



Emil and Len Lundberg are an old established team.

Emil Lundberg and Scotty Callon returning to the pits after a race.

ALL over Australia and indeed in every country in the world, you will find a body of fine men and sometimes women, called Speedboaters. The majority of these men and women are married and have families and carry on a normal routine until the week-ends. When the week-end arrives, a sudden change takes place and they get a demoniacal glint in their eyes, for racing will be on for young and old alike. Saturday morning dawns and they are up and around, not cleaning their cars or pottering around the garden, but stroking and cleaning up an object called a speedboat. Saturday afternoon you will find the whole family down at the course, cheering on all the boats and getting very excited over the way 'Dad and his "Pet" performed. Sunday it is on again and starts to reach a screaming fever pitch. After the racing has ended and all the excitement has died down, most retire to 'Ye Olde Club House, to the bar room section, for a few jugs of amber liquid and to talk over their wins or losses on that particular week-end.

Speed Parts Are A Specialised Business

Few people realise when they go to watch a race, all the time, money, preparation and thought which goes into an entrant's boat. It is hardly ever mentioned, only by the owner-drivers, about the men who have worked hard to convert their motor into a thing of power and high speed efficiency.

Two of these back room boys are Emil Lundberg and his son, Len. These two men are expert craftsmen in their own right. Emil started in the speedboat era of yesteryear with Miss Florence, in association with the late Sid Anderson. This was his first racing boat which he converted and was powered by a motor entirely built

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by himself out of an old Ford motor parts. Other famous boats he has converted was The Eagle for Mr. Joe McNamara, with a Rolls Royce powered motor of 375 h.p., developing a speed of 72 m.p.h., in 1928. Really fast in those days. Another boat was Ace owned by Korrie Bardsley, mounted with a Beardsmore motor of 190 h.p. developing a speed of 58 m.p.h. Mr. Lundberg Senior was one of the foundation members of the St. George Motor Boat Club in 1920, and has taken a very active interest in all stages of speedboating.

Emil Lundberg and Son was originally situated in Newtown, New South Wales, but when the 1939-45 war was declared, moved to their present address at Cooks River Bridge, Tempe. During the war period, Emil and his son, Len, manufactured essential patterns and crane parts for the armed services.

After World War II, pattern making and marine parts commenced to roll off the assembly line. They now manufacture propellers, cylinder heads, manifolds, water cooled manifolds and high speed racing heads. (V8's only) and very soon the firm will be manufacturing Dodge high speed racing heads.

Custom built parts for a particular type of motor, are one of their specialities and all types of motors can be catered for.

A few tips on converting your motor for speedboat racing are as follows: When hotting up your V8 motor, the first thing that is necessary, is to have dual carburetor manifolds fitted, remove the camshaft and regrind to a medium camshaft. This would be excellent for all round performance, but for an even hotter motor, a full race grind would be necessary. All valves will have to be re-tipped and are usually tailor-made to fit the particular type of camshaft which you would be using.

It is some owner-drivers' opinions, that it is an advantage to have the crankshaft stroked and sometimes de-stroked. This means that when the crankshaft is stroked, the piston travel is increased and when de-stroked, the piston travels less and the motor is becoming more square.

The bore can be ground out and there is a general practice to rebore the motor to a large size piston, therefore increasing power and boosting up the revolutions.

Cylinder heads will have to be changed and alloy heads fitted for the high speed work which they must do, the advantage being, the alloy heads are 1/3 rd. the weight of cast iron and have greater heat radiation qualities and cushioning effect of power. These heads are designed with a maximum breathing space between the valves and the head of the piston to give the greatest scavenging effect to the motor. Also to relieve cylinder block between valves and cylinder bore, adding

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greatly to performance, the slight loss in compression ratio is more than compensated by advantage gained.

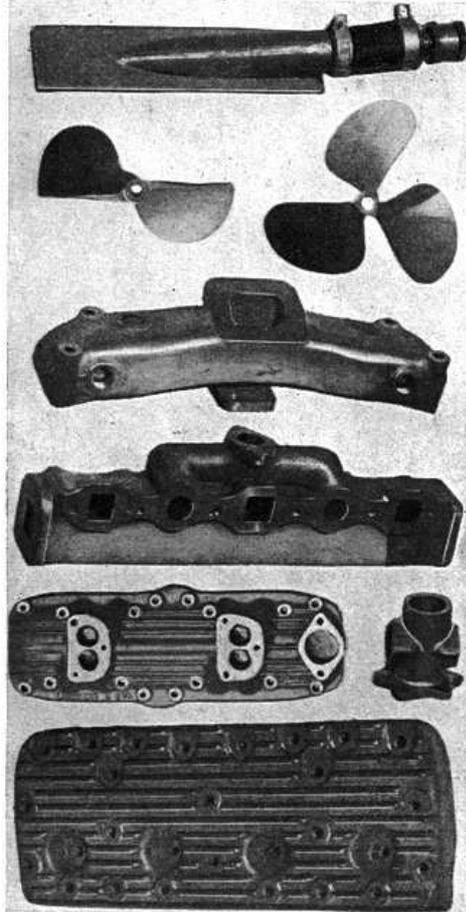
As high compression heads put greater load on crank journals, it is advisable to have an oil cooling system to maintain the viscosity of oil and constant oil pressure.

The dual manifold is truly a great competition manifold. Carburettors mount very close to the port openings and care has been taken to avoid any wet area. The distance from the carburettors to the ports has been evenly spaced. This manifold uses standard Ford carburettors and fits all V8 and Mercury motors. These will give added power, speed and performance to your craft.

Now on the exhaust side, it is essential that you have a correctly designed exhaust system to suit various motors giving the maximum area. The modern trend in speedboats and runabouts, is to have the water jacketed exhaust system, where water is used for cooling and also muffling the motor.

“Reproduced from and with acknowledgement of POWER BOAT and YACHTING Magazine, October-November 1956 issue.”

High Speed Engine Parts Top Quality.. Low Price



Illustrated: From the top. Flexible shaft log, speed and ski towing propeller, Ford V8 water cooled manifold, Austin water cooled manifold, high speed design Mercury middle head and Patent double pump bracket, and the Mercury aluminium high speed cylinder head.

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