

The Makocraft 515 Frenzy Side Console . . .

Report & Pics By PW, working with JW on the water.



With The Parsun 90 2-Stroke Outboard

Comment . . .

Broncos and Cowboys – *you get the picture!*

And yes, the odds of winning in Tasmania are much better than they are in QLD or WA, but they are STILL pretty darn good.

Oh – and I nearly forgot – even if you don't win one of the 7 cylinders, you still get 12 terrific issues of Australia Boat Mag . . . to enjoy over the following 12 months!

See the official comp details on the next couple of Pages (11-13) and good luck!

The Parsun 90 Epiphany

We've wanted to try the Parsun 90hp 2-stroke ever since it was released. The engine is based on one of the real classics of the outboard world, the long serving Yamaha 3 cylinder 2-stroke outboard, to the extent that most parts are interchangeable between the manufacturers.

Okay, this is a bit on the personal side of things, but this SeaRay 230 is here for a reason - it belongs to Gordon, Ruth (and Dug the retriever) and is for sale for a very realistic price. As many readers will recognise Dug, we're happy to confirm that yes, it's 'Ruth' who was our partner in publishing F&B, PAB, PCA and a zillion other magazines and books for 20 years (!) before retiring from publishing in late 2012. Their bridgedeck Searay is immaculate - and just a terrific boat for a family to use and love for those dreamed of weekends 'down the bay'. Dug is okay with the plan to downsize to a smaller trailerboat, providing they do carry out their plan to start exploring further afield - and he can still chase dem pesky fishes in the shallows! See the ad, P-95.

Working with the Parsun 90 was always going to be controversial, because there are powerful forces in the boating industry determined to do their level best to put the kybosh on the Parsuns, because they are so much cheaper than most of the other manufacturers' products, especially when compared to 90-100hp four strokes.



In truth, this month's featured Makocraft 515 Frenzy aluminium side console was actually built (and coloured) with the new Honda 100 hp in mind, but after many, many delays getting those engines to Australia and then (finally) learning the new Honda 100hp was going to land in the \$17,000-\$18,000 range, plus installation (\$1,500-\$2,000) we realised the rig was going to end up costing well over \$50,000 without any of the special fittings we wanted to purchase i.e., the for'rd "tent", the (essential) road



cover, a sun canopy (never mind our unique strapless bimini) and base electronics.

The final straw came when Honda's new management decided it was unable to support the program as they have done so many times in the past, leaving us with the full burden of the project's depreciation if we went ahead. Although the project's new cost might be (say) \$55K, we knew there was no way known we'd pull up more than about \$35K for it in 12-18 month's time. In the end, we did what so many consumers today are doing, and decided the project was unrealistically expensive.

Around the same time, Parsun finally released their 90hp 2-stroke outboard they too had coming for about 12 months.

It's certainly been a rocky road for everybody in the international boating industry since the GFC hit in 2007-8, with production schedules disrupted, R&D scrubbed, and deliveries to Australia all over the place – and that's with every one of the outboard companies.

So the \$7,500 Parsun 90 finally arrived, and we were all duly impressed by how it was all put together. ABM's accountant (our daughter Tracey) astutely observing we could buy and install about three Parsun 90's for the price of the single Honda 100 . . . *Hhhmmmmn, point taken.*

Arrangements were made for Jim at Paradise Point Marine, our local Parsun and Evinrude dealer to do the installation as soon as we could get one up in Queensland.

Actually, in the end, Jim did a lot more than just the engine installation, as right in the middle of this saga, ABM's MD and our Subscription Manager, Mary Webster, did her now infamous swan dive into the garden hedge and adjacent pathway, busting her shoulder, left arm and her ability to mow the lawn, do the shopping, washing up, cooking and house cleaning in the process. (*Hell, I even had to get my own beers outa the fridge! Sigh . . .*)

So the writer was thrown into the unfamiliar role of being a nearly full time carer for next couple of

months, and we were pretty happy when Jim volunteered to take over much of the fitting out that I was going to do.

In the final analysis, it was Jim who worked up the live bait tank, the base electrics, instruments, etc, to get a very well fitted rig assembled and ready to go.

But what was the Parsun like we all wondered? After months and months of delays we found out – and that's what this month's very special report is all about – and our sincere thanks to Jim, his wife Sharon, (pictured, left) and our son Jeff, for all their

Coming Home . . .

Black Rhino 660 WalkAround



Black Rhino Boats has teamed up with a top NZ designer to build a unique range of plate boats between 6.10m and 8.10m LOA, utilising the customer's choice of outboard(s), diesel or petrol sterndrives. Tony Bramich heads Black Rhino production on the Gold Coast, one of the few plate ally teams regularly building boats in Survey for commercial work. Featured here is the stunning Black Rhino 6.60m Walkaround powered by the smooth and 'torquey' 150hp Mercury Four Stroke - the complete package. Terrific performance, blue water capability, real fuel economy, exc finish - all in a mind-blowing, 'outside' fishing platform. Book a test run, today.



Most Models Available in Survey for Commercial activities such as charter fishing, diving, eco tourism.



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Comment . . .



help pulling this together at last.

And the Parsun?

It's terrific.

There has never been so much bull-dust spread about engines that equals the amount that's been tipped on Parsun by the outboard establishment, the

Club of the Big Five, over the past couple of years.

These guys reveal their monumental hypocrisy with their constant chanting about Parsun being "*that Chinese outboard motor*" when nearly every outboard in Australia under 60hp is made in China, anyway! Two strokes *and* four strokes. For them to denigrate Parsun because it is from an original Chinese company is ludicrous.

Ironically, Parsun's parent company is a ginormous business (they build vast, city-sized, hydro electric generators used in dams all over the world) that employs something like 25,000 people, and in financial terms, is way bigger than several of these multi-national outboard companies.

But the local outboard guys are frightened about their jobs, and the future, as the scope and volume of the Australian boating industry is halved in the wake of the GFC era. It's not going to be possible to sustain five multi national brands at the level they've enjoyed in years gone by, and they know it. Like so many other manufacturing-based sectors in Australia, the manufacturing heartland of the boating industry has been decimated, and society is moving away from the boating and fishing world like never before.

No wonder the local branches of the multi-nationals are terrified of Parsun – and I use those words advisedly. With BCF selling Parsun outboards by the container load through 110 stores, plus a growing dealer network in Australia and around the world, Parsun is now one of the biggest volume outboard producers on the planet – and their pricing attitude is awesome.

This is really the first major, national application of what I call the "Bunnings Pricing Philosophy" we've seen in the Australian boating world, and thanks to the Parsun - BCF pairing, it's only the beginning. We're now seeing the prices for electronics, life jackets, chandlery of every kind, and now, finally, outboard motors, tumbling down to almost unbelievable levels.

This new Parsun 90hp outboard costs between \$6,500 and \$7,500 in a box, about \$800-\$1,400 to install (depends on issues such as the steering system, state of the boat's batteries, etc) and for thousands of boatowners with 1980s, 1990s and early 2000 model boats, this is the perfect solution they've been waiting for, to repower their boats.

What's it like?

Well, actually, it's identical to the Yamaha 3 cylinder 70-90 we've all been using for decades. The minute we started it up on the Mako 515 Frenzy at the Slades Point boat ramp last week, and slowly motored away from the ramp into the main stream, Jeff (my son) and I looked at each other and grinned; it was just like going back in time, to dozens of other boats we've tested and run with the 3 cylinder



Yammies on them, with that exact same vibration pattern, engine noise and at initial start-up, the 2-stroke smoke!

Ah, you've gotta lurve 2-stroke smoke early in the morning . . . but again, by the time we were 50m from the launch ramp, the smoke had gone, the engine had settled in and this was still on the 25:1 running-in oil mix because it hadn't even done 10 hours work.

When it goes up to 50:1 it will be like every other 2-stroke 3 cylinder we've ever used for the last 40 years or so. And no better or worse than any of the two strokes from Tohatsu, Mercury or Yamaha.

ABM