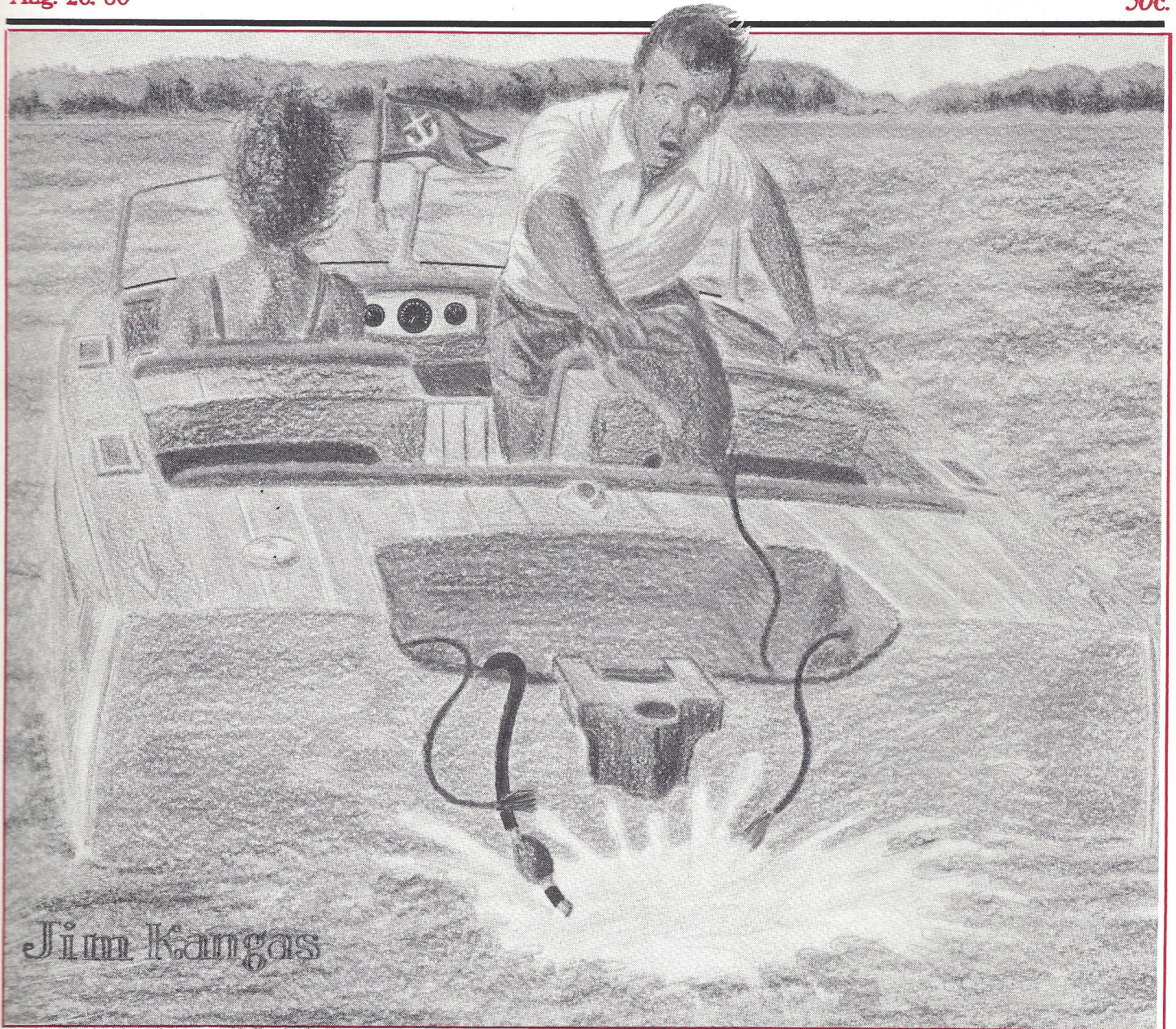


# THE SATURDAY MORNING POST

Aug. 20, '60

50c.



## *In This Issue*

MODERN DAY BOATBUILDERS  
HUMOR BY JACK BARRON  
COMPLETE SHOW GUIDE

# **PIZZA ON THE LAKE**



**471-7500**

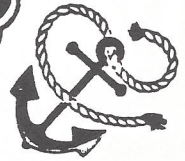
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# THE SATURDAY MORNING POST

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

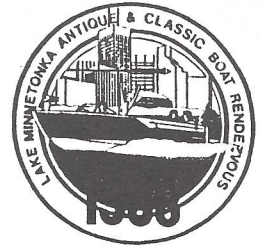
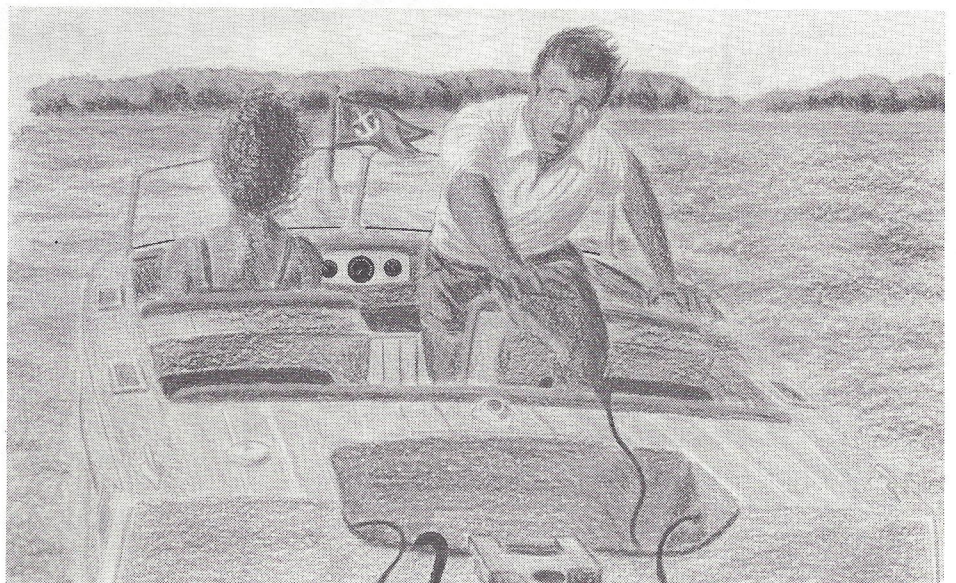


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About Our Cover -- Anyone who has ever been out on a first date will identify with this poor fellow, who seems to be plagued by Murphy's Law as he tries to impress his newfound romance. Obviously, things are not working out as he had planned...

LAKE MINNETONKA RENDEZVOUS SOUVENIR PROGRAM (LOL 8805) 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 1988 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 1988 Rendezvous Committee!

It is with great pleasure we welcome you to the 1988 Lake Minnetonka Antique and Classic Boat Rendezvous. This is our thirteenth terrific year, and we are very pleased to be able to co-chair this great event. The Lake Minnetonka Rendezvous is one of the oldest and largest of over sixty "old boat" shows held each year throughout North America. It is a time for us in the Antique and Classic Boat Society to show off our "hobbies" and present our watercraft in their natural setting.

This year our theme is "Back To The Future In Boats." We chose this theme because of the recent

resurgence of interest in wooden boats by individuals and boat manufacturers alike. Several of the "old" manufacturers (i.e. Hacker, GarWood and Elco) have been reborn to again build watercraft, and boat works such as Streblov in Lake Geneva, Wisconsin continue to build fine wooden boats.

We have put together displays and exhibits, as well as the boats themselves, to show the rich history and now the bright future of wooden boats. We are sure they will bring back many memories for some of us old timers and conjure up fantasies for some of the younger generations -- wooden boat owners of the future!

Please take the time to look at all the vintage boats displayed, and feel free to talk to their owners;

they are proud of their restoration efforts and just love to "talk shop." Many of these owners are also a wellspring of information if you're looking for some tips on how to do this or where to find that. In addition, some of the stories about their boats can be very entertaining.

Don't forget to stop by the registration tent and cast your vote for the People's Choice Award and let us know which boat is your personal favorite!

We'd like to take this opportunity to thank all of the Land O' Lakes Chapter members who have given their time and efforts to make this year's Rendezvous a success, and extend a very special thank you to the owners and management of Excelsior Bay Yacht Club and Houdini's Restaurant for the use of their facilities. Without all of your help and cooperation, this annual event would not be possible.

Here's wishing each of you a nostalgic, enjoyable and fantasy filled weekend. Let the show begin!

Sincerely,

Jim Trezona  
Ed Sandin  
Co-chairmen,  
1988 Rendezvous  
Committee

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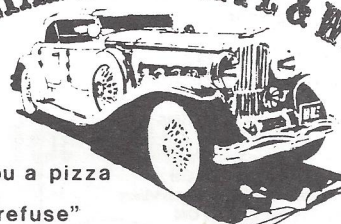
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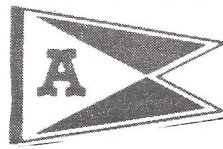
Steve Hilson  
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**CITIES AND OTHER ORGANIZATIONS**

City of Excelsior  
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 Hennepin County Water Patrol  
 Lake Minnetonka Conservation District  
 United States Coast Guard Auxiliary

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 simply because of printing deadlines.

*Acknowledgements*



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:

**RENDEZVOUS FACILITIES**

Excelsior Bay Yacht Club  
 Houdini's Restaurant and Bar

**PICNIC FACILITIES**

Selden T. Robb, Sr.

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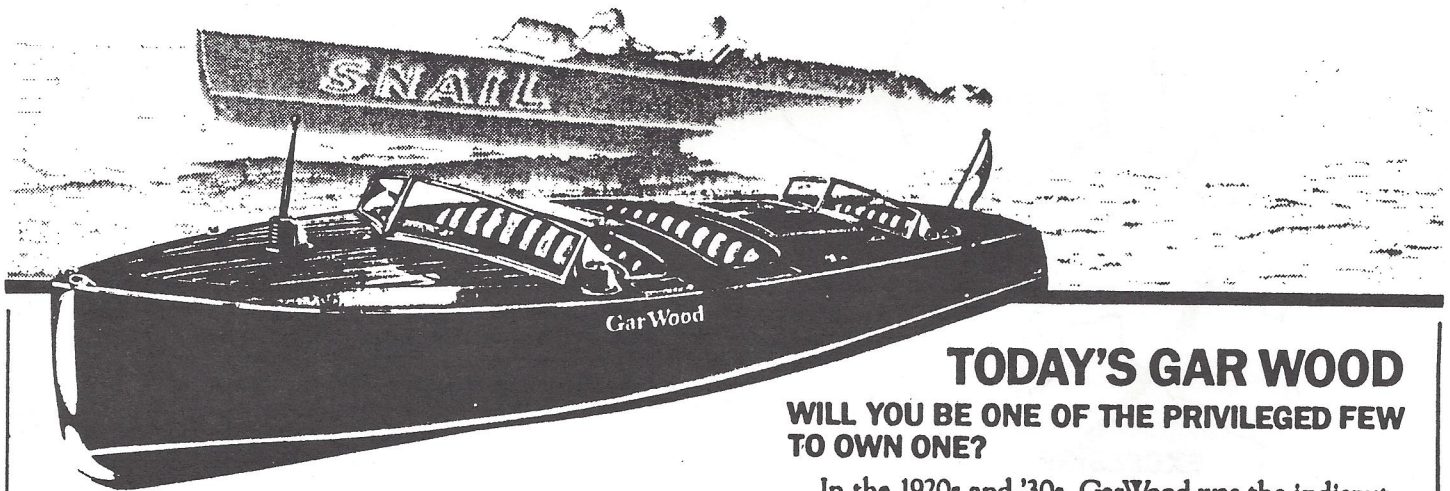
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# SCHEDULE OF EVENTS

## SATURDAY, AUGUST 20, 1988

9:00 AM Public viewing of antique and classic boats at the docks of Houdini's Restaurant & Bar and Excelsior Bay Yacht Club. Voting opens for awards.

11:00 AM Skippers' meeting for all Rendezvous participants. Included in this meeting will be last-minute information on event activities and a discussion about the parade course.

4:00 PM Boats depart the yacht club and restaurant docks for the parade of Excelsior Bay. Voting for awards closes for the day.

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

## SUNDAY, AUGUST 21, 1988

9:00 AM Public viewing of antique and classic boats resumes at the docks of Excelsior Bay Yacht Club and Houdini's

Restaurant & Bar. Voting reopens for awards.

11:00 AM Optional brunch for Rendezvous participants at Excelsior Bay Yacht Club.

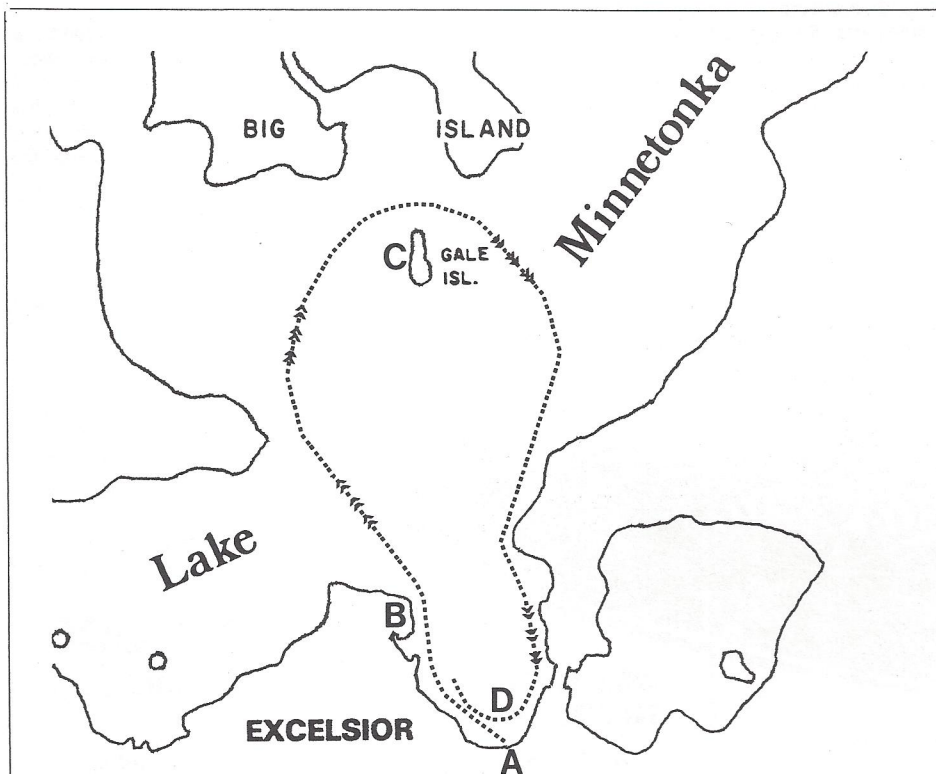
1:00 PM Brunch time ends for Rendezvous participants.

1:00 PM Voting closes for awards.

2:00 PM Awards presentation ceremony hosted by James Basta, President of the Land O' Lakes Chapter, ACBS.

3:30 PM Closing ceremonies of the Thirteenth Annual Lake Minnetonka Antique & Classic Boat Rendezvous.

4:00 PM Public viewing of antique and classic boats ends. Boats depart docks 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 Houdini's Restaurant & Bar and Excelsior Bay Yacht Club in Excelsior (A). They will proceed along the western shore of Excelsior Bay, past the Commons

(B), circle around Gale's Island (C) and return to the show site (D) where each boat in turn will make a slow pass of the docks, providing an excellent opportunity for photograph or video buffs.

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.

## Post Trivia

**Q** Just prior to World War II, one of the United States' most well known boatbuilders was called upon by the Japanese to design and build a fast, maneuverable attack boat. Who was he?

**A** John Hacker. The boat that the Japanese had in mind was their own version of the PT Boat.

**Q** What boatbuilder was known as "the gadget king," and what labor saving invention is he best known for?

**A** Garfield Wood of GarWood boats was the inventor, the labor saving device he invented was the hydraulic lift used on dump trucks.

**Q** What boat company was advertised as, "World's lowest priced, fine motor boats," and what was their trademark?

**A** Dodge Boat and Plane Company. Their well-known trademark, used as a "hood ornament" on their boats, was a mermaid.



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Rendezvous Committee members Jim Trezona and Nancy Jaye took time out from their event duties on Saturday to tie the maritime - er, matrimonial - knot on the yacht club deck.

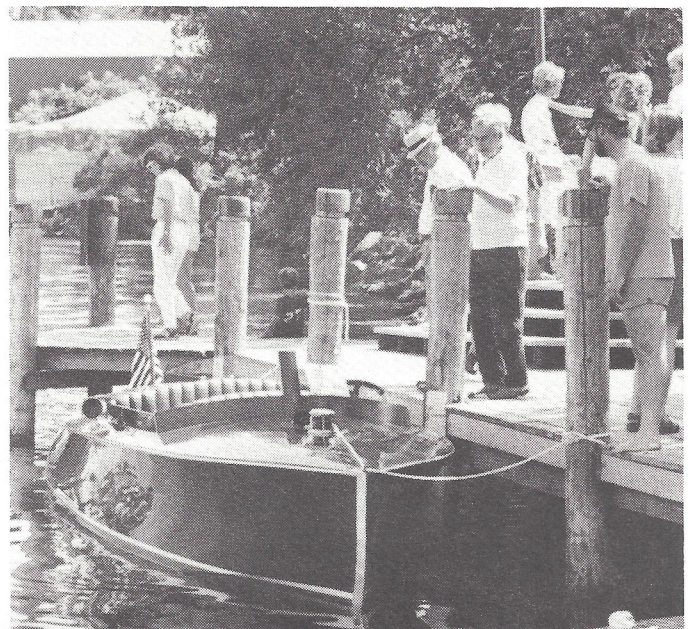


Although the weather was wet on Saturday, the sun appeared on Sunday to provide an almost perfect day for a boat show.

## REMINISCING: 1987

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

*photos by Jim Kangas*

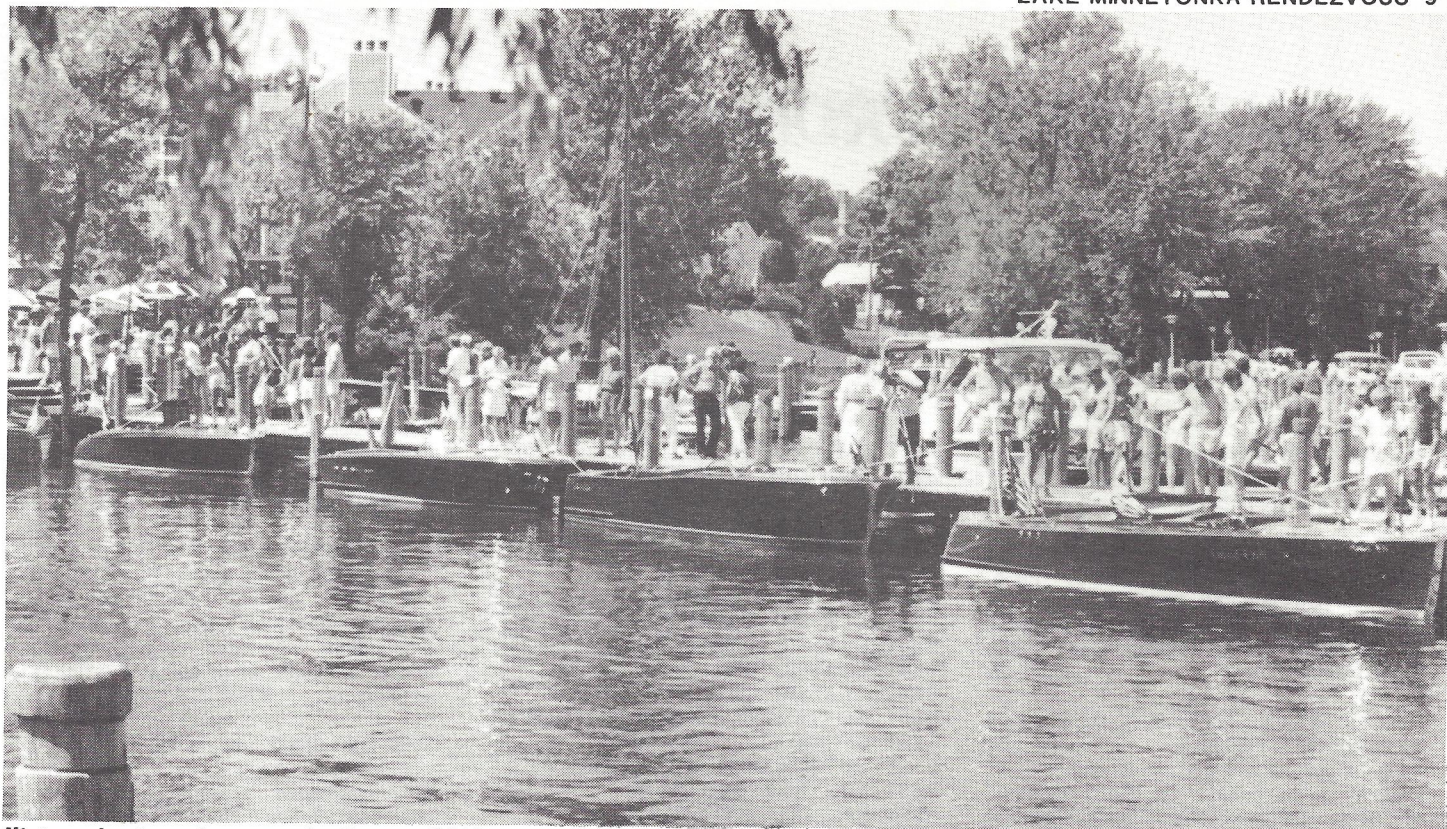


Robert Dunn's 1928 Dodge Watercar attracted some interested spectators as it sat moored at the docks.



Following the parade of boats on Saturday, over fifty participants and their families gathered for a somewhat soggy but fun picnic on Big Island. Rain showers may have put a damper on activities but not spirits!





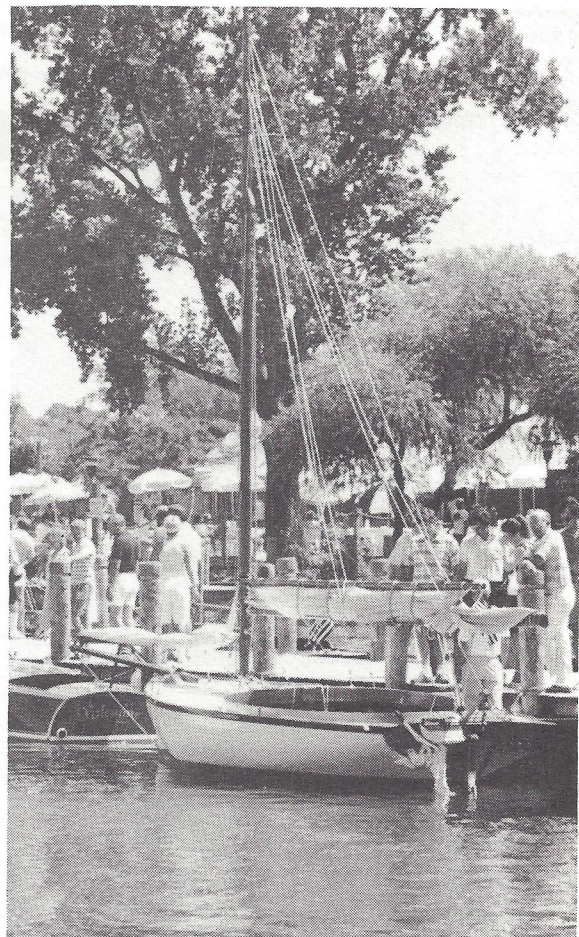
Vintage boats and a crowd of over 6,000 visitors lined the docks of the Excelsior Bay Yacht Club and Mai Tai Restaurant for the Twelfth Annual Lake Minnetonka Rendezvous.



LOL members Bob Johnson, Lowell Arnold, Jack Wallace and visitor Jim Sweet engaged in some ship shop talk at the picnic.



Tom Robb and his passengers in Robert Dunn's 1928 Dodge Watercar staged an informal fly-by for the camera off the shores of Big Island.



Jim MacRae's 1886 Burgess/Lawley sandbagger sloop, VOLANTE, is one of the oldest boats on Lake Minnetonka, second only to the ONAWA.

# 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 CONTEMPRARY 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

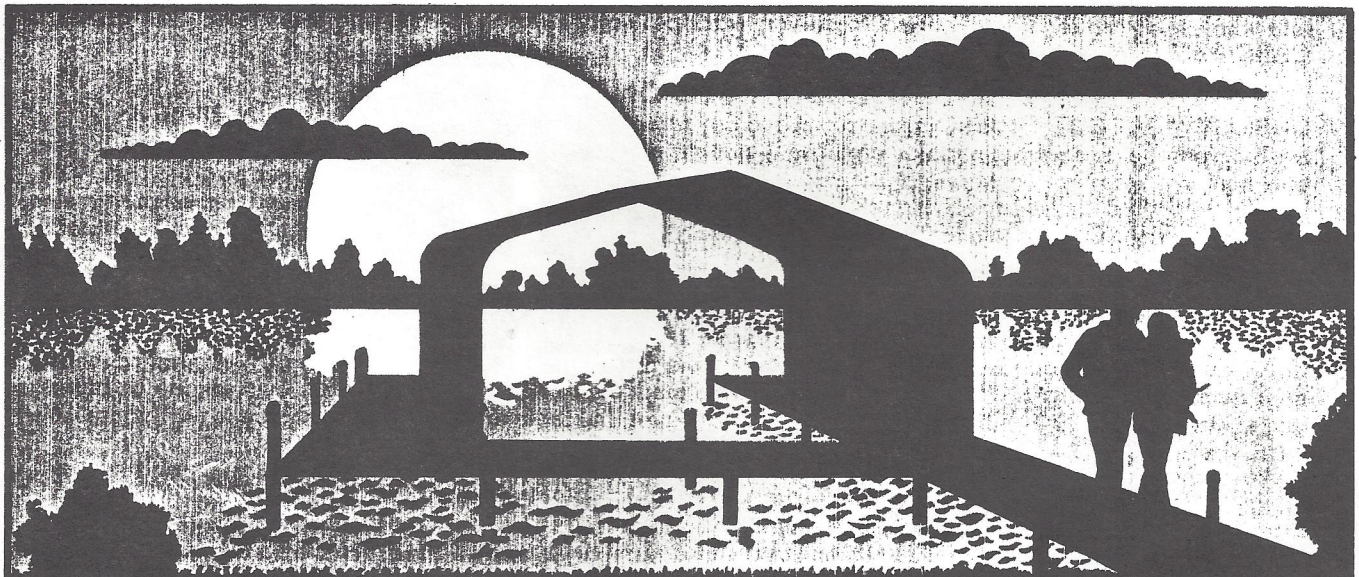
Presented to the boat most creatively displayed at the docks. The actual criteria is limited only by the skipper's imagination.

## 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 deonstrates 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**

David Schmitt  
1940 Chris Craft 23' Custom  
Runabout "ZZ"

**PEOPLE'S CHOICE AWARD**

David Schmitt  
1940 Chris Craft 23' Custom  
Runabout "ZZ"

**ACBS PRESIDENT'S TROPHY**

Dane Anderson

**BEST HISTORIC BOAT**

Jim MacRae  
1886 Burgess/Lawley 26' Sandbagger  
Sloop "Volante"

**BEST ANTIQUE RUNABOUT 20'/LESS**

Ed Sandin  
1932 Chris Craft 302 Deluxe  
Runabout

**BEST ANTIQUE RUNABOUT OVER 20'**

David Schmitt  
1940 Chris Craft 23' Custom  
Runabout "ZZ"

**BEST ANTIQUE CRUISER**

Ellsworth W. Peterson  
1937 Chris Craft 35' Cabin Cruiser  
"Gloria Mae"

**BEST CLASSIC UTILITY 20'/LESS**

Donn Hayes  
1955 Chris Craft 17' Sportsman  
"Mahogany Lady"

**BEST CLASSIC UTILITY OVER 20'**

Paul Thatcher, Jr.  
1948 Chris Craft 22' Sportsman  
"Pablito IV"

# 1987 WINNERS' CIRCLE

**BEST CLASSIC CRUISER**

Lowell Arnold  
1947 Chris Craft 25' Red & White  
Express "Dauntless"

**BEST CONTEMP'RY CLASSIC BOAT**

Paul Thatcher  
1982 Grand Craft 27' Triple Cockpit  
Runabout "Miss Lucy II"

**BEST SAILBOAT**

Robert F. Jacobs  
1937 Old Town 10' Sailing Dinghy  
"Orbit"

**BEST OUTBOARD POWERED BOAT**

Ron Prescher  
1955 Century 15' Custom Speedster  
"Black Demon II"

**BEST SPECIAL INTEREST BOAT**

Mark McCall  
1956 MFG 15' Outboard "Henry B."

**THE REAL RUNABOUT AWARD**

Jim & Rosie Basta  
1932 Chris Craft 303 Runabout  
"Valentine"

**DIRECTORS AWARD**

David Schmitt  
1940 Chris Craft 23' Custom  
Runabout "ZZ"  
Restored by David Schmitt

**BEST PRESENTATION AWARD**

Jim & Rosie Basta  
1932 Chris Craft 21' 303 Runabout  
"Valentine"

**FARTHEST DISTANCE AWARD**

Jim Sweet  
1952 Chris Craft Sportsman (380 mi.)

**NEW MEMBER CONTRIBUTION AWARD**

Jim Trezona  
Didn't let his wedding stand in the  
way of the Rendezvous.

**DRY ROT AWARD**

Marty and Nadine Earley  
Backed into the dock while launching  
their boat.



THE ANTIQUE AND CLASSIC BOAT SOCIETY PRESENTS

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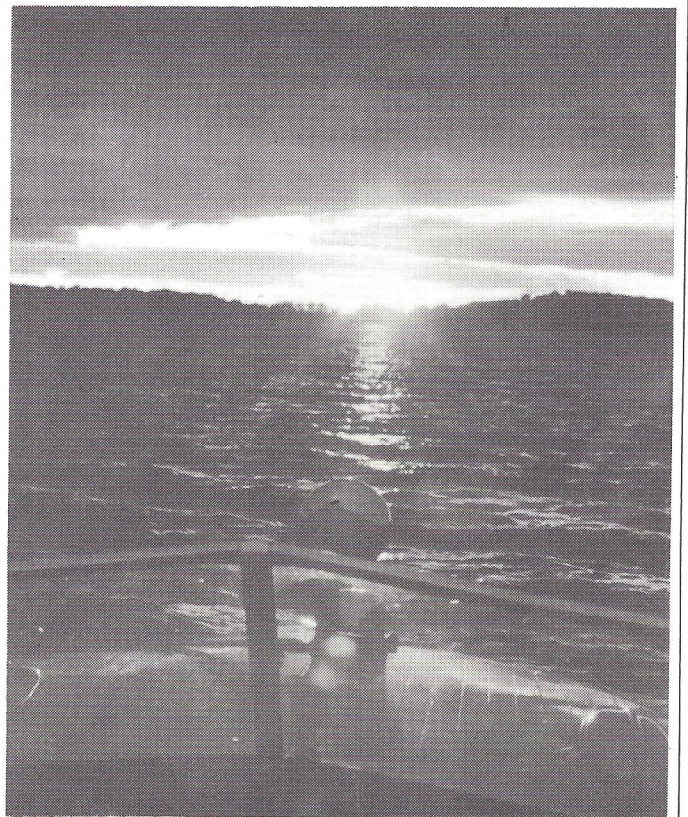
at the Lake restaurant of your choice

*A Starlight Cruise*

of the Lake

TICKETS AVAILABLE AT REGISTRATION TENT

**DRAWING THIS SUNDAY!**



# 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 August 8, 1988. 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.

STACY BARCLAY  
ENTRY NUMBER 15  
ANTIQUITY UTILITY

1938 14' CORRECT CRAFT ATOM SKIER  
GRAY 4 CYL. 45 HP.

THOMAS WEISS  
ENTRY NUMBER 20  
OUTBOARD POWERED BOAT

1981 16' HUGO'S BOAT WORKS SPORTSMAN  
2 CYL. 30 HP.  
"PRIDE OF MILLE LACS "

ED LEWIN  
ENTRY NUMBER 21 \$  
CLASSIC UTILITY

1967 16' CENTURY RESORTER  
INTERCEPTOR V8 CYL. 190 HP.

ROB & JILL SOTIRIN  
ENTRY NUMBER 22  
OUTBOARD POWERED BOAT

1956 16' ARISTOCRAFT TORPEDO  
JOHNSON 4 CYL. 50 HP.  
"SNEAKY"

NANCY NORDSTROM  
ENTRY NUMBER 23  
CLASSIC UTILITY

1961 16' CENTURY CORSAIR  
GRAY MARINE 8 CYL. 170 HP.  
"ELLY MAE"

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.

### ANTIQUITY 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

## —What class is it?—

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.

## SKIPPER

=====

RICHARD GOETZEN  
ENTRY NUMBER 24 \$  
CLASSIC RUNABOUT

KEVIN DE WITTE  
ENTRY NUMBER 25 \$  
CLASSIC UTILITY

KEVIN OLSEN  
ENTRY NUMBER 27  
CLASSIC RUNABOUT

KEITH LINDGREN  
ENTRY NUMBER 27  
CLASSIC UTILITY

SHERWOOD HEGGEN  
ENTRY NUMBER 28  
CLASSIC RUNABOUT

RICHARD JUUL  
ENTRY NUMBER 29 \$  
CLASSIC RUNABOUT

JOSEPH SOUCHERAY  
ENTRY NUMBER 30  
ANTIQUÉ UTILITY

KENNETH FABBRE  
ENTRY NUMBER 31 \$  
CLASSIC UTILITY

PAUL ROSENDALE  
ENTRY NUMBER 32 \$  
ANTIQUÉ UTILITY

ED SANDIN  
ENTRY NUMBER 33  
ANTIQUÉ RUNABOUT

RAYMOND FISCHER  
ENTRY NUMBER 34 \$  
CLASSIC UTILITY

BOB LARSEN  
ENTRY NUMBER 35 \$  
CLASSIC UTILITY

JON MENTH  
ENTRY NUMBER 36 \$  
CLASSIC RUNABOUT

CARL SOELBERG  
ENTRY NUMBER 37  
CLASSIC UTILITY

LOWELL & MARCIA ARNOLD  
ENTRY NUMBER 38 \$  
CLASSIC UTILITY

## BOAT

=====

1959 16' THOMPSON RUNABOUT  
MERCURY 4 CYL. 65 HP.

1957 17' CHRIS CRAFT SPORTSMAN  
CHRIS CRAFT 6 CYL. 95 HP.

1953 17' CHRIS CRAFT SPECIAL RUNABOUT  
CHRIS CRAFT 6 CYL. 95 HP.

1961 17' HIGGINS PORT ROYAL  
GRAY 6 CYL. 135 HP.

1947 17' CHRIS CRAFT DELUXE RUNABOUT  
CHRIS CRAFT 6 CYL. 95 HP.  
"ADOPTED"

1949 17' CHRIS CRAFT SPECIAL RUNABOUT  
CHRIS CRAFT 6 CYL. 95 HP.  
"LATE FOR DINNER"

1938 17' CHRIS CRAFT DELUXE UTILITY  
CHRIS CRAFT 6 CYL. 95 HP.  
"EMILY"

1959 17' CHRIS CRAFT UTILITY  
CHRIS CRAFT V8 CYL. 185 HP.

1941 18' CHRIS CRAFT DELUXE UTILITY  
CHRIS CRAFT 6 CYL. 95 HP.  
"PEARL"

1932 18' CHRIS CRAFT 302 DELUXE RUNABOUT  
CHRYSLER 6 CYL. 85 HP.

1952 18' CHRIS CRAFT HOLIDAY  
CHRIS CRAFT 6 CYL. 120 HP.

1962 18' CHRIS CRAFT SEA SKIFF  
CHRIS CRAFT 6 CYL. 105 HP.  
"EMILY KATE"

1954 18' CHRIS CRAFT RIVIERA  
CHRIS CRAFT 6 CYL. 120 HP.

1955 18' CHRIS CRAFT SEA SKIFF  
CHRIS CRAFT 6 CYL. 95 HP.  
"SAUCY"

1962 18' CHRIS CRAFT HOLIDAY  
CHRIS CRAFT V8 CYL. 185 HP.  
"POCKET ROCKET"

SKIPPER  
=====

DAVID WATTS  
ENTRY NUMBER 43  
CLASSIC RUNABOUT

SELDEN ROBB JR  
ENTRY NUMBER 44  
CLASSIC UTILITY

ROBERT & PEGGY SHEA  
ENTRY NUMBER 45  
CLASSIC RUNABOUT

TIM PASKE  
ENTRY NUMBER 46  
CLASSIC RUNABOUT

RAY ELLIS  
ENTRY NUMBER 47  
CLASSIC RUNABOUT

BETH KESSLER  
ENTRY NUMBER 48  
CLASSIC RUNABOUT

JOHN F. POLE  
ENTRY NUMBER 49 \$  
CLASSIC UTILITY

PETER DAVIS  
ENTRY NUMBER 50  
CLASSIC UTILITY

MIKE WILSON  
ENTRY NUMBER 54  
CLASSIC UTILITY

DAVID & NEAL ANDERSON  
ENTRY NUMBER 55 \$  
CLASSIC UTILITY

KUDER MARTIN  
ENTRY NUMBER 56 \$  
CLASSIC UTILITY

PAUL THATCHER JR  
ENTRY NUMBER 57  
CLASSIC UTILITY

SCOTT BRICKLEY  
ENTRY NUMBER 58  
CLASSIC UTILITY

JOHN TUCKER  
ENTRY NUMBER 61  
CLASSIC UTILITY

DICK COLE  
ENTRY NUMBER 62  
CLASSIC CRUISER

BOAT  
=====

1950 19' CENTURY SEA MAID  
GRAY 6 CYL. 140 HP.  
"SWEET ELAINE"

1951 19' LYMAN UTILITY  
GRAYMARINE 6 CYL. 100 HP.  
"TOM FOOLERY"

1947 19' CHRIS CRAFT RACING RUNABOUT  
CHEVEROLET V8 CYL. 350 HP.  
"TOP GUN"

1953 19' CENTURY SEA MAID  
GRAY MARINE 6 CYL.  
"TEECHUR'S PET"

1946 19' CHRIS CRAFT RACING RUNABOUT  
CHRIS CRAFT 6 CYL. 158 HP.

1957 19' CHRIS CRAFT CAPRI  
CHRIS CRAFT 6 CYL. 131 HP.  
"BABY PEAS"

1956 20' CHRIS CRAFT SPORTSMAN  
HERCULES 6 CYL. 158 HP.  
"CLASS OF '56'"

1956 20' CHRIS CRAFT CONTINENTAL  
CHRIS CRAFT 6 CYL. 131 HP.  
"WOODEN AFFAIRE"

1961 21' CHRIS CRAFT CONTINENTAL  
CHRIS CRAFT V8 CYL.

1958 21' CENTURY CORONADO  
GRAY MARINE V8 CYL. 225 HP.

1955 21' CENTURY CORONADO  
GRAY 6 CYL. 175 HP.

1957 22' CHRIS CRAFT SPORTSMAN  
CHRIS CRAFT 8 CYL. 255 HP.  
"PABLITO IV"

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

1963 24' CHRIS CRAFT SEA SKIFF  
CHRIS CRAFT V8 CYL. 185 HP.  
"OBSESSION"

1988 24' BUILT BY OWNER DIESEL TRAWLER  
YANMAR DIESEL 3 CYL. 27 HP.  
"BLUE CHIP"

SKIPPER

=====

MIKE PRUYN  
ENTRY NUMBER 63  
CLASSIC UTILITY

TOM AKENSON  
ENTRY NUMBER 64 \$  
CLASSIC UTILITY

FRED LANG  
ENTRY NUMBER 65  
CLASSIC UTILITY

STEPHEN C MERJANIAN JR  
ENTRY NUMBER 66  
CLASSIC UTILITY

HENRY YOUNG JR  
ENTRY NUMBER 67 \$  
SAILBOAT

PAUL THATCHER  
ENTRY NUMBER 70  
CONTEMPORARY CLASSIC

GARY COBB  
ENTRY NUMBER 71  
CLASSIC UTILITY

VERN TAPELT  
ENTRY NUMBER 76 \$  
CLASSIC CRUISER

BERNIE ARSENEAU  
ENTRY NUMBER 77 \$  
CLASSIC CRUISER

ELLSWORTH W. PETERSON  
ENTRY NUMBER 85  
ANTIQUE CRUISER

MIKE PEDERSON  
ENTRY NUMBER 86  
CLASSIC CRUISER

JERRY OLSON  
ENTRY NUMBER 89  
CLASSIC CRUISER

BRUCE BIRKELAND  
ENTRY NUMBER 101  
CONTEMPORARY CLASSIC

BOAT

=====

1965 24' CHRIS CRAFT SEA SKIFF HARDTOP  
CHRIS CRAFT V8 CYL. 185 HP.

1960 24' CHRIS CRAFT SPORTSMAN  
CHRIS CRAFT V8 CYL.  
"OLD SPORT"

1948 25' CHRIS CRAFT SPORTSMAN  
HERCULES 6 CYL. 160 HP.  
"LURGUID"

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

1923 25' CROSBY WIANNO SENIOR KNOCKABOUT SLOOP  
"CORSAIR"

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

1953 28' CHRIS CRAFT UTILITY  
TWIN CHRIS CRAFT 6 CYL. 95 HP.  
"PROJECT"

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

1954 33' CHRIS CRAFT CUSTOM CAPITAN  
TWIN CHRIS CRAFT 6 CYL. 160 HP.  
"POUR BUOYS"

1937 35' CHRIS CRAFT CABIN CRUISER  
CHRIS CRAFT 6 CYL. 130 HP.  
"GLORIA MAY"

1956 35' CHRIS CRAFT CONSTELLATION  
TWIN CHRIS CRAFT 6 CYL. 175 HP.  
"VALHALLA"

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

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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 1988 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 and their display of vintage motors attract young and old alike wherever they go. The AOMC has been a welcome addition to the Rendezvous for many years.



## SPOTLIGHT

**RED WING INBOARD ENGINES***by Jim Kangas*

A new addition to the Lake Minnetonka Rendezvous in 1987, Harry Munson Jr.'s fine collection of operating Red Wing Inboard Motors captured the heart of the young and young at heart alike.

Munson, who lives in Red Wing, Minnesota and has been collecting the engines since 1982, now owns a total of twelve of the vintage motors, all different models and just shy of the company's entire offering of fifteen. The motors occupy two trailers, and he can be seen at many local boat shows and events with his collection. He has also managed to acquire the records from the company as well as a good number of catalogs, some of which date back to Red Wing's origins in 1900.

From the turn of the century to about 1909, the company was known as Red Wing Boats, and built a small line of pleasure and fishing craft. The name was changed to the Red Wing Motor Company in 1910, but they continued to build boats for another ten years. In 1920, the boat-building was phased out and the company's focus turned entirely to engines, as they manufactured for a number of other regional firms.

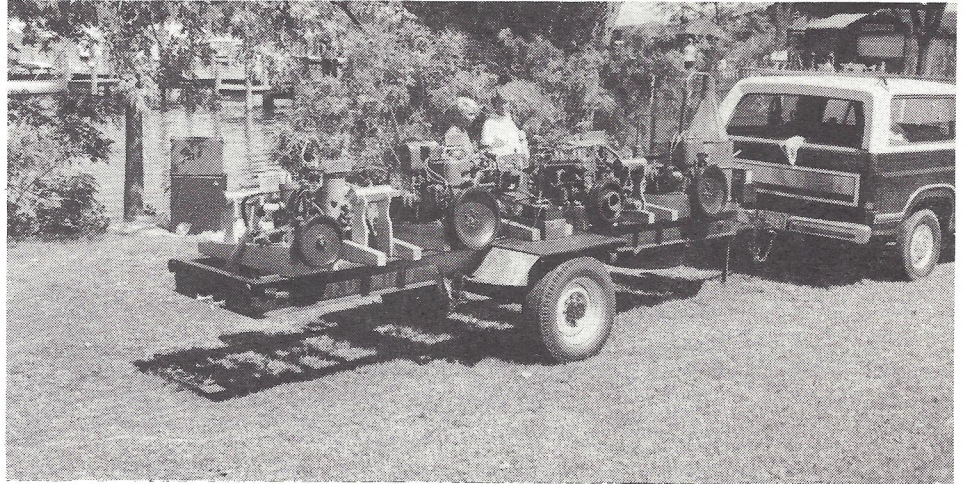
During the 1950's, Red Wing again began to build boats, and marketed a steel hulled craft known as Casa Cruiser. The boat's popularity never caught on, and was dropped from production after only a few years.

Red Wing Motors continued to manufacture engines and motors for various applications well into the 1960's, but declining sales forced the closing of the factory doors in 1968.

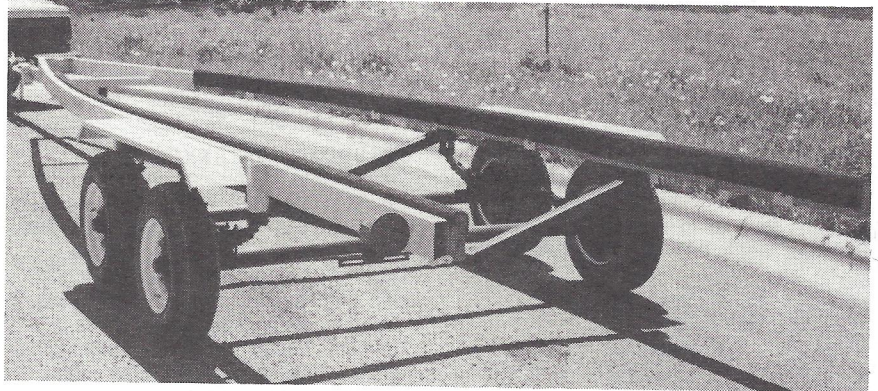
Please take the time to visit this special display while you are at the 1988 Rendezvous. This mobile exhibit of working motors is unique to our hobby. We are certain you will not be disappointed.

**DO YOU  
HAVE YOUR  
TICKET YET?**

See Page 11



Harry Munson, Jr.'s collection of working Red Wing Motors was a new and well received addition to the 1987 Lake Minnetonka Rendezvous.

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## HUMOR

## THE BOAT RIDE

by Jack Barron



Illustration by Jim Kangas

**Editor's Note:** Jack Barron, immediate past president of the Antique and Classic Boat Society, is well known throughout the Society for his own brand of humor. We hope you will enjoy this tongue-in-cheek relating of a Saturday boat outing that didn't go quite as planned...

## SATURDAY MORNING

- 8:30 Pack a picnic lunch and load the car.
- 9:30 Leave the house for the boat dock.
- 9:40 Return to the house for the boat keys.
- 9:50 Arrive at the supermarket for last minute items.
- 10:00 Return to the house for wife's purse.
- 10:20 Leave the house for the boat dock.
- 11:00 Arrive at the boat dock.
- 11:30 Finish loading up the boat.
- 11:35 Return to the car for the boat keys.
- 11:55 Place phone calls for a mechanic who will start the

boat engine.

## SATURDAY AFTERNOON

- 12:45 Remove carburetor by self and dump sludge into water.
- 1:35 Start the boat engine.
- 1:45 Leave the boat dock.
- 1:55 Return to the boat dock for wife's purse.
- 2:00 Leave the boat dock following argument with wife.
- 2:30 Arrive at the public marina.
- 2:40 Leave public marina -- no open slips at docks.
- 2:45 Drop hook for lunch.
- 2:50 Dive for anchor and line.
- 2:55 Attach anchor line to boat.
- 3:10 Eat lunch while having argument with wife.
- 3:25 Strange feeling in stomach.
- 3:45 Return to public marina.
- 3:55 Rush to hospital to have stomach pumped.
- 4:50 Return to public marina.
- 5:00 Start fire for barbecue.
- 5:20 Enjoy three martinis with wife.
- 5:40 Fall into barbecue fire.

## SATURDAY EVENING

- 6:10 Leave public marina following argument with wife.
- 6:25 Boat engine dies.
- 6:35 Boat towed to gas dock.
- 7:55 Leave gas dock following argument with wife.
- 8:40 Arrive home at boat dock.
- 9:00 Agree to take wife to dinner at restaurant.
- 9:05 Leave boat dock for restaurant.
- 9:10 Return to boat for boat keys.
- 9:15 Kick boat and leave boat dock.
- 11:30 Arrive home at last.
- 11:55 Try to make conversation with wife.

(Reprinted courtesy of the Niagara Frontier Chapter, ACBS. This article originally appeared in the NFC newsletter, *Mahogany News*.)

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SUMMER ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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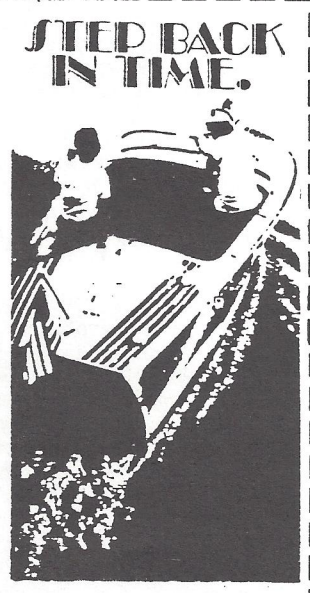
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CREDIT CARD NO. \_\_\_\_\_ EXP. DATE \_\_\_\_\_ SIGNATURE \_\_\_\_\_

#### BOAT INFORMATION

YEAR	BUILDER	LENGTH	MODEL	HULL NO.	ENGINE	CYL.	H.P.	BOAT NAME
_____	_____	_____	_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____	_____	_____	_____



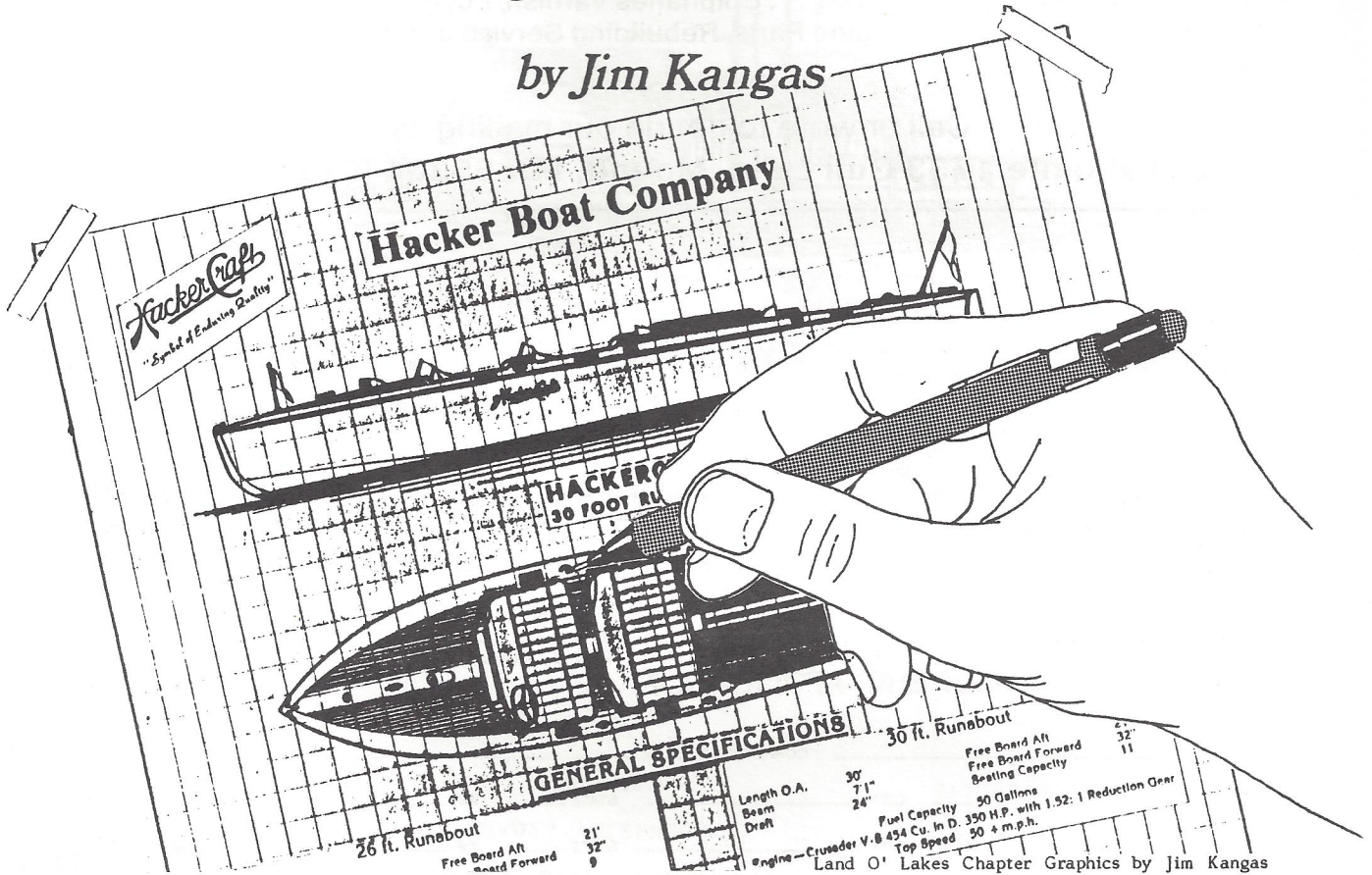
*The Antique and Classic Boat Society Inc.* LAND O' LAKES CHAPTER P.O. BOX 253 MOUND, MN 55364

## FEATURE

# WOODEN BOATS: THE NEXT GENERATION

*Modern day boatbuilders are alive and well  
and thriving across these United States*

*by Jim Kangas*



There is a revolution afoot in the American boating industry. Across this nation, new firms are rising from the dust of the old, and giving rise to new young companies in their wake — it is the free enterprise system at its finest. These new boats are not the newest polyformed cruisers. They are not even fiberglass boats. These new generation of boats are wooden runabouts. From Maine to California, from Minnesota to Florida, the age of the wooden boat craftsman is returning with a vengeance.

In the early days of pleasure boating, a boatbuilder's client would rave about the new sleek speedboat he had just acquired; his friends and relatives soon ordered their own boats, creating additional orders for the boatbuilder. Those references turned into even more orders for more boats and so on and so on.

In the 1960s and 1970s, when these boats became in need of restoration their owners sought out the boatbuilders and refinishers again to do the job right. Again, their references turned into even more work for the boatyards.

In the late 1970s and into the 1980s, it seems the wood boat building circle has come full circle. With the number of restorable original craft beginning to wane, people are again seeking out the experienced woodworkers and restorers and refinishers not to restore boats; these people are after new wooden boats, and many will pull no stops in their quest.

Restoration firms are turning into boatbuilding firms, and are producing an entirely new generation of wooden pleasure boats.

Many of these new boats are based

on traditional designs, many have touches of the traditional with modern touches, still others are one-off custom orders for specific clients.

## The New Technology

Although the original plank on frame construction methods still exist, they have been supplemented by new technological advances, some which date back to World War II but didn't come into their own until the space age.

The process of cold molding seems to be the instigator of these new methods. Dating back to the war years, cold molding is nothing more than thin wood fiber strips bonded with adhesive to a specific shape. The equipment and technologies were first used to construct lifeboats, hydroplanes and PT boats for the

United States Navy as metals were in short supply. In the post-war years the process became well-known in canoe and racing circles.

In the 1960s, boat restorers began experimenting with epoxy resins and their effect on wooden boats. A product of post-World War II technology, this system has been used for years in the construction of sailboats, canoes and rowboats. This system is today known as the Wood Epoxy Saturation Technique (WEST) System, and was introduced to powerboat aficionados by the Gougeon Brothers of Michigan in 1972.

In this process the planks are blind fastened to the frames of the boat, sealed with epoxy to produce a stable structure and provide a smooth surface for succeeding coats of varnish. The result is a boat which will not leak or rot, and does not have to be soaked each season before launching. The wood absorbs the finish, sets up hard and dry and requires very little care as compared to conventional wooden craft.

In addition, today's boatbuilders use the latest in state-of-the-art electronics and electrical technology. Solid state circuits have replaced many of the old mechanical systems, deep-cycle marine batteries have replaced the old heavy batteries and electronic ignitions have replaced the old electrical systems originally used in the engines.

The quality remains however. Only the finest woods are used in today's wooden runabouts, from Honduras mahogany planks in many craft right down to solid oak frames. Hardware is not the cheap silvertone over plastic found in today's cars, but still chrome plating over bronze or brass metal. Glass has not been replaced by plexiglass, either, it is still glass.

## The New Boatbuilders

In the late 1960s fiberglass was taking over the industry, catering to the wants of the public at large. Many firms which had originally produced wood boats now took advantage of mass production techniques for their boat hulls. As a result, many boats began to look alike. This was fine with the majority of boat owners, but tragic for those who wanted something a little different.

A few manufacturers continued to manufacture in wood, mostly regional firms, but most were custom or one-off builders.

As the antique and classic boating hobby was just getting off the ground, many retired or laid off wooden boatbuilders and others who did not wish to work with fiberglass began restoring the older craft in an effort to save them from the ravages of time and weather. It soon became apparent that before too many years had past, the supply of these old boats would soon dwindle. These craftsmen began dreaming of the day they could again produce their own boats, but waited to see what the



A Diamond Craft two-cockpit runabout, built by Charles Hunt at Northern States Boat Works in North Mankato, Minnesota.

public wanted. They didn't need wait long.

**Ace Speedboat Company** -- in 1979 the Ace Speedboat Company was formed and began building a replica of a 1920s Hacker-designed speedboat using the new WEST system. The boat is still manufactured today, is powered by a Crusader 270 HP V8 engine and comes with life jackets, fire extinguishers, bilge pump, anchor and lines, paddle, horn, flares and more.

**Black Bottom Runabouts** -- also began in 1979. Their main product is still a replica of a 1930s GarWood 16' split-cockpit runabout called the Phoenix. Black Bottom's founder, Patrick Carney Jr., had been an antique buff for many years, but when boats needing restoration began to become harder to find, he decided to produce his own modern boat using modern materials and construction methods.

**Diamond Craft** -- a few years ago Charles Hunt founded his Northern States Boat Works in an endeavor to produce custom cold molded boats. His is a one man operation; when you call him you are talking to the boss, production manager, shipping and receiving manager and janitor. His only offering currently is a classic mahogany runabout, which is available with a number of variations. He insists on using only the finest material and quality products in his boats. As he looks forward to building only thirty boats or so in his lifetime, he insists he be proud of each boat he builds.

**Electric Launch Company** -- for nearly 57 years, the Electric Boat Company (ELCO) produced cruisers and launches from 20-125 feet in length and was popular for their high

quality reputation. So much so that the U.S. Navy contracted with the firm to build submarines and PT boats. A decedent firm of the Electric Boat Company called General Dynamics Corp. still builds today's Polaris nuclear submarines. In its early years, however, Elco was popular for its pleasure boats. Fine electric launches with full amenities, exceptional cruisers complete with all the trimmings.

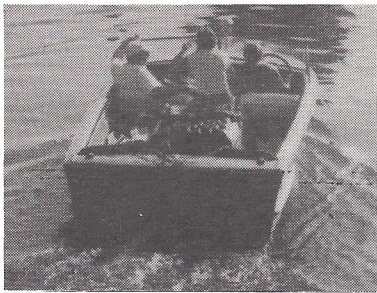
Joseph Fleming Jr. felt the company's traditions worth reviving and their reputation preserved. He incorporated the Electric Launch Company in 1987 for the purpose of building a variety of small craft and luxury yachts similar to those built by the original Elco in its heyday. The new launches are powered by electric motors and banks of batteries beneath decks, the same system used when the original company was founded in 1899.



This 1898 Elco 30' launch owned by Alan Bendelius is similar to the boats the Electric Launch Co. is now building for new romantics.

Charles Hunt Photo

Rusty Rudder Photo courtesy of ACBS



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While they appear vintage in appearance, the new Elco launches are anything but old beneath the surface. Cold molded epoxy laminated wood has replaced the original plank on frame construction, and the DC motor and electronics are state of the art. Fleming believes the old traditions are still the best. Where most dealers make the owner buy the extras, Fleming includes the extras. Just as the original Elcos were equipped, he includes such items as chairs, tables, linens, curtains, glasses, silverware, plates, flags, pennants, anchor and line and lifejackets with the boats.

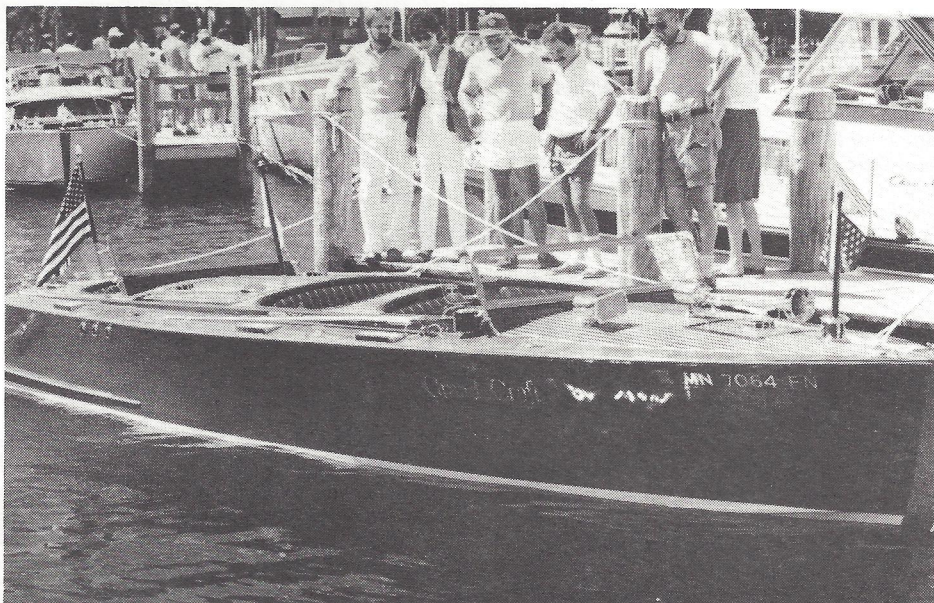
"If an owner cannot take his new vessel for a cruise within five or ten minutes of delivery," says Fleming, "we'll have failed our task."

GarWood Boats -- another name from the past has recently resurfaced thanks to the efforts of Thomas

Turcotte, who has been rebuilding and restoring craft on the east coast for many years. For many years, GarWood boats were leaders in both pleasure and racing. The Turcotte Brothers Boatworks have formed a separate division to reproduce the finest of these boats using contemporary methods and materials. They are now building three models -- a 22-foot Streamliner Runabout, a 28-foot Deluxe Runabout and a limited edition commemorative reproduction of the famed 33-foot Baby Gar gentleman's runabout.

Grand Craft -- the origin of the Grand Craft has almost become legend in antique boating circles. Steve Northuis had been an antique boat enthusiast for several years and had bought, restored and sold a number of boats. After several unsuccess-

*BOATS to page 24*



Steve Merjianian Photo

Paul Thatcher's 1982 Grand Craft, MISS LUCY II, was one of the first boats built by Macatawa Bay Boat Works.

**PLEASE**

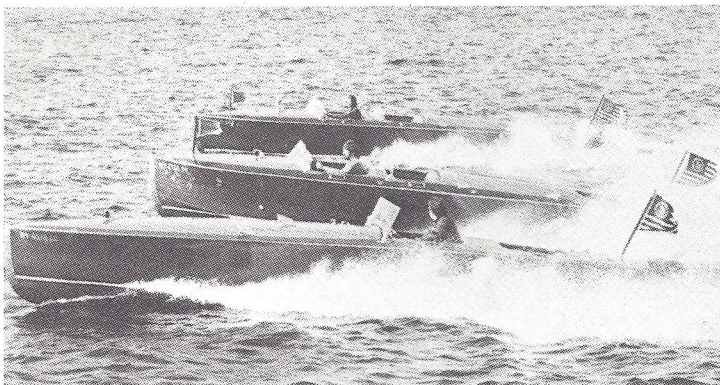


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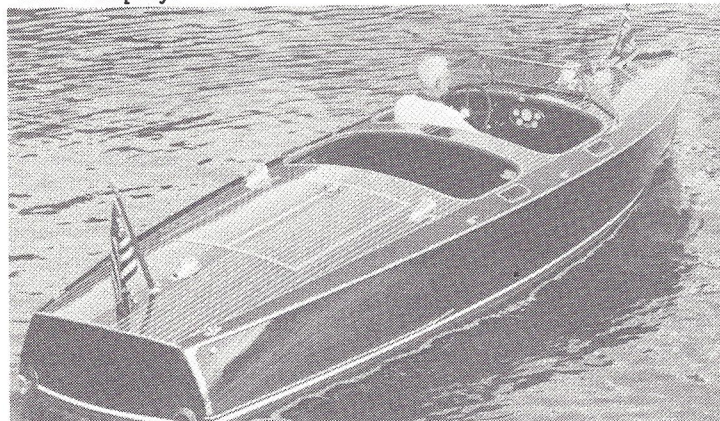
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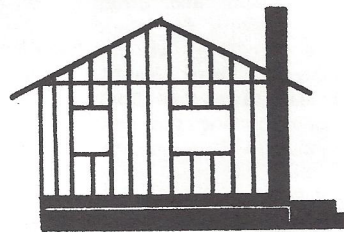
A 26' Gentleman's Roadster (foreground), 26' Triple Cockpit Runabout and 30' Triple Cockpit Runabout built by Hacker Boat Company.



A new 20' Twin Cockpit Runabout with a 275 HP inboard engine has been recently added to the line of boats built by Hacker Boat Company.

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**BOATS** from page 22

ful tries convincing his boatyard employers to re-explore the wonders of the mahogany speedboat, he got up enough nerve to ask Chris Smith (Chris Craft founder Christopher Columbus Smith's grandson) and other retired Chris Craft workers for their help. After some scoffing at his dream they wondered, "Why Not?", and soon founded Macatawa Bay Boat Works and began constructing the new boat called Grand Craft. Built on the lines of a 1931 Chris Craft 24' runabout, the boat contained all the glamour of the original and more. New technology offered a complete stereo system, hidden from view by wood panels, rich leather upholstery as the original, plus the benefits of the WEST system and a redesigned lower hull to offer the smoothest ride possible. Since those early days, the company has changed hands, and has added a larger 27-foot runabout and a brand new design model called the Tahoe to their line.

**Hacker Craft** — For nearly 30 years William Morgan has been rebuilding and restoring Hacker Craft boats, and has become renown for the excellence of his work. His restorations have earned him over 36 best of show awards across the country. Over the years he had received many requests to design and build new boats. He finally decided to do so, and set out to duplicate the most noble of John Hacker's designs with new building methods to make them stronger and more durable than the original. In 1982 he founded the Hacker Boat Company and began producing three new boats — a 30-foot triple cockpit runabout, a 26-foot triple cockpit runabout and a 26-foot twin-cockpit gentleman's roadster — and is able to construct about fifteen of the craft each year. The firm has since added a 20-foot split cockpit runabout, 20-foot rear cockpit sport boat and a 35-foot twin engine triple cockpit runabout to the line. Again, only the newest technology is used in construction, and a full list of optional equipment is available for the boats.

**Murphy Boats** — the origin of this regional firm still building runabouts and cruisers today stems from the need for the founder's father to repair a barn, believe it or not. Murphy is located in LaCrosse, Wisconsin near the Mississippi River, and continues to produce six basic models, including a 24-foot Lexington cabin cruiser, 24-foot Victoria sport cruiser, 24-foot Royal Laker traditional runabout, a 21-foot Classic cuddly cabin runabout, and two 19-foot Crown Laker boats available in either runabout or utility versions. All boats are available with a wide range of options and engines.

**Streblov Boats** — another regional



Steve Merjanian Photo

The new Grand Craft Tahoe was a welcome addition to a recent Lake Minnetonka Rendezvous. Here a Minnetonka Boat Works employee takes the boat through its paces during the parade and fly-by.

builder who has been quietly manufacturing boats since the late 1940s, Streblov still offers three models today from their small shop, a 20, 23 and 26-foot Custom Deluxe Sport Utility. Two innovations by this company should be noted as well — they are the only builder to this author's knowledge who have adapted a boat for wheelchair-bound persons by installing a hydraulic lift, and the windshields on the larger models fold down for low overpasses or storage.

Granted these new runabouts are not for just everyone. Prices for these boats start at about \$30,000 and can go as high as \$120,000 depending on what additions you want. But for those who want a one of a kind boat, who do not care to settle for the everyday boat, wish to invest in a boat that will appreciate over time, they cannot be beat for their enduring charm and grace.

With the proper care these boats so deserve, they will not only last the lifetime of the owner, but can be passed down to future generations in the family. They are a contemporary way to return to a simpler, slower era, when builders concentrated not on how many they could produce in one day, but how much better the next boat can be built.

## For More Info

If you would like to find out more about the new breed of wooden runabouts, we suggest you contact the boatbuilders listed below for details:

**ACE SPEEDBOAT COMPANY**  
9 Merrill Street  
Amesbury, Massachusetts 01913

**BLACK BOTTOM RUNABOUTS**  
P.O. Box 1552  
Rocky Point, New York 11778

**DIAMOND CRAFT**  
Northern States Boat Works  
Route 2 Box 149A  
North Mankato, Minnesota 56001

**ELECTRIC LAUNCH COMPANY INC.**  
16 Shadyside Road  
Ramsey, New Jersey 07446

**GAR WOOD BOAT COMPANY INC.**  
129 Columbia Street  
Cohoes, New York 12047

**GRAND CRAFT**  
Macatawa Bay Boat Works  
448 West 21st Street  
Holland, Michigan 49423

**HACKER BOAT COMPANY**  
Morgan Marine Basin  
Silver Bay, New York 12874

**MURPHY BOAT WORKS**  
220 North Front Street  
LaCrosse, Wisconsin 54601

**REAL RUNABOUT BOATS**  
Box 343  
Geneva, New York 14456

**STREBLOW BOATS, INC.**  
2317 Springbrook Road  
Kenosha, Wisconsin 53140

(Information contained in this article was obtained from boatbuilders and from The Real Runabouts written by Robert Speltz. Our sincere thanks to all for the use of the photos and information. Ed.)

## — Post Trivia —

**Q** What early 1960s, short-lived fad offered boating without the need of a boat trailer?

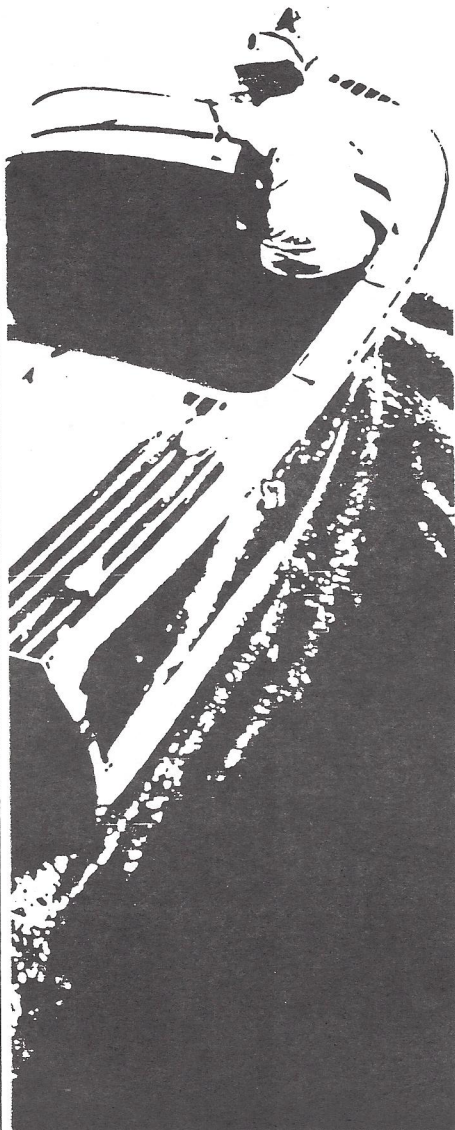
**A** The Amphicar, a small four-seat convertible, had built-in propellers. The fad died because the vehicles tended to leak through the doors.



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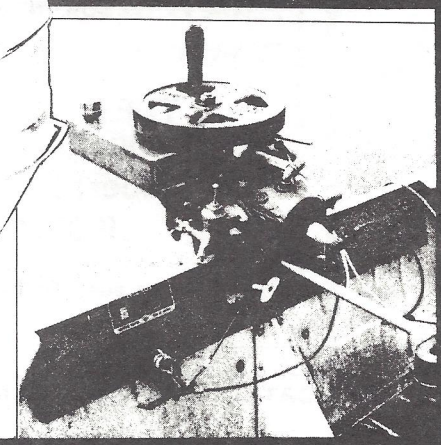
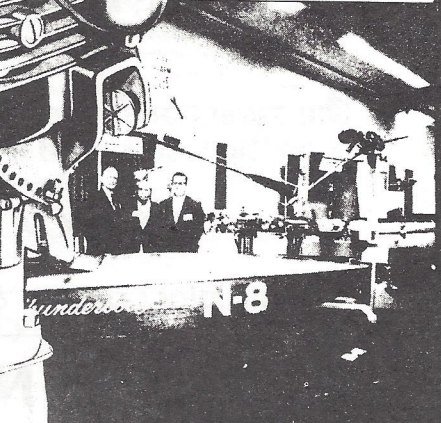
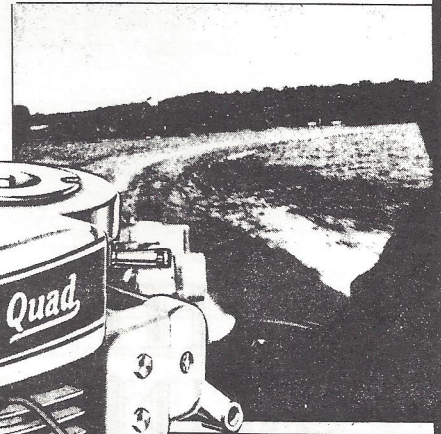
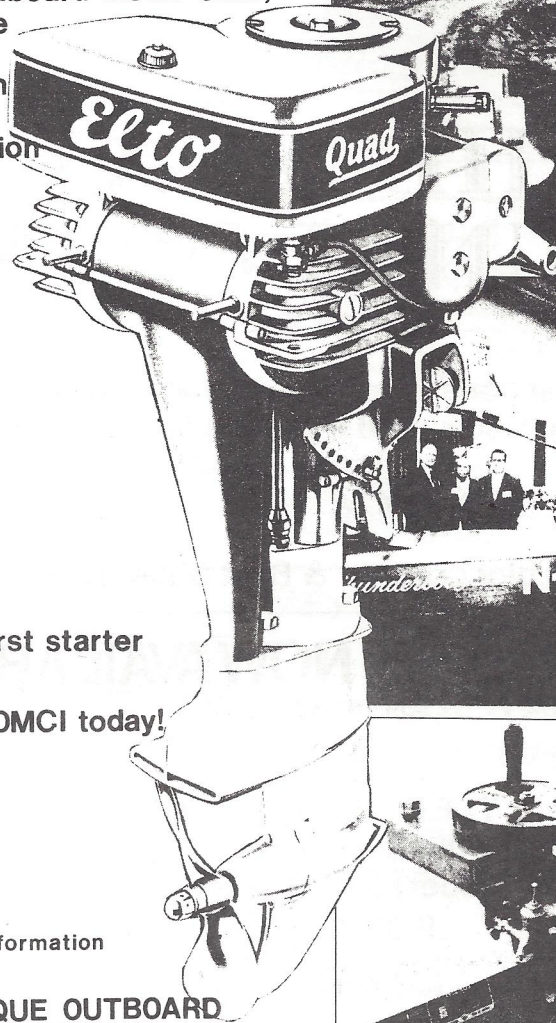
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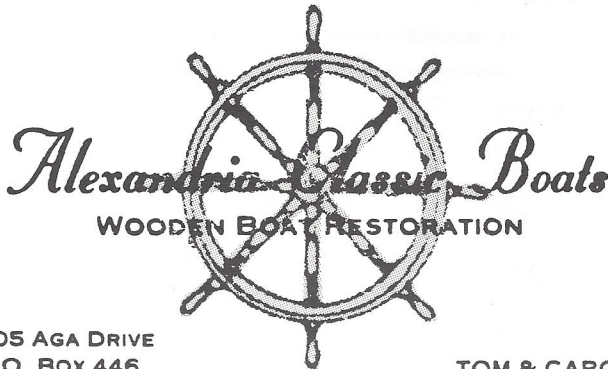
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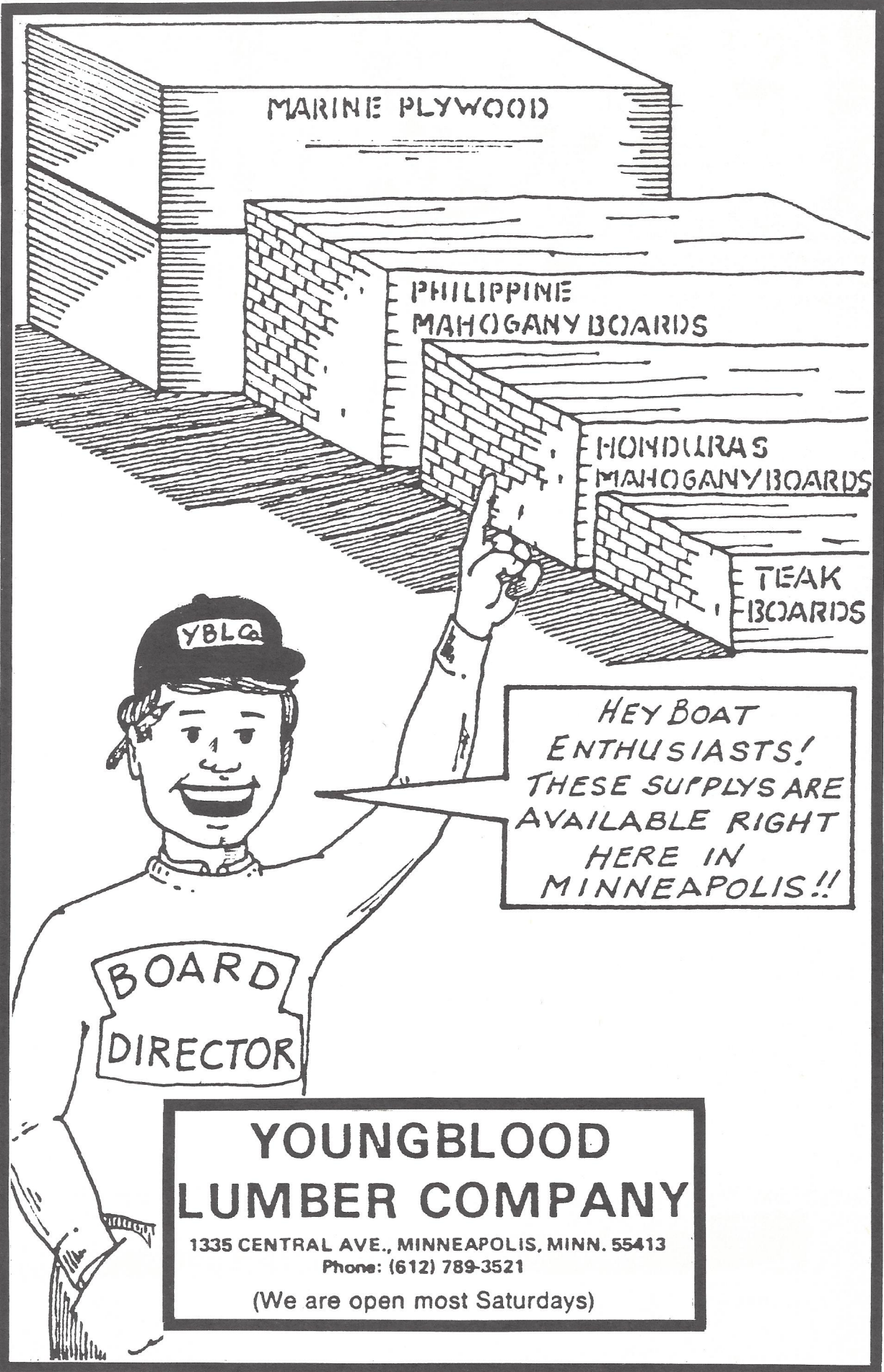
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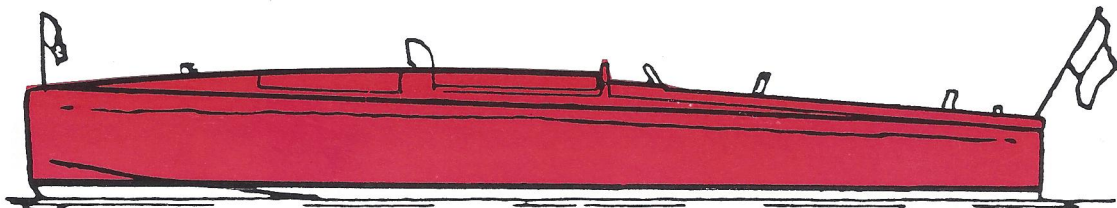
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