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Steve Merjanian Photo

Cover illustration by Jim Kangas.

THE SATURDAY MORNING POST, (LOL 8905), the official program of the Lake Minnetonka Antique and Classic Boat Rendezvous is published annually by the Land O' Lakes Chapter, Antique and Classic Boat Society, Inc., P.O. Box 253, Mound, Minnesota 55364.

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A WORD OF WELCOME

Greetings from the 1989 Rendezvous Committee!

Welcome one and all to the Fourteenth Fantastic Lake Minnetonka Antique and Classic Boat Rendezvous. Once again we are extremely proud to bring you a glimpse of a boating era gone by. The Lake Minnetonka Rendezvous is one of the oldest and still among the largest of over sixty "old boat" shows held each year across the country. It is a time for us in the Antique and Classic Boat Society to show off our prized "woodies" in their natural setting.

As our theme this year illustrates, we are indeed "WILD ABOUT WOODIES," and the ways our members express their love for these vintage boats are as varied as the boats themselves. Whether we are restoring or refinishing a boat, searching for that one missing part to complete a project, researching the history of our boat, riding about in a boat or looking for our next "woodie" we are expressing our dedication to our hobby.

We have heard people say we are crazy for messing around with these old rickety craft. We have heard the stories about those who create their own wooden navy. We have heard about the individual here or there that spent the cost of a new mid-sized car to have a boat shipped across country...this after spending the price of a house to buy the boat. We have heard of boat owners scavenging the entire nation for a rare part they need. Maybe it's cabin fever, maybe it's self-punishment for past sins, maybe it's the smell of the varnish...or maybe it's simply the appreciation of the rare and unique.

Yes, we are indeed -- "WILD ABOUT WOODIES"!

Please take the time this weekend to view all the antique and classic boats displayed, and feel free to talk with their owners; they are proud of their restoration efforts and just love to talk shop. Many of these skippers are also a wellspring of information if you are looking for some tips on how to do this or where to find that. In

addition, many of the stories behind their boats make for interesting listening.

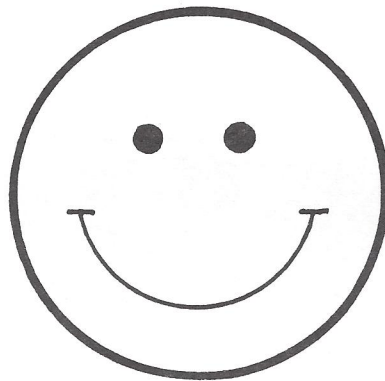
Also, don't forget to stop by the registration tent and cast your vote for the "People's Choice" award, and let us know which boat is your personal favorite!

We'd like to take this opportunity to thank the many members of the Land O' Lakes Chapter who have given their time, effort and sometimes even great boating days to make this year's Rendezvous a success; and a very special thank you to the owners, management, employees and members of Excelsior Bay Yacht Club, without whose cooperation and use of facilities this annual event could not be held here on Lake Minnetonka.

Here's wishing each of you a fun, nostalgic and enjoyable weekend.

Sincerely,

Land O' Lakes Chapter, A.C.B.S.
1989 Rendezvous Committee



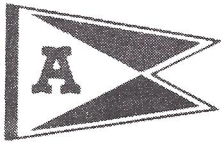
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—Acknowledgements—



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:

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Classic Boating Magazine

CITIES AND OTHER ORGANIZATIONS
Antique Outboard Motor Club, Inc.
City of Excelsior
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 volunteered their time and energy to this event, without whose enthusiasm

LAKE MINNETONKA RENDEZVOUS 5
and dedication the Rendezvous would not take place, whose names may have been omitted from mention simply because of printing deadlines.

**DO YOU
HAVE YOUR
TICKET YET?**

See Page 11



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SCHEDULE OF EVENTS

Friday, August 18

7:30 P.M. -- Captain's Dinner and Reception at the Lafayette Club for all Rendezvous participants and guests.

Saturday, August 19

9:00 A.M. -- Public display of antique and classic boats at the docks of Excelsior Bay Yacht Club; opening of Trading Dock concessions and all exhibits; voting opens for awards.

11:30 A.M. -- Skippers' Meeting for all Rendezvous participants.

12:00 NOON -- Boat engine start-up demonstration.

4:00 P.M. -- Boats depart docks for parade of Lower Lake Minnetonka; closing of Trading Dock concessions

and all exhibits for day; voting closes for awards.

5:00 P.M. -- Informal picnic for event participants and their families on Big Island.



Sunday, August 20

9:00 A.M. -- Public display of antique and classic boats at the docks of Excelsior Bay Yacht Club; opening of Trading Dock concessions and all exhibits; voting opens for awards.

11:00 A.M. -- Optional brunch at Excelsior Bay Yacht Club.

12:00 NOON -- Boat engine start up demonstration.

2:00 P.M. -- Closing of voting and judging for all awards.

3:00 P.M. -- Awards ceremony on the deck of Excelsior Bay Yacht Club.

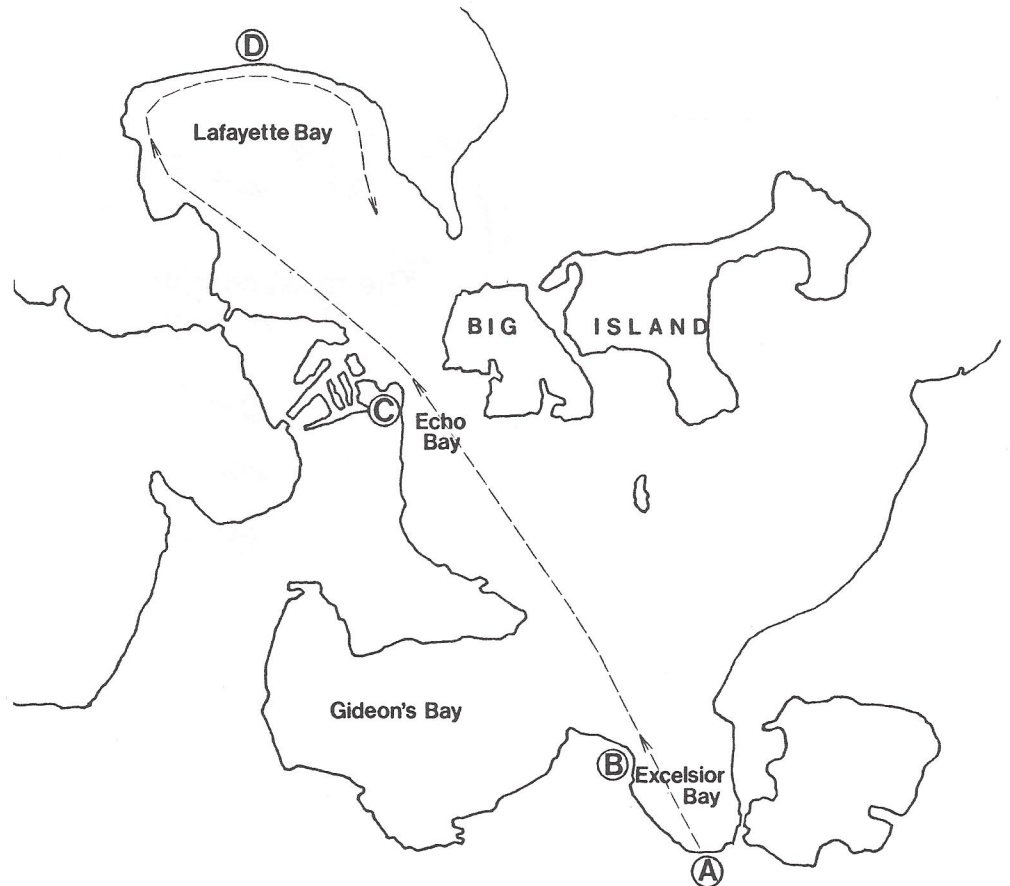
4:00 P.M. -- Public display of antique and classic boats ends and boats depart the docks to make room for regular traffic; closing of Trading Dock concessions and all exhibits.

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 Excelsior Bay Yacht Club in Excelsior (A). They will proceed along the western shore of Excelsior Bay, past the Commons (B), continue through Echo Bay (C) into Lafayette Bay (D) where each boat in turn will make a full throttle fly-by past St. Martin's church, 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.





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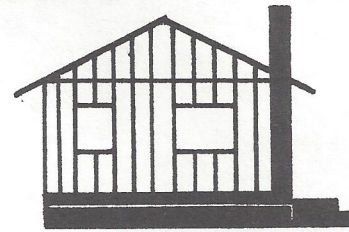
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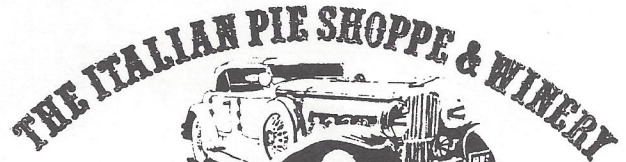


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PHOTO FEATURE

REMINISCING: 1988

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



Jim Kangas Photo

Despite questionable weather and low water levels, boats and spectators turned out in force for the 1988 Rendezvous.



Ruth Vogel Photo

This tot found a tent stake the perfect place for a quick break at the picnic.



Ruth Vogel Photo

The registration tent is always a flurry of activity during the Rendezvous, providing information and mementos to show-goers and participants alike.



Ruth Vogel Photo

Following the parade of boats on Saturday, participants and their families gathered at Big Island for a relaxing picnic and evening of casual conversation and fun activity.



Jim Kangas Photo

The harbor between Excelsior Bay Yacht Club and Houdini's was quiet on Saturday morning as the Thirteenth Annual Lake Minnetonka Rendezvous was underway. Fifty-five boats gathered for the 1988 show.



Jim Kangas Photo

The number of boats displayed at the Rendezvous often forces event officials to employ creative docking.

Land O' Lakes Chapter President Jim Basta presented Tom Robb with the President's Trophy.



Jim Kangas Photo

A jubilant Fred Lang collected the Skippers' Choice and People's Choice Awards for his 1948 Chris Craft Sportsman.



Steve Merjianian Photo

Henry Young's sailboat found the sandbar not just once, but twice during the weekend. Tom Robb towed him to safety.

AWARDS & TROPHIES

SKIPPER'S 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.

FARTHEST DISTANCE AWARD

Presented to the Rendezvous participant who has traveled the longest distance (one way) 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 and/or projects.

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.

BEST JUDGED BOAT AWARD

Certain pre-registered boats at the 1989 Lake Minnetonka Rendezvous will be judged by a selected panel of

ACBS members using the Antique and Classic Boat Society Sanctioned Judging System. Although this year's Rendezvous is not sanctioned for competition, we are testing ourselves for possible sanctioned judging in the future. The basic standard of the ACBS system is to judge a boat in its present condition as compared to the quality level of that boat when it was delivered new from the manufacturer or builder. Judging criteria include a 100-point system based on factors of authenticity, workmanship and maintenance.

While the judging of antique and classic boats is not the primary function of the ACBS and its chapters, it does create incentive to restore and maintain vessels of interest to a high level of quality. This promotes pride of ownership and a concern for authenticity, which is then recognized through the presentation of awards.

The procedures used under the ACBS Sanctioned Judging System are the result of many years of effort and deliberation. They are designed to promote fairness and consistency when evaluating boats in competition through the establishment of standards and practices.

Comments and suggested changes are actively encouraged, and should be submitted to the Chairperson, Judging and Classification Committee, LAND O' LAKES CHAPTER, A.C.B.S., P.O. Box 253, Mound, MN 55364.



SKIPPERS' CHOICE AWARD

Fred Lang
1948 Chris Craft 25' Sportsman
"LURGUID"

PEOPLE'S CHOICE AWARD

Fred Lang
1948 Chris Craft 25' Sportsman
"LURGUID"

ACBS PRESIDENT'S TROPHY

Selden T. Robb, Jr.

DRY ROT AWARD

Chris O'Connor
Drove Mitch LaPointe's boat onto the
rocks high and dry.

BEST ANTIQUE RUNABOUT 20'/LESS

Ed Sandin
1932 Chris Craft 18' 302 Deluxe
Runabout

BEST ANTIQUE CRUISER

Ellsworth W. Peterson
1937 Chris Craft 35' Cabin Cruiser
"GLORIA MAE"

BEST CLASSIC UTILITY 20'/LESS

Robert Hoffman
1953 Correct Craft 15' Junior

BEST CLASSIC UTILITY OVER 20'

Fred Lang
1948 Chris Craft 25' Sportsman
"LURGUID"

BEST CLASSIC CRUISER

Jerry Olson
1967 Chris Craft 37' Roamer
"TAKIN' TIME"

BEST CONTEMP'RY CLASSIC BOAT

Paul Thatcher
1982 Grand Craft 27' Triple Cockpit
Runabout "MISS LUCY II"

BEST SAILBOAT

Henry Young, Jr.
1923 Crosby Wianno Senior
Knockabout Sloop "CORSAIR"

BEST OUTBOARD POWERED BOAT

Thomas Weiss
1981 Hugo's Boat Works 16' Sportsman
"PRIDE OF MILLE LACS"

BEST SPECIAL INTEREST BOAT

Dick Cole
1988 Built by Owner 24' Diesel
Trawler "BLUE CHIP"

THE REAL RUNABOUT AWARD

Tim Paske
1952 Century 19' Sea Maid
"TEECHUR'S PET"

DIRECTOR'S AWARD

Robert and Peggy Shea
1947 Chris Craft 19' Racing
Runabout Runabout "TOP GUN"
Restored by Tom Juul

BEST PRESENTATION AWARD

Tim Paske
1952 Century 19' Sea Maid
"TEECHUR'S PET"

FARTHEST DISTANCE AWARD

Robert Hoffman
1953 Correct Craft 15' Junior
190 miles

NEW MEMBER CONTRIBUTION AWARD

David Schmidt
Fielding new entries and members.

1988 WINNERS' CIRCLE

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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 30 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 1989 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.



Steve Merjanian Photo

The display of vintage outboards provided by the members of the Antique Outboard Motor Club attracts young and old alike wherever they go. The A.O.M.C. has been a welcome participant of the Lake Minnetonka show for many years.

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 7, 1989. 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.

ROBERT SOTIRIN
ENTRY NUMBER 15
OUTBOARD BOAT

1956 14 ' ARISTOCRAFT TORPEDO
JOHNSON O/B 50 H.P.
"SNEAKY"

LES FURSETZER
ENTRY NUMBER 17
SPECIAL INTEREST

1957 15 ' GLASTRON SURFLITE
JOHNSON 35 H.P. 2 CYL.
"TO LIFE"

PETE ALLEN
ENTRY NUMBER 18
OUTBOARD BOAT

1956 15 ' STREBLOW OUTBOARD RUNABOUT
MERCURY 50 H.P. 4 CYL.

BOB MC BRIDE
ENTRY NUMBER 19
CLASSIC RUNABOUT -20

1940 15 ' CENTURY 50
GRAYMARINE 62 H.P. 4 CYL.
"MINI-RACER"

THOMAS WEISS
ENTRY NUMBER 20
NON-POWERED BOAT

1980 16 ' HUGO'S BOAT WORKS ROWING SKIFF
"THE PRIDE OF MILLE-LACS"

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

—What class is it?—

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.

CURT LARSEN
ENTRY NUMBER 21
OUTBOARD BOAT

1957 16 ' LYMAN SKIFF
JOHNSON 35 H.P. 2 CYL.

TOM & CAROL JUUL
ENTRY NUMBER 22 \$
CLASSIC RUNABOUT -20

1951 16 ' CHRIS CRAFT RIVIERA
CHRIS CRAFT 60 H.P. 4 CYL.
"LITTLE JEWEL"

DAN EKE
ENTRY NUMBER 23 \$
CLASSIC UTILITY - 20

1955 16 ' CENTURY RESORTER
GRAYMARINE 110 H.P. 6 CYL.

KEVIN OLSEN
ENTRY NUMBER 24
CLASSIC UTILITY - 20

1953 17 ' CHRIS CRAFT SPECIAL RUNABOUT
CHRIS CRAFT 95 H.P. 6 CYL.

KEN FABBRE
ENTRY NUMBER 26 \$
CLASSIC UTILITY - 20

1959 17 ' CHRIS CRAFT UTILITY
CHRIS CRAFT 185 H.P. V8 CYL.

ERV LUCKMANN
ENTRY NUMBER 27
CLASSIC UTILITY - 20

1964 17 ' CHRIS CRAFT CUSTOM SKI BOAT
CHRIS CRAFT 185 H.P. V8 CYL.

SHERWOOD HEGGEN
ENTRY NUMBER 28 \$
CLASSIC RUNABOUT -20

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

CHRIS/LYNN O'CONNOR
ENTRY NUMBER 29
CLASSIC RUNABOUT -20

1953 17 ' CHRIS CRAFT ROCKET
CHRIS CRAFT 131 H.P. 6 CYL.
"WILD ONE"

RAY ELLIS
ENTRY NUMBER 30
ANTIQUE RUNABOUT -20

1939 17 ' CHRIS CRAFT BARREL BACK MOD 104
CHRIS CRAFT 95 H.P. 6 CYL.

STEVE MAXFIELD
ENTRY NUMBER 31 \$
CLASSIC RUNABOUT -20

1952 17 ' CHRIS CRAFT SPECIAL RUNABOUT
CHRIS CRAFT 95 H.P. 6 CYL.

GREG BENSON
ENTRY NUMBER 32
CLASSIC UTILITY - 20

1957 17 ' HIGGINS SPEEDSTER
INTECEPTOR 272 H.P. V8 CYL.

MITCH LA POINTE
ENTRY NUMBER 33 \$
CLASSIC UTILITY - 20

1957 18 ' CHRIS CRAFT CONTINENTAL
CHRIS CRAFT 131 H.P. 6 CYL.

STEVEN MIDTHUN
ENTRY NUMBER 34
CLASSIC UTILITY - 20

1947 18 ' CORRECT CRAFT UTILITY
CHEVROLET 250 H.P. V8 CYL.
"NORWEGIAN WOOD"

BETH KESSLER
ENTRY NUMBER 35
ANTIQUERUNABOUT -20

1940 18 ' GAR WOOD UTILITY
CHRYSLER 78 H.P. 6 CYL.
"MILL GLUEK"

TIM PASKE
ENTRY NUMBER 36
CLASSIC RUNABOUT -20

1953 18 ' CENTURY SEA MAID
GRAYMARINE 125 H.P. 6 CYL.
"TEECHUR'S PET"

ROBERT LARSEN
ENTRY NUMBER 37 \$
CLASSIC UTILITY - 20

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

RICHARD JUUL
ENTRY NUMBER 38
CLASSIC UTILITY - 20

1957 18 ' GAR WOOD CAVALIER
CHRIS CRAFT 185 H.P. V8 CYL.
"SLIPPERY DICK"

GORDON ANDERSON
ENTRY NUMBER 40
CLASSIC RUNABOUT -20

1948 19 ' CORRECT CRAFT RACING RUNABOUT
PACKARD 150 H.P. 8 CYL.

JEFF STEBBINS
ENTRY NUMBER 41
CLASSIC RUNABOUT -20

1955 19 ' CHRIS CRAFT CAPRI
CHRIS CRAFT 121 H.P. 6 CYL.
"SCOOTER"

DAN ANDERSON
ENTRY NUMBER 43
CLASSIC UTILITY + 20

1965 20 ' CHRIS CRAFT SUPERSPORT
LINCOLN 275 H.P. V8 CYL.
"REBEL"

DAVID/NEAL ANDERSON
ENTRY NUMBER 45 \$
CLASSIC UTILITY + 20

1958 21 ' CENTURY CORONADO
GREYMARINE 225 H.P. V8 CYL.

MIKE WILSON
ENTRY NUMBER 46 \$
CLASSIC UTILITY + 20

1961 21 ' CHRIS CRAFT CONTINENTAL
CHEVROLET 325 H.P. V8 CYL.

JON MENTH
ENTRY NUMBER 48 \$
ANTIQUERUNABOUT + 20

1941 22 ' CHRIS CRAFT SPORTSMAN
CHRIS CRAFT 95 H.P. 6 CYL.
"STORMY"

MITCH LA POINTE
ENTRY NUMBER 49 \$
ANTIQUERUNABOUT +20

1932 21 ' CHRIS CRAFT TRIPLE COCKPIT RNABT
CHRYSLER 115 H.P. 6 CYL.
"VALENTINE"

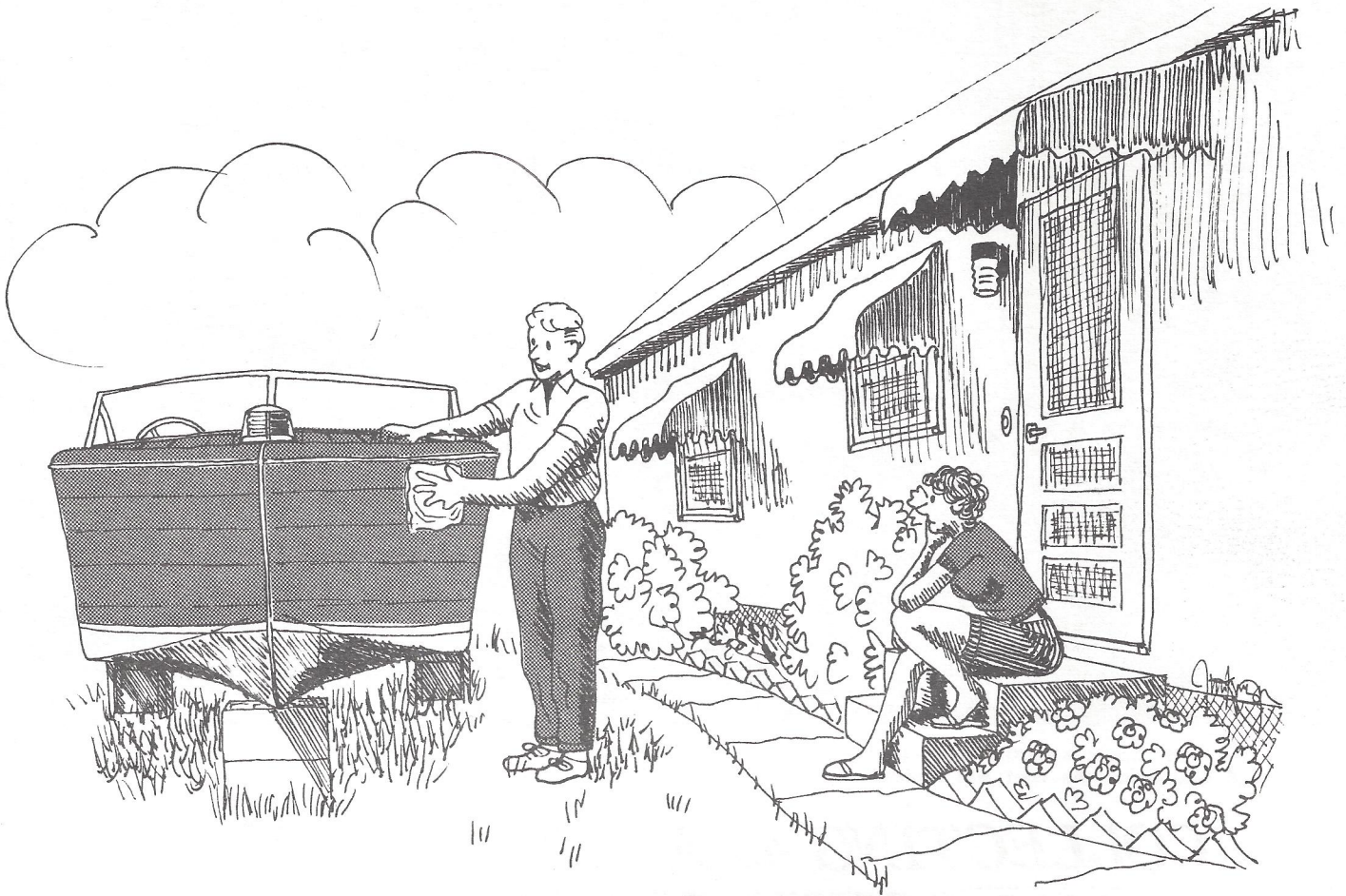
16 LAKE MINNETONKA RENDEZVOUS

MITCH LA POINTE ENTRY NUMBER 50 \$ ANTIQUE UTILITY + 20	1940 22 ' CHRIS CRAFT SPORTSMAN CHRIS CRAFT 95 H.P. 6 CYL.
MITCH LA POINTE ENTRY NUMBER 51 \$ ANTIQUE UTILITY + 20	1939 22 ' CHRIS CRAFT UTILITY CHRYSLER 115 H.P. 6 CYL.
DONALD MARK ENTRY NUMBER 53 \$ CLASSIC UTILITY + 20	1956 23 ' CHRIS CRAFT CONTINENTAL CHRIS CRAFT 175 H.P. 6 CYL.
TOM AKENSON ENTRY NUMBER 54 CLASSIC UTILITY + 20	1960 24 ' CHRIS CRAFT SPORTSMAN CHRIS CRAFT 185 H.P. V8 CYL. "OLD SPORT"
JIM BASTA ENTRY NUMBER 56 ANTIQUE UTILITY + 20	1937 24 ' CHRIS CRAFT SPORTSMAN TWIN CHRIS CRAFT 85 H.P. 6 CYL. "BOOTLEGGER"
RAY ECKLES ENTRY NUMBER 57 \$ CONTEMPORARY CLASSIC	1988 24 ' MURPHY CONCORD CRUISER OMC 270 H.P. V8 CYL.
JOHN TUCKER ENTRY NUMBER 58 CLASSIC UTILITY + 20	1963 24 ' CHRIS CRAFT SEA SKIFF CHRIS CRAFT 185 H.P. V8 CYL. "OBSESSION"
STEPHEN MERJANIAN ENTRY NUMBER 60 CLASSIC UTILITY + 20	1949 25 ' CHRIS CRAFT SPORTSMAN CHRIS CRAFT 175 H.P. 6 CYL. "RUMRUNNER"
FRED LANG ENTRY NUMBER 61 CLASSIC UTILITY + 20	1948 25 ' CHRIS CRAFT SPORTSMAN CHRIS CRAFT 140 H.P. 6 CYL. "LANGUID"
MARK HANUS ENTRY NUMBER 75 CLASSIC CRUISER	1964 31 ' OWENS FLAGSHIP FLAGSHIP (TWIN) 225 H.P. V8 CYL. "IDUNA"
E. W. PETERSON ENTRY NUMBER 80 ANTIQUE CRUISER	1937 35 ' CHRIS CRAFT SEDAN CRUISER CHRIS CRAFT 130 H.P. 6 CYL. "GLORIA MAE"
ROBERT WALTERS ENTRY NUMBER 101 SPECIAL INTEREST	1959 21 ' LAUTERBACH 7LTR 3PT HYDROPLANE CHRYSLER 1M H.P. 8 CYL. "SUNSHINE BABY IV"

HUMOR

LAMENT OF A WOODIE WIDOW

by Barb Sima



Ah! Yes - I "lost" him
Sometime ago -
to a "WOODEN BEAUTY"
that he loves so...

There are Baseball Widows
And other widows too -
But - "OLD WOODIE" Widows
Suffer the whole year through...

The baseball fanatic
Doesn't strip down a ball -
His season ends
During the Fall...

"WOODIE" Boaters are "different"
And that is a fact -
they have a "season" for this
And a "season" for that -
AND - two other seasons
For "Chewing the fat"...

Always looking for ways
To make "HER" run better
And sanding "HER" down
In all kinds of weather...

I keep watching with envy
As he wipes "HER" down -
Then glances my way
With a "questionable" frown...

Thinking - I'm sure -
What he'd like to do -
Probably fill in my wrinkles
With his "Boat" glue...

And even some "Git Rot"
He'd spread here and there -
All over my body
That's showing some wear...

AND YET...
I keep standing beside him
As "SHE" gets his "loving" attention-
While I don't even get
So much as "Honorable" mention...

SO...
Maybe in my "next life"
I'll request to be a "Tree"
And hope someone will come along
And make a "WOODIE" out of ME!

Barb Sima and her husband Richard are
members of the Century Boat Club.
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FEATURE

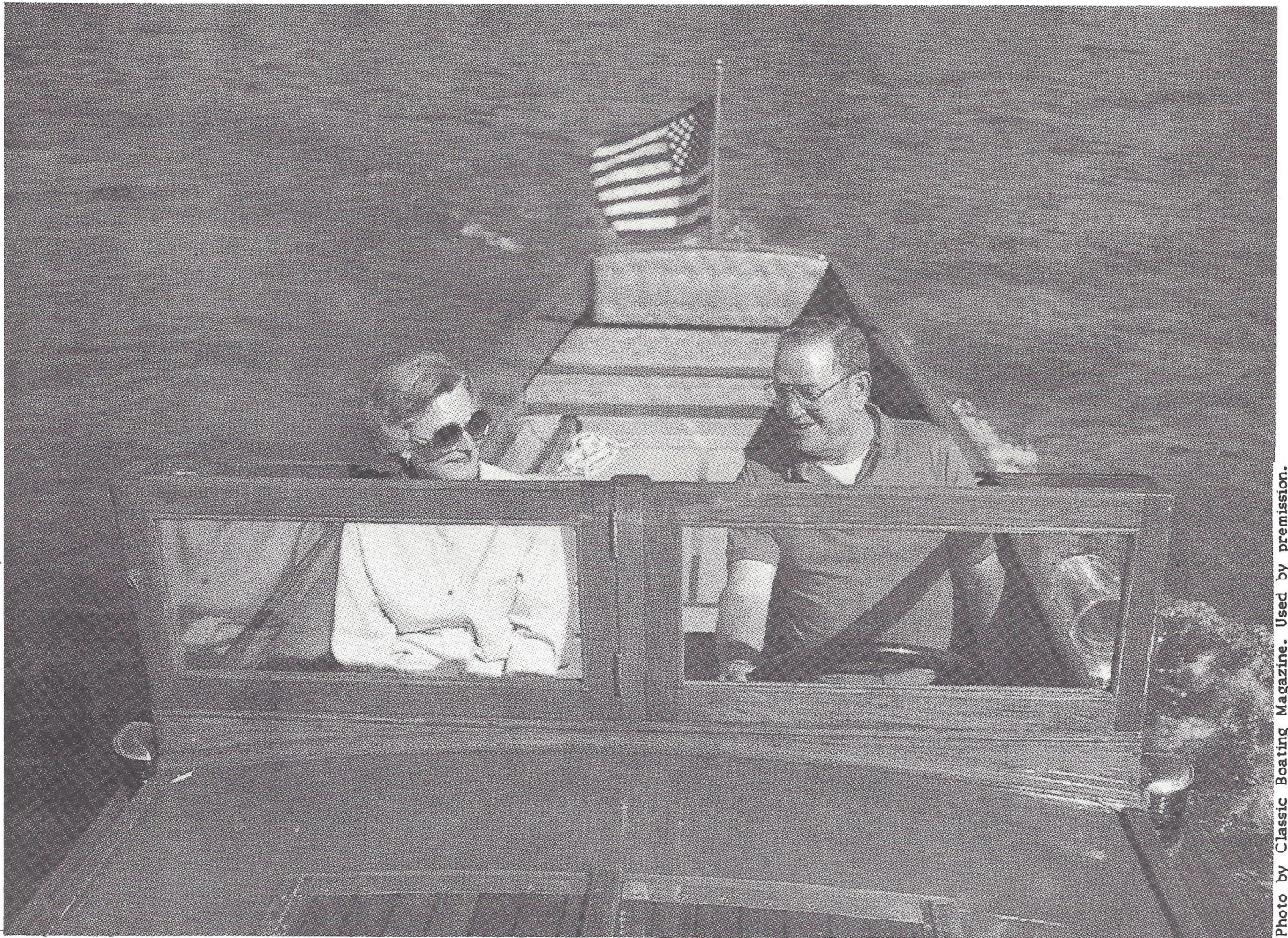


Photo by Classic Boating Magazine. Used by permission.

Alan and Virginia Furth aboard their one-of-a-kind 1925 Stevens Brothers launch, OSKI III. Previously owned by the University of California, the boat was claimed unseaworthy and sold as scrap. Today it is the Furth's pride and joy.

COLLECTING 45 ANTIQUE BOATS... AND OTHER CRAZY THINGS

by Alan Furth

Let's understand that so far as I know, no one sets out with a deliberate goal of collecting enough antique and classic boats to form a small armada. It just sort of happens, or at least it did so in my case.

So far as reasons are concerned, I suppose the whole experience could be attributed to idiocy, like building an 80 foot high, 180 foot long dinosaur in your backyard as a fellow near Palm Springs has done. Or it might seem to some like greed, but I don't think that

theory holds up, because my primary interest has always been restoring boats, and the acquisition of a boat it just the first step, and very possibly not the most significant step, in that process.

It seems to me there are much more rational reasons to collect and restore the antiques and classics. The reasons which I think are important are: first, an admiration of beauty; second, a respect for boats which are truly unique; and third, an admiration for some of

the early workmanship that went into the older boats.

Some of those old engines, for example, are beautiful products of remarkable design ingenuity. The Curtiss Conquerors, the big Hall-Scotts, the big six- and twelve-cylinder Scripps engines, the Lycoming Aircraft conversions and the 24 cylinder Duesenbergs all fall into this category of truly beautiful machinery, and the Gold Cup — Packards must also be included. Those are just a few examples of an almost —

endless list. Many of the manufacturers are long gone today, including Fay and Bowen which built its own engines, Packard and many others, but those engines can still be found, still can be restored and in some cases can even be found in running condition.

Much the same can be said of the hulls which exhibited marvelous graciousness and the use of some of the finest wood ever to be seen in boats. The antique launches exhibited statelyness, style and grace. Certainly there is appeal in the beauty of the antique and classic hulls complete with bow flare and transom curve and there are many people who will put that in the class of art. From my standpoint, it is the feeling these boats are truly beautiful that makes me interested in them. And the fact there are so many with different patterns which make them diverse and distinctively attractive -- and by that I mean the wood itself, the hull design contours, the hull fittings and instrumentation, the creative seat arrangements and storage facilities -- those are the things that keep me collecting. It is no different from someone who admires art and buys one painting, then goes out and gradually acquires a number of additional paintings, very possibly each by a different artist.

After considering beauty to the senses, the second legitimate reason for collecting a fleet of antique and classic boats is a respect for the unique. If, in addition to being unusual in design or history, it meets the test of being a beautiful boat in physical impression and performance, that is a great plus.

No one can ever have a monopoly on the unique because there are a lot of such boats in existence. It was out of my respect for the unique that I wanted to and did acquire a 20 foot German speedboat a few years ago, which had unusual European lines and is powered by a three cylinder, two cycle DKW engine. It is upholstered in Italian leather, and while underpowered it is still a unique boat for Lake Tahoe. The same is true of a certain crazy Russian hydrofoil. It was built in Russia, and all the dashboard markings, of course, are in Russian. I can't read or understand any of the wording, but we can make the boat run, and watching a 30 foot hydrofoil run across the lake with the hull out of the water supported only by stainless steel wings under it, is unique enough for me.

In addition to boats which meet the test of being unique because of their type and construction, there are those boats which are unique because of their history. Our 1926, 27 foot Stevens all-teak boat, built by Stevens Brothers in Stockton, falls into that category. The boat came to Lake Tahoe when it was first built and has been here ever since. My wife Ginny and I have acquired it because of that heritage, in addition to it being a fair-

ly rare California-built boat. It is surprising the number of people who come by and tell me some unknown piece of history about that boat because they were at Tahoe during its early days.

Another absolutely one-of-a-kind boat is "OSKI III" built by Stevens Brothers as a specially designed crew coaching launch for the University of California. From this boat, launched in 1925, Ky Ebright coached the California crew which won the Olympics in Amsterdam in 1928 and again at Long Beach in 1932. The boat is 29 feet long and has a six foot beam. When it was originally built its cost was \$1,850 and it served the university from 1925 until 1969 when it was disposed of as scrap and sold for \$100. Today after restoration, it is very different from what was described by the university in 1969 as, "...a boat over 40 years old; no longer safe; to be sold for \$100 because it is unfloatable..."

Whoever wrote up the sales document with that description was no potential member for the Antique and Classic Boat Society, that's for sure.

While I have had more exposure to U.S. antiques and classics, I admit Ginny and I have been captivated by the many beautiful and gracefully proportioned old boats which are the product of Canadian craftsmanship. In our case, the boat is a 1952 Greavette Streamliner, 23 feet long, named "CANADIENNE." The excellence of the workmanship in design, woodworking and hardware of many of these Canadian boats must have given U.S. boatbuilders of those days some real concern.

It must be acknowledged in pursuing this hobby, much if not everything depends on the talents of the restorer. A combination of the restorer's ambition to establish himself as a professional and a self-imposed discipline for high quality work is really what you want to look for when bringing an old boat back.

What we are looking for then, is resourcefulness and competence, and really, that talent of the good restorer is another way of expressing my fifth possible cause for collecting boats, which I describe as appreciation for workmanship. Whether it be working with wood, varnish, upholstery, engines, marine hardware or any of the rest of it, it is all exciting. When the end product, whether it be a little gadget or preferably a whole boat, turns out to be a demonstration of excellent crafting ingenuity and skill, the project has an outstanding chance of striking you as a highly rewarding undertaking. And this is true almost without regard to what it may have done to your bank balance.

Because restoration is an exercise in excellence, we have learned the hard way that rule number one is not to set any deadline for completion of any restoration. Some of our projects have


LAKE MINNETONKA RENDEZVOUS 19

taken years to complete, but the fact remains they all seem to get finished somehow and sometime, so now I rarely even discuss what year the boat may be expected back in the water. At my age that may be considered as taking some risk. But my advice is: just be patient and realize that to get excellence you have to wait for it.

And be prepared for some mistakes. Twice at least I have acquired boats in far worse condition than I anticipated. On the other hand, without some vision or the willingness to take a chance you will miss some great opportunities. There have been times when I had neither the vision nor courage to take on a project and all I have is the memory of my own trepidation. I'll probably make the same mistakes again, but I'll try not to because it is great to get out of the grey flannel suit and into some boating clothes with a few grease spots.

Be it all one, or more probably a blend of the causes I mentioned -- idiocy, acquisitiveness, admiration of beauty, respect for the unique or appreciation of workmanship -- I'm afraid I'm hooked on the hobby. I commend the activity to you, even though I know full well that many of you are already committed to the sport -- or whatever else you may call it. Grasp pleasure, enjoy beauty and never subscribe to the idiocy theory!

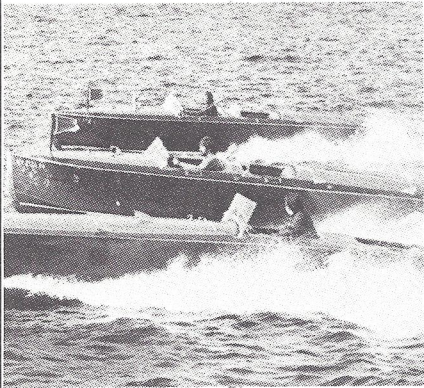
Alan Furth lives in Oakland, California and is a member of the Lake Tahoe Chapter, ACBS. This story was condensed from a speech Mr. Furth gave at a recent ACBS Annual Meeting. Reprinted by permission of the author.



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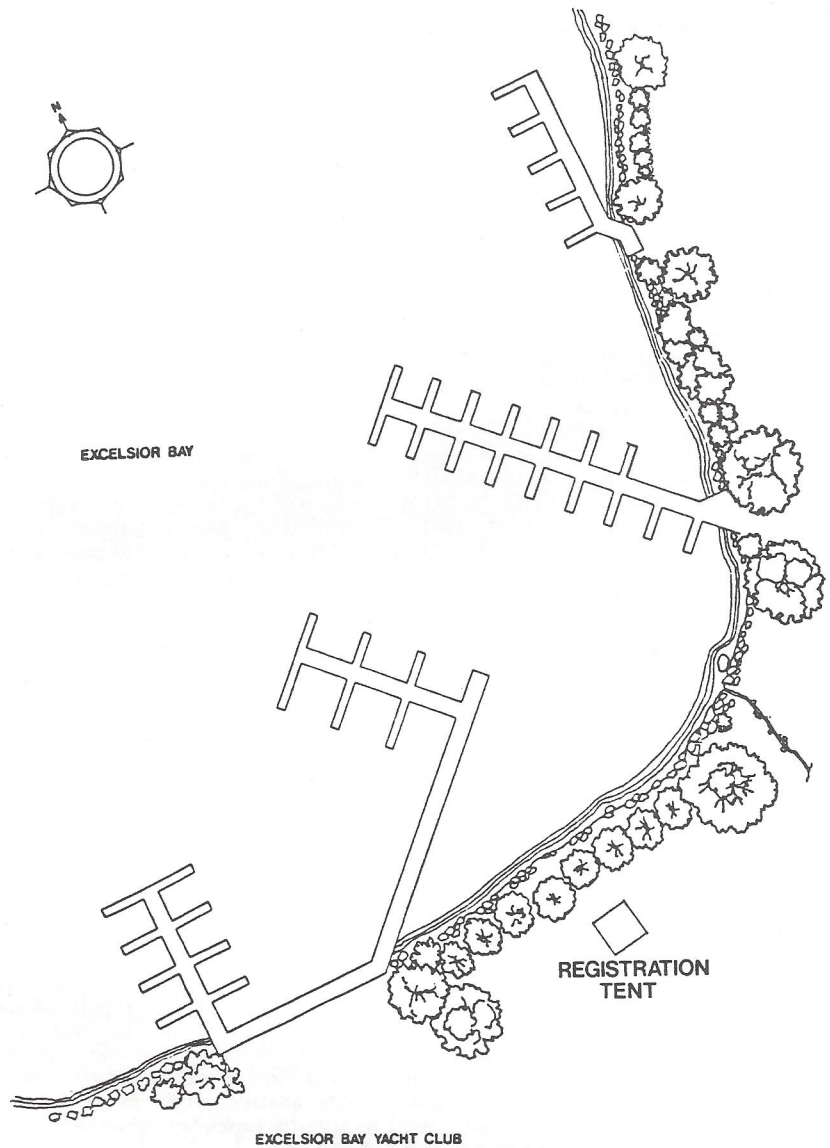
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SPOTLIGHT

RED WING INBOARD ENGINES

by Jim Kangas

Harry Munson Jr.'s fine collection of operating Red Wing Inboard Engines captures the heart of the young and young at heart alike.

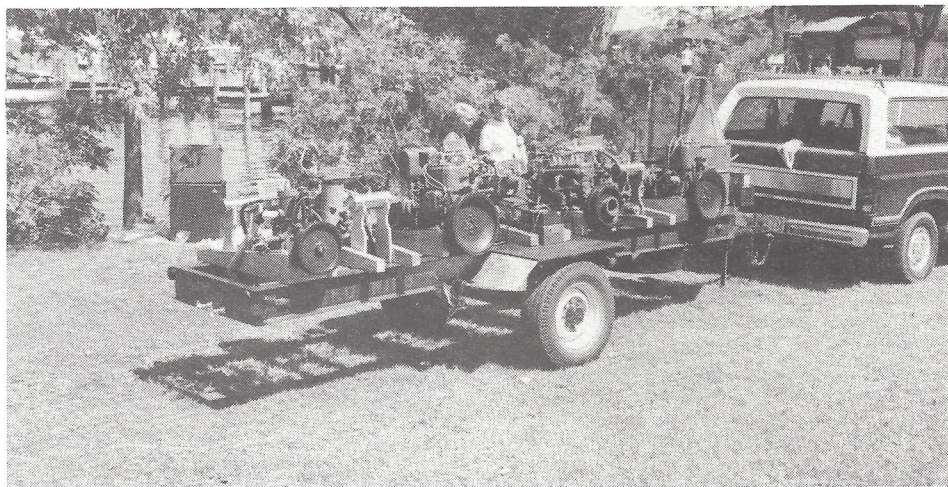
Munson, who lives in Red Wing, Minnesota and has been collecting the engines since 1982, now has a total of twelve of the vintage motors, all different models and just shy of the company's entire line of fifteen. The motors occupy two trailers, and Munson can be seen at many local and regional boat shows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

From the turn of the century to about 1909, the company was known as Red Wing Boats, and manufactured 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 boatbuilding division of the company was phased out and Red Wing's focus turned entirely to motors and engines, as they manufactured for a number of regional firms.

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

Red Wing Motors continued to make engines and motors for various applications well into the 1960's, but closed its doors due to declining sales in 1968.

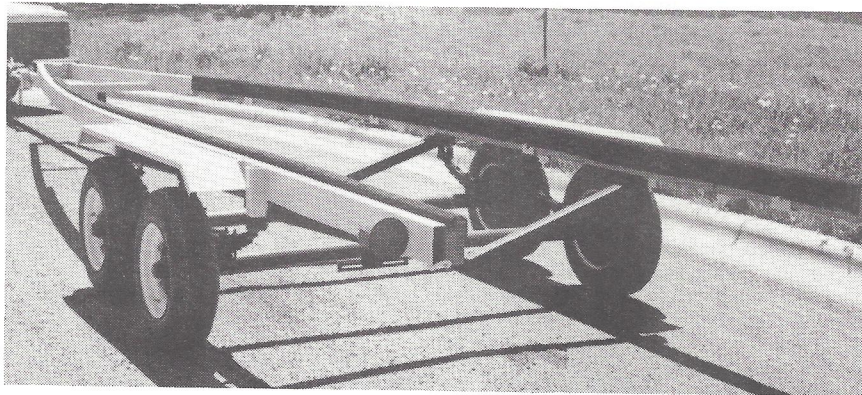
Please take the time to visit this unique display while you are at the 1989 Lake Minnetonka Rendezvous. This mobile exhibit of working powerplants is special to our hobby. We are certain you will not be disappointed.



Jim Kangas Photo

Harry Munson, Jr.'s collection of working Red Wing Inboard Engines, a recent addition to the Lake Minnetonka Rendezvous, has proven to be well received.

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FEATURE

HOOKED ON OLD BOATS

My wife and I inherited this nice old boat when her dad died. He's had it for years; got it to replace an old 1905 fishing boat that went to the bottom when the ice took out its even more ancient boathouse, back in the fifties. Her dad didn't want a modern fast boat replacement, just a quiet steady friend like the one he'd lost, and he found it, just by chance, a way old boat people have of doing. A friend of a friend told a friend, and her dad ended up with a nice 1920 laker in good condition. He'd known the boat for years and always admired it, and owning it was a great joy of his late years. The family used it for slow cruising, for "sunset rides," for boat picnics, for skinny dipping in a deserted cove, for showing visitors our lake at a pace at which they could really see and in quietude through which they could really converse. They hosted an occasional fishing party, hushed fretful babies with a gentle rock-a-bye ride in it, went grocery shopping, gave a helpful tow to anyone in need, got wonderful suntans and a great sense of exhilaration and peace. The boat was the center of the family life.

When her dad died at the age of 84, the boat was only 53 years old, but in failing health itself. It didn't look so bad; her dad had seen to that. But the engine was undependable. On too many occasions far from home it would just poop out on us. Once we even had to hire the local marina to tow us home. I immediately bought a new Glastron so we could cruise in security, if not in the royal style we had been used to, and the old boat lay neglected.

Enter our son-in-law on the scene. An electrical engineer by profession, a boat lover and true duffer from childhood, he undertook the reclamation of the family boat. Among other things he discovered and fixed was the need for a complete renovation of the electrical system, til now a series of jerry-built panaceas for crises which had arisen over the years. A year later he finished the rewiring task and signalled the all clear. The boat was once again usable.

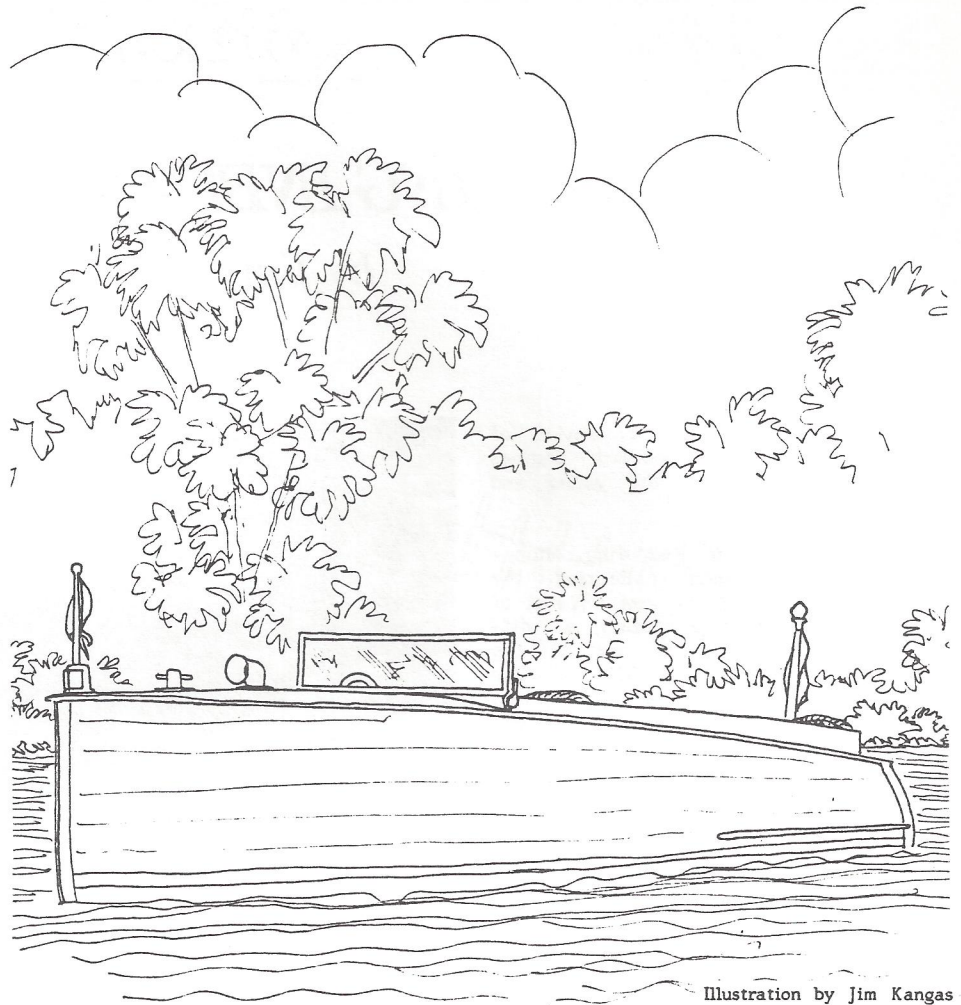


Illustration by Jim Kangas

To celebrate, that Saturday we all piled in and took our first ride. Having heard on the radio that there was a show of old boats at the local marina, we decided to cruise by and see what the others looked like. To our immense surprise, our arrival on the scene was hailed with enthusiasm! They waved us into the dock, prepared a berth for us, made our lines fast, welcomed us and pointed out the registration desk. Our faces fell.

"Ten dollars? We're in our bathing suits. No money. We can't stay, sorry. Untie us please."

At that moment, one face in the crowd watching our majestic arrival called out our name. Our neighbor offered to lend us the ten if we'd stay and be part of the show, so we did.

Need I say how embarrassing the moment of judging was. Our mahogany deck was pitted and dusty. We had a pile of wet bath towels on the stern seat. We had three scruffy looking kids and three adults in wet bathing suits. Our engine started promptly on the judge's command, but the horn wasn't yet hooked up, nor were the lights. The engine compartment was a disaster area, the engine block was soiled and greasy. The upholstery was ripped. There was sand and some beach toys

on the floor. And those dear diplomatic judges never batted an eye. They solemnly marked their score sheets, asked a few cordial questions and moved on. Later when we received our scores in the mail, we found we had received a whopping 29 points.

This was the start of a new life for the old boat -- and for us. We learned at that boat show that we owned not just a trusty old craft, but indeed a collector's item worthy of much admiration and even envy. We met the nicest people. They enthused and praised and helped and advised. That old 1929 Universal engine that we had come within a whisker of junking in favor of a new Chevy Nova marine replacement became a treasure. The dappled hide of sides and deck became our first priority and the whole family turned to with wax and rags.

By the next show we had joined the chapter, became slightly hooked and cleaned up our act. We entered the show full knowing we weren't winner material but liking the camaraderie. The great american public didn't care how many points we earned. They loved our boat. The men marveled at the massive old engine, now cleaned off a bit, and the ladies swooned over the wicker boat chairs. We had more adulation than was good for us, and earned

some 50 points this time. We had a ball.

We were now solidly hooked. We decided to have the hull professionally refinished. Another son completely cleaned the engine block and painted it; we cleaned and repainted the engine compartment, took the seat cushions to the upholsterer, did a bit more cosmetic work and the following year became the heady recipients of a First Place trophy.

The boat is still the family boat. Perhaps more so than the Glastron

which was supposed to replace it. There are still beach toys on the floor, although possibly not so much sand. We still have boat picnics, sip sherry at sundown, go fishing, entertain our friends. But we have a new awareness of our great good fortune in owning this old beauty, a raised consciousness of how close we came to botching it all up by getting rid of a "useless old boat."

Over the years we've entered every boat show and we've collected that First, two Second Place trophies and a Third. These we've hung in a trophy

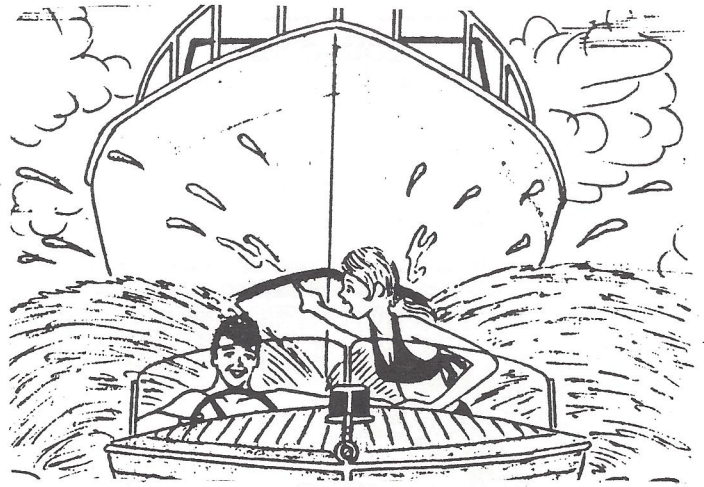
LAKE MINNETONKA RENDEZVOUS 23 corner, shamelessly displayed to all visitors. What we cannot hang on the wall, but treasure even more, are all the friendships we've made, the endless sources of help and knowledge and enthusiasm given us by fellow members -- all people like us, just duffers hooked on old boats.

This story originally appeared in the Antique and Classic Boat Society quarterly magazine, *Rusty Rudder*, and we never have been able to find out exactly who wrote it...

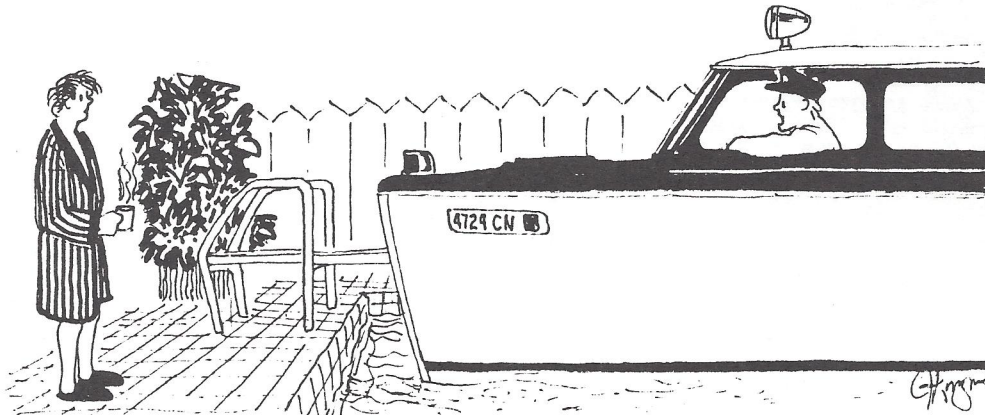


"You're actually gonna tell the skipper of an ARMED PT boat that we're full?"

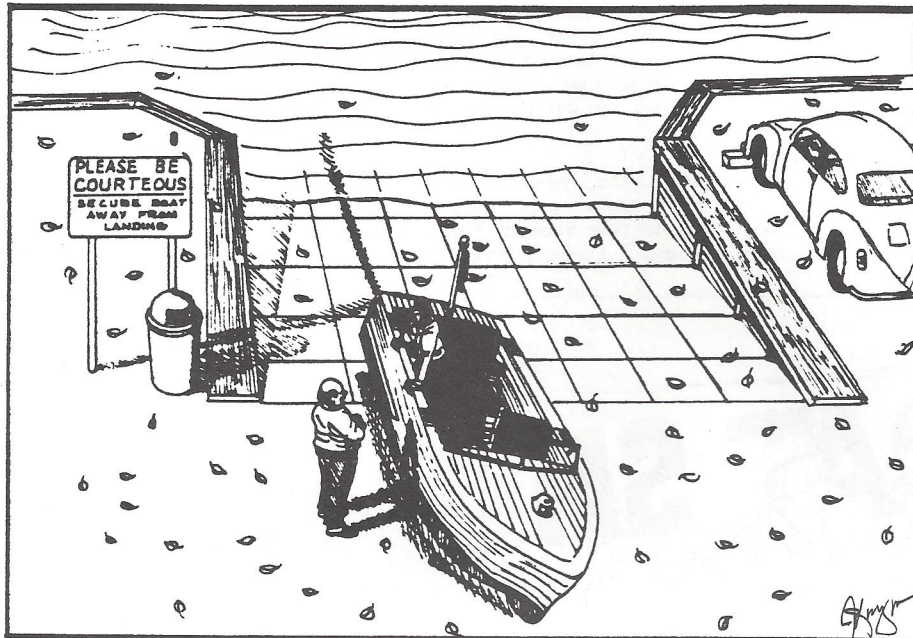
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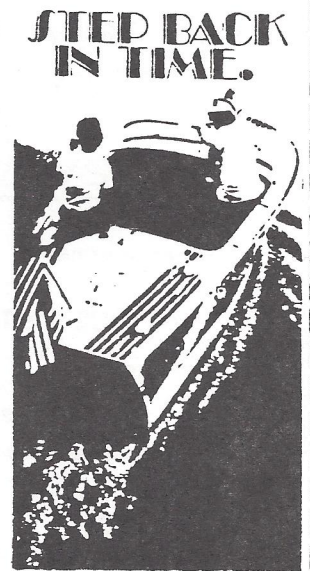
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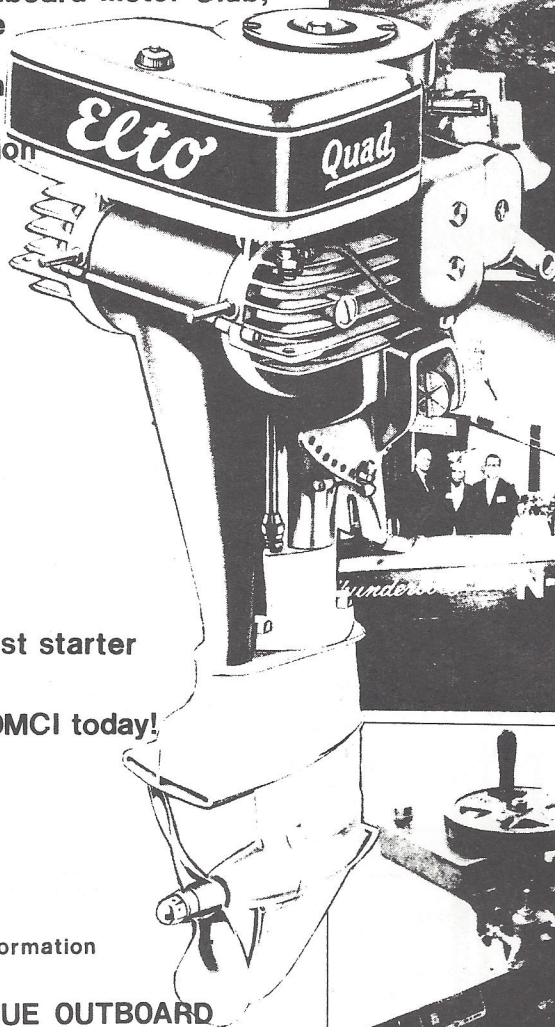
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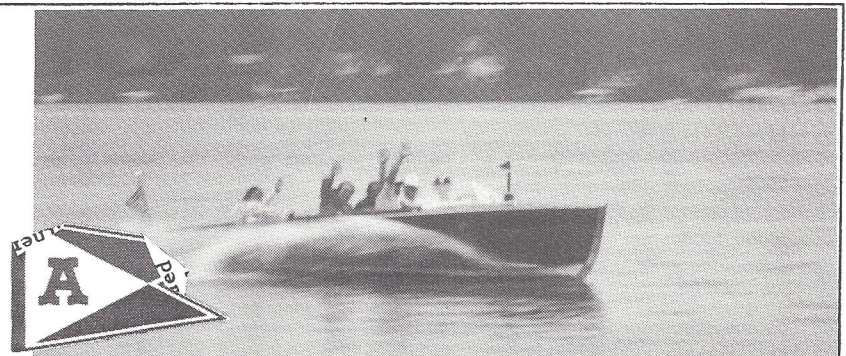
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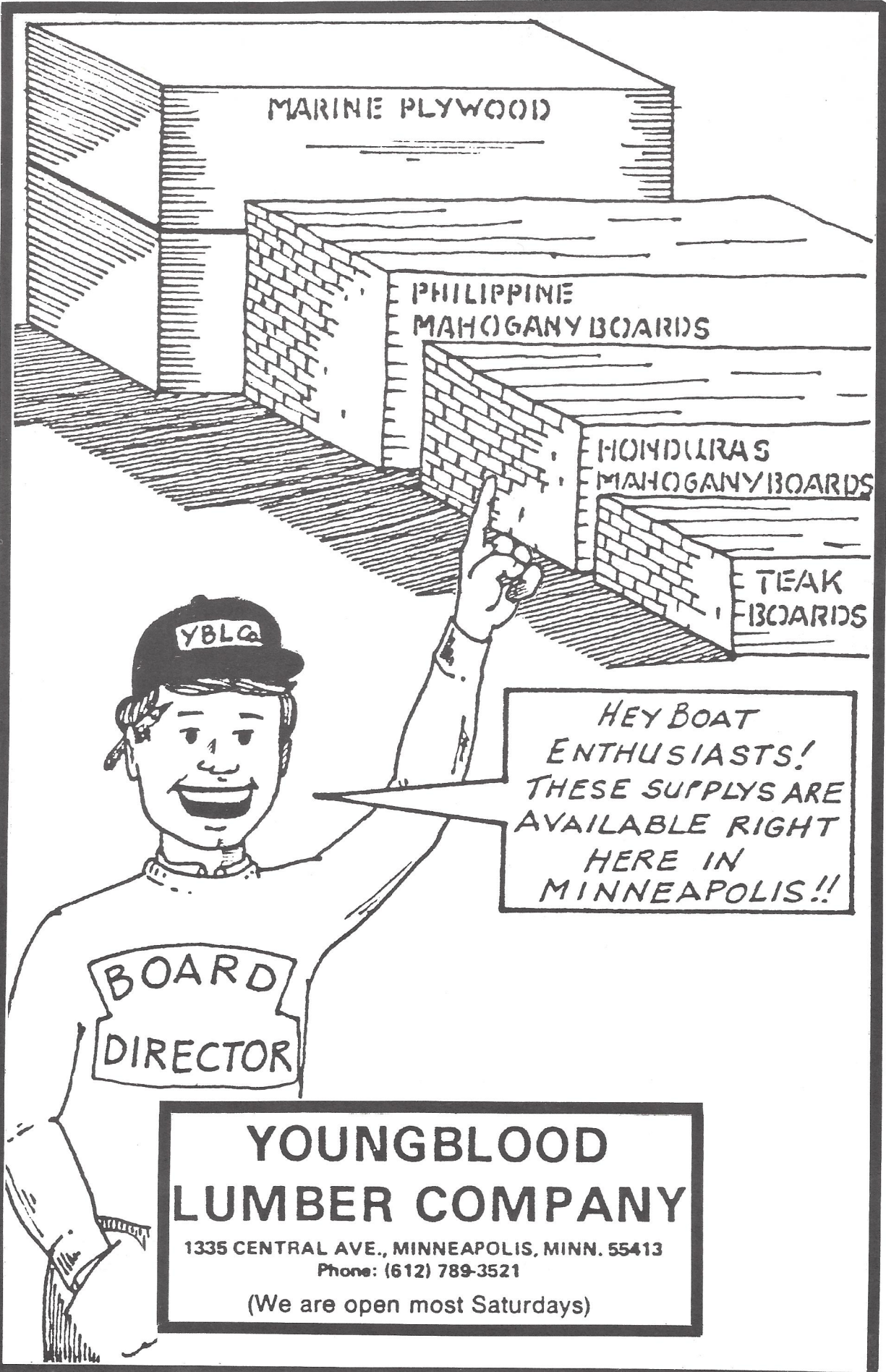


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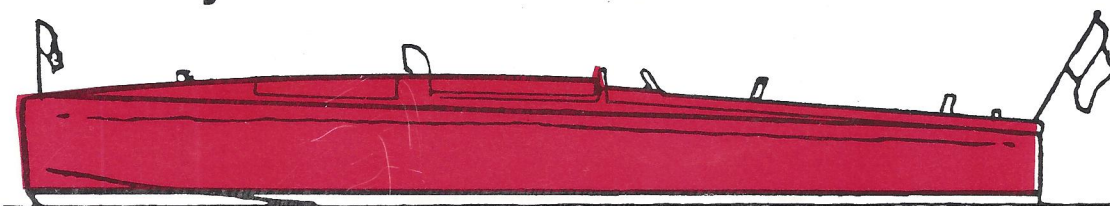
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