

CLUB NEWS

Brett Howe & Rick Gibney have just competed in this year's Bundy Thunder in QLD. Initial reports indicates that **Wasp** experienced some engine trouble. We await a full report from Brett once back below the border.

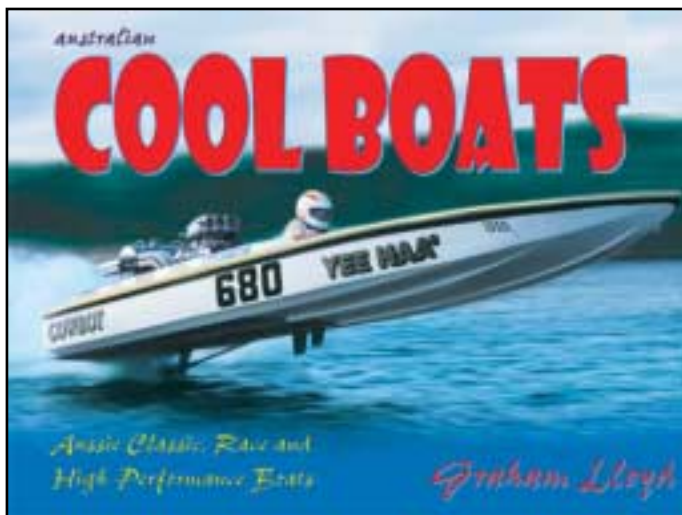
If you watched Sports Tonight on Tuesday night, you would have caught footage of club member Norm Macmillan flip his Blown Alcohol Displacement - Maniac The Ride. Norm was in hot pursuit of Liberty, coming out of a turn, the boat rocked violently from side to side. The side of the boat dug in, dove right, then barrel rolled while spitting Norm out of the seat and into the water. Luckily the only injuries were bruises, sore joints and dented pride. (see full report - page5)

Relatively new club member, Graham Lloyd has taken delivery of stock of his recently published book "Cool Boats". The book is a great effort in helping raise the profile of Aussie performance and race boats. Hydros feature prominently with the rear seaters of NSWHC club boats **Atomic**, **Classic Racing**, **Something**, **Untamed Lady**. Other hydros include the very well presented classic hydros **Blue Max** and **The Baron** from QLD.

Each boat has about half a dozen huge colour photos and more often than not, one of those is a double page spread of the boat in action. The specifications of the boat & engine, along with a history of them all make for very interesting reading

The book also profiles Outboard & Displacement circuit racers, wooden skiboats, & Ski Racing boats. 30 boats all up.

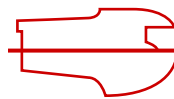
If you are interested in buying a copy (Xmas is just around the corner) please contact Graham on (02) 9940 3891 or visit : www.coolboats.com.au.



continued on page 9

Next NSWHC club meeting:

13 7:30pm Friday
th December
 A restaurant in Windsor
 see page 8 for further details



EDITORS COMMENTS

by Nathan Mills

Apologies for the late arrival of this edition of Hydro Tales. For those unaware, I got myself married in mid-November, so as you can appreciate, there was pressure coming from all corners at the time.

The November issue was very close to getting completed, but just didn't quite get there, so this is a bumper double issue! The biggest yet! There's plenty to get through.

HO HO HO, A MERRY XMAS TO ALL! I hope that Santa has noticed all of your hints throughout the year and that there will be plenty of boat bits under the tree on Xmas Day. Lets' just hope you've all behaved.

Some of you may be looking at chasing sponsorship in regards to helping you campaign your boats in the future. So to help in offering exposure for your sponsor, we can add the logo and other details to your boat's profile page on our website and Hydro Tales.

Don't forget to please let me know what's happening with all of your boats, so I can report the progress in Hydro Tales. You never know when another club member could help you out if you happen to be stuck somehow, or are short of a particular part.

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Power Boat Don'ts

By E. J. Williams

These tips were originally taken from a USA publication - Power Boat News, September 2, 1905, p430. Although these points are nearly one hundred years old, some of them are still very much relevant today's boat racing arena. There may well be some people around the boat racing fraternity that could learn a few things by reading these.

They were recently discovered re-published on a website that is dedicated to Unlimited Hydroplane history from the USA. www.lesliefield.com

- Don't get excited when some mishap occurs. It only shows everybody that you are an amateur.
- Don't look into the gasoline tank with a match. It is not the boat that is to be taken into consideration, but the undertaker's bill.
- Don't expect the engine to run if the gasoline cock is shut off. Gasoline engines don't as a rule run on air.
- Don't invite your friends for a trip when the engine has refused to run for a week. You are liable to get disliked.
- Don't start out for an all-day's journey with only a gallon of gasoline. The Standard Oil Company will not furnish a tank steamer to follow you. Competition is not great enough.
- Don't blame the engine when it is the person running it at fault. Unfortunately there are numerous persons who do not know how to run a lawn mower, harness a horse, or build a fire, and never will learn.
- Don't tell everybody that your boat can make 20 miles an hour, and then have some fellow beat you in a boat only capable of making 10 miles.
- Don't build a racing machine and declare she will ride out any weather.
- Don't forget that some gasoline engine manufacturers figure horse power by the mule, and others by the pony or underfed goat.
- Don't forget that a power boat owner's mile, until the craft is run on a measured course, is only about 3,000 ft. and explains why his boat goes so fast.

I hope that none of any of the above points sounded a little familiar for anyone. I guess it pretty much points out the fact that we can, these days, have all of the technology in the world at our disposal, but common sense reigns supreme above any of it.



RACE CALENDER

DECEMBER

Sun 1st December - Deepwater Motor Boat Club, Georges River, Milperra,
• Deepwater Spectacular

Sat 7th December - St George Motor Boat Club Kogarah Bay, Sans Souci,
• Club Day

Sun 8th December - Upper Hawkesbury Powerboat Club, Hawkesbury River, Windsor
• Club Day

Sat 30th December - Deepwater Motor Boat Club, Georges River, Milperra,
• Club Day

JANUARY

Sat 4th & Sun 5th January - National APBA Lake Wyangan, Griffith,
• Trans Tasman GP Hydro Challenge
• EC Griffith Cup

17th, 18th & 19th January - Formula 1 Tunnel Boat Tour, Newcastle Harbour, Newcastle
• Round 4 of the F1 Series

24th, 25th & 26th January - Dargle Valley Boat Club, Hawkesbury River, Lower Portland
• Dargle Spectacular
• Marj Watson Australasian Unlimited Displacement Championships
• Dargle Gold Cup
• Grandfather Bertie Unlimited Displacement
• King of the River Unlimited Unrestricted

PLEASE NOTE:

This calender is supplied as a guide only. If you, as a driver or spectator, are interested in a particular meeting, please contact the club in question directly to confirm details and notify of attendance. Dates, meetings and venues can change without notice. Dates courtesy of the Australian Power Boat Association - NSW Council.

NSWHC Committee / Contacts

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APBA State Council

Vice President - Inboards

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Ken Warby



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NSWHC Website Address

www.ignitedesign.com.au/NSWHC

Hydro Market 4 SALE!

Phillip Haynes has cleaned out his shed and discovered a few items that he wants to sell:

- Hydroplane 21'6" long x 10' wide Grand Prix, designed by 'Wickens' of Oregon USA, includes full set of plans, new long range fuel tanks, hydraulic tilt tandem trailer, less motor and gearbox, ex.condition, \$9,000.00



- Safety Cell, fully certified with serial # and ID plate, open type, complete with matching engine cover, 'Simpson' 5 point harness, foot rest, throttle pedal and cable, aircraft airspeed indicator, as new condition, \$3000.00

- Hydroplane propeller, 'Gibbs 12"x 20" RH 3 blade in near new condition, selling at less than half replacement cost \$2000.00

- BMW 5 Litre, V12 engine, complete engine including bellhousing, flywheel, starter, new workshop manual, Full price \$2800.00

- Ford 429 Cobra Jet race engine, blueprinted & balanced, 4 bolt block, rare Holman & Moody heads, forged

pistons, svo cam, "weiland" 360 deg. Manifold, Pacemaker extractors, scattershield, steel flywheel, etc, most parts new, 100% complete fan to clutch, ready to assemble, \$12000.00

- Aluminium fuel tanks, 36 litres, measures 460mm x 360mm x 260mm high with sump \$150.00. 132 litres measures 1170mm long x 260mm Dia. And sitting on top 690mm long x 255mm Dia., with sump, \$275.00.

- Ford AU V8 Falcon 302 short motor, near new condition, includes 289 heads \$1500.00. 289 Windsor motor \$500.00. 260 Windsor motor, hot-tanked, \$500.00.

- Water speed gauge, reads from 0-150 mph, face 107mm dia., custom made in s.steel by instrument maker, has never been used, selling way under cost at \$300.00.

- Marine conversion for Ford Windsor 260-302 V8 engine by 'Rolco', suit rear mount, complete kit, includes manifolds, bell housing, engine mounts, water pump, etc, etc cost \$1644.00 selling for \$950.00.

Contact Phillip on 02-63356210 or e-mail handh@ix.net.au

A 20' rear seater hydro "**Miss Coldstream**" is up for sale. The boat has done little racing, with most of it's running done while in development, hence the hull is in excellent condition. It is a David Gill hull and ran a 460ci BB Ford. The boat is currently in South Australia, but it's history lies in Victoria.

If you are interested, please contact Nathan Mills.
ph 0418 45 7788

Hydro Market continued on page 6

Brett's Trivia Quiz

Check out the following bunch of photos, then select one of the following possible correct answers :



- A] The new NSWHC rescue boat.
- B] Miss September's maiden voyage...
- C] Graham Howard testing new sponson design
- D] Some crazy pommie



- A] Dave Pagano & Kevin Barker at the woodie festival
- B] NSW Water Police
- C] A couple of yanks having a bad hair day.
- D] One of those "hollow logs" that was again overpowered



- A] Atomic at the recent Hydroplane Nationals
- B] Adam Filsel trying to outrun Des Radburn on the back straight.
- C] Early footage of Kel Toms at Sydney's Cabarita
- D] Ricky Howard - as usual



- A] Paul Veitch cooking as usual
- B] Dave & Suzy's 2nd effort at cooking chips.
- C] Rick Gibney passing wind after lots of chili.
- D] Ho hum, who cares



- A] Yet another Ricky Howard memorable moment.
- B] Mouse a little wide at St George
- C] The famous Miss Budweiser
- D] Tortoise with too much tail fin



- A] Paul Veitch at Taree
- B] Paul Veitch at Windsor
- C] Paul Veitch at Deepwater
- D] Paul Veitch trying to follow Ricky howards driving instructions

Race Report



Bundy Thunder

November 2002

WASP waved the flag for the NSW members, making the total number of hydros there to 5 boats. The boats were **Blue Max** (Neil "FISH" Coddington), **The Baron** (Debbie White), **Li'l Shocker** (Ocker & Paul Jackson), **Livewire** (Dave Swan), and **WASP**.

From the outset, WASP was at a disadvantage against Li'l Shocker, Blue Max, and The Baron due to engine capacity - the only match was Livewire with it's 3000cc twin cam Toyota Cressida engine also running triple webers. However, on the track Dave Swan is still very green and as such tending to hang back in all races. Li'l Shocker proved that a 3.3l Falcon can be a match for the bigger 5000cc+ boats more than once attaining better straight line speed, and achieving a second and a first on one occasion. WASP achieved a 3rd as best run a couple of times.

WASP made a change to the induction system by producing some 250mm polished aluminium ram tubes for the webers in the hope of extracting some more revs from the little RB30 - they didn't work and in fact produced less revs than before. They were sacked fairly quickly!

The QLDers have a very different driving style to the NSW drivers; in QLD they arrive at the corner late and wash off speed exiting the corner - here we tend to arrive at the corner in the right direction and put on speed exiting the corner - the result is that the Queenslanders always had the line at the corner which blocked us on exit. After 3 races, the NSW driver had a grasp on the situation and became one of the widest boats on the course (sorry Paul but racing is racing...).

Dave Swan's outing in Livewire after an extensive full rebuild is indeed a credit to him - the boat revealed meticulous engineering and will be a quick reliable boat again - watch out for this one in the 3.75litre ranks...

Fish in the awesome Blue Max was, as always, demonstrating the family rivalry against partner Debbie White in The Baron although Debbie proved she has what it takes and beat Fish on one occasion. Blue Max produces more than 800hp and uses the whole river - Fish was clocked at more than 140mph on more than 1 run! It is loud, fast, and almost out of control but spectacular to watch!!

differences, Li'l Shocker sneaks in the foray and often snuck through producing upset! As Paul Jackson has said on more than one occasion, let me near them and they won't catch me! And most times he was right...

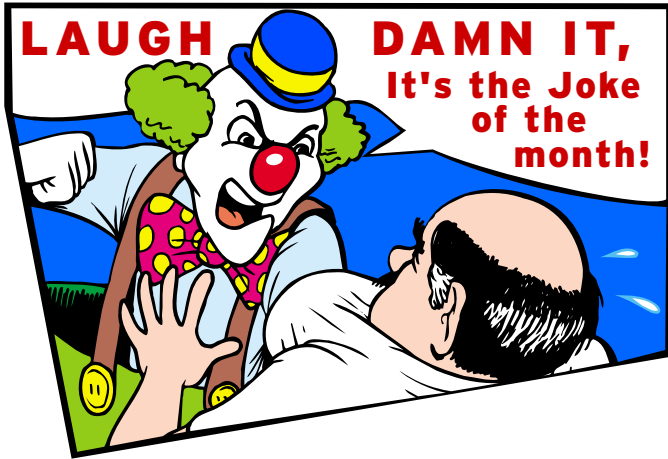
The Bundy course is run at Sandy Hook which is the upper reaches of the Burnett River. Sandy Hook is the local water ski club and the race area is fresh water (A dam is about 3km downriver). As a result of the dry conditions, water lily is very widespread and patches of the lily can be the size of a family car! While organisers tried to contain the lily by netting and frequent collection of it, there were patches that were still in the water causing a major hazard to boats.

Wasp fronted for race 1 on Sunday and whilst in the lead for 2 or the three laps, the engine suddenly went off song. Steam emerged from the exhaust (located next to Brett's head) but the temp gauge didn't move. Finishing the race in 4th place, diagnosis and a good look over Wasp revealed that the water pick-up tube located on the sponson had hit lily and been torn off! This starved the engine of water.

Back on the trailer the damage was evident with compressions down from the usual 160lb to now 90lb - she was nearly stuffed! The second race on Sunday was missed while the team raced up to the local Bunnings store for some copper pipe to make a new water pick up, in readiness to put on a show and run the last race of the day.

Unfortunately WASP is 36 years of age and the original copper water pick up was 9/16" tube which could not be found; so 1/2" tube was utilised but - hey - the engine was now very sad anyway and we figured that it would still work OK.

Last race of the day and we were heading for a start in pole 3; flag dropped and Wasp arrived at the first corner first and was first out of the corner with Revs up to 6600! At the back off point on the back straight a quick glance of the gauges revealed that the engine temp was now 90 degrees celsius and still rising!!! What the hell has happened?? A bit further into the corner and a wall of water moved from the stern of the boat to the front of the boat with enough force to dislodge my foot from the accelerator pedal! What the hell! Get the right arm in the air, and head for the ramp - I think we are sinking! Temp gauge now off the end of the scale over 100 degrees, and Rick quickly got the trailer to the water. One last turn in front of the ramp and kaboom! A glowing piece of aluminium came out the exhaust and lodged in my left sleeve of my nomex suit - temp now reading 50 degrees on the gauge on the second time around!



General RULES for Aussie Males:

1. Never take a beer to a job interview.
3. It's tacky to take an esky to church.
4. If you have to vacuum the bed, it's time to change the sheets.
5. Even if you're certain you're included in the will, it's rude to take the trailer to the funeral home.

DINING OUT:

1. When decanting wine from the box, tilt the paper cup and pour slowly so as not to "bruise" the wine.
2. If drinking directly from the bottle, hold it with both your hands.

ENTERTAINING IN YOUR HOME:

1. A centrepiece for the table should never be anything prepared by a taxidermist.
2. Don't allow the dog to eat at the table, no matter how good his manners.

PERSONAL HYGIENE:

1. While ears need to be cleaned regularly, this should be done in private, using one's own ute keys.
2. Even if you live alone, deodourant isn't a waste of money.
3. Use of toiletries can only delay bathing a few days.
4. Dirt and grease under the fingernails is a no-no, as they detract from a woman's jewellery and alter the taste of finger foods.

DATING:

1. Always offer to bait your date's hook, especially on the 1st date.

THEATRE ETIQUETTE:

1. Crying babies should be taken to the lobby and

picked up after the movie's ended.

2. Refrain from talking to characters on the screen. Tests have proven they can't hear you.

WEDDINGS:

1. Kissing the bride for more than 5 seconds may get you shot.
2. For the groom, at least, rent a tux. A track suit with a cummerbund and a clean football jumper can create a tacky appearance.
3. Though uncomfortable, say "yes" to socks and shoes for the occasion.

DRIVING ETIQUETTE:

1. Dim your headlights for approaching vehicles, even if the gun's loaded and the pig's in sight.
2. When approaching a round-about, the vehicle with the largest tyres doesn't always have the right of way.
3. Never tow another car using panty hose and duct tape.
4. Don't burn rubber while travelling in a funeral procession.
5. When sending your wife down the road with a petrol can, it's impolite to ask her to bring back beer, too.

Hydro Market cont.

4 SALE!

Freebooter

Boat is complete, on trailer and ready to run. The included 283ci Chev V8 may be a little tired. The boat is located in Moorebank, Sydney.

Contact Eric Harris for full details - (02) 9602 4493



Boat Profile

IT'S MAGIC

Owner : Paul & Karen Veitch
 Driver : Paul Veitch
 Crew : Damien Wood, Kieran, Kane, Kachele & Kodi
 Sponsors : PKV Carpet Laying Services, Harris Engines, Precision Props Victoria, Malzard Bros, Magic Freighters, Terminus Hotel Yarrawonga.
 Engine : Stock 4.2litre Holden V8
 Top Speed : 130mph
 Hull : Built by Dragula Enterprises Vic.
 Length : 5.64m
 Width : 2.7m



Battling with Alcatraz under the Sneddon's ownership

Achievements prior to Paul's ownership :

- John Redfern Memorial
- Victorian & Australian Championships
- Victorian Points & National Series
- Bob Luxford Memorial
- 6 litre National Champion
- 2nd place Australian 4.2 litre Championship
- Wayne Seffield Memorial, 2yrs running

Achievements under Paul's ownership :

- 3rd Maclean Regatta 2000
- 3rd Ernie Nunn Memorial 2002
- NSW Hydroplane Titles 2002
 - 2nd 4.6 litre
 - 4th 5.2 litre
 - 3rd 6 litre

Paul went to the 1999 Windsor Spectacular and liked

what he saw. There was an older style hydro there for sale (as coincidence would have it, this boat is now owned by Paul's brother Tony - Water Slaughter), and after talking to the owner, contacted Con & Paul



Cunningham. Paul Cunningham listed the boats that were floating around Australia and up for sale.

Paul and his family travelled the countryside looking at the boats for sale and would be competitive. They followed the Oz Hydro Series and found one they liked at a meeting Lake Burrendong, Wellington, NSW. Her name was It's Magic, owned by the Sneddon family in Victoria. They later travelled to Geelong for the Ford Motor Company Festival where Paul had his first drive of It's Magic. This being Paul's first time in any kind of race boat.

Paul took delivery of the boat in July 2000, where he brought it back to NSW. His first race meeting was a Club Day at Upper Hawkesbury. Then he travelled to Maclean on the north coast of NSW, where he came 3rd in the Regatta, competing against Kay Marshall & Michael Page.

The next meeting was off to Lake Burrendong for the 1st round of the Oz Hydro Series. Unfortunately, the motor expired, which left the boat off the water for a rebuild for about 8 months. Since then, the Veitch's have raced at Toronto, Taree, Windsor, St George.

Although slightly new to boat racing, Paul has high speed in his blood, as he started out in motorcycle racing, which stemmed from his father who started the Parramatta City Motorcycle Club.



Race Report continued

As we got the boat on to the trailer (drove it on there), the engine clattered and just died - R.I.P.! The water level in WASP was approaching the tacho and was up to my waist (remember that I'm 6'5" !) Yep, she nearly sank.

Back to the tent and lets have a look. Remember how the old water hose was 9/16" and the new was 1/2", well the connecting hose blew off in the sponson and every second that we were moving it was filling the boat with water. Lucky to still have Wasp! The end result is our faithful RB30 that has been in Wasp for 7 years now is fit for the scrap heap - no compression on 3 cylinders and the head is warped so much that you can see it with the naked eye.

On points over the weekend, 1st went to Fish, 2nd Debbie White, 3rd Paul Jackson, 4th Wasp, 5th Dave Swan.

The Bradley Pratt memorial was the most eventful race of the day! The racing came down to a race between **Liberty** and **Maniac The Ride** (Norm MacMillan). On the last turn, Liberty had the inside line and Norm was battling with the outside line - he had to get on it early to exit the corner and run to the line. With 1500+ hp, Norm planted the right foot and the torque of the engine tilted the boat to the left - Norm responded with a slight right pull on the steering but never took hi foot of the gas. The torque steer was so great that the boat corkscrewed over and headed for the bank upside down. Down was thrown out and only had mild bruising whilst the boat wound up in the lillies. The whole event was captured by Full Throttle Productions and Gavin Brennan did a great job with more than 5 cameras over the weekend. On Monday night after the racing, Sports Tonight, Channel 10 aired the crash; and all the events will be available on Gavin's next video in about 2 weeks!

Our thanks must go to Terry Smith who did a first class job in running and on track management - he knows what boat racing is all about and should be congratulated for making the racing close, smooth, and fun. Also Barry Hay (Barry Bullshit as he became affectionately known) as race commentator for his knowledge of boats and drivers was impeccable - and if there was something that he did not know, well lets just say he embellished what he did know! SQPBC did a mammoth job of accommodating and organising the racers, and also should be thanked!

Bundy Thunder is a must do event for rear seaters. Our only disappointment over the weekend was that the track was not weeded prior to taking Wasp out there! Yeah, we'll be back, bigger and better. - Brett & Rick - WASP.



Season's Greetings

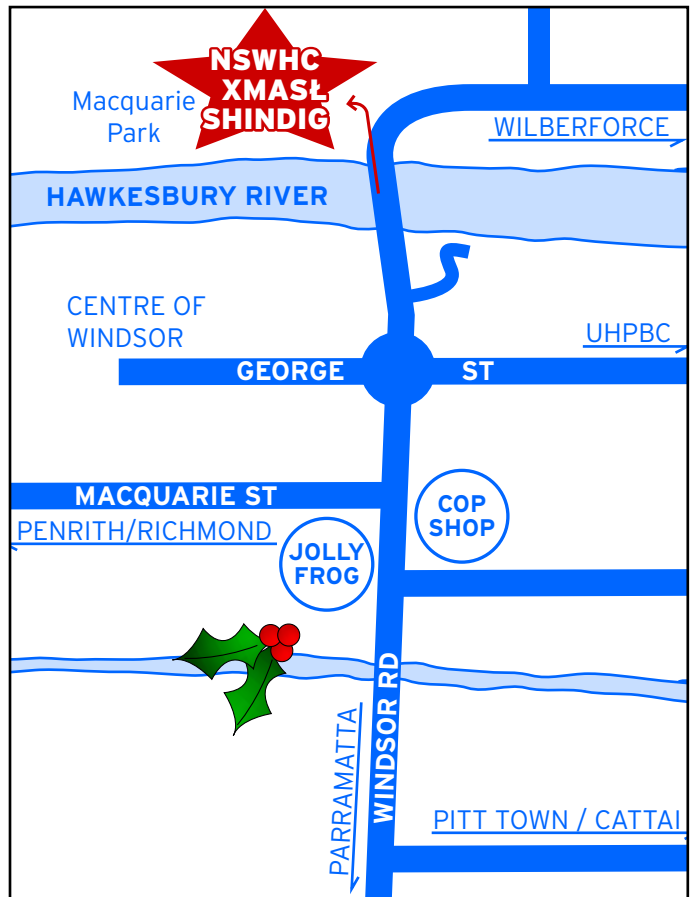


Our December Club meeting will also incorporate our Xmas party.

The formal proceeding will begin as usual at 7:30pm, which we hope to get through relatively quickly and smoothly. Then the notes, minutes and pens make way for serviettes and cutlery.

The cost is \$15 per head payable on the night. As you can understand we need to know definite numbers to confirm with the restaurant before the night. If you plan on coming along, you must notify Edgar or Lyn Phipps on 4577 6513.

The restaurant is pretty much as close to the Hawkesbury River as you can get. It is situated in the park just over the bridge from Windsor.



Since the Xmas dinner is rather late notice, we are also going to have a New Years party/picnic as well. It's a similar concept where we will go through the regular club meeting first, then crack open the Eskys and picnic rugs after the formalities.

Brett Howe has graciously offered his place at Booker Bay on the Central Coast as a venue, which is right on the water.

The date will be Saturday 11th January. Please note that there will not be any Friday night meeting in January.

Full details next issue, or contact Nathan.



CLUB NEWS continued

AutoQuatic Racing acquires 2nd boat...Another rear seater! Yes, it's now official, AutoQuatic (current owners of WASP - Brett Howe & Rick Gibney), have acquired Kaarina, the second boat for the team.



The name on the boat will be replaced with SWAP (an acronym of WASP), and will be made to look very similar to WASP in as much as colour and presentation. As with WASP, driving duties will be shared by both Rick & Brett. Powering SWAP is a Russell Jones 350 Chev with mild head work, mild Jones cam, Edelbrock Performer manifold, and Holley 725 VacSec carb, sparked by Mallory ignition, and capable of comfortably running 6200 RPM almost all day. The engine will receive a freshen up as part of the major works.

To help those drivers out there that are still sitting on the fence as to whether to buy a license, we have attached a copy of the all of the NSW race dates. These include Club Days and Spectaculars. After a discussion at our last meeting it was suggested that a better decision could be made after viewing the possible race days that each driver could possibly get to over the whole year.

Anthony Veitch has graciously offered his boat **Water Slaughter** available to be driven by any interested members. Obviously details will have to be sorted out between the two parties, but it is still a generous offer. So if you're a Rear Seater guy who just wants to feel what it's like to drive from the front, then give it a go.

Congratulations to Mitchell & Leanne North for the birth of their first child in late October.

It seems Mitchell has an especially busy year this year with a newborn & a new mum to look after and also considering getting his hydro **Research** back on the water.



NSW HYDRO TITLES 2003

They're on again! Sunday 23rd February 2003. The NSWHC are hosting the NSW Hydroplane State Titles.

First things first though. We are yet to confirm a venue. At this stage there are a couple of possibilities.

The Toukley venue is actually already booked for a ski-race day by the Region 5 organisation. There has been a suggestion that we look into running a joint event with ski-ing and circuit racing. It is stressed that at this stage it is still just an idea and is in the process of weighing up the "pros & cons" and further discussions.

Taree is again another viable venue. Although Taree Aquatic Powerboat Club haven't yet been formally approached.

These are the two most likely venues, but if someone else has another idea, it would be great to hear any suggestions. We need to have a definite idea of venue after this coming meeting so we can get the ball rolling ASAP.

The APBA have been asked to display boats again at the Motorex exhibition at Homebush. The last event was a great success and the organisers are planning on utilising even more exhibition space, and that means more room for more boats.

It has been suggested that we (the NSWHC) try and display a sample from each of the classes. Also what we want, are people to help man the exhibition. We can't just have people dropping off boats and then disappearing. There needs to be people there that can answer the public's questions. It can only help promote our sport.

The show is planned for mid-next year, but definitely talk to Rick Howard if you are interested. More details as it gets closer.

The Taree Easter Spectacular is on again! This coming event will be a huge one for hydros. Taree will host a round of the Australian Grand Prix Hydroplane Championships. The extra exposure and interest brought about by the attendance of the big boats can only enhance our profile as well. So keep the Easter Weekend in mind when planning for your season, because it's going to be here before you know it.

The Dargle Spectacular is coming quickly. This year, 5 boats constitute a class, and full APBA licenses are required, so you will have to extract the digits and get organised. Dargle will obviously be a hot topic at the December meeting, so let your intentions be known. We can only run if we have the numbers! For more details specific to Dargle, you can contact them directly on ph:(02) 45 791291 or visit their website: www.dargle.com.au

Harry Reports In

Col Parry’s article on “Hepcat” brought back memories. Dave Rodgers was one of my youthful heroes.

The boat’s actual name was “Hep-Cat II” as raced by Dave. His first “Hep-Cat” was a Keith Barry design, powered by a 4-cylinder Jeep engine, plentiful and popular after WWII.

Dave sold “II” in 1958 to Ken France of “marlo” fame. Ken had commissioned a hydro the previous year, but it was not successful. I have idea of “the Cat’s” racing history, is any, with Ken.

Dave Rodgers had a “III” designed in his head, but business and marriage prospered and the hydro did not eventuate.

The boat was wild, but Dave and “the Cat” were as one. He was only a little bloke, all heart!. My Dad went to the same school and knew the family well, and through Dave got into racing, and thus did I.



The photo depicting a “wild drive” (above) was in fact two full barrel rolls at Goodna on the Brisbane River in early 1955. The occasion was a grudge match between “Hep-Cat II” and a Jaguar powered Lewis Skiff, “Typhoon”. Neither the boat nor Dave were damaged.

There were atleast two copies of “Hep-Cat II” in QLD in the mid 1950s, “Jolly Rodger” (get it?) and “copy-cat” (what else!), also Holden engined and wild.

Dave died aged only 70 in 1991.

The attached photo (below) may be of some interest.

Harry Pugsley



Pandora

Single step hydro
H.W. Pugsley (driver)
H.R. Pugsley (rider)
Ford V8 (stock)

Hep-Cat II

Hydro
Dave Rogers
150ci Holden 6

Jolly Roger

Hydro - copy of Hep-Cat II
Hardy Slaughter
150ci Holden 6



South Queensland Power Boat Club raceday at Goodna on the Brisbane River. Late 1954 or early 1955. Note the lumpy water; also Dave and Hardy are wearing helmets, very uncommon in the 1950s