

# CLUB NEWS

A special thing is happening at the upcoming club meeting this Friday. At our last meeting, our members voted Life Memberships will be given to former club President, Rod Hardie, and to our current club Secretary, Mary Howard. One of the highest accolades that our club can issue, these memberships show our appreciation of the time and effort that these two people have put into hydroplane racing and the NSWHC especially.

Rod and Mary have been instrumental in how our club has developed to where it is today - and in Mary's case, where it continues to go in the future.

If you can, please try and be there for this special moment of our club, as it doesn't happen very often.

Apologies to any members who didn't get notice of the State Hydro Titles being moved from Toukley to Taree. After we had everything lined up to run at Toukley, the Toukley Aquatic Club as an entity is now no longer. The local Coast Guard are in the process of taking over the venue's facilities. But, the new tenants didn't want us there until everything was sorted out legally, taking weeks to sort out.

This all happened only two weeks before the scheduled event, after the Race Boat News went out. We had to source another venue. Thankfully Taree Aquatic Club volunteered their venue and help. Transferring all of the licenses, sanctions, Waterways & Local Council approvals all had to be sorted out in a very short period of time. The meeting could have stalled at any of the above stages, so we had to hold off promoting anything. We didn't get the final approval until the Tuesday or Wednesday before the actual event - leaving no time to effectively communicate the change of venue.

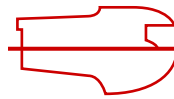
The eagerly awaited launching of Graham Howard's new hydro has taken place. After a couple of initial on water tests, the new 1.6litre powered hydro, **Shaken**, made it's racing debut at Taree for the Hydro Titles.



*continued page 3*

Next NSWHC club meeting:

**11** 7:30pm Friday  
**th** October  
Windsor Public Library



## EDITORS COMMENTS

by Nathan Mills

Thanks to all of you that helped out in regards to transferring the NSW State Hydro Titles to Taree. The pressure was certainly on considering what had to be done in the amount of time we had to do it in. A special thanks to Neil Ryan who did most of the co-ordinating from the Taree side of things.

Thanks to Col Parry for his contribution in this month's boat profile. The boat in question isn't a current member of the club, but you'll soon notice that many of the people involved are past and present members. Plus, the story is pretty damn interesting on its own merits.

Last club meeting coincided with our Annual General Meeting. All of the committee positions were re-appointed again to the same responsibilities. The only notable difference was Harry Pugsley didn't want to run for the position of Assistant Secretary. On the advice of Harry, the position was dissolved by the members. Harry will still be available to help out when and where he can. For a re-cap on the committee positions, see the Committee / Contact list on page 3.

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.

## CONTENTS

Race Calender .....	2
Race Report 1 .....	2
NSWHC Committee / Contacts .....	3
Hydro Market .....	3
Pagano World Tour .....	6
Profile of the month .....	7

# Race Report

## NSW State Hydroplane Titles

29th September 2002

After getting all of the re-organising dramas out of the way, it was full steam ahead for some hydro racing. Most of the people involved arrived into Taree on Saturday, the day before - and it wasn't a pretty sight. Strong winds had blown up over the course of the day, causing everyone to begin to worry. The scrutineering that was to take place on Saturday afternoon had to be postponed until Sunday, that's if racing was on at all.



*Beefa*

Sunday began perfectly. An early morning start to set up the fence around the pits, the course laid out, and pit control had to be set up. As the morning grew on, a breeze picked up. After scrutineering and pre-race briefing, the racing got under way.



*Trinity, looking for the gremlin*

The first race away was the 3.75litre class. The three boats entered were Wasp, Beefa, and the new Shaken. When the flag dropped, the little boats let fly. All three were running side by side all the way down the front straight. Shaken and Beefa were able to pretty much just turn in when they met the first buoy, whereas Wasp had back off and drive around the corner. Having drawn outside pole didn't help Wasp's cause, but a good fight was still put up. The lighter, modern designed boats took control early, leaving the narrow transomed rear seater to battle the rough water, even though Wasp had the cubic inches. Shaken and Beefa put on the closest race



*Atomic. continued page 4*

# RACE CALENDER

## OCTOBER

**Sun 13th October** - Raymond Terrace Aquatic Club  
Raymond Terrace,  
• Blue Waters Oysters Junior Series Round 1

**Sun 20th October** - Upper Hawkesbury Powerboat Club,  
Hawkesbury River, Windsor  
• Club Day

**Sat 26th & Sun 27th October** - St George Motor Boat Club  
Kogarah Bay, Sans Souci,  
• Club Day on Saturday  
• October Spectacular on Sunday

## NOVEMBER

**Sun 3rd November** - Raymond Terrace Aquatic Club  
Raymond Terrace,  
• Interclub Day with UHPBC

**Sun 10th November** - Upper Hawkesbury Powerboat Club,  
Hawkesbury River, Windsor  
• Club Day

**Sat 30th November** - Deepwater Motor Boat Club,  
Georges River, Milperra,  
• Club Day & Practice for Sunday's Spectacular

## 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

## PLEASE NOTE:

This calendar 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

### Commodore

Nathan Mills  
home : (02) 9686 2297  
mobile: 0418 45 7788

### Vice Commodore

Dave Pagano  
home : (02) 4578 4444  
work : (02) 4777 4558

### APBA Delegates

Andrew Petty  
Paul Veitch

### Secretary

Mary Howard  
home / fax : (02) 4566 4317

### Treasurer

Leanne North  
home : (02) 4774 0716

### Publicity / Promotions Officer

Nathan Mills  
home : (02) 9686 2297  
mobile : 0418 45 7788  
email :  
nmills@ignitedesign.com.au

### APBA State Council

#### Vice President - Inboards

Ricky Howard  
home : (02) 4575 0060

### Club Patron

Ken Warby

### NSWHC Postal Address

Lot 3 Singleton Rd,  
Loughtondale, NSW, 2775

### NSWHC Website Address

www.ignitedesign.com.au/NSWHC

## CLUB NEWS continued

The insurance has been sorted out, the race dates set, so let's go racing! For those members that held licenses this year, or those that have projects nearing completion - can you please let your intentions be known for the season that has just started. It will greatly help the club in moving forward this year, if we have a solid idea of the number of boats & drivers that we will have on the water this year. If you can't get to the meeting yourself, please notify any of the committee of your intentions.

Dave Pagano has added another steed to his stable. The TNT Bulk rear seater hydro will be restored to it's former glory after a few years in the wilderness. For those that are unfamiliar with this boat, it is an "Alter Ego" replica. Alter Ego was the first limited hydroplane to break the 100mph barrier. The distinct difference from the more common Jones style (Wasp, Li'l Shocker, Spook, etc.) is the deck doesn't roll down at the nose, plus the sponsons are of the "step down" style, rather than the one piece deck.

It's still unclear the exact history of this boat, but Dave is on the hunt for all the information he can find. So if you can help fill in the gaps, let him know.

Canberra is off! It's official. Unfortunately, the original approvals for the APBA to run the proposed meeting on Lake Burley Griffin in mid-November 2002, have since been pulled. This was very frustrating news to hear considering that the event would have been a great spectacle, not to mention a tourism boost, for the nation's capital.

The Trans-Tasman GP Hydro Series continues despite this setback, with the first Aussie round at Yarrowonga on the 23rd & 24th November. Then only a week later at Albury, 30th November & 1st December. The final round is to be Griffith on the 4th & 5th January.

Dave Swan was very close to getting his rear seater Hydro Livewire ready for the State Titles recently. The boat had been back in the water for initial testing, but race pace wasn't be had straight "out of the box". Dave still managed to get himself down to Taree to help out. The next meeting, which he is hoping to be totally ready for is Bundy Thunder in QLD.

Dave has transplanted the heavy 283ci Chev V8 for a 3.0litre Toyota DOHC straight 6 cylinder. We may well have another serious player in the 3.75litre class.



*Livewire before the restoration*

With all of the action from Taree being reported this month, we have had to defer most of Dave's overseas tour to another issue. Keep an eye out for it in a future Hydro Tales. See chapter one on page 6.

The Race Report for the 2002 Windsor Spectacular has also been deferred to a future Hydro Tales, while a more comprehensive article is compiled.

## Hydro Market 4 SALE!

### Healy Hydroplane

6 metres long, Haynes & Hellyer gearbox Stainless steel fittings throughout. On galvanised trailer fitted with disc brakes, duel mag wheels. Heaps of spare parts included. \$6000.00 ono. Contact Rod Hardie (02) 9670 1577 or 0418 218 293

of the day, with both boats running sponson to sponson the full 4 lap race distance. One would pull out of a corner in front, then the other would be back in front by the end of the straight. The see-saw battle lasted the whole race, with Shaken hitting the line first. Beefa would have only a couple of boat lengths behind at most. Pretty damn entertaining from the sidelines fellas.



*The 3.75 litre start*

**3.75 litre : 1st :** Shaken, Ricky Howard **2nd :** Beefa, Steve Moran **3rd :** Wasp, Rick Gibney.



*Wasp, leaving for battle*

The hydro races were separated by support racing. Most of these numbers coming from Taree locals. Half a dozen or so displacements, an outboard, and even a Yamato, all mixed it up to supply the crowd with good entertainment as the hydros refuelled / prepared over the length of the day.



*The start of the 4.6 litre race*

The 4.6 litre hydros were next up. Beefa stepped up a class to keep the bigger guys honest. Again the front straight was very even after the start, with only Beefa and Trinity falling a little behind. Beefa was under half the engine capacity of his rivals, but certainly not half the speed. Trinity rounded the first buoy, coughing and spluttering, the engine not 100% tuned. Mouse and It's Magic really stretched their legs down the back straight and began to pull away from Warlock. The front two continued top pull a larger gap as the race continued, but the distance between themselves slightly stretched and



*Mouse*

shrunk over the full race distance. Again a win for the front seater pickle forks. Trinity managing to finish the race ahead of Beefa, despite the obvious problems.

**4.6 litre : 1st :** Mouse, Brad Pierd **2nd :** It's Magic, Paul Vietch **3rd :** Warlock, Harry Puglsey **4th :** Trinity Neil Ryan **5th :** Beefa, Steve Moran



*Warlock, battling the rough conditions*

The 5.2 litre race was up next, with all of the 4.6 litre boats stepping up a class, except Beefa. Shaken was also back in the saddle. Untamed Lady and Atomic the only 5.2 litre natives. Untamed Lady lit up the water and led by quite a few boat lengths at the end of the straight. It's Magic, not able to turn tight from pole 1, drifted out through Untamed Lady's rooster tail in the turn. Mouse, clean around the outside settled into second place. Shaken showed great strategic thinking in switching to the inside lane as soon as possible, letting the little boat take the shortest route. The bigger boats stayed wider in the turns, preferring to keep the engines wound up. Atomic struggled in the traffic and subsequent rough water conditions. It's engine sounding not healthiest either.



*Untamed Lady throwing water skyward*

*continued overpage*

Untamed Lady taking control over the confident 4.6 litre boats. The surprise was Shaken coming in third, the tight lines paying off. Atomic not quite lasting the distance, needing a tow back to the ramp. Trinity's troubles continued as well, but finished under her own steam.

**5.2 litre : 1st : Untamed Lady, Adam Filsel 2nd : Mouse, Bradly Pierd 3rd : Shaken, Ricky Howard 4th : It's Magic, Paul Vietch 5th : Warlock, Harry Pugsley 6th : Atomic, Dave Pagano 7th : Trinity, Neil Ryan**



*Warlock*

Next up, the 6.0 litre class. Time for the big hydro to hit the water. Des Radburn had towed Tortoise up the freeway to take the 6.0 litre class title and he didn't disappoint. Again, Mouse, It's Magic and Untamed Lady stepping up a class to keep Des on the ball.

Des really wound out Tortoise in front straight, Being a bigger boat, didn't help too much into the wind. As the boat got to the end of the straight, the boat got very light, rocking from sponson to sponson. Untamed Lady, grabbing second place from the other two. Des got Tortoise out to a comfortable, when a break down brought out the caution flag. Untamed Lady was dead in the back straight. A wave of the arms indicated that the boat was taking on water. With all of the commotion, it wasn't very clear at the time, but the race was declared finished. Course boats flew in to help out Untamed Lady. A tow rope attached and messages radioed ahead to get the trailer ready at the ramp. Due to all the help at the ramp, the boat was safely back on the trailer.

**6.0 litre : 1st : Tortoise, Des Radburn 2nd : Mouse, Bradly Pierd 3rd : It's Magic, Paul Vietch DNF : Untamed Lady, Adam Filsel**



*Beefa scoots around the outside lane*

Lunch was called for nearly an hour break in the action. Everyone got the chance to see the hull damage to Untamed Lady up close. What had happened was the boat lost a propeller blade, the then unbalanced prop and shaft shook out of the gearbox coupling. The shaft then bent at about 90° putting the prop through the back of the boat.

The Filsels would like to thank all those people who helped get the boat on the trailer quickly. Due to their efforts, the Filsels only have to rebuild the boat and not the motor too.

Only one support race eventuated after lunch, as the wind had picked up quite a bit, and with safety in mind, the day was called over.

Thanks to everyone who helped out in the running of the weekend. Those who scrutineered, the divers, those in course boats, pit and tower control, and the drivers themselves. We hope to do it all again next year.



*Shaken (left) sticks with Mouse*

## The Pagano World Tour

### Part 1

We've just finished our first week in Seattle and now were on the west coast.

The Seattle Seafair Regatta was excellent with 11 unlimiteds entered, around the same number of unlimited lights and 5 vintage unlimiteds.

You wouldn't believe it but I was walking around in the pits when I literally walked into Grant Harrison from the GP Hydro club.

The 2nd night of the seafair we went to a charity dinner and auction at the Seattle yacht club. As luck would have it I was seated beside Jack Regas. On the other side of me was a crew member of the Slo mo and Hawaii Kai teams.

These guys were fantastic. Suzie and I were filled with stories and the gossip of the days when Jack drove the Kai, Bardahl and Notre Dame.

The auction and dinner raised a substantial amount for the museum with spirited bidding running into the thousands. A highlight for me was an original pair of overalls worn by one of the 1958 Bardahl crew. I didn't have a chance and had to be content with taking home the after dinner chocolates moulded into the shape of rear seat hydros.

On the Saturday we spent the day preparing Miss Century 21 whilst also watching the unlimiteds qualify and watching the heats and finals of the unlimited lights. The final for the lights was fantastic with the battle for first neck and neck right up to the last lap.

The vintage hydros went out in the afternoon and did a few practice laps.

Saturday night was spent partying at this guys factory that was almost a shrine to hydroplane racing. He's had a party here every year for the last 21 years.

Sunday was the big day, the heats of the unlimiteds. With the lap averages in the 150 mph bracket the racing was close and exiting. The eventual winner being Miss budweiser.

The vintage unlimiteds went out to do their 4 laps and put on a good show although due to time restrictions they were black flagged part way through there run much to the disappointment of many of the spectators.

Miss Century 21 blew an oil line in the first lap and had to retire from the race.

Another highlight of this event was the

stallholders selling all sorts of stuff. I ended up getting a whole pile of hydro pins, badges, T shirts and even a blow up hydro. One of the pins I bought was a gold plated displacement pin from the Victorian Speedboat Club.

How it managed to get halfway across the globe is beyond me.

On Monday Suzie and I went to Tacoma to see a couple of museums and antique shops. The last thing on my mind was hydroplanes. Anyway we were walking down stairs of this pretty ordinary shop when right in front of me is a 1940 pinball machine called Speed Demons and you guessed it, it was covered in outboard hydros.

Now a pinball machine in your luggage is a problem that doesn't face too many individuals. But the fact remains I can't not buy it it just wouldn't be me now would it?

Anyway we get up in the morning and head off back to Tacoma, roughly 40 miles south of where we were staying and I buy this thing.

Now my friend has lent us her 1996 Buick coupe which is roughly the same size as a commodore and I've called a guy back in Aus who buys Stained Glass supplies from the US. It just so happens that he is having a container loaded next week and the warehouse is on 30 miles Nth of Seattle.

So we dismantle the machine and I manage to get the headboard on the back seat and the rest of it hanging out of the boot.

We leave this shop and start heading for the warehouse. Seems all to smooth doesn't it?

About half way there I notice that the battery light is on. Shit, even in America I manage to turn a simple activity into a mission. Needless to say the car stops 1 mile from our destination at a 7/11 store. I managed to talk this guy into delivering the machine for me just before they closed.

Eventually one of the guys from the museum came with another battery to get us home leaving just enough time to get to the airport and catch our flight.

Anyway this weekend we're going to Lake George in New York state to see the vintage race boats run. All the best and say hello to Lisa and everyone at the meeting on Friday.

Cheers Dave.

*2nd article in a future issue*

# Boat Profile

## HEP CAT/PEGASUS

This story starts in Brisbane in the 1950s, with a boat called **Hep Cat** and ends in Brisbane in 2002 with a boat called **Raw Deal**.

### HEP CAT

In the very early 1950s, a hydroplane called **Hep Cat** was created in Queensland by David Rodgers. It was 14ft 7inches long, 7ft 6inches wide, weighed 750lbs all up and powered by the current best 155ci class engine, a Grey Holden with 3 Amal carburetors and was clocked at 83mph.



*Hep Cat displaying some wild driving*

- In 1956 it was brought to NSW to race at Toronto in the Queens Birthday Regatta.
- In 1957 it raced at Cabarita in the Swallows Biscuit Carnival
- In 1958 it was sold to NSW and never left Sydney again.
- So after it was bought by Stan Leach and fitted with a Repco Hypower head which really made it fly.



*A young Keith Hayward with proof of the boat's success*

- In 1967 it even qualified to run in the EC Griffith Cup at Wollongong, amongst some very successful boats.
- In late 1967 it was sold to Graham Davies of Deepwater Motor Boat Club

- In 1968 it was sold to Ron Filsel and fitted with the original Dave Rodgers engine and painted red and white.
- In 1969 it was sold to Eddie Fretwell of DMBC, and after almost a year, it was donated to the DMBC minus the engine, to be used as a boat for anyone who wished could drive.
- Due to maintenance problems, this system did not work out.
- In 1970 the boat came into the hands of myself, Col Parry. I had just changed from Holden to Jaguar in my boat Bumblefoot and had a spare Grey Holden. This was fitted into **Hep Cat**.



*Hep Cat while under Ron Filsel's wing*

- Now this little boat really did hop about at speed, so I altered the sponsons to Jones Hydro specs and the boat became very docile but just as quick. The boat was then raced by Bob Howlett for about 2 years.
- In 1972 it was sold to John Lance and raced until 1974.
- About that time, it had become apparent that the old boat was getting beyond repair.
- It was decided to take the boat to Graham Howard to make a direct copy of the boat
- Graham did this and put his own ideas into the new hull, a wrap over deck and more dyhedrol on the sponsons.
- I, Col Parry fitted the running gear and engine straight out of **Hep Cat** to the new boat and it was an instant success. John Lance paid for the new boat and called it Pegasus.
- **Hep Cat** was no more.

### PEGASUS

**Pegasus** was raced with great success by many drivers for a lot of years, winning many trophies along the way.

- 1974 - 1977 John Lance, Keith Hayward
- 1978 - 1979 Tony Toms, Keith Hayward, Rod Hardie
- Tony Toms renamed the boat to **Soak**
- 1980 - 1981 Eric Harris, Wally Newton
- 1982 - 1983 John Crook (Chook)

*continued over page*

## HEP CAT/PEGASUS cont.

There are too many stories to tell about this boat, but here is just one.



*Pegasus, the original Bumblefoot, and in the background, what is today the current Li'l Shocker*

The boat was racing at Wagga in the NSW/VIC Husky Shield in the late 1970s, when the engine died. A farmer from the area said he knew where we could get another. So off we went to a chook shed on a farm. Anyway, the motor was quickly swapped and new oil put in, and as always, it started first time. Keith Hayward drove it in the next race. The problem then came about? we had put new in, but had not emptied the old oil out. Thus the motor had twice as much oil as it should have and promptly blew it out (rear seater remember) all over Keith during the race until it found the correct level? and still finished the race.



*A slightly older Keith Hayward with Pegasus*

In around 1983/84 the boat came into the hands of a boat dealer in Mascot, who went broke, and it was where it was last seen. It disappeared!

### RAW DEAL

In December 2001 I, Col Parry, went to Brisbane to watch a QSBC race meeting at Yerong and was told that a little 14ft hydro had appeared, fitted with a 253 Holden. To my amazement, I discovered that this boat was the same Pegasus, now called **Raw Deal**, owned by Shane Simpson from Burrum Head near Maryborough, QLD.

I spoke to Shane and he told me that the boat went to QLD where it raced until the Grey Holden gave up, and was then fitted with a 202 Holden until it gave up, and he had just shoe-horned a 253 Holden into the boat and it really flew, but was obviously overpowered and Shane admitted that.



*The boat as Soak while under Tony Toms' ownership*

So only time will tell how long the lines and running gear from the 1950s **Hep Cat** will survive.

If anyone has any more stories about any of these boats above, I would like to hear them.

Col Parry.

