

THE SATURDAY MORNING POST

Aug. 8, '53

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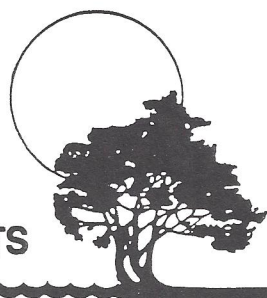
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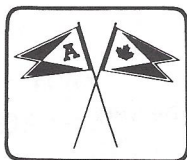
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THE SATURDAY MORNING POST

Official Program of The Twelfth Annual
Lake Minnetonka Antique & Classic Boat Rendezvous



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LAKE MINNETONKA RENDEZVOUS SOUVENIR PROGRAM (LOL 8705) is published annually by the Land O' Lakes Chapter, Antique and Classic Boat Society, Inc., P.O. Box 253, Mound, Minnesota 55364. Telephone (612) 474-3991. (c)Copyright 1987 Land O' Lakes Chapter, ACBS. All rights reserved. No part of this publication may be reproduced in any media without the express written authorization of the Land O' Lakes Chapter, ACBS board of directors.

A WORD OF WELCOME

Greetings from the Rendezvous Committee!

It is our great pleasure to welcome you to the Twelfth Annual Lake Minnetonka Antique and Classic Boat Rendezvous. We are honored to co-chair this year's event, certainly one of the oldest and still among the largest of over sixty antique and classic boat shows held each year throughout North America.

This year our show is paying homage to the once great Lake Minnetonka amusement parks. For over fifty years, the Excelsior Amusement

Park and Big Island Park before it entertained thousands of visitors each summer. Although the roller coasters, carousels, calliopes, airplane rides are now gone, the speedboats no longer departing with their thrill seekers, the grounds you are standing on today still breathe with the air of summer excitement. We call our salute, "A Day At The Park." We've assembled displays and exhibits to help you remember those days of fun, including a photo display at our registration tent. Please stop and view these photos -- we're sure they'll bring back countless memories for many.

Please take the time to explore the docks and view the nearly eighty vintage watercraft assembled here today. Feel free to talk to their owners as well, as they are proud of their restoration efforts and love talking boats; then cast your vote at the registration tent for the People's Choice Award and let us know which boat is your favorite!

We'd like to take this opportunity to extend our thanks to the members of the Rendezvous Committee, many of whom have been volunteering their time ever since winter in preparation for this weekend; our sincere thanks also to the owners, management and staff of the Excelsior Bay Yacht Club and the Mai Tai Restaurant, without whose cooperation and use of facilities this annual family event would not be possible.

We wish you an enjoyable, nostalgic weekend, and hope to meet each and every one of you at this great event!

Sincerely,
Ed Sandin
James L. Kangas
Chairpersons
1987 Rendezvous
Committee

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This year's Lake Minnetonka Antique and Classic Boat Rendezvous is the result of the efforts of many firms and individuals. The Land O' Lakes Chapter of the Antique and Classic Boat Society would like to extend particular appreciation to the following:

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Excelsior Bay Yacht Club

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City of Tonka Bay
Hennepin County Water Patrol
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We would also like to extend a special thank you to all the members of the Land O' Lakes Chapter who devoted their time and energy to this event, whose names may have been omitted from mention because of printing deadlines.

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SCHEDULE OF EVENTS

FRIDAY, AUGUST 7, 1987

7:00 PM Opening ceremonies and pre-Rendezvous reception and dinner for all participants in the Commodore Club Room at the Excelsior Bay Yacht Club.

SATURDAY, AUGUST 8, 1987

9:00 AM Public viewing of antique and classic boats at the docks of the Mai Tai

Restaurant and Excelsior Bay Yacht Club in Excelsior. Registration tent and displays open. Voting opens for awards.

11:00 AM Skippers' meeting for all Rendezvous participants on the deck of the Mai Tai Restaurant. Included in this meeting will be last minute information on weekend activities and information regarding the parade.

4:00 PM Antique and classic boats depart the docks for the parade of Lower Lake Minnetonka including a full throttle fly-by past St. Martin's church in Lafayette Bay. (See details of parade below.) Registration tent and displays close. Voting for awards closes for the day.

5:00 PM Informal picnic for all Rendezvous participants and their families on Echo Bay side of Big Island.

SUNDAY, AUGUST 9, 1987

9:00 AM Public viewing of antique and classic boats resumes at the docks of the Excelsior Bay Yacht Club and Mai Tai in Excelsior. Registration tent and displays reopen. Voting reopens for awards.

10:00 AM Optional brunch for Rendezvous participants at either Mai Tai Restaurant or Excelsior Bay Yacht Club.

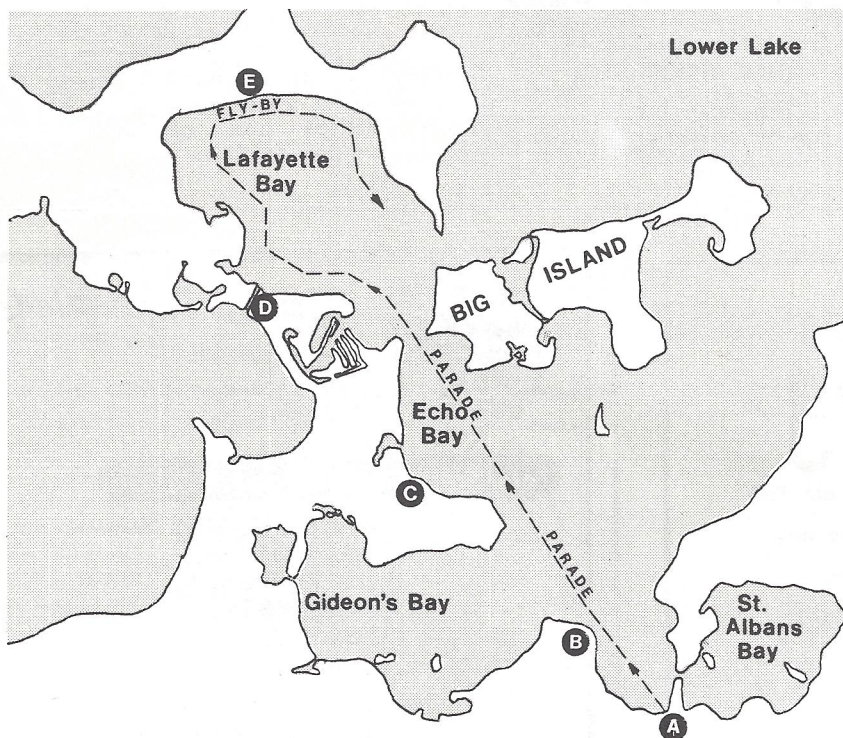
12:00 PM Brunch time ends for Rendezvous participants.

1:00 PM Voting closes for all awards classes and categories. Tally of all votes cast.

2:00 PM Rendezvous awards presentation ceremony at the crow's nest at Excelsior Bay Yacht Club, hosted by Selden T. Robb, Jr., President of the Land O' Lakes Chapter of the Antique and Classic Boat Society (For list of awards see page 10).

3:30 PM Closing ceremonies of the Twelfth Annual Lake Minnetonka Rendezvous.

4:00 PM Public viewing of antique and classic boats ends. Boats depart docks of Mai Tai and Excelsior Bay Yacht Club to make room for regular boat traffic.



Parade Information

The annual parade of antique and classic boats around Lower Lake Minnetonka allows the public, as well as other vintage boat owners, to view these craft underway as well as moored at the docks.

Saturday afternoon at 4:00, the boats will depart the docks of the Mai Tai Restaurant and Excelsior Bay Yacht Club in Excelsior (A). They will proceed along the western shore of Excelsior

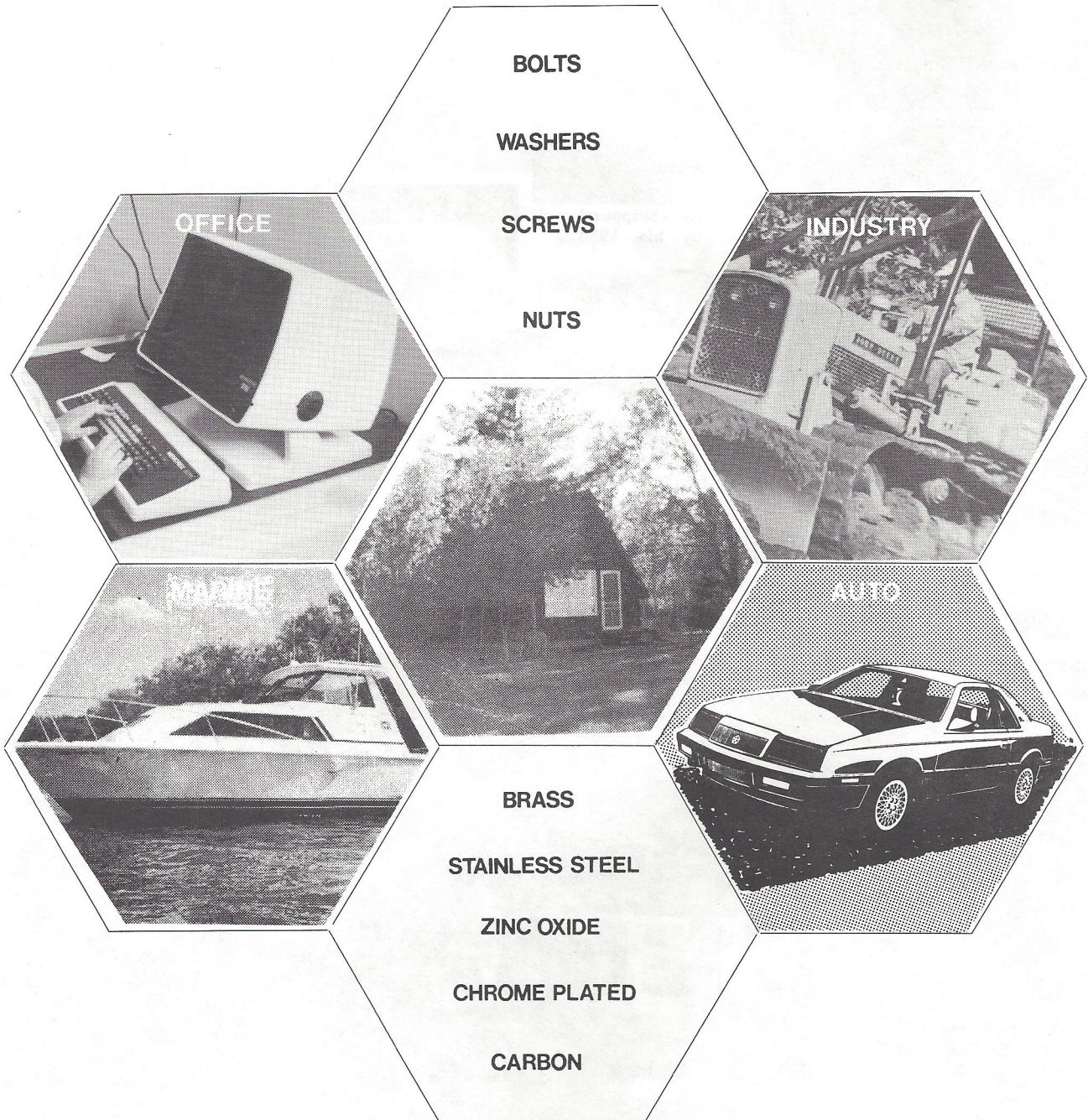
Bay, past the Commons (B), through Echo Bay (C) and past the Narrows (D) into Lafayette Bay where they will throttle up for a full speed fly-by past St. Martin's church (E) on the northern shore.

To see the varnished hulls of these boats glistening in the sunlight at the docks is a beautiful sight -- to see these craft underway is a sight and sound experience you will not soon forget.



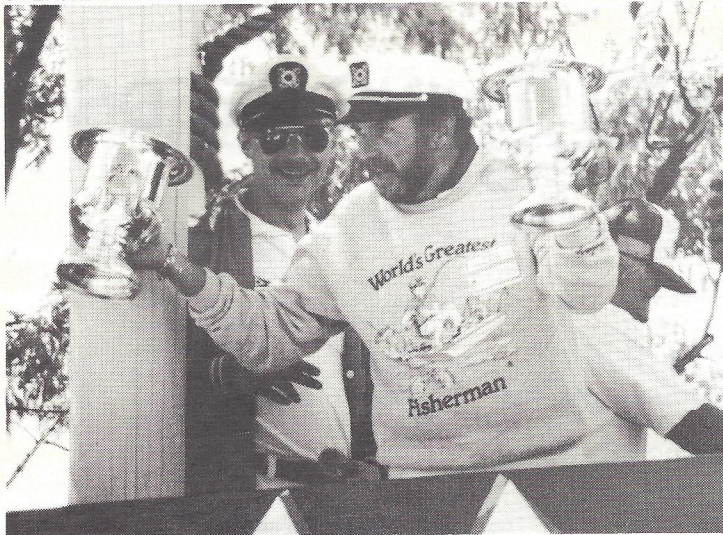
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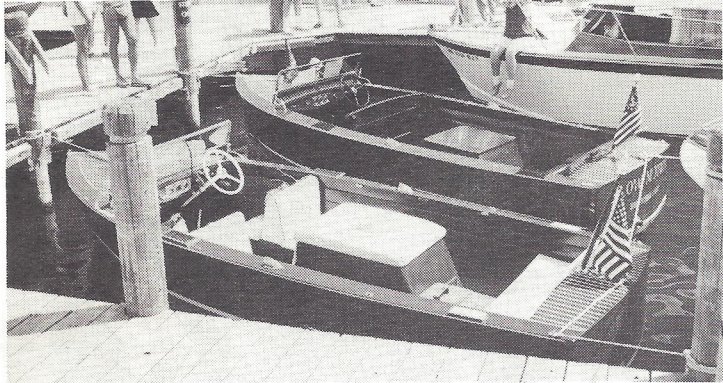


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A triumphant Steve Grubb displayed the Skippers' Choice and People's Choice Cups won by his 1938 Ditchburn launch. Steve Merjanian Photo



Jon Menth's unique "before and after" display earned him the Best Presentation Award in 1986.

REMINISCING: 1986

*Some memories of the Eleventh Annual
Lake Minnetonka Antique & Classic
Boat Rendezvous*

*photos by Steve Merjanian
and Nancy Jaye*

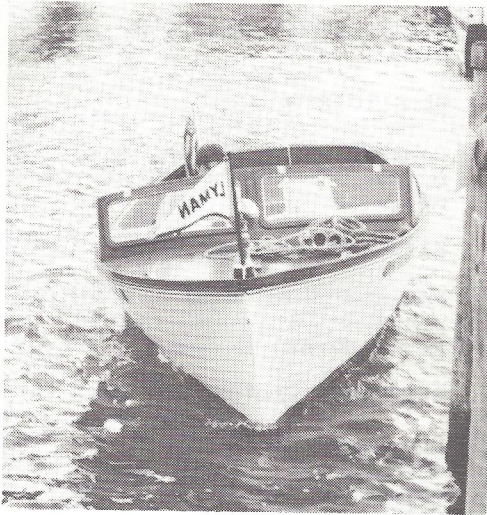
Nancy Jaye Photo



Helen Gausel at her station in the registration tent, ready to hand out programs and information.



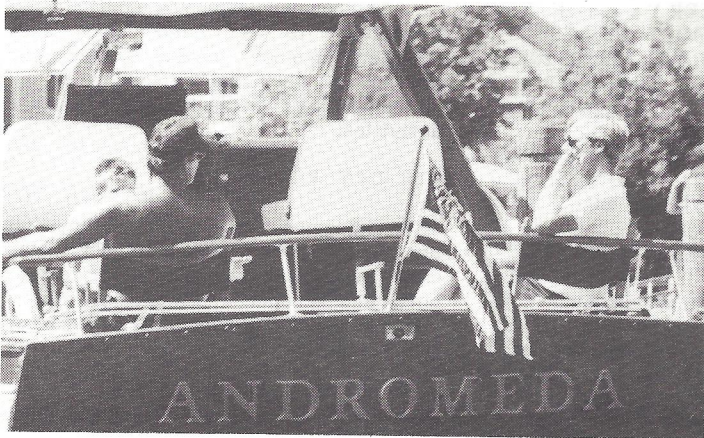
Steve Grubb's award winning, Canadian built 1938 Ditchburn 28' Launch graced the dock in front of the Excelsior Bay Yacht Club during the show. Steve Merjanian Photo



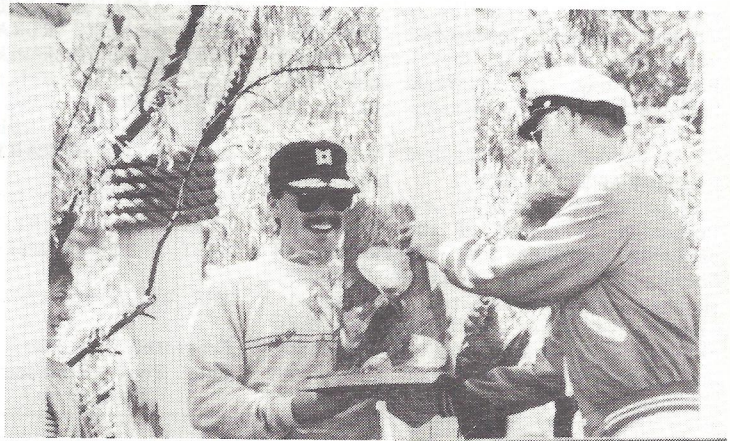
Tom Robb pulled his 1951 Lyman into the docks. Nancy Jaye Photo



The registration tent was a flurry of activity throughout the busy weekend of the Rendezvous. Steve Merjanian Photo



Jim Stowe and Gary Ekstame took time to relax aboard Ekstame's 32' Chris Craft Constellation.



A chagrined Marty and Nadine Earley accepted the infamous Dry Rot Award on Sunday afternoon.



Steve Merjanian Photo

Rendezvous participants enjoyed a delicious buffet dinner at the Lafayette Club on Friday evening before the event.



Carol Prescher, Marcella, Ed and Jean Lewin as they sped past St. Martin's church during the fly-by. Steve Merjanian Photo



"We'll never catch up to the parade at this rate..." Steve Merjanian Photo

AWARDS & TROPHIES

SKIPPERS' CHOICE AWARD

The most coveted award of the Lake Minnetonka Rendezvous. Voted upon only by the other skippers, this award is presented to the skipper and boat demonstrating the utmost dedication, perseverance and excellence in workmanship.

PEOPLE'S CHOICE AWARD

Your chance to tell us which boat is your favorite! Voting for the People's Choice is open to anyone over 15 years old attending the Rendezvous. Ballots may be obtained at the registration tent.

PRESIDENT'S TROPHY

Presented on behalf of the President of the Antique and Classic Boat Society to a Land O' Lakes Chapter member who has devoted exceptional amounts of time and energy to the chapter and to the world of antique and classic boating.

BEST OF SHOW AWARDS

Sixteen categories comprise this year's Best of Show Awards. These awards are voted upon solely by members of the Land O' Lakes Chapter. The categories are:

- BEST HISTORIC BOAT
- BEST ANTIQUE RUNABOUT 20'/LESS
- BEST ANTIQUE RUNABOUT OVER 20'
- BEST ANTIQUE UTILITY 20'/LESS
- BEST ANTIQUE UTILITY OVER 20'
- BEST ANTIQUE CRUISER
- BEST CLASSIC RUNABOUT 20'/LESS
- BEST CLASSIC RUNABOUT OVER 20'
- BEST CLASSIC UTILITY 20'/LESS
- BEST CLASSIC UTILITY OVER 20'
- BEST CLASSIC CRUISER
- BEST CONTEMPORARY CLASSIC BOAT
- BEST SAILBOAT
- BEST OUTBOARD POWERED BOAT
- BEST NON POWERED BOAT
- BEST SPECIAL INTEREST BOAT

THE REAL RUNABOUT AWARD

Presented by Bob Speltz, author of *The Real Runabouts*, to the best

owner-restored antique or classic boat.

DIRECTORS' AWARD

Presented to both the owner and restorer of the best professionally restored antique or classic boat.

FARTHEST DISTANCE AWARD

Presented to the Rendezvous participant who has traveled the longest distance to attend.

BEST PRESENTATION AWARD

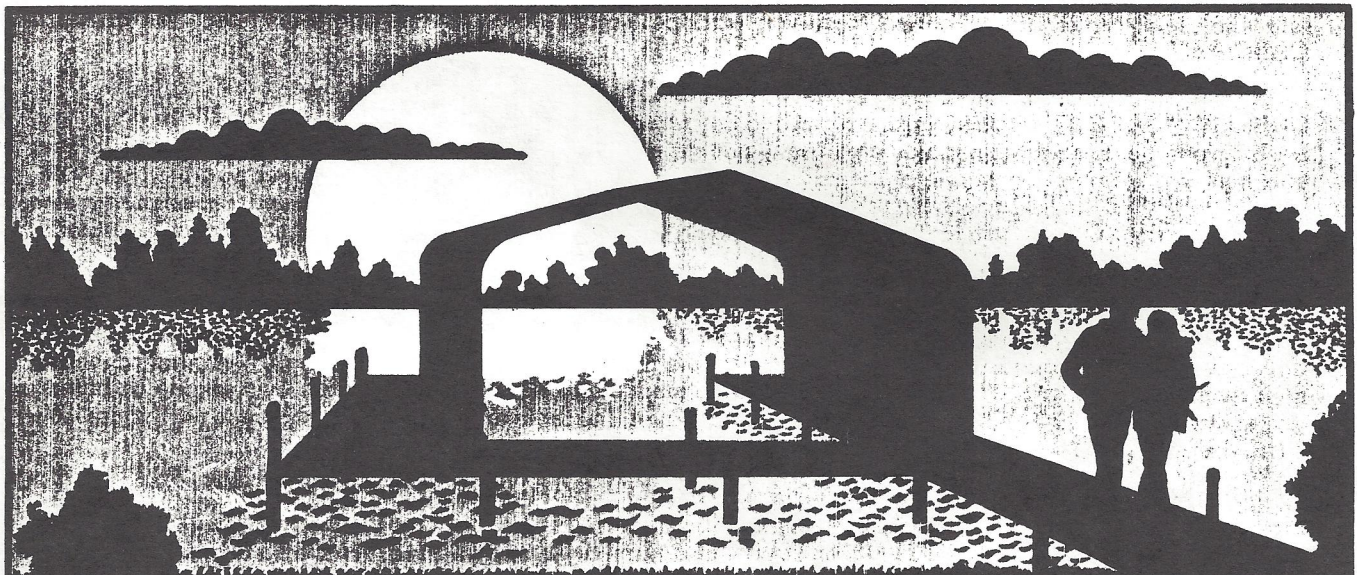
Presented to the boat most creatively displayed at the docks. The actual criteria is limited only by the skipper's imagination.

NEW MEMBER CONTRIBUTION AWARD

Presented to a Land O' Lakes Chapter member joining within the past year who has demonstrated an above average enthusiasm for chapter activities.

THE DRY ROT AWARD

This infamous traveling memento is bestowed upon the participant who most accurately demonstrates incorrect antique and classic boating practices. Judging by the Rendezvous Committee is FINAL.



When it
storms,
why have
anything less?

crepeau docks

474-6015

SKIPPERS' CHOICE AWARD

Steven Grubb
1938 Ditchburn 28' Launch

PEOPLE'S CHOICE AWARD

Steven Grubb
1938 Ditchburn 28' Launch

ACBS PRESIDENT'S TROPHY

John G. Kinnard, Jr.

BEST HISTORIC BOAT

Ted Palm
1903 Michigan Steel 18' Launch

BEST ANTIQUE RUNABOUT 20'/LESS

Frank A. Warner
1936 Chris Craft 19' Race Boat

BEST ANTIQUE RUNABOUT OVER 20'

Dennis Schauer
1933 Chris Craft 21' 3-Cockpit

BEST ANTIQUE UTILITY 20'/LESS

Joseph Soucheray
1938 Chris Craft 17' Deluxe Utility

BEST ANTIQUE UTILITY OVER 20'

Steven Grubb
1938 Ditchburn 28' Launch

BEST ANTIQUE CRUISER

Ellsworth W. Peterson
1937 Chris Craft 35' Cabin Cruiser

BEST CLASSIC RUNABOUT 20'/LESS

F. Todd Warner
1950 Chris Craft 19' Racing Rnabout

BEST CLASSIC RUNABOUT OVER 20'

David L. Owen
1948 Chris Craft 21' Custom

BEST CLASSIC UTILITY 20'/LESS

Mitch LaPointe
1950 Chris Craft 18' Sportsman

BEST CLASSIC UTILITY OVER 20'

David L. Owen
1955 Chris Craft 26' Continental

BEST CLASSIC CRUISER

Lowell Arnold
1947 Chris Craft 25' R/W Express

BEST SAILBOAT

John Cross
1951 Herreshoff H-28 Ketch

BEST OUTBOARD POWERED BOAT

Ron Prescher
1955 Century 15' Custom Speedster

BEST SPECIAL INTEREST BOAT

Lyle Enabnit
1954 Larson 14' Falls Flyer

BEST ANTIQUE CHRIS CRAFT

Frank A. Warner
1936 Chris Craft 19' Race Boat

BEST CLASSIC CHRIS CRAFT

David L. Owen
1955 Chris Craft 26' Continental

BEST CENTURY

Ron Haberkorn

1968 Century 21' Coronado

BEST CORRECT CRAFT

Gordon Anderson
1948 Correct Craft 19' Racing Rnbt.

BEST HIGGINS

John Hagen
1955 Higgins 18' Sports Speedster

THE REAL RUNABOUT AWARD

Joseph Soucheray
1938 Chris Craft 17' Deluxe Utility

BEST PRESENTATION AWARD

Jon Menth
1939 Chris Craft 17' Deluxe Utility
Before and after display

FARTHEST DISTANCE AWARD

Don Young
Thousand Oaks, California (2007 miles)

NEW MEMBER CONTRIBUTION AWARD

Selden T. Robb, Sr.

DRY ROT AWARD

Marty and Nadine Earley
Swan dive into lake while on dock
duty; losing all four strut retaining
bolts from their boat.

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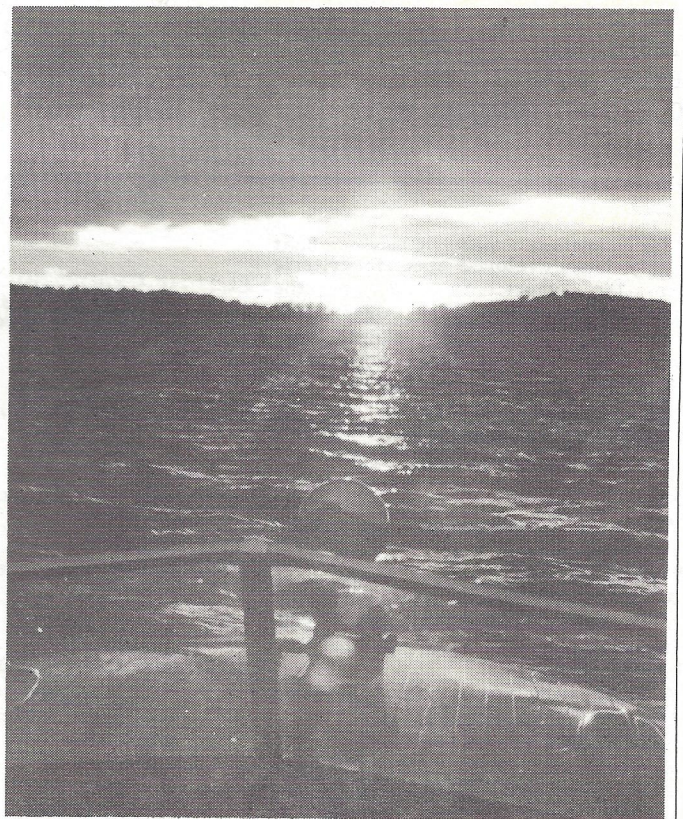
at Excelsior Bay Yacht Club

A Starlight Cruise

of the Lake

TICKETS AVAILABLE AT REGISTRATION TENT

Drawing will be held at the Lake Minnetonka Antique and Classic Boat Rendezvous on August 9, 1987. You need not be present to win. Prize must be claimed on or before September 30, 1987. No substitution of prize permitted. Proceeds to the Antique and Classic Boat Society, Inc., a non-profit educational organization.



THE BOATS OF THE RENDEZVOUS

The following listing contains those boats registered to participate in the Lake Minnetonka Antique and Classic Boat Rendezvous as of July 27, 1987. Look for the official entry cards on boats displayed at the docks. A dollar sign (\$) following the entry number indicates the boat is available for ownership.

SKIPPER

=====

BOAT

=====

ROBERT O'GRADY
ENTRY NUMBER 14
OUTBOARD POWERED BOAT

1959 14' CRUISERS INC. HOLIDAY 150
MERCURY 4 CYL. 50 HP.

JOHN ARTUS
ENTRY NUMBER 15
OUTBOARD POWERED BOAT

1956 14' THOMPSON THOMBOY
JOHNSON 35 HP.

JEAN LEWIN
ENTRY NUMBER 16
OUTBOARD POWERED BOAT

1956 14' DUNPHY IMPERIAL

MARK MC CALL
ENTRY NUMBER 17
OUTBOARD POWERED BOAT

1956 15' MFG OUTBOARD
EVINRUDE 2 CYL. 30 HP.
"HENRY B."

RONALD PRESCHER
ENTRY NUMBER 18 \$
OUTBOARD POWERED BOAT

1955 15' CENTURY SPEEDSTER
MERCURY 4 CYL. 65 HP.
"BLACK DEMON II"

TERRY LEE
ENTRY NUMBER 19
OUTBOARD POWERED BOAT

1949 16' MTKA BOAT WORKS OUTBOARD
SCOTT ATWATER 2 CYL. 7.5 HP.
"SUNNY BOY"

The Antique and Classic Boat Society has developed specific criteria over the years to aid in the classification of vintage watercraft. Many other antique and classic boat clubs have adopted these definitions. Following are the definitions for types of boats as passed by the Antique and Classic Boat Society International Board of Directors.

HISTORIC BOAT:

Any type of watercraft built prior to 1918.

ANTIQUE BOAT:

A boat with either wood or metal hull built from 1919 to 1942, inclusive.

CLASSIC BOAT:

A boat with wood hull built from 1943 to 1968, inclusive.

CONTEMPORARY CLASSIC BOAT:

A boat with wood hull built from 1969 to present. This category may include new, original designs as

well as replicas.

RUNABOUT:

A boat with decking over the engine compartment and little or no capability of movement between seats.

UTILITY:

An open boat with decking over the bow and stern only, allowing for free movement between seats within the hull.

CRUISER:

A boat with on-board sleeping accommodations; daycruisers fall into

this category.

SAILBOAT:

A boat powered primarily by the wind.

OUTBOARD:

A boat powered primarily by a motor clamped to the transom; inboard/outboard engines are for our purposes considered inboards.

NON-POWERED BOAT:

A boat powered by manual means. If a boat is displayed with a motor it will be considered an outboard; otherwise it is non-powered.

SPECIAL INTEREST:

Certain boats displayed at the Lake Minnetonka Rendezvous which do not fall into one or more of the above categories may be regarded as special interest watercraft; this category may include early model fiberglass or aluminum boats as determined by the Rendezvous Committee.

—What class is it?—

SKIPPER
=====

BOAT
=====

JERRY & JOHN PIAZZA ENTRY NUMBER 20 OUTBOARD POWERED BOAT	1957 16' TONKA CRAFT LAPESTRAKE JOHNSON 2 CYL. 35 HP. "LA PIAZZA"
ROBERT INGRAM ENTRY NUMBER 21 OUTBOARD POWERED BOAT	1957 16' LYMAN OUTBOARD JOHNSON 35 HP.
GARY NORDSTROM ENTRY NUMBER 22 CLASSIC RUNABOUT	1961 16' CENTURY CORSAIR. GRAY MARINE 8 CYL. 170 HP. "ELLY MAE"
SCOTT KLINGSPORN ENTRY NUMBER 23 \$ OUTBOARD POWERED BOAT	1958 16' CARTER CRAFT SEA HAWK EVINRUDE 4 CYL. 75 HP.
DUANE WACHHOLZ ENTRY NUMBER 24 OUTBOARD POWERED BOAT	1960 16' CARVER CUSTOM COMMANDER MERCURY 4 CYL. 45 HP. "MISS LINDSAY"
KEVIN OLSEN ENTRY NUMBER 35 CLASSIC UTILITY	1953 17' CHRIS CRAFT UTILITY CHRIS CRAFT 6 CYL. 95 HP.
VINCE GERLING ENTRY NUMBER 36 ANTIQUÉ RUNABOUT	1937 17' CHRIS CRAFT RUNABOUT CHRIS CRAFT 6 CYL. 95 HP. "BUNDLESTIFF"
ROB BIALON ENTRY NUMBER 37 \$ CLASSIC UTILITY	1964 17' CHRIS CRAFT SUPERSPORT CHEVROLET 8 CYL. 185 HP. "PLUG IT"
DONN HAYES ENTRY NUMBER 38 CONTEMPORARY CLASSIC	1955 17' CHRIS CRAFT SPORTSMAN UTILITY CHRIS CRAFT 6 CYL. 95 HP. "MAHOGANY LADY"
ED SANDIN ENTRY NUMBER 39 ANTIQUÉ RUNABOUT	1932 18' CHRIS CRAFT 302 DELUXE RUNABOUT CHRYSLER 6 CYL. 85 HP.
DAVID MACKMILLER ENTRY NUMBER 40 OUTBOARD POWERED BOAT	1964 18' T & T OUTBOARD UTILITY JOHNSON 4 CYL. 90 HP.
CARL SOELBERG ENTRY NUMBER 41 CLASSIC UTILITY	1955 18' CHRIS CRAFT SEA SKIFF CHRIS CRAFT 6 CYL. 95 HP. "SAUCY"
SELDEN ROBB JR ENTRY NUMBER 42 CLASSIC UTILITY	1951 19' LYMAN UTILITY GRAYMARINE 6 CYL. 100 HP. "TOM FOOLERY"
ED LEWIN ENTRY NUMBER 50 CLASSIC UTILITY	1965 20' CHRIS CRAFT SUPERSPORT CHRIS CRAFT 8 CYL. 275 HP.

SKIPPER

=====

JIM & ROSIE BASTA
ENTRY NUMBER 51
ANTIQUÉ RUNABOUT

RONALD JOHNSON
ENTRY NUMBER 52 \$
CLASSIC UTILITY

ROBERT J. JOHNSON
ENTRY NUMBER 53
CLASSIC UTILITY

PAUL THATCHER JR
ENTRY NUMBER 54
CLASSIC UTILITY

MARTY & NADINE EARLEY
ENTRY NUMBER 55
CLASSIC UTILITY

JIM STOWE
ENTRY NUMBER 60
CLASSIC UTILITY

SCOTT BRICKLEY
ENTRY NUMBER 61
CLASSIC UTILITY

ALAN JOHNSON
ENTRY NUMBER 62 \$
CLASSIC CRUISER

WINSLOW MANKIN
ENTRY NUMBER 63
CLASSIC UTILITY

STEPHEN C MERJANIAN JR
ENTRY NUMBER 68
CLASSIC UTILITY

MITCH LA POINTE
ENTRY NUMBER 71 \$
CLASSIC CRUISER

DON CHRISTENSEN
ENTRY NUMBER 72 \$
CLASSIC CRUISER

ROBERT DUNN
ENTRY NUMBER 73
ANTIQUÉ RUNABOUT

DAVID WATTS
ENTRY NUMBER 74
CLASSIC CRUISER

BOAT

=====

1932 21' CHRIS CRAFT 303 RUNABOUT
CHRYSLER CROWN 6 CYL. 110 HP.
"VALENTINE"

1965 21' CENTURY CORONADO
INTERCEPTOR 8 CYL. 330 HP.

1948 22' CHRIS CRAFT SPORTSMAN
CHRIS CRAFT 6 CYL. 130 HP.
"RELIC"

1948 22' CHRIS CRAFT SPORTSMAN
CHRIS CRAFT 8 CYL. 255 HP.
"PABLITO IV"

1952 22' CHRIS CRAFT SPORTSMAN HARDTOP
CHRIS CRAFT 6 CYL. 130 HP.
"EARLEY BROKE"

1962 23' CHRIS CRAFT HOLIDAY
CHRIS CRAFT 8 CYL. 185 HP.

1958 23' CHRIS CRAFT CONTINENTAL
CHRIS CRAFT 6 CYL. 175 HP.
"CHRISTINA"

1966 24' TROJAN SEA BREEZE
INTERCEPTOR 8 CYL. 165 HP.

1960 24' CHRIS CRAFT SPORTSMAN
CHRIS CRAFT 8 CYL. 185 HP.
"SHAKA"

1949 25' CHRIS CRAFT SPORTSMAN
CHRIS CRAFT 6 CYL. 160 HP.
"RUMRUNNER"

1960 27' CHRIS CRAFT DAY CRUISER
TWIN CHRIS CRAFT 8 CYL. 185 HP.
"SPARKLE PLENTY"

1946 26' CHRIS CRAFT EXPRESS CRUISER
CHRYSLER 6 CYL. 90 HP.

1928 26' DODGE WATERCAR
CHRYSLER 6 CYL.
"SNOOP"

1955 26' CHRIS CRAFT SEDAN CRUISER
CHRIS CRAFT 6 CYL. 105 HP.
"THAT'S RIGHT"

SKIPPER

=====

PAUL THATCHER
ENTRY NUMBER 75
CONTEMPORARY CLASSIC

MARK GERLING
ENTRY NUMBER 76
CLASSIC UTILITY

CHARLIE DANIELSON
ENTRY NUMBER 79 \$
CLASSIC CRUISER

VERN TAPALT
ENTRY NUMBER 80 \$
CLASSIC CRUISER

JERRY OLSON
ENTRY NUMBER 88
CLASSIC CRUISER

ROBERT EBERLE JR
ENTRY NUMBER 95 \$
CLASSIC CRUISER

BOAT

=====

1982 27' GRAND CRAFT 3 COCKPIT RUNABOUT
TWIN CHRIS CRAFT 8 CYL. 235 HP.
"MISS LUCY II"

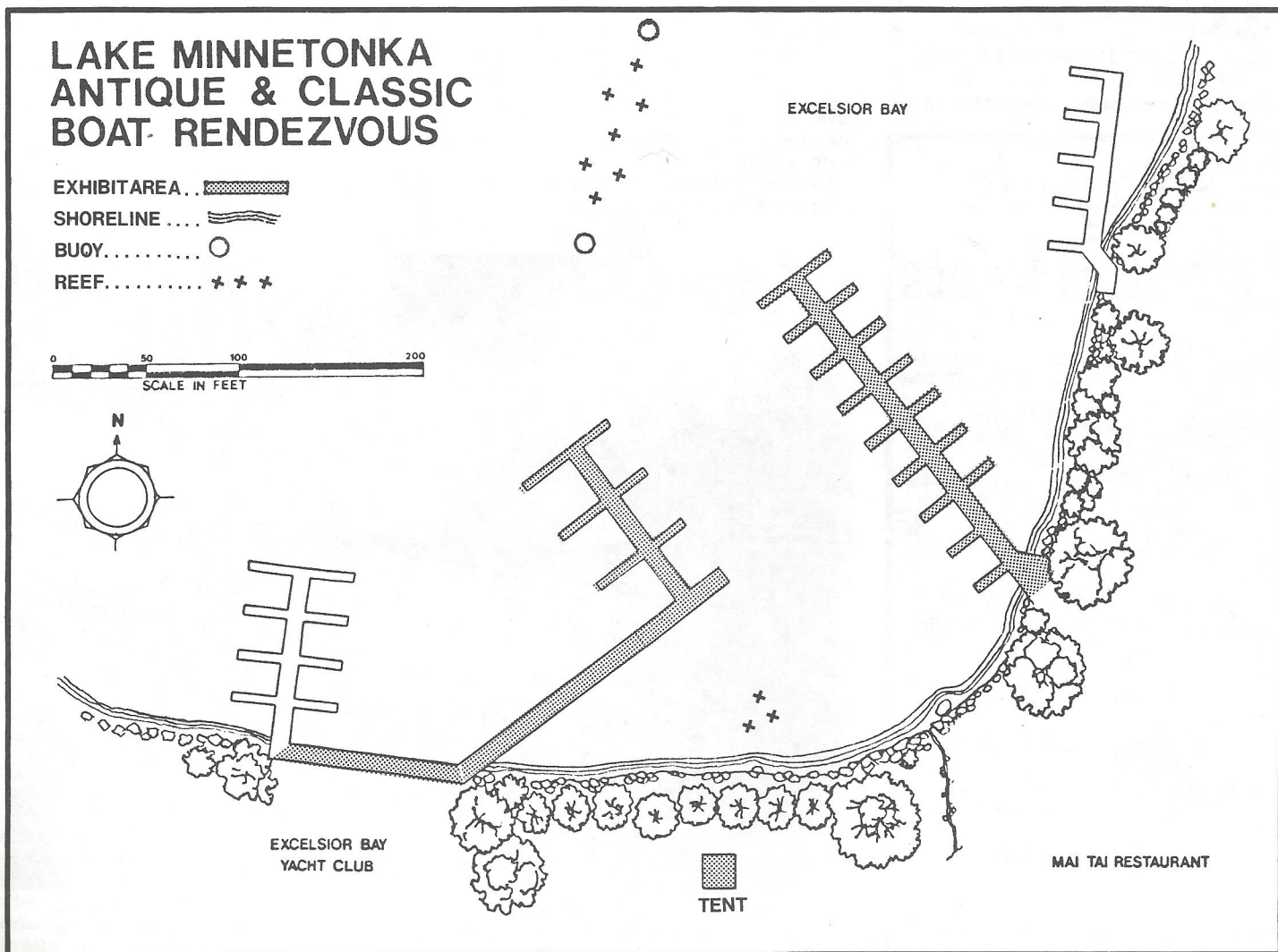
1963 28' CHRIS CRAFT SKI SKIFF
TWIN CHEVROLET 8 CYL. 185 HP.

1953 31' CHRIS CRAFT SEDAN CRUISER
TWIN CHRIS CRAFT 6 CYL. 95 HP.
"BETTY BOOP"

1960 32' CHRIS CRAFT CONSTELLATION
TWIN CHRIS CRAFT (CHEV) 8 CYL. 185 HP.

1967 37' CHRIS CRAFT ROAMER
TWIN CHEVROLET 8 CYL. 210 HP.
"TAKIN' TIME"

1961 42' CHRIS CRAFT CONSTELLATION
TWIN CHRIS CRAFT 8 CYL. 185 HP.
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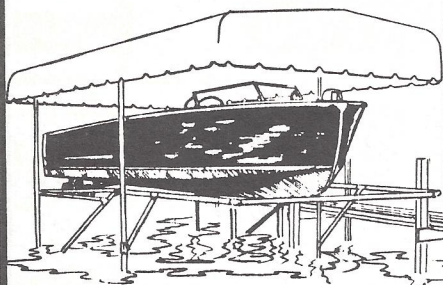


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SPOTLIGHT

THE ANTIQUE OUTBOARD MOTOR CLUB

by Steve Merjanian

A welcome addition to the Lake Minnetonka Rendezvous for many years has been a display of antique outboard motors courtesy of the Twin Cities Chapter of the Antique Outboard Motor Club, Inc. This nationwide organization has, since 1965, dedicated themselves to the preservation, restoration and maintenance of these vintage motors, many of which date back before the turn of the century. Names include Evinrude, Johnson, Mercury, Champion, Elto, Sea King, Water Witch, Ferro, Thor, Waterman and American Motor Company.

The Twin Cities Chapter of the AOMC was formed in 1968, and consists of about 20 local enthusiasts who restore, run and often race their antique motors on area lakes and rivers. The dedication these people have for their hobby is evident in the fine workmanship and detail of their motors.

Antique outboards fit into six basic categories:

BRASS MOTORS: 1910s-1920s vintage motors of brass and cast iron.

LITTLE KICKER MOTORS: 1920s-1930s vintage motors of aluminum, less than 20 cubic inches.

BIG IRON MOTORS: 1920s-1930s era motors of aluminum, greater than 20 cubic inches.

SEMI-SHROUDED MOTORS: 1930s-1940s vintage motors with covers, but with a large part of the cylinder block exposed.

SHROUDED MOTORS: Similar to today's motors, built prior to 1950.

SPECIAL INTEREST MOTORS: Made during the years 1951-1955.

We certainly hope you enjoy this special addition to the 1987 Lake Minnetonka Rendezvous, and hope you take the time to visit this excellent exhibit. The members of the Antique Outboard Motor Club will welcome your comments and questions.



The Antique Outboard Motor Club has been a welcome addition to the Lake Minnetonka Rendezvous for many years. Their display continues to attract hundreds of visitors daily. Steve Merjanian Photo

FEATURE

SHADY SYLVAN DALES OF FUN

*Although Big Island Park existed but five short years,
it quickly became an area legend*

by Jim Kangas

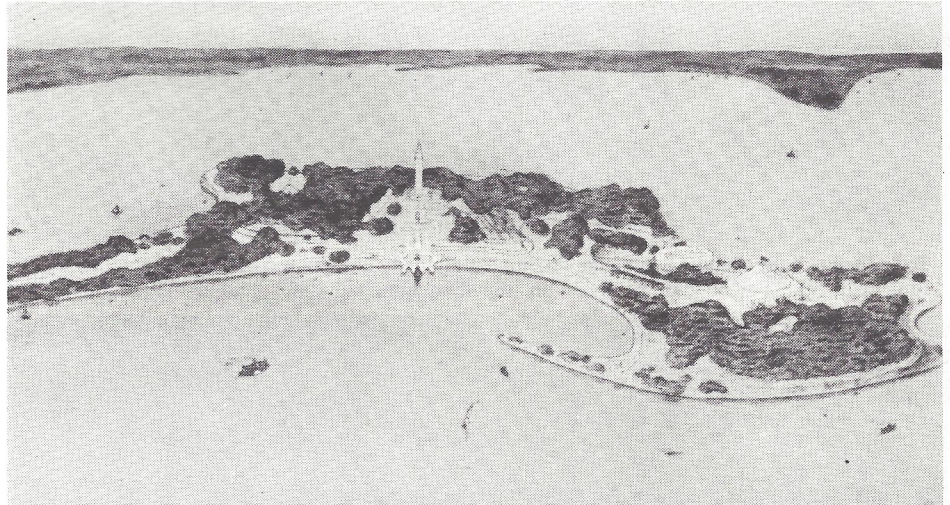
The scene around Lake Minnetonka at the turn of the Twentieth Century was a quiet one. The grand and glorious days of gigantic hotels and majestic sidewheelers that churned the lake's waters and opulent ladies and gentlemen strolling in their Sunday best had all but vanished. James J. Hill's Lafayette Hotel was no more, destroyed by fire and now replaced by the Lafayette Country Club. Most of the lake's great steamboats had either been scuttled or sold and moved to other bodies of water where they would serve the rest of their existence; the old Belle of Minnetonka lay rotting in St. Alban's Bay, her boilers long since departed for service in the Yukon. The villages of the lake transformed into the quiet little fruit growing and dairy farming communities as they once were. Life went on mundanely for the residents of this once glamorous resortland.

For the next few years, the villages experienced little excitement. Ed Reel planted grapes around his property on Christmas Lake; C.W. Sampson shipped his fruit from his Eureka farm to South Dakota and the largest item facing the Excelsior village council was the installation of stone concrete sidewalks throughout the community.

Finally in 1905, things began to liven up around the lake. Both Excelsior and Deephaven were busy passing ordinance after ordinance to make room for the streetcars which would soon be rolling through the area, the tracks to be installed by the Minneapolis and St. Paul Suburban Railway Company, a subsidiary of Twin City Rapid Transit. By the end of the year, streetcars were clanking their way through Excelsior, dropping off passengers from the city.

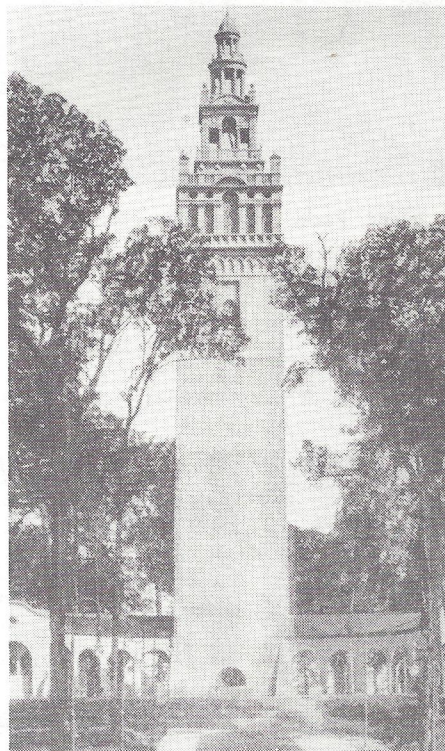
Twin City Rapid Transit was busy planning the new amusement park it was to construct on Big Island, formerly Morse's Island, as a traffic builder at the end of the streetcar line.

In March 1906, the company held a contest to name the new park. To their surprise, they received entries from all over the country! The winner would receive a day's free rides for themselves and fifty of their family or friends on any of the



An artist's conception of Big Island Park as seen from the air. The 200 foot tower is at center, the Music Pavilion to the far right. Residents of Deephaven could often hear the bands playing on the island.

Photo courtesy of Leipold's



The Big Island 200 foot Electric and Water Tower. At night its beams of light could be seen for miles.

streetcar lines or lake steamers. Although the name of the winner has been lost over the years, the no-nonsense name of Big Island Park was chosen for the new center.

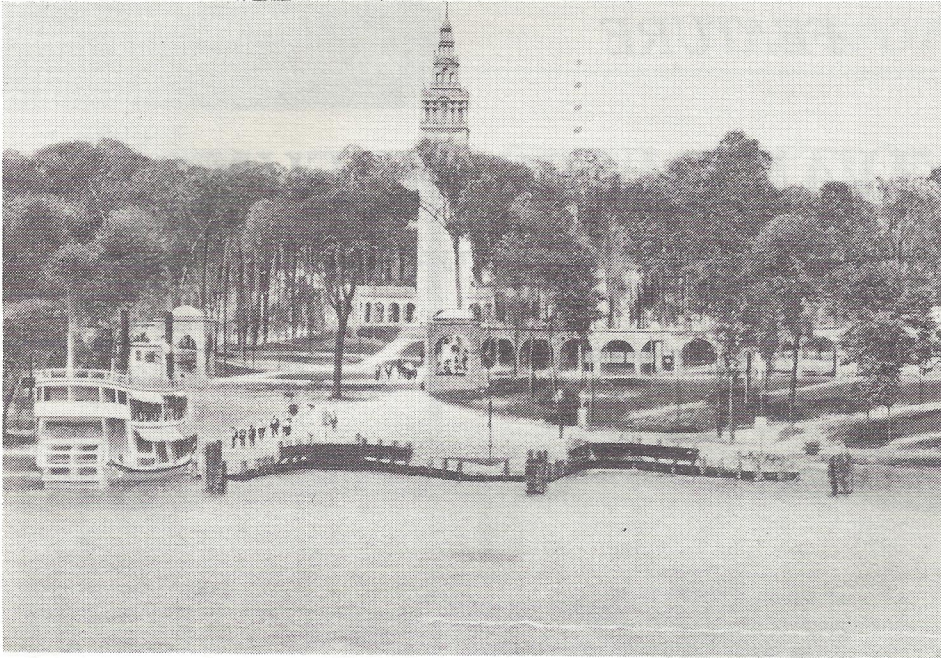
One would have expected an opening that would rival a presidential inauguration, but instead TCRT opted for a business-as-usual informal opening with a simple ribbon cutting ceremony at the island.

One new ferryboat and two new express boats were put into action for the park's opening. The boats had been built in the company's shops over the winter and launched at Excelsior. They closely resembled their streetcar cousins with canary yellow hulls and bright red trim. Two weeks after the opening, four more express boats and two more ferryboats joined the lake's fleet.

The express boats, Como, White Bear, Stillwater, Hopkins, Minnehaha and Harriet provided the lake with its first regularly scheduled passenger service since the great sidewheelers. For a dime you could board at any point and be transported to any other point on the lake.

The trio of ferryboats, Minneapolis, St. Paul and Minnetonka could carry as many as 1,000 passengers each, to and from Big Island Park.

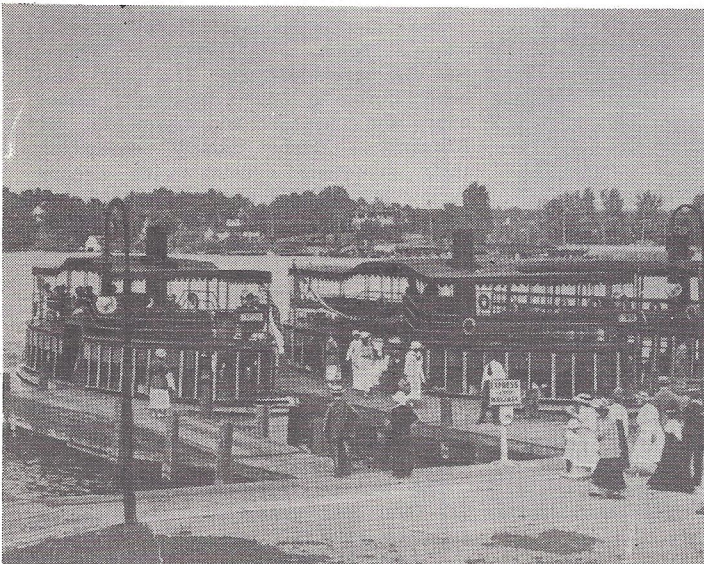
In its first year, the park was



The ferry boat landing on the south shore of Big Island Park. The 200 foot Electric Tower can be seen in the background. Photo courtesy of Leipold's



The kitchens on the picnic grounds at Big Island Park. Note the classic Spanish influence so popular at the time.



The docks of the streetcar station in Excelsior, where the express boats and Big Island Park ferryboats landed.

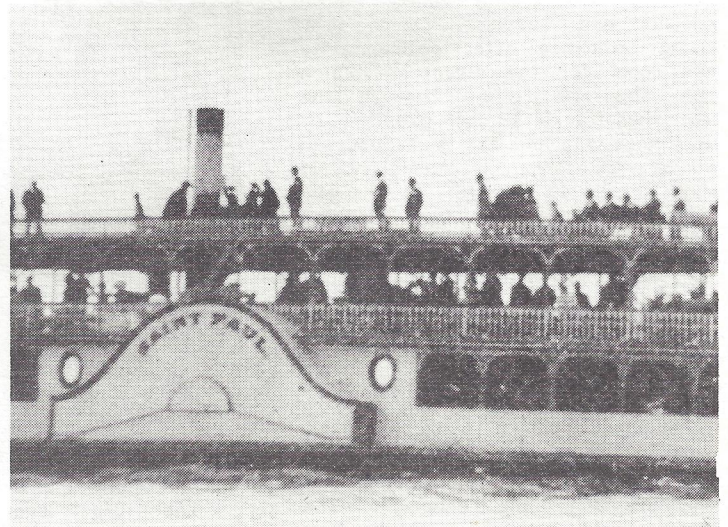
modest but serene. It was described as "beautiful wooded heights, shady sylvan dales, inviting nooks and picturesque ravines" where rest and relaxation could be found. Couples could wander along flowered garden paths or go off on their own to explore what the island had to offer. Expansive picnic areas offered picnickers a variety of spots in which to lunch, from open fields to shaded glens.

When the park opened for its second season in 1907, visitors saw many new features. The most obvious was a 200 foot "electric tower" with beams that shone for miles over the lake at night. The largest addition was a new music casino and enclosed bandshell with a seating capacity of 15,000. The casino would play host to bands the likes of Arthur Pryor's Band, The Royal Italian Band and even John Phillip Sousa himself.

The picnic area was expanded and now four concrete kitchens were added for the cooking of meals, where many young men were said to find many young women to romance. The gardens were now accented by trellised pergolas, a new dancing pavilion for evening fetes, plus many amusements including a modest zoo, a chute-the-chute, Ferris wheel, carousel, and Pennyodeon. All buildings were beautiful, built to a classic Spanish Mission style so popular in California at the time. The island was a veritable fantasyland, and became even more magical at night when the lights were turned on.

As the park entered its third season, streetcars reached the Keewaydin Hotel in Deephaven, and to the Tonka Bay Hotel in Tonka Bay on the opposite shore. The TCRT purchased the Tonka Bay Hotel and added a new casino with a roller skating rink.

For some unknown reason, neither Big Island Park or the Tonka Bay Hotel ever succeeded, much to the



The ferryboat St. Paul, one of three boats that could transport as many as 1000 visitors to and from Big Island. ACBS Archives Photo

chagrin of the owners. Both operations had lost money ever since their opening, and the announcement was made on August 28, 1911 that both would close for good at the end of the season. TCRT discontinued all ferryboats and excursion boats it operated, leaving only the yellow express boats to serve the lake.

With the onset of World War I, materials shortages began to grow. Cap Johnson and his dredging crew went out to the island to dismantle all structures. First went the 200 foot tower; next the concert hall and pergolas. Much of the stone, concrete and steel were shipped away for the war efforts. Over the years, the remaining stone, tile and odds and ends of the park slowly disappeared, carried off by souvenir hunters.

Today the site of the park is owned by the Disabled American Veterans for use by their members and their families. Some minor traces of the park still exist, such as old foundations and a crumbling landing where ferryboats carrying their passengers into a fantasyland used to dock.



The Tonka Bay Hotel, formerly the Lake Park, purchased by Twin City Transit in 1908 and closed in 1912.

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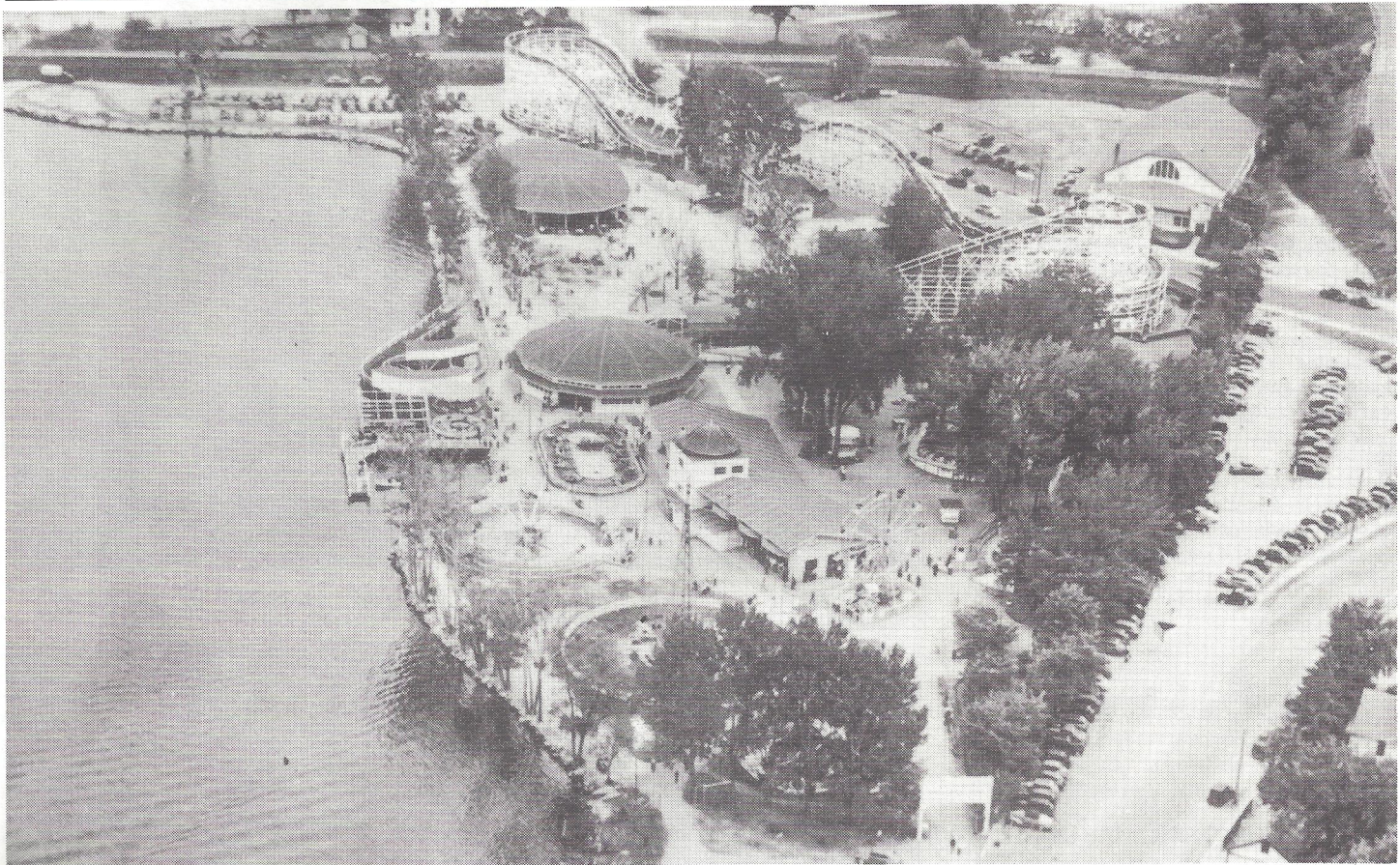
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The Antique and Classic Boat Society Inc. LAND O' LAKES CHAPTER P.O. BOX 253 MOUND, MN 55364

FEATURE



Aerial view of Excelsior Amusement Park as it appeared in the 1940s. The far end of the roller coaster is where the Mai Tai sits today; the Merry-Go-Round is the approximate location of the Excelsior Bay Yacht Club, and the Gables Condominiums now occupy the land in the foreground. Photo courtesy of Leipold's

EXCELSIOR AMU

by Jim Kangas

When Fred W. Pearce purchased his first carousel with hand-carved horses, he felt it was so artistic and beautiful he wanted to share it with the world, so he built an entire amusement park around it. The Detroit born and bred Pearce soon formed Fred W. Pearce & Company, and soon had many amusement parks to his credit throughout the midwest. He quickly earned the title, "King of the Roller Coasters," and the reputation he built for safe, enjoyable entertainment for the entire family followed him wherever he went. So it was no surprise that the Excelsior village council granted him their full support and approval for his proposal to build a new, modern amusement park on the shores of Lake Minnetonka. Agreement was sought and obtained from Minneapolis and St.

Paul Street Railway Company to lease the property on which their streetcar depot and express boat docks sat. The railway company, a subsidiary of Twin City Rapid Transit, hoped the added attraction of an amusement park would increase declining ridership on the express boats.

Less than three months after the idea was proposed, on December 7, 1924, construction began on the new park. The grounds took shape quickly, from the 65-foot frame of the "Mountain Ride" roller coaster, with its many ups, downs and turns to the buildings which would soon house the carousel, fun house and other amusements.

Young and young at heart watched intently throughout the winter as the machinery was moved in which would

operate the rides. The Ferris wheel, aeroplane swing, miniature railway and dodgem cars were among other rides at the park. In all it is said Pearce spent over \$250,000 for the equipment.

Soon the concession stands, ticket booths and other buildings appeared. By Decoration Day 1925, the park was ready for its opening. Sounds of the caliope and the delightful squeals of children filled the air as they piloted airplanes, drove the dodgem cars, or rode on the roller coaster or railway.

In those days you could munch on popcorn, hot dogs, ice cream cones and the like, much as today. Adjoining picnic grounds offered a resting, relaxing place to lunch when you weren't on the rides.

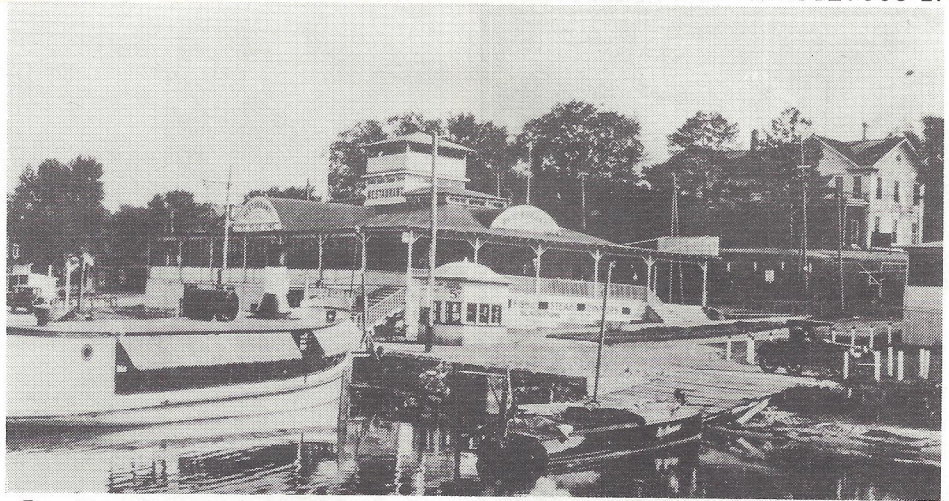
The Lake View Park Pavilion, for-

merly the Tonka Bay casino, had been moved over the ice in sections and reconstructed across from the site of the amusement park five years earlier, and now rested directly across the street from the roller coaster, offering nightly entertainment all week long. The express boats still took on passengers at the depot, with 10 cents taking you anywhere you wanted to go on the lake, or you could board one of several elegant speedboats for a breakneck ride across the waters.

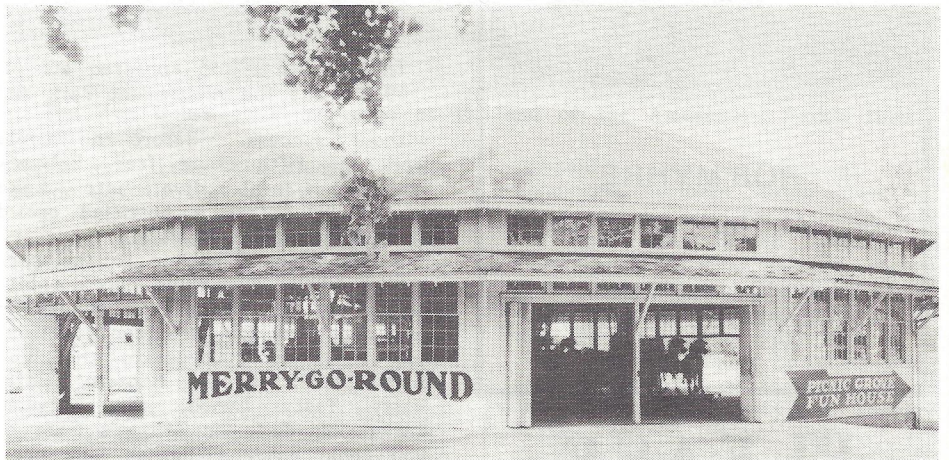
The 1925 season was a disappointment to Twin City Rapid Transit officials. The hopes of increased ridership never happened, and the company was forced to discontinue express boat service entirely. During the spring of 1926, before the park's second season opening, the Como, White Bear and Minnehaha were dismantled and sunk in the deep waters north of Big Island. Later that year, the TCRT sold the express boat Hopkins to the owners of the Blue Line Cafe, George Hopkins and Joseph DeGuise, who changed the boat's name to Minnetonka, painted it white and ran charters and excursions. The TCRT scrapped the Harriet and Stillwater, and the Excelsior was transformed into a tugboat for the rest of her days, leaving Minnetonka the lake's only remaining steamboat.

During the years of the Great Depression the park did just about anything to keep the traffic flowing through the grounds. Circus acts and feats of daring were a successful draw.

There was Captain John Payne, who would dive from a 100-foot



The Blue Line Cafe as it appeared in the 1920's, located about where the Excelsior municipal docks are today. The Sunshine Home is in the background.



The park's well-known Merry-Go-Round, just north of the roller coaster, with its hand-carved horses. Photo courtesy of Leipold's

SEMENT PARK

tower, do a complete somersault and land in a flaming pool. The large barrel was said to be only five feet deep, but was actually built several feet underground.

There was Wilmo the Great, who would shoot from a cannon; there was Oscar Babcock who would do loop the loops on a bicycle, and the skydiving exhibitions which became a standard at the park.

On two occasions, the results of the paratroopers' efforts were less than good. One woman landed roughly on the roof of the Blue Line and broke her leg.

Captain Babcock, who was to attempt his 400th jump in just eight years, was now attempting a five parachute drop from 5,000 feet. The first chute, a brilliant red, opened magnificently. Babcock released the first chute and opened the second, a blue one. He released the second chute and attempted to release the third. The third chute didn't open. He struggled to release the fourth



The famous Excelsior Park "Mountain Ride" roller coaster, looking east along Excelsior Boulevard, as it appeared in the 1920's.



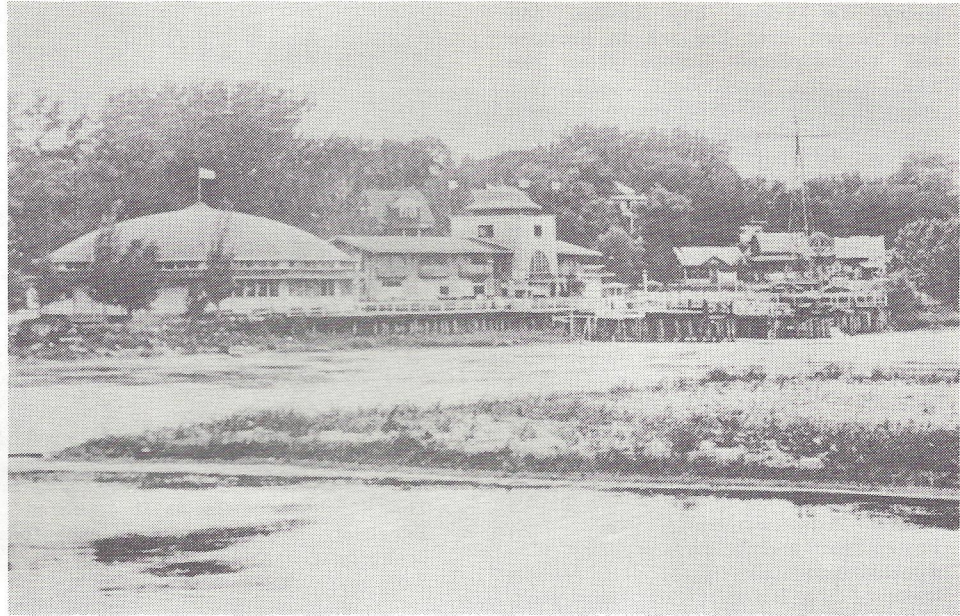
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This sunken island appeared off of Solberg's Point as the drought of the 1930's left the Amusement Park sitting high and dry. Photo courtesy of Leipold's

without success. Before he could work the fifth chute free, Babcock made a fatal dive into Lake Minnetonka before a horrified crowd of 20,000 onshore viewers.

If you were a visitor to the park in the 1930's, you could catch a bite to eat at the lunch counter at the park (formerly the streetcar depot) or you could stroll over to the Blue Line Cafe, Green Lantern Cafe, Hasty Tasty Lunch, the Wigwam, Torkelson's Cafe or Hanson's Cafe or you could enjoy a lighter fare or a malted milk at either Arnold's Drug or Minnetonka Drug Store.

A sidelight on those hard times are some prices -- for 25 cents you could buy a pound of butter, two packs of Chesterfield cigarettes or four pounds of raisins; 44 cents bought you ten pounds of sugar; 55 cents bought three pounds of coffee; a bottomless cup of coffee was a

nickel, or, if you were fortunate enough to have a car, a gallon of Standard Red Crown gasoline was 16 cents.

Activity at the park allowed it to survive the Depression with grace. The rides and circus attractions drew many visitors each day. The Minnetonka continued to provide excursion runs and the speedboat rides continued to thrill many; motor buses now carried passengers to the park, replacing streetcars in 1932. Couples danced nightly in the Lake View Park Pavilion, now owned by Pearce, or roller skated on the upper level. Life went on.

In 1940, they replaced the old steam engine and boiler in the Minnetonka with a modern day gasoline engine, thus ending the lake's era of steam. This boat would soon meet its own inevitable end. When the workmen dumped gravel and scrap

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into the boat's dismantled hull, it refused to sink. They drilled holes in the bottom and yet it refused to sink. They dumped more scrap and yet it floated. As they turned around and scratched their heads wondering what to try next, the boat silently joined its sisters on the bottom of the lake, sliding slowly beneath the surface.

The 1940s brought new variety to the Excelsior Amusement Park. Lawrence Welk and Perry Como were among the big names who appeared and performed at the Pavilion. The Old Log Theater opened for its first season of summer stock in Deephaven, and the park's picnic grounds were the stage for "Stairway to Stardom," a weekly amateur talent show hosted by Cedric Adams and broadcast over WCCO Radio.

Adams was also the emcee for the Miss Minnesota Pageant for several years. One year the contest had so many contestants that Halsey Hall was called in to emcee a special elimination round consisting of the bathing suit and talent competitions. The winners of this round went to the finals, again emceed by Adams. In 1948, the contest would produce a winner by the name of Bebe Shoppe, who would go on to become Miss America. As the park paid for all wardrobe, outfits for the winner, and transportation to Atlantic City for the national finals, they were soon forced to give up the contest because of mounting expenses.

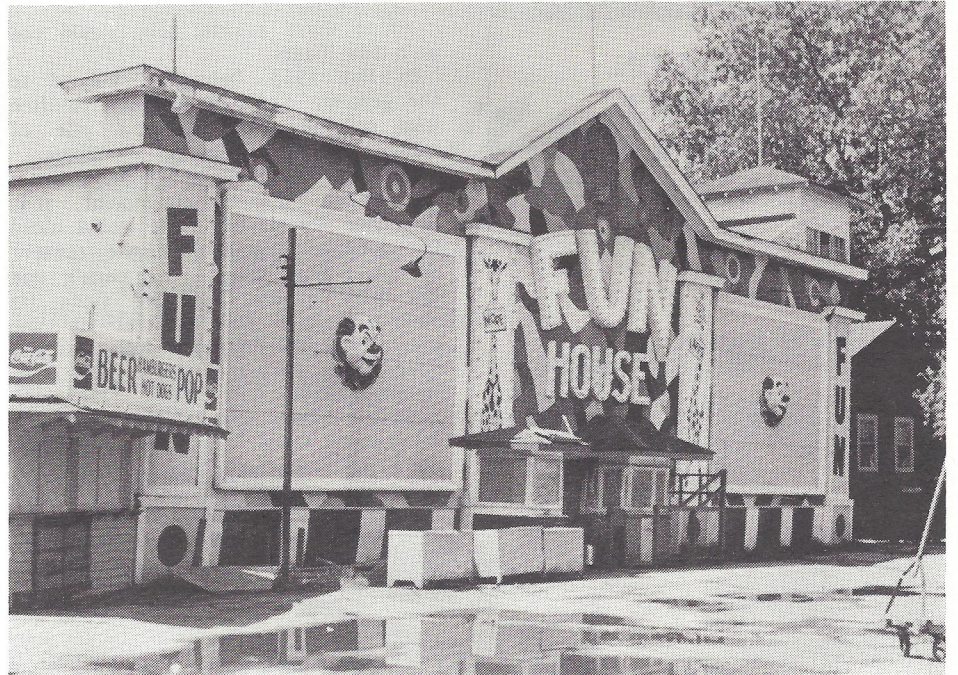
One curious incident during World War II merits mention. In September 1943, twelve boats belonging to the United States Coast Guard swept the lake for mines. They later declared the lake safe for rowboats...

When the 1950s rolled around, the Lake View Park Pavilion got a name change. The old dance hall and roller rink would now be known as Big Reggie's Danceland, featuring Big Reggie's Dance Band.

Clellan Card often appeared at the Excelsior Park to broadcast his "Axel and his Dog" television show from Axel's House of Mirrors. The Dog, in reality a large furry hand puppet, was none other than the Old Log theater's Don Stolz.

One year during the mid-fifties, the park tried to charge a gate admission in the hopes of providing free acts inside the grounds. The charge lasted about two weeks, as people preferred the free admission and parking to entertainment. That policy was never changed again.

New rides at the park in the 1950s included the Pretzel, which gave riders their kicks by offering up skeletons, witches, ghosts, bats and devils. Around this same time, rumors were started that the roller coaster had been condemned — which it never was — but that only made the coaster that much more thrilling to ride. Another rumor spread that one of the airplanes from the airplane ride worked itself loose and literally



The Fun House as it appeared at the end of the Amusement Park's final season in 1973.

flew into Lake Minnetonka. This rumor was also never confirmed.

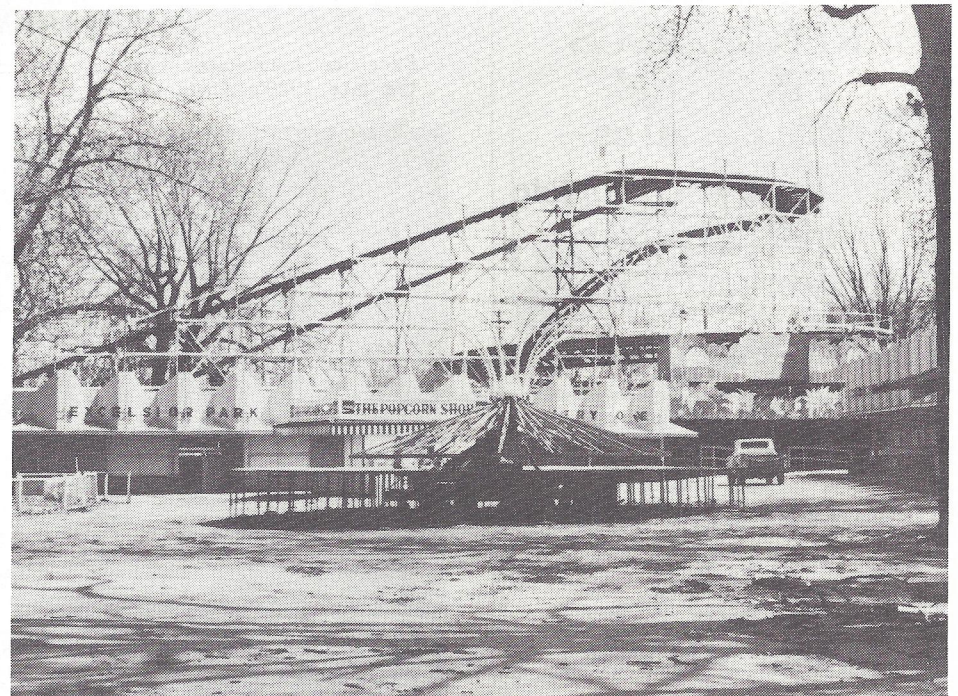
In 1965 the park celebrated its fortieth anniversary, and marked the occasion by offering many new rides and a coat of fresh paint on the entire park. The Pretzel was replaced by Jungleland, which conjured up witch doctors, wild animals, jungle warriors and the like. The Flying Scooter took the place of the airplane swing, and new rides like Bubble Bounce, Paratroopers, Trabant and Sky Fighter joined the famous roller coaster and carousel.

The picnic grounds were increased in size and were often rented to

companies such as General Mills, Honeywell, Northern States Power and Northwestern Bell for outings, and the park also hosted picnics for public and private schools, school patrol picnics, newspaper carrier award picnics and even special outings for handicapped children.

Danceland continued to draw young people from all over the area, though now it was open only on Tuesday, Friday and Saturday nights. The danceland closed permanently in 1968, and was used from then on as a boat storage barn for Excelsior Marina.

The annual Fourth of July celebrations also attracted thousands every

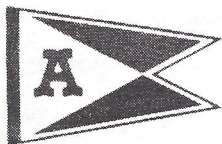


The main courtyard and arcade of Excelsior Park, with concessions and games of skill and chance in the surrounding buildings. Photo courtesy of Leopold's

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summer; these events, too, would end in a few years.

In May 1973, Danceland burned to the ground. The once famous pavilion was nothing more than a pile of rubble after the blaze.

In September 1973, Fred W. Pearce, Jr., made the announcement that Excelsior Amusement Park would close for good at the end of the current season. Fred Clapp, the park's one and only general manager since its 1925 opening, was wistful at the announcement. He still fully ran all operations, including over 150 full time employees.

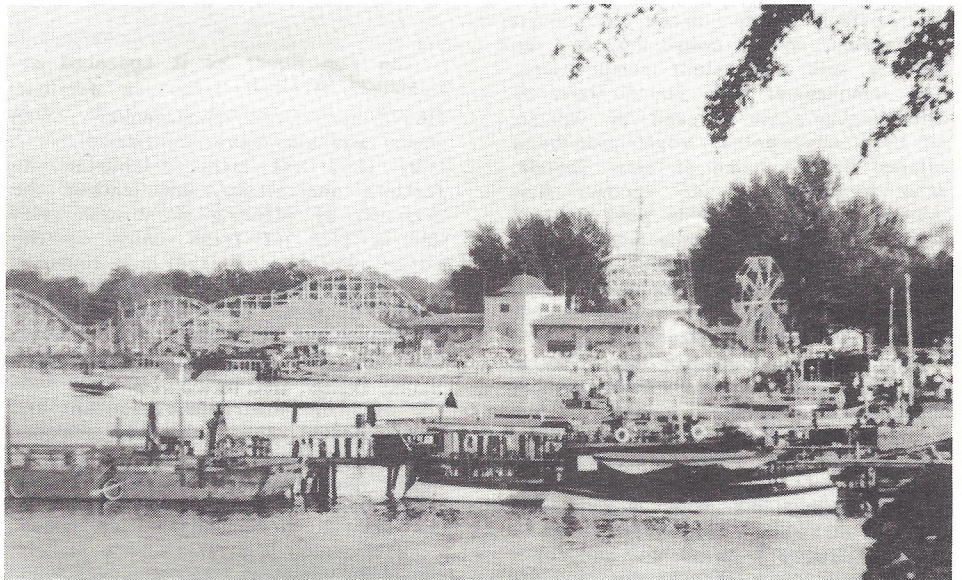
That autumn, most of the rides and equipment were sold and removed, and an auction was held the following summer to sell the signs, ticket booths, benches and other odds and ends. Many of these items can still be seen in local backyards and garages.

Pearce announced that summer of 1974 that he would be opening a new amusement park in Shakopee, to be open in 1975. The hand-carved carousel, which Disneyland offered \$100,000 for but didn't get, was to be included in the new park, to be called Valleyfair.

Thus ends the saga of a famous amusement park.

Today the site of the Excelsior Amusement Park is occupied by the Gables condominiums, Excelsior Bay Yacht Club and Mai Tai Restaurant. Office buildings now rest on the grounds of the old dance pavilion. Very little remains from the old park, save a few old pilings beneath the yacht club deck and a few chunks of concrete along the shoreline.

If you listen hard enough, you can still hear the sounds of the caliope.



Excelsior Amusement Park as viewed from the docks of the Blue Line in the late 1920's. Photo courtesy of Leipold's



The park as it appeared on its fortieth anniversary in 1965.

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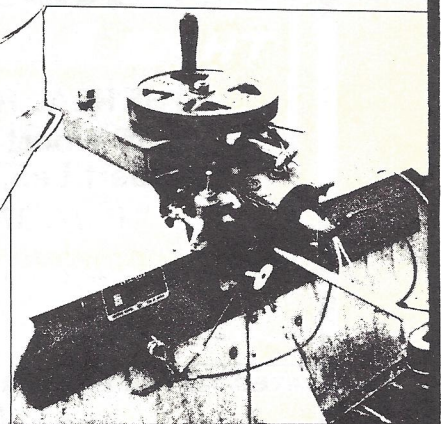
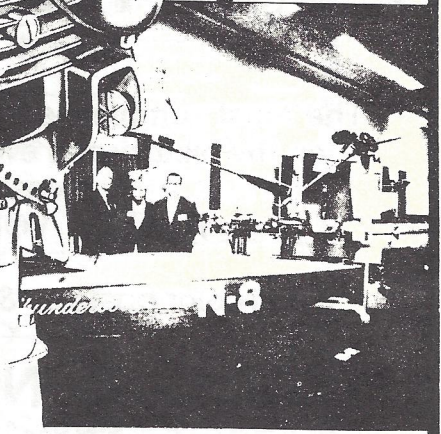
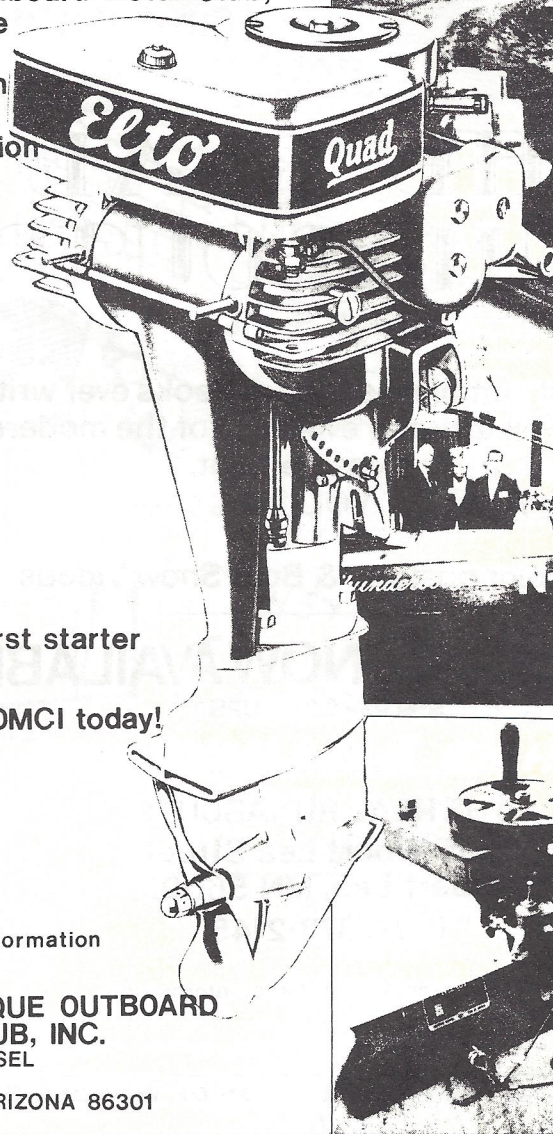
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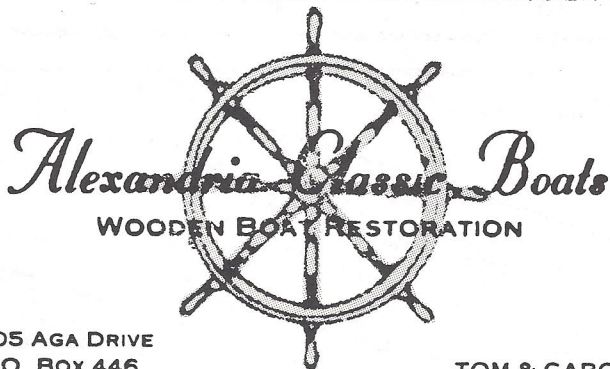
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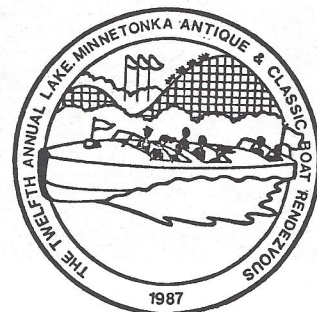
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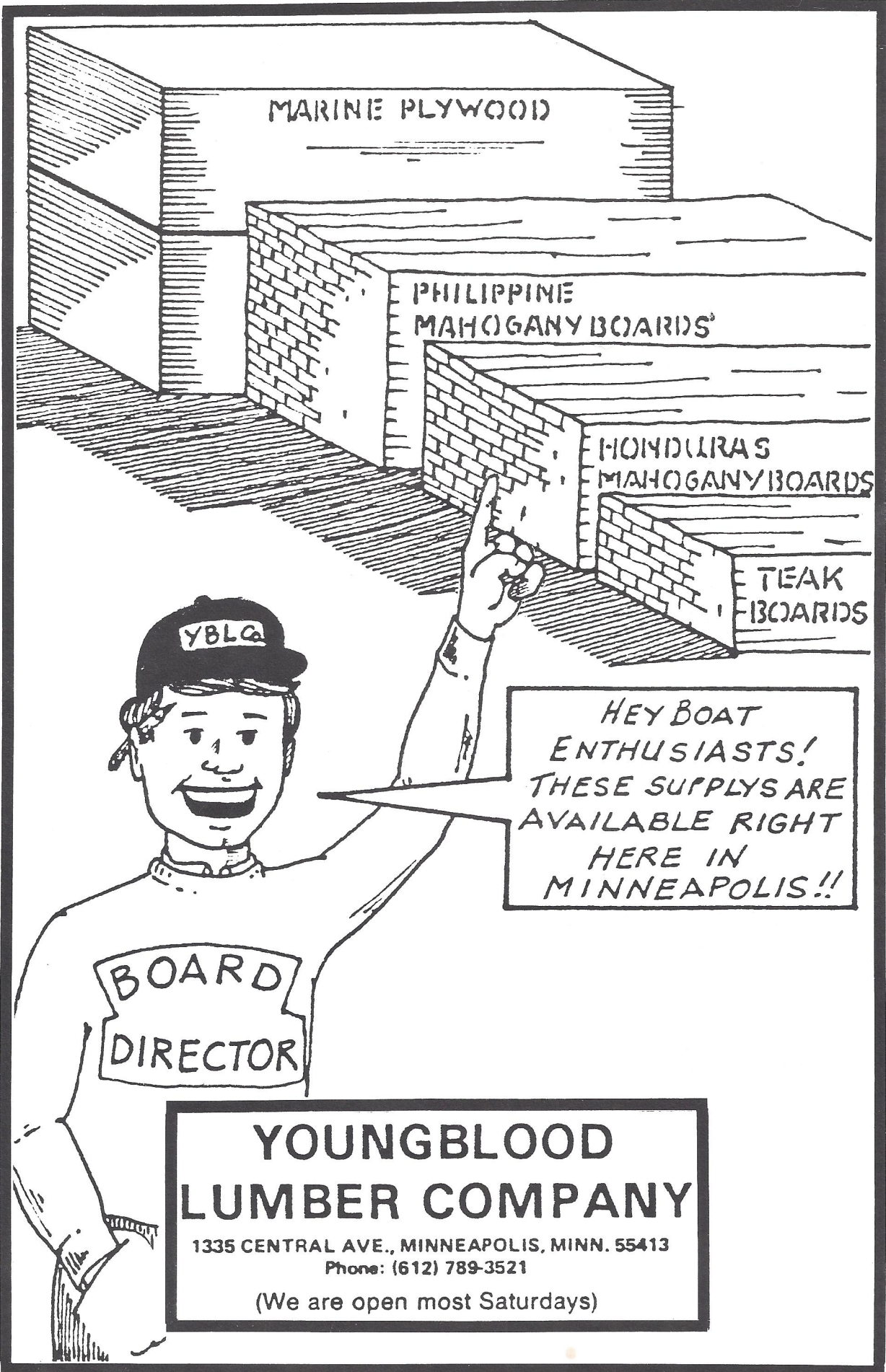
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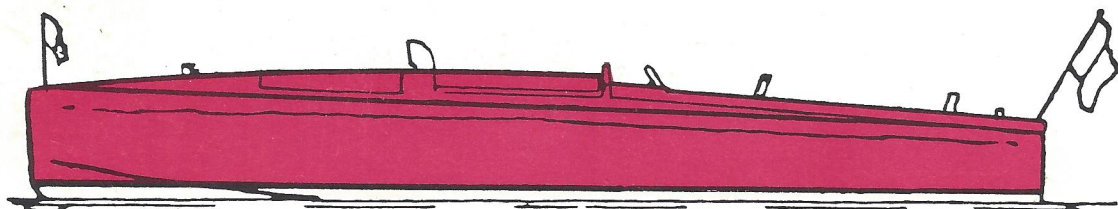
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