I felt like I had my own Chris-Craft/Riva. Whenever we went out in her we felt like royalty. People would flock around her and say things like "I used to go in one of those at Manly or Luna Park".

I eventually put in a 250 Falcon six with a paragon auto box. Alas it still didn't go too well. It needed another prop. I decided after five years of ego tripping with *Saga 1* that I would sell her (I had another five projects to follow!)

Shown here are the before and after photos. I sent them to Australian Powerboat in 1995 and they put them in the magazine.

Back in the water

Website versus Newsletter

I am continuing to receive pictures and stories from people wanting to have their pride and joy shown on the website, and I thank them for it.

I used to put them up fairly quickly, but I am considering delaying putting them on the site until after I put them in the newsletter. By doing this I hope to give members a look at what is going on around the traps before the others that simply view the site. I figure this will give a bit of "member's privilege", where members get first look at what is happening around the country.

I know that the pictures here are only crummy old black and white and that the website offers colour, but at least you will get first knowledge. Ah, the benefits of belonging to a club!

Also, it has been suggested that the newsletter be put on the site. Again, I feel it is for members only, not everyone. As well, I don't have the web server space.

Am I making things too exclusive?

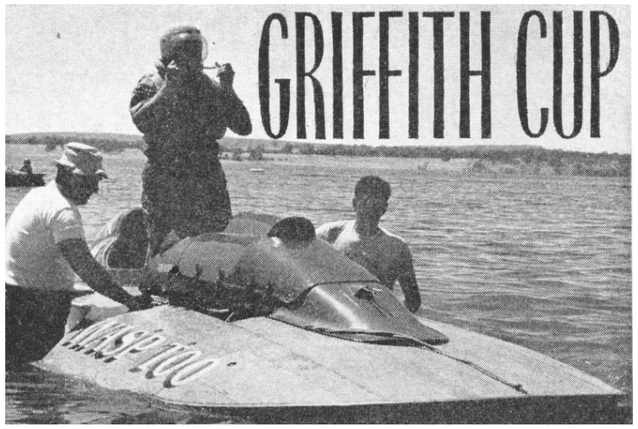
For Sale

Baseball style caps with the Australian Classic Power Boat Association Logo .

The logo appears on page one 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 for members. This includes 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. They are a good way to promote ourselves. Shirts are a possibility later on.



The GREATEST CROWD and the THE HOTTEST BOATS went to EPPALOCK WEIR

The following has been reproduced word for word from an article in:

Power Boat & Yachting. March 1965

When the rough weather forced the cancellation of the second heat and final on the appointed day, many thought there was to be a repeat performance of the unfortunate failure of last year's event in Sydney. But those who did return on the following day were treated to champagne racing in the Griffith Cup and the Eppalock Gold Cup.

Driving as only he can, the "old master" Ernie Nunn in his beautiful **Wasp Too** brought the crowd to near fever pitch as he and Spencer Miller fought out the lead in the final until Miller sank, and then **Wasp Too** went on to regain the Griffith Cup.

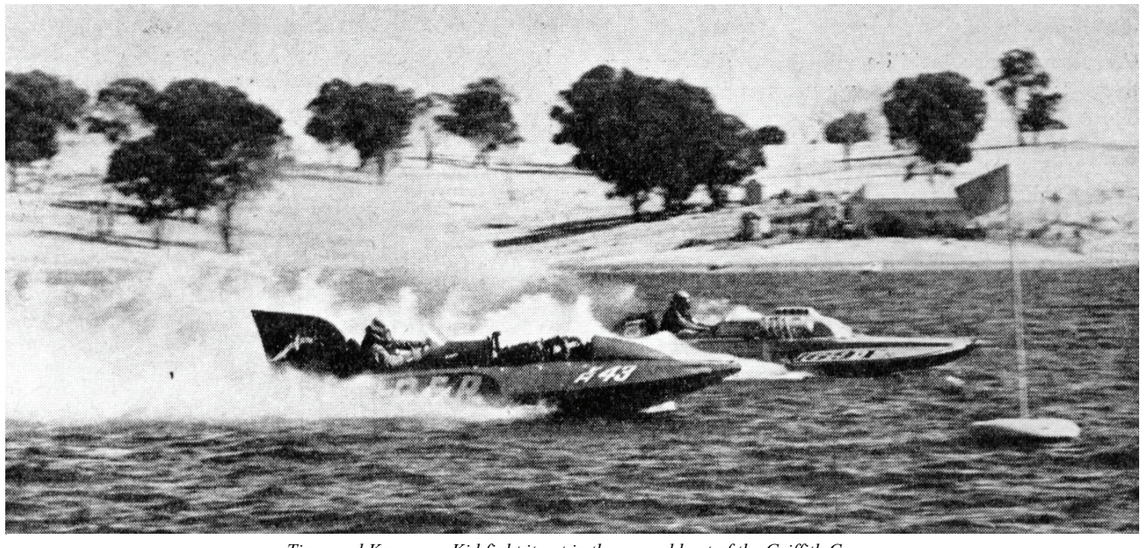
A field of seven came out for first heat on the Sunday, **Wasp Too**, **Mystic Miss**, **Sayonara** (Lance Duffield, Mk. VII Jaguar hydro), **White Heat**, **Venus**, **Jazz** and **Hoodoo** (Bill Gunn 327 Corvette Runabout). At the drop of the flag Arthur Baker booted **Mystic Miss** into the lead. Making full use of the electric two speed gearbox, Baker treated the crowd to a sight and sound of a hydro at 'full song'. **Wasp Too** was about 100 yds. behind **Mystic Miss**, with **White Heat**, **Jazz** and **Venus** fighting out third place. **Sayonara** and **Hoodoo** brought up the rear.

For two laps the Wollongong boy lead the race until fate struck its cruel blow. Coming into the bottom buoy the motor suddenly revved right out whilst the hydro just settled in the water. Upon beaching, Baker said that the rod holding the gearbox in gear had come off.

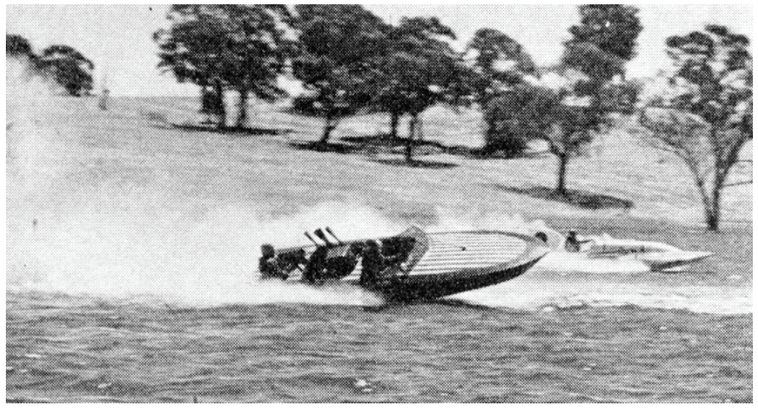
With **Mystic Miss** out, **Wasp Too** went into the lead with **Venus** bouncing right along behind him. **White Heat** was in a handy third place with **Sayonara**, **Jazz** and **Hoodoo**. **Venus'** challenge came to an abrupt stop when the motor cried: "Enough!" and let out a couple of rods go out the side (BOOM!). On the fourth lap, **White Heat** moved up into second place. **Jazz** moved up into third place and then had to make a frantic dash for the shore when she holed coming down to the bottom buoy. Up the back straight **White Heat** broke down with gearbox trouble.

A few minds started drifting back to last year's debacle as one boat after another broke down. Fortunately, this did not eventuate, and **Wasp Too** went on to an easy win from **Sayonara** and **Hoodoo**.

Nine boats came out for the second heat in water conditions that were becoming extremely rough. The field comprised **Tiger, Kangaroo Kid, Intruder, Stingray, Hot Cookie, Hustler** (Jim Broadley, D type Jaguar), **Miss Adelaide** (Keith Odgers, 409



Tiger and Kangaroo Kid fight it out in the second heat of the Griffith Cup



Venus and Jazz go at it in the first heat

Impala), **Hi Fi** and **Lo E** (Barry James, 327 Chev. Runabout).

Down to the line came the field jumping and twitching in the water. As the flag dropped, every driver stamped hard on the loud pedals. **Hot Cookie** promptly stood up on its tuck and nose dived to the bottom. Stan Jones was trapped in **Hot Cookie** by his safety belt and it wasn't until the safety boats had reached the bottom buoy that he came to the surface. The race was immediately stopped and a meeting of drivers was called to discuss water conditions. The judge after conferring with drivers postponed the race until Monday morning.

Monday morning dawned bright and clear with no wind. On the shore, each driver was making final adjustments to their motors. Keith Nankervis was having oil pressure problems in **Stingray** and was out of the heat as was Noel Clarke in **Intruder** with magneto trouble. This left seven boats to face up to the pole boat, from the drop of the flag, **Tiger** and **Kangaroo Kid** flew away from the main group. **Hustler** and **Hi Fi** were fighting out the third place with **Lo E** and a sick sounding **Miss Adelaide** bringing up the rear of the field.

"Crazy-Horse" really had the puffer Corvette going and was trying his damndest to stay in front of the hemi-Chrysler in **Kangaroo Kid**. Coming down by the pits, **Kangaroo Kid** passed **Tiger** but Hooper wasn't giving up. For the first three laps Hoop tried everything he could to pass Miller but to no avail.

With two laps to go, Crazy threw caution to the wind and really floored the gas pedal and passed Miller as they came to the bottom buoy. Once in front he wasn't going to be passed and Miller had to be content to take second place. With all the excitement up front a lot of people missed the bash between **Hustler** and **Hi Fi**. For three laps the two of them fought out third place until on lap three they missed the lead out buoy down the bottom. **Hi Fi**, able to turn around quicker, got the jump and took off after **Lo E** who had gone by during their cavorting.

Hustler pulled out on the fifth lap with engine trouble and **Hi Fi** set off after **Lo E** (driven in this race by Alan Fordham). Down to the line came the leaders with **Tiger** leading **Kangaroo Kid** over the line with **Hi Fi** passing **Lo E** going into the top buoy and crossed the line third with **Lo E** fourth.

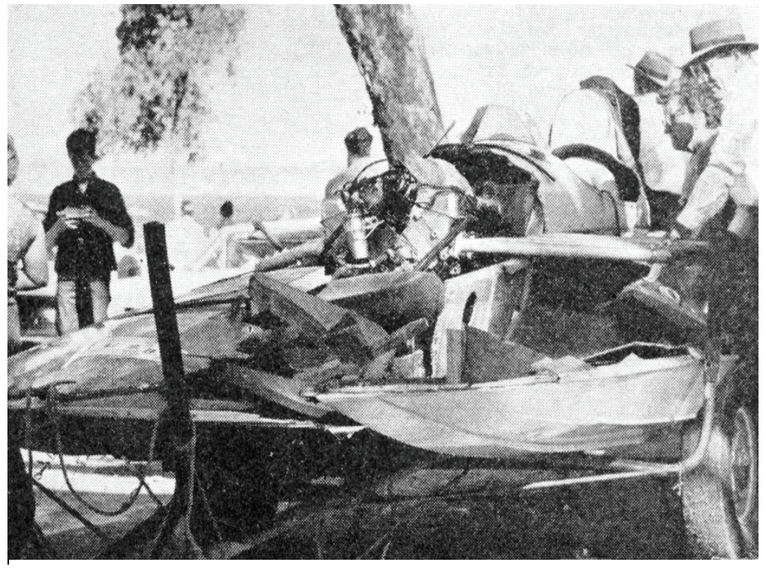
Hi Fi pulled out of the final, leaving six boats. The were **Wasp Too, Kangaroo Kid, Tiger, Hoodoo, Sayonara, Lo E**. With rooster tails spewing to the air, the field came up to the line. At the drop, **Wasp Too, Kangaroo Kid** and **Tiger** flew down towards the bottom buoy, with **Hoodoo** leading **Sayonara** and **Lo E**.

Into the first buoy, it was **Wasp Too** out wide with **Tiger** taking a tight line and **Kangaroo Kid** going in between them. Just out of the turn on the run up the back straight, **Tiger** appeared to hit a wash. She went up on one sponson and rolled along the top of the water and then sank. Prompt action from a nearby crash boat saved **Tiger** from going right down.

Hooper said afterwards: "I was going along and into the first turn, I turned real tight, I looked up and saw I was going underneath Ernie Nunn. I thought to myself, 'you're improving boy.' Just then Miller went blasting by me about 10 m.p.h. quicker than I was going. The next minute I must have hit both Nunn'' and Miller'' wash. Up she went and bong! Crash, roll, roll, roll and down she starts to go. I tell you, boy, if I hadn't had that safety belt on I would've either broken my back or been killed."

As the sunken **Tiger** constituted no danger and Crazy-Horse was OK, the race went on. Out in front, Nunn and Miller had the crowd going wild with a brilliant display of high speed racing. For three laps **Wasp Too** and **Kangaroo Kid** raced nose and tail. The sight of the two rooster tails all the way down the straights and the sound of the snarling V12 Ferrari and the screaming Chrysler V8 were a joy to the eyes and ears of all present.

On lap four, **Kangaroo Kid's** race came to a stop when she holed going into the top buoy. With Miller out, Ernie eased up a little to conserve Enzo's delight. During all the excitement out in front, **Sayonara** had moved up and was second when Miller sank. Alan Fordham driving as only he can had brought **Lo E** up to third place. Bill Gunn in **Hoodoo**



An over-cooked Hot Cookie after her smash –up