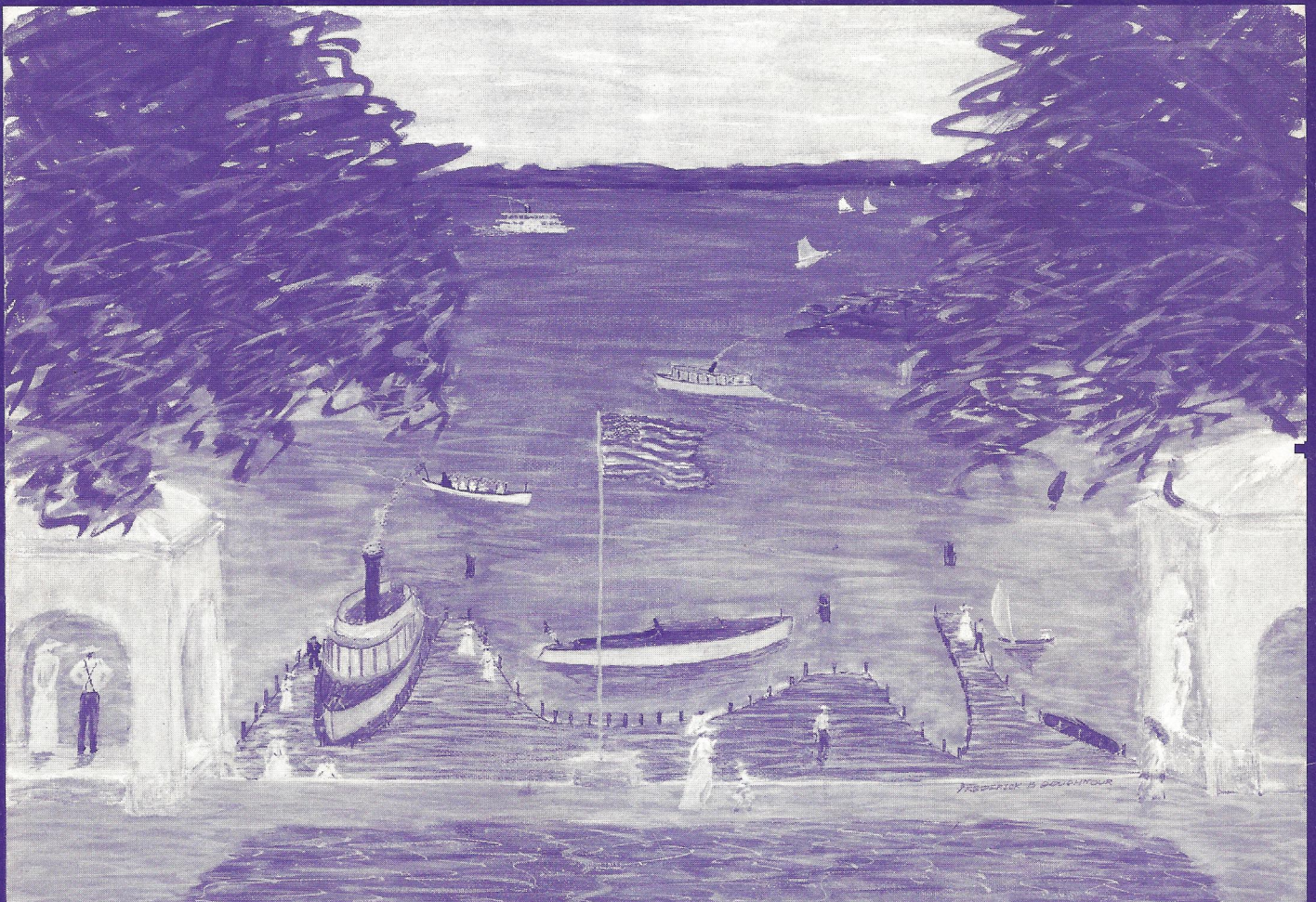


20th ANNUAL
Lake Minnetonka
Antique and Classic Boat
Rendezvous



Big Island Docks Circa 1905

Saturday August 12, 10-4 Sunday August 13, 10-4

Presented by

Bob Speltz Land-O-Lakes Chapter

Antique and Classic Boat Society, Inc.

P.O. Box 253 • Mound, Minnesota 55364



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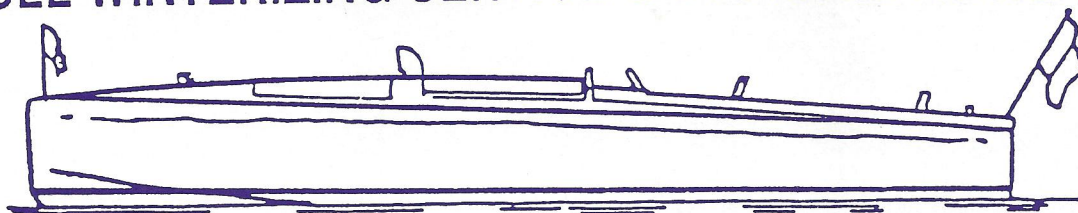
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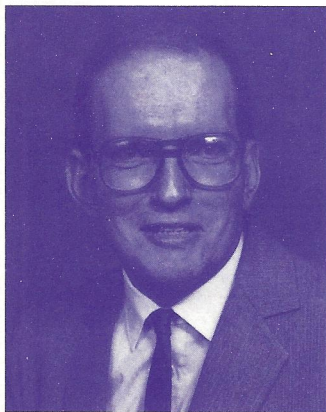


The national Antique and Classic Boat Society (ACBS) was founded on January 25, 1975 by Ray Nelson in Lake George, NY. In 1976, the Land-O-Lakes Chapter of the ACBS was formed in Minnesota. In January, 1994, the official name of the chapter was changed to Bob Speltz Land-O-Lakes Chapter to honor one our founding members for his tremendous contribution to the documentation and preservation of the history of antique and classic boats. The members have an interest in antique boating and the organization promotes the use, restoration, and display of their vintage pleasure craft. Sailboats, canoes, rowboat, outboards, cruisers, runabouts, utilities, and even working craft that are now used for pleasure are all represented.

The ACBS has classified boats built prior to 1919 as historic, boats built prior to 1943 as antique, boats made of wood and over 25 years old as classic, and wooden boats newer than 25 years as contemporary classics. There is also one of a kind or copy of an existing boat which is classified as a replica. Vintage boats that don't fit into these categories are classified as special interest. Membership in the national ACBS includes a directory, a quarterly publication called the Rusty Rudder, with free trading dock classified ads, list of boat shows around the country, educational programs, a ship's store for ID items, meetings, and boat-judging standards.

As a member of the local chapter, you are afforded the opportunity for discounts from local and national vendors. The intent of the ACBS is to bring interested individuals together to share the lore and experience of antique and classic boating while preserving the boats for the future. **Ownership of an antique or classic boat is not required for membership - just an appreciation.**

In 1993, the ACBS had 37 chapters with approximately 7000 members in the U.S. and Canada. The Bob Speltz/LOL Chapter has about 120 members who reside mostly in the Minnesota and western Wisconsin area. We publish the Dry Wrought newsletter six times a year, display our craft at the Minneapolis Boat Show, hold restoration workshops, and have monthly meetings varying between social, technical, and the continuation of heritage of antique and classic boating. Our focal event is the annual Rendezvous which takes place on the second weekend in August. At the Rendezvous, we usually have more than 50 antique classic boats in the water and additional boats and displays on land. For further information, please call 612-934-2584 and press "4".



Robert G. Speltz had always been fascinated by boats. As a child, he remembered pressing his nose against the glass of the showroom windows to see the newest GarWood or Chris Craft on display. A former social studies and economics teacher, he became ill with kidney disease in 1972 and was forced to quit teaching. He turned to writing and research as a relaxing way to spend his spare time. In 1977, Speltz authored and published **"The Real Runabouts"**, an anthology on the history of the inboard runabout from its inception and the first of its type ever

written. A total of five volumes preserves this man's remarkable knowledge and passion for antique boating. He was honored by the Antique Boat Society of Manset, Maine as "Marine Historian of the Year" for 1978 and 79. In 1982, the Land-O-Lakes Chapter voted him the Chapter's only Life Member. In 1994, Land-O-Lakes changed its name to the "Bob Speltz Land-O-Lakes Chapter." He was a regular contributor to lake and boating magazines and continued avid research of antique and classic boats until his disease claimed him in 1994. Should the era of the wooden boat ever truly end sometime in the future, Bob's books will still be there to preserve the legacy of this craft for generations to come

Bob Speltz Land-O-Lakes Chapter

BOARD OF DIRECTORS

President: F. Todd Warner
Vice President: Jeff Stebbins
Treasurer: Jerry Valley
Secretary: Steve Merjanian
Membership: John Kinnard

BOARD MEMBERS

Sherwood Hegggen
Nancy Hoy





20th ANNUAL LAKE MINNETONKA ANTIQUe AND CLASSIC BOAT RENDEZVOUS SCHEDULE OF EVENTS

Friday, August 11 - 6 PM

Welcoming dinner & dance at the Excelsior Park Yachting Center Loft. for members and participants. Come and meet your fellow captains.

Saturday, August 12 - 10 AM to 4 PM

Display of boats at the docks of Excelsior Park Restaurant and Charter, Excelsior, MN. In-the-water and land displays of antique and classic boats. Ongoing interviews with boat owners, displays, merchandise for sale, special events, Preview of Minnehaha.... and much more!

Saturday, August 12 - 5:30 PM

Evening Social at Minnetonka Yacht Club. Members and participants encouraged to arrive by boat, but special transportation available.

Sunday, August 13 - 9:30 AM - 1:30 PM

Brunch at the Excelsior Park Restaurant.

Sunday, August 13 - 10 AM to 4 PM

Last chance to see the many wood boats and meet the "captains" who are always willing to share information about their "pride and joy."

Sunday, August 13 - 2:00 PM

All new and unique **Awards Ceremony** in the "main tent" area." A brief Captain's meeting follows immediately after the awards presentation.

Sunday, August 13, - 3:00 PM

Casual **Boat Tour and "Fly-By"**. Anyone interested in enjoying their boat is invited to continue exploring the lake with Chapter members after the Fly-By

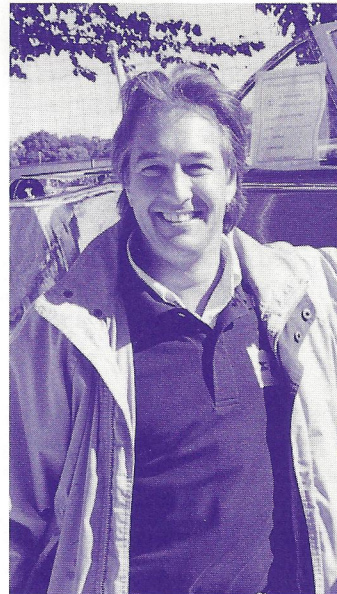
NOTE: Professional aerial photographers will be in the air above the docks and at the fly-by to photograph the boats. Pictures will be available for purchase. Ask at the main tent for further information.

FROM THE HELM



Welcome!

It gives me great pleasure to present to you, with the help, dedication, and devotion of many, past and present, the 20th Annual Lake Minnetonka



Antique and Classic Boat Rendezvous.

In the beginning, with help from my father, a true visionary, Orly and Lucille Thornsjo, Bob Speltz, and forty wood boat owners, the first rendezvous happened at Lord Fletcher's. It is hard to fathom how many hours of commitment produced the previous 19 years of shows and all the boats that participated. For this, I am grateful. Every boat tells a story. It's a relationship between boat, owner, family, friends, and the viewing public, preserved so generationally, we could share our past, our heritage, our roots. These "ingredients" are part of a recipe in the care of the soul.

I believe the namesake/founder of our chapter, Bob Speltz, would give high marks indeed to this effort. We hope you enjoy this very special weekend.

F. Todd Warner

Founder, Lake Minnetonka Antique & Classic Boat
Rendezvous
Co-Chair, 1995 Boat Rendezvous
President, Bob Speltz Land-O-Lakes Chapter/ACBS



CONGRATULATIONS

On the 20th Anniversary
of your Antique & Classic
Boat Rendezvous.

Don't miss this truly Classic event
brought to the Excelsior Park Tavern
docks by the Bob Speltz, LandOLakes
Chapter of the Antique & Classic
Boat Society.



First State Bank

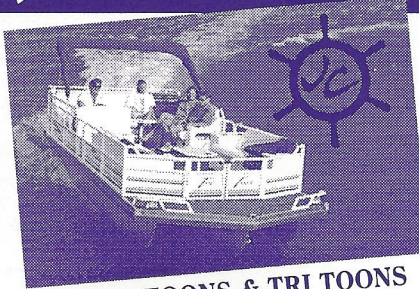
The Strength of our Communitysm

Member
FDIC

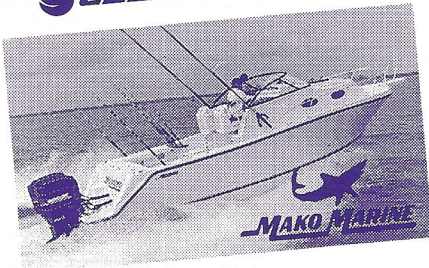
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20th ANNIVERSARY RENDEZVOUS CAPTAINS

General Chairpersons: Dave & Shari Arundel
F. Todd Warner

Show Boss: Jeff Stebbins

Sponsors: F. Todd Warner, Dave Arundel

Promotion/Public Relations: Steve and Jane Ann Davis

Awards/Judging: Bob Johnson

Posters: Fred Goughnour, Nancy Hoy

Program: Peggy & Steve Merjanian
Nancy Hoy, Dana Bruzek

Event Recording: Steve Merjanian
Mark Hanson

Merchandise Sales: Mark Hanson

Saturday Night Event: Nancy Stebbins
Harry & LeAnne Allen

Friday Night Event: Dave & Shari Arundel
Jerry Valley, F. Todd Warner

Hospitality: John Kinnard

Invitations: Lucille & Orly Thornsjo

Registration: John Kinnard
Lucille and Orly Thornsjo

Special Displays: Jerry Valley

Finance/Accounting: Jerry Valley

ACKNOWLEDGEMENTS

Grateful appreciation to Fred Goughnour whose original painting adorns our posters and program cover.

Articles: Harry Allen, Steve & Peggy Merjanian, Paul Mikkelson, Chuck Petersen, F. Todd Warner

Pictures: Harry Allen, Steve Merjanian

Excelsior Historical Society for the loan of the beautiful sailboat Onawa. Read all about the **Onawa** in this program.

Minnesota Transportation Museum for the magnificent **Minnehaha**.

The family of Bill Tenny for bringing the legendary race boat "**Hornet**".

To Dik Bolger and his staff of artists at **Bolger Printing** for the design of the program cover, donation of paper, and patient assistance throughout this project.

The chapter lost a long-time member and friend this year. **Bud Leckie** and his 33 foot Chris Craft Sedan were a familiar site at this show for a number of years. The memories are pleasant and many; we shall miss him.



"Serving Both Power & Sail"
"On The Shores Of Lake Minnetonka"

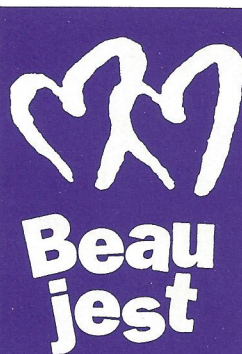
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THEN (1976) to NOW (1995)

by Peg Merjanian

Ever since a small group of boaters collected their wooden boats for the first antique and classic boat show in Clayton, NY in 1975, the popularity of these shows has increased with every passing year and now number over 60 across the country. The Lake Minnetonka Rendezvous, one of the first, celebrates its 20th exciting year this weekend.

Just how did "wood boat mania" start in this area? Ironically enough, the captain at the helm 20 years ago is at the helm today. In the mid-70's, Todd Warner began formulating an idea to bring some of these boats together for a show. Taking it upon himself, he cruised around Lake Minnetonka putting a flyer in every wood boat he could find, inviting them to show their unique craft. The result was the first "Lake Minnetonka Rendezvous" in 1976.

Since then, as the saying goes, "We've come a long way, baby!" From 40 boats at the first show to as many as 100, the chapter has blossomed and expanded. Many people have played a part in "charting the course." There were times when we've come close to "running aground", but we've managed to "get back to deep water" and continue to where we are today..... an active, thriving chapter, keeping the bygone era of boating very much in the present.

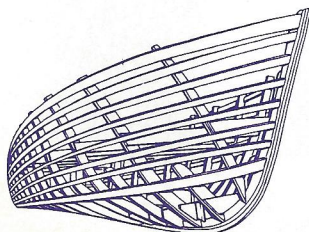
The Bob Speltz Land-O-Lakes chapter boasts numerous accomplishments and memorable events. To name just a few: leading the Aquatennial parade on the Mississippi/3 years, a strong attraction at the Minneapolis Boat Show since 1976, the gala opening celebration of the Carlson Towers, and James J. Hills Day/10 years. Members have trailered their prized crafts near and far to participate in and support other shows.

As long as we're reminiscing, memories abound of the myriad of activities: picnics on Big Island, countless hands-on shop sessions, professional speakers on the many facets of restoration, dinner dances at Lafayette Club, the popular (and on-going) "fly-by's", the impressive parade of boats closing the rendezvous for so many years, brunches at Fletcher's, annual Fall Colors, lash-ups, and 1994 immensely successful Mississippi River Cruise.

Perhaps the most special source of pride has been our association with Bob Speltz, the name synonymous with the preservation and promotion of antique boating. In 1994, the Land-O-Lakes chapter of the ACBS officially became the "BOB SPELTZ LAND-O-LAKES" chapter. In his name we uphold his dreams and ideals.

On this, our 20th year, we're at our strongest with an ever-growing membership of enthusiastic, dedicated boaters. We gratefully acknowledge those who started this journey and everyone who has been a part of it over the years.

Special recognition to those who were members THEN (1976) and are still members NOW (1995): Lowell Arnold, John Kinnard, Steve Merjanian, Jim Stowe, Lucille and Orly Thornsjo, and Todd Warner.



20 YEARS OF WINNERS



| | SKIPPER'S CHOICE | PEOPLE'S CHOICE |
|------|------------------|----------------------|
| 1976 | | Frank Griswold |
| 1977 | Jim Betlach | Rod Fraser |
| 1978 | Tony Brown | Jon Tim Orv Paske |
| 1979 | Ed Lewin | Jon Tim Orv Paske |
| 1980 | Jon Menth | Dave Hansen Ken Luke |
| 1981 | F. Todd Warner | Dave Hansen Ken Luke |
| 1982 | Jan Gilmer | Steve Anderson |
| 1983 | Dr. Dick Clark | Phil Den Herder |
| 1984 | Dennis Schauer | James W. Emison |
| 1985 | Ed Lewin | Al Mahaney |
| 1986 | Stephen Grubb | Stephen Grubb |
| 1987 | Dave Schmidt | Dave Schmidt |
| 1988 | Fred Lang | Fred Lang |
| 1989 | Jim Basta | Jim Basta |
| 1990 | David Beer | Wayne Petersen |
| 1991 | Lloyd Gustafson | Lowell Arnold |
| 1992 | David Way | Schmitt, John Pole |
| 1993 | John Pole | Joe Soucheray |
| 1994 | Mitt LaPointe | Donald Stencil |

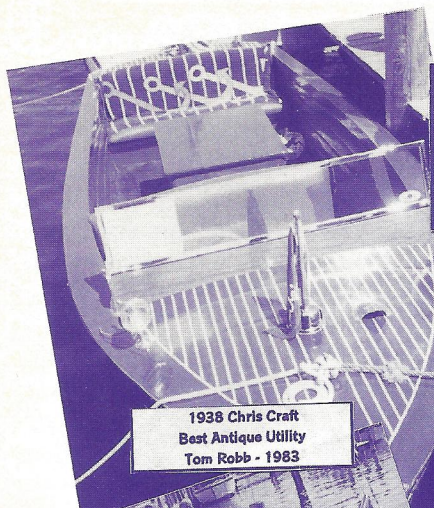


Our thanks for the **FOUNDING MEMBERS** who followed up on an idea and made it work!


| | | |
|---------------|---------------|------------------|
| Lowell Arnold | Roger Miller | Lucille Thornsjo |
| John Cross | Tony Soderman | Orly Thornsjo |
| Mark Gerling | Bob Speltz | Frank Warner |
| John Kinnard | Jim Stowe | F. Todd Warner |




20 YEARS OF WINNERS



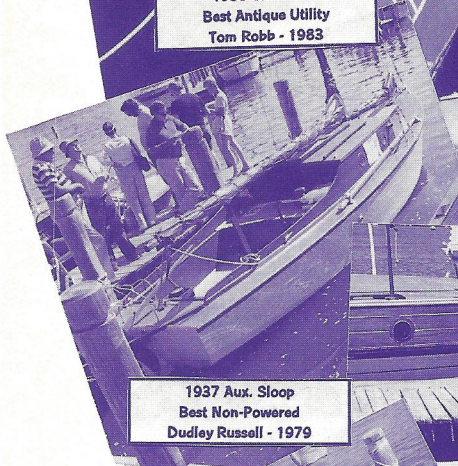
1936 Chris Craft
Best Antique Utility
Tom Robb - 1983



1937 Chris Craft
Best Antique Cruiser
E.W. Peterson - 1989



1887 Sandbagger
Oldest Sailboat
MacRae/Lizae - 1976



1937 Aux. Sloop
Best Non-Powered
Dudley Russell - 1979



1927 Baby Garwood
Best Antique/Skipper's Choice
Todd Warner - 1981



1906 Mich. Steel Launch
Best Historic Boat
Ted Palm - 1986



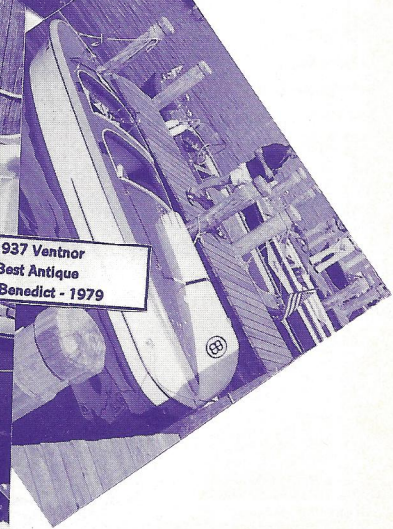
1938 Larson
Skipper's Choice
Ed Lewin - 1979



1948 Chris Craft
Best Cruiser
Bud Leckie - 1979




1933 Chris Craft
Best Antique Runabout
Dennis Schauer - 1986



1937 Ventnor
Best Antique
Bob Benedict - 1979



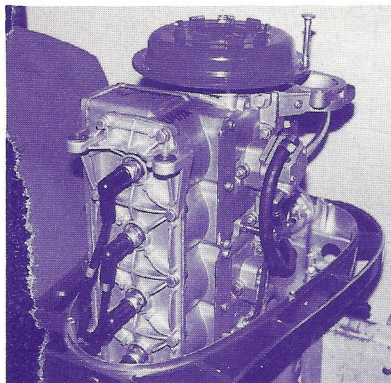
1929 Hacker
Oldest Runabout
Jim Bean - 1976



1937 Chris Craft
Skipper's & Peoples Choice
Jim Basta - 1989

OUTBOARDS

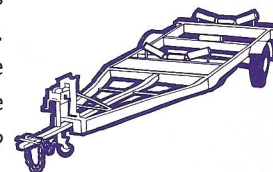
by Chuck Petersen



Outboard boats and motors are rapidly gaining in popularity around the country. Ten years ago, most antique and classic boat shows featured inboard runabouts and utilities. The past few years have seen tremendous growth, primarily in the post-war "classic" outboard boats and engines.

The refinement of the outboard motor, developed at the turn of the century, reached a point in the late 1940's that quiet, reliable, powerful engines brought outboard boating into vogue. Most of the outboard rigs at this show today were produced between 1945 and 1965. Many of the boats have familiar names. Century, Chris Craft, Larson and Thompson made both inboard and outboard models. Also, many regional builders sprang to life, especially in Wisconsin and Minnesota. Names like Dunphy, Chetek, Shell Lake, and Alexandria Boat Works primarily produced outboards. From 1935 - 1959, Minnetonka Boat Works produced cedar strip boats in nearby Wayzata. Most early outboard boats were of this variety or mahogany planked like their inboard cousins. By 1955, many firms offered less expensive and lighter weight plywood or lapstrake plywood hulls. The white-hulled Thompson and Lyman boats of this type were excellent in rough water and build into the late 1960's. Hopefully, there will be examples of all four construction types at this show.

Just as many small boat builders dotted the land, outboard motor builders sprang up everywhere as well. After a period of consolidation, Mercury and OMC (Johnson and Evinrude) dominated sales. Most of the "classics" you see on boats here today were produced between 1954 and 1962. The Antique Outboard Club has nation-wide membership dedicated to restoring all types of engines. I hope you enjoy the show today and please, don't hesitate to contact me or any of the other BSLOL club members for information.



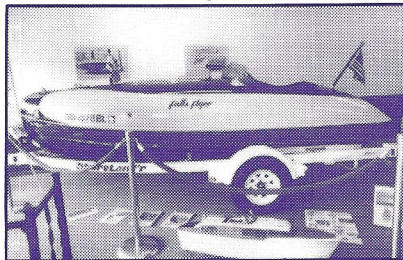
The FALLS FLYER

by
Paul Mikkelson

In 1927, Charles Lindberg, Jr. dazzled the world when he flew "The Spirit of St. Louis" non-stop from New York to Paris. Little Falls, Minnesota swelled with pride at the heroic feat of its native son, "The Falls Flyer." Paul Larson, a young boat builder and school mate of Lindbergh, was inspired as well. During the next 10 years, Paul Larson developed the designs for a radical departure in boat design. Based on an airplane fuselage with cockpits, and hardware that depicted flight, the design became the "Larson Falls Flyer." For the next 24 years, Larson Boats built the Falls Flyer line of boats, in both inboard and outboard models, from 14 to 24 feet in length. The Falls Flyer has become a legend in boat design and a classic collector's dream. To ride in one is to experience some of the excitement inspired in 1927 by Lindberg's historic flight.

The Mikkelson Collection, Inc.

Paul Mikkelson started his boat collection with his original 1956 Falls Flyer, then added unique and rare boats to his vintage collection thru the years.



The Mikkelson Collection is one of the rarest collections in existence. This collection features the Larson Falls Flyer produced in Little Falls, MN in the 30's, 40's & 50's.

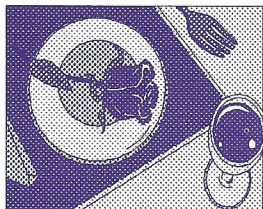
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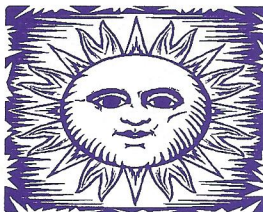


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Restaurants.

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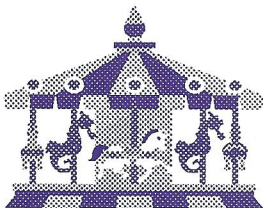
Deck.

Our new Deck and Patio are ready and waiting for you - come and taste what we've done with the food and done with the view!



Bars.

Take the path down to the Park Pavilion Bar and Grill, and Rocky Grounds Espresso Bar. More outdoor seating, more dock slips, and the grill is fired up every day at 5 o'clock. Or, just heighten your awareness with a steaming cup of espresso or cafe latte.



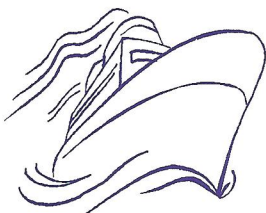
Refreshments.

The Refreshment Trolley is here for those little indulgences - root beer floats, popcorn treats, and ice cream cones to die for!



Lounges.

Come visit one of our other lounges - the Main Bar has been remodeled and redesigned for more room and for better service. The Commodore Room has a spectacular view of the bay, a spacious balcony, and live music on Fridays and Saturdays.



Charters.

The Excelsior Park is cruising the lake all the time. Try one of our Saturday morning Breakfasts on the Lake, or a Sunday Champagne Cruise, or charter your private event with us (reception, reunion, meeting, wedding, or retreat)



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Fred and Jo Anna Bame



THE SATURDAY MORNING POST



In This Issue BOATMAN'S FAIR TRADE

SEVENTH ANNUAL LAKE MINNETONKA ANTIQUE AND CLASSIC BOAT RENDEZVOUS

AUGUST 7 & 8, 1982

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LEGACY OF A LAKE

THE LAKE MINNETONKA ANTIQUE AND CLASSIC BOAT RENDEZVOUS
AUGUST 9-11, 1983 • EXCELSIOR, MINNESOTA

THE SATURDAY MORNING POST

THE SATURDAY MORNING POST

Aug. 29, 1982



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ATTENTION



NOTICE: To The Public At Large

NOTICE: The Antique and Classic Boat Chapter

Antique and Classic Boat Rendezvous

boats which appear in the general public, a glimpse of a such old classic as a 1918, 27' Chevrolet "Run Runner" - a Canadian built boat, originally powered by a 12 cylinder engine, and used to run across the border to Detroit during prohibition. A 1930, 30' Hacker Craft, custom built for the Fitzgerald family of Chicago.



being held at

Fletcher's

sponsored by

inland Skipper and F. TODD WARNER

Antique and Classic Boats



THE NINTH ANNUAL LAKE MINNETONKA ANTIQUE & CLASSIC BOAT RENDEZVOUS

ONE HUNDRED YEARS OF BOATING

AUGUST 10-12, 1984

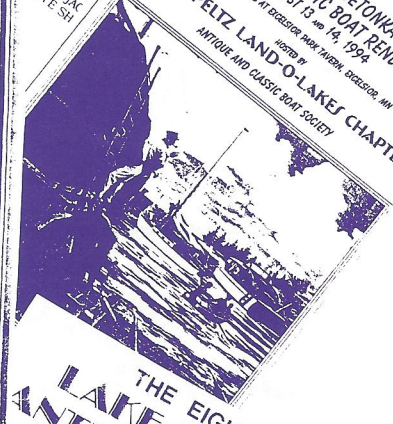


ONCE AGAIN WE ARE PROUD TO BRING YOU A GLIMPSE OF A BOATING ERA GONE BY

Jim Klenow '84

19TH ANNUAL LAKE MINNETONKA ANTIQUE & CLASSIC BOAT RENDEZVOUS

BOB PELTZ LAND-O-LAKES CHAPTER



THE EIGHTH ANNUAL LAKE MINNETONKA ANTIQUE AND CLASSIC BOAT RENDEZVOUS

SALUTE TO PIONEERS Page 20

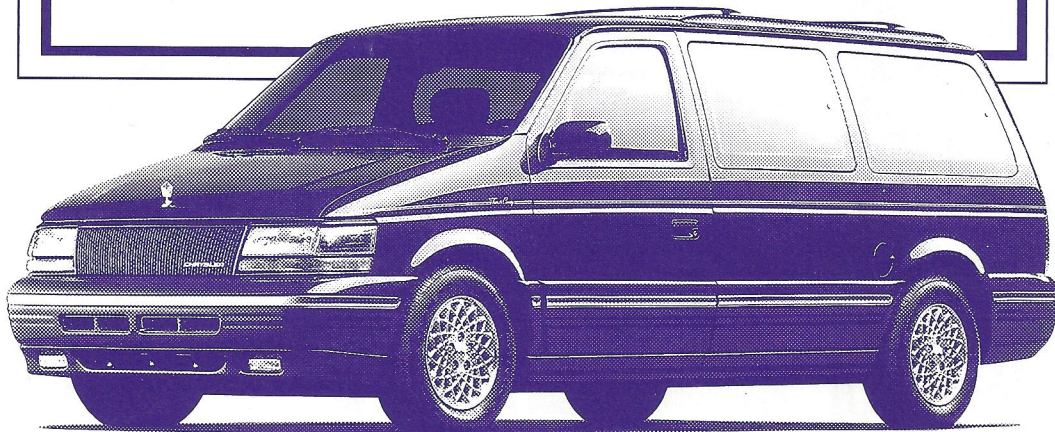


AGAIN... YOU... BY... 12-14, 1983



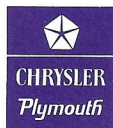
The Ultimate Minivan.

Chrysler Town & Country



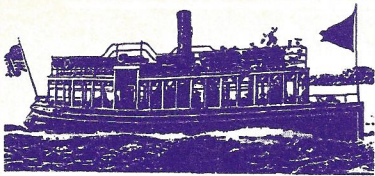
This is the most luxurious minivan available anywhere. Leather-trimmed seats, quad captain's chairs, standard dual air bags, anti-lock brakes, premier sound system with

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The Minnehaha Street Car Boat

by Stephen C. Merjanian



Every Wednesday night and Saturday for the past four years, a team of dedicated workers have devoted their personal time to the "ultimate restoration project" - The Minnehaha Streetcar Boat.

The Minnehaha and its five sister ships (Como, Harriet, Hopkins, Stillwater, & White Bear), were built over the winter of 1905/06 at the Twin Cities Rapid Transit (TCRT) 31st Street shops. The design was submitted by Royal (Roy) Moore of the Moore Boat Works (aka: Minnetonka Boat Works) to the TCRT who then awarded Moore the contract for providing the oak frames and keels for the boats. The TCRT used these boats as an adjunct to their line to Excelsior to provide transportation around Lake Minnetonka for summer visitors. The introduction of the automobile and paved roads in the lake area curtailed the need for the streetcar steam boats and, by the mid-twenties, they were coming out of service. Summarily, the Minnehaha was stripped of its machinery, its cabin and fittings, and was then scuttled north of Big Island in 1926.

On July 12, 1979 the boat was found in 70 feet of water by SCUBA divers and on August 29th, 1980, the derelict hull was raised by the Minnetonka Portable Dredging Company. I remember seeing three cranes on a lash-up of five motorized barges pulling on cables attached to the Minnehaha. Once the hull broke free of the bottom, the whole assemblage was blown by the wind towards Big Island. A muffled cry rang out, "We've lost our anchor, start the motors!" The three cranes, in concert, lifted the Minnehaha to the surface so that it's gunnels were just awash. The hull was pulled out on the dredging company's marine railway in Gideons Bay and at that time, its painted name was revealed. We all remarked on the excellent condition of its cypress planking after being under water for 54 years.

For next ten years the Minnehaha sat out in the weather. The now deteriorated hull was donated to the Minnesota Transportation Museum (MTM). In 1991, the restoration - or should I say reconstruction - of the boat began in earnest. A pole barn was donated to house the project so work could continue the year round. A 127 hp @ 180 psi O'Connor Marine triple expansion (7 & 10 & 18 x 12) steam engine was donated from California. This engine was built in 1944 for the Navy and was never run since it was only used as a display piece. The engine drives a 46" diameter bronze propeller which has four narrow blades. It was recovered from the sunken Como due to a crack in the hub of the Minnehaha's original propeller. A maximum hull speed of 11 to 12 knots is expected to occur at 180 turns per minute. A new modern oil-fired boiler provides the saturated steam in a single closed loop system with external condenser. This is much safer and easier to maintain than the original coal-fired boiler which took its water directly from the lake. Electric power for lighting is now provided by a diesel gen-set which is mounted under the aft deck in the lazarette space.

An astonishing 45,000 volunteer hours were provided by the MTM membership for this reconstruction project. Many of the necessary

fittings were donated by people who had acquired them as souvenirs over the years. The seats, window hardware, and brass side framing for the seats, came from old street cars. Still missing are the original bow and stern flag pole mounts and the electric engine room gong which the pilot would use to signal his engine requests to the chief engine room artificer. For the record, the Minnehaha is 70 feet long, 14 feet 10 inches in beam, 5 feet 6 inches in draft, displaces 31 tons and originally accommodated 130 passengers total.

Bob Dumas of the MTM was the lead carpenter for the reconstruction and he decided to use the plans for the Street Car Boat Excelsior when directing the cabin reconstruction. The Minnehaha's cabin was cut off and burned prior to being scuttled in 1926. The Excelsior was designed and never built, however it's plans are the only existing copies. The plans follow the Excelsior's plans which are about 18 inches shorter in the forward half than the original and has a flat top deck instead of following the curved sheer line. Only about 15% of the original wood has been retained. The Minnehaha has all new sawn frames and steamed ribs. Two inch straight grained douglas fir strakes that were salvaged from vinegar vats, were installed to replace the cypress planking. The cabin deck is fiberglass over marine plywood with a cotton canvas covering for authenticity. 3M #5200 was used to glue and seal the frames, strakes and keel. A new stem and keel were laminated from oak and epoxy resin. 3M #101 caulk and cotton was used in the seams between the planks and all seam edges were painted with Interlux prior to caulking. Today's safety standards have deemed the top deck railings to be 42" instead of the original 33" high railings. The hull is painted canary yellow, the bottom is red antifouling, the windows and interior trim are stained and varnished. The other trim colors are olive and iron oxide red; there is even an aluminum pinstripe applied to the hull just below the sheer line. The colorful paint job, along with the authentic streetcar benches and fittings, provide the desired ambiance the TCRT was seeking. To say this project has captured the imagination of all Minnesota history buffs is, at best, an understatement.

In mid-July of this year, volunteers of the Streetcar Steamboat Division of the Minnesota Transportation Museum rolled out the Minnehaha from its dedicated pole barn on George Street in Excelsior and tested the steam plant in the driveway. The boat was then launched for initial lake trials and final fitting out. Beginning approximately May of 1996. After a gala commissioning celebration and parade, this wonderful piece of early 1900 Minnesota grandeur will once again delight the general public with tours of Lake Minnetonka. The Bob Speltz Land-O-Lakes chapter is proud to provide an antique and classic boat escort for these festivities.

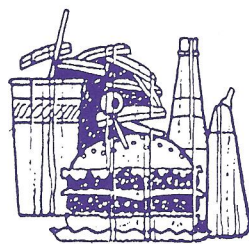
Hopefully the Minnehaha is in the waret and at our show this weekend. Our gratitude to the Minnesota Transportation Museum for this honor. Be sure to stop by and see this magnificent craft. (Many thanks to Leo Meloche, Bill Grahm, Eric Sayer Peterson and the members of the MTM for providing the inspirarion to write this article.



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WHAT CLASS IS IT

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. The classifications consist of a "vintage" and a "type" such as Historic Cruiser, Antique Runabout, Classic Utility, etc. Following are the definitions for "vintage" and "type" of boats as passed by the Antique and Classic Boat Society International Board of Directors.

VINTAGE

Historic: Any type of watercraft built prior to 1915.

Antique: wood or metal hull built from 1915 to 1942.

Classic: Wood or metal hull built from 1943 to 1968.

Contemporary Classic: Wood or metal hull built after 1968. May include new original designs and replicas.

Replica: Built in a non-production manner, intended to be one of a kind and usually an exact copy or duplicate of a boat previously built or manufactured.

TYPES

Runabout: Decking over the engine compartment and little or no capability of movement between seats.

Utility: Open boat with decking over the bow and stern only, allowing free movement between seats within the hull.

Cruiser: On-board sleeping accommodations - also includes daycruisers.

Sailboat: A boat powered primarily by the wind.

Outboard: Powered primarily by a motor clamped to the transom. Inboard/Outboard engines are considered, for our purposes, to be inboards.

Lapstrake: The hull is covered with strips of wood that, instead of laid edge to edge, are laid with the bottom of the plank overlapping the top of the plank beneath it.

Non-Powered Boat: Powered by manual means. If a boat is displayed with a motor, it is considered to be an outboard, otherwise it is non-powered.

Special Interest: Does not fall into one or more of the above categories may be regarded as special interest watercraft. This category may include early model fiberglass, steel or aluminum boats, as determined by the rendezvous committee.

AWARDS and 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 Peoples Choice is open to anyone over 15 years old attending the Rendezvous. Ballots may be obtained .

THE BOB SPELTZ REAL RUNABOUT AWARD

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BEST-OF-SHOW AWARDS

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| Antique Utility over/under 20' | Outboard |
| Classic Utility over/under 20' | Lapstrake Hull |
| Antique Runabout over/under 20' | Special Interest |
| Classic Runabout over/under 20' | Rowboat |
| Contemporary Classic | |
| Cruiser Historic | |
| Higgins | |

JUDGE'S CHOICE

BEST ENGINE
 BEST OF SHOW
 BEST AMATEUR VARNISH JOB
 BEST AMATEUR WOODWORKING
 BEST PROFESSIONAL RESTORATION
 WIERDEST BOAT ENTRY

BEST PRESENTATION

BEST INSTRUMENTS
 BEST ORIGINAL BOAT

THE DRY ROT AWARD

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

JUDGING

This year, the two chief judges are Lindsay Hopkins of Atlanta, GA, Board of Directors, National Organization of ACBS. and Mike Matheson of Florida, an avid antique boat restorer and long-time ACBS member. Each judge is supported by specialists who are highly knowledgeable in each of the respective classes.



1916 Dingle
Best Non-Powered
Bob Speltz - 1981



1955 Chris Craft
21' Cobra
F. Warner - 1st Rendezvous



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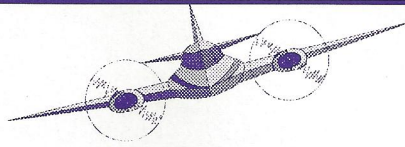
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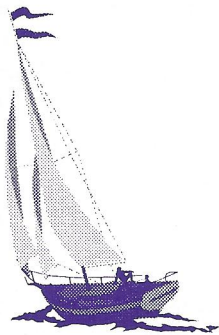


Photos

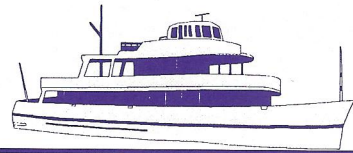
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LAKE MINNETONKA SAILING AND THE ONAWA

by Harry Allen



1901 DAY OF RACING ON LAKE MINNETONKA

Using sails to propel boats goes back thousands of years. During the early settling of this area, steam boats were coming as far west as Chicago; the Minnesota Territory had not yet been formed. Sailboat racing, already well established in England and the East Coast, was a sport of the wealthy. From the first discoveries of Lake Minnetonka, boats were the only reasonable form of transportation. Within the first year, one of its first citizens, Reverend Galpin, was transporting people and supplies between settlements and Minnetonka Mills via a sailboat named the "Pioneer." Ground transportation from the city ended at that point.

Before steam engines, sails were used to power boats. Even on the Hudson River, they were putting sailboats on ice to move goods from one place to another. When the wind was just right, the huge iceboats would race the early trains that ran along the shore. If the wind was strong enough, the sailboats on ice could go faster than the trains.

The first reported sailboat race on Lake Minnetonka was in the early 1870's. F.H. Morse, who Big Island was originally named for, was challenged and prevailed in the race between Excelsior and Wayzata. In 1876, A.S. Diamond reported in the Lake Minnetonka Tourist, "we ought to have a first class boat club on Minnetonka.....it would be interesting for visitors to see such trials of speed and muscle as sailboat racing exhibits." Many of the early families had sailboats of their own to transport people and supplies.

On August 15, 1882, a little more than a month after the Lafayette Hotel's grand opening, the Minnetonka Yacht Club held its first regatta. The Belle of Minnetonka, carrying a band and hotel guests, was the escort from Lafayette. Charles McC. Reeve won the championship with a cat-rigged sand-bagger,

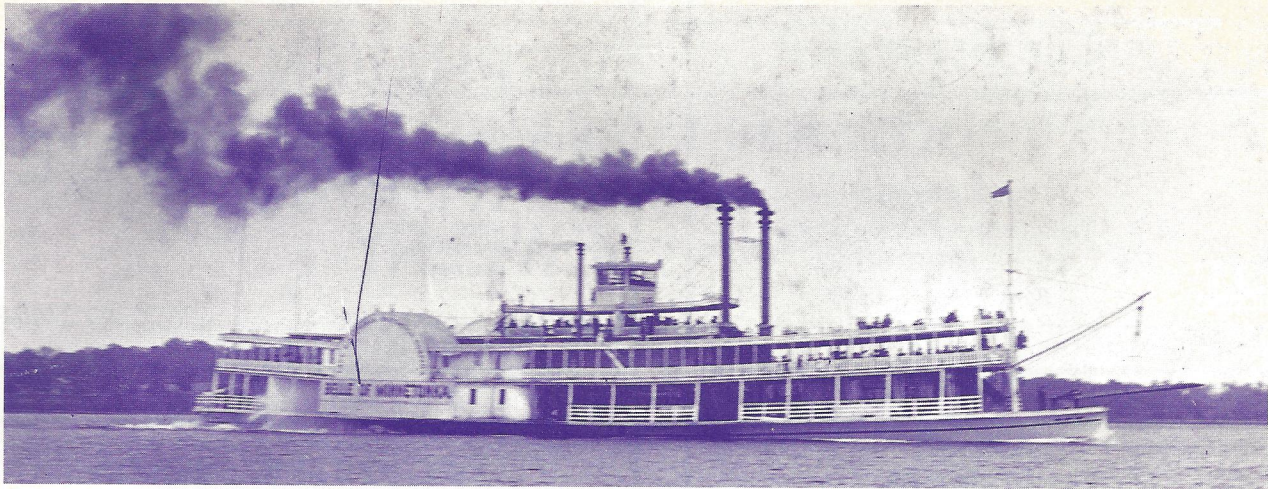
the "Catherine". Joint owners of the "Catherine", McC. Reeve, N.K. and C.B. Sidle, T.D. Skiles, F.S. Hinkle, W.A. Burwell, and E.R. Barber, were the same group of men who also started The Highlands, a men's club in Maplewood. It was here where the first sailboat races were organized.

Most of the early boats were designed and built on the East Coast. Some of these famous boats were built by the legendary brothers, Nat and John Herreshoff. John, who was blind, was considered one of the greatest designers of all time. Herreshoff models were readily accepted on the western lakes, particularly the winners of the eastern seaboard races. E.J. Phelps owned the Alpha, a fast Herreshoff centerboarder that would eventually be confronted by the Onawa, owned by Hazen J. Burton and his son, Ward. The first great racing boat in the Burton family was the Volante (1887), designed by Edward Burgess, who had the previous year been in charge of the successful America's Cup defender, the Puritan. The Volante had a number of different sail plans and was successful not only as a sloop, but a catboat as well.

Arthur Dyer, son of boat-builder, Captain Sawin Dyer, a friend of Ward Burton in the 1880's when the Burtons summered in Excelsior. As youngsters, they learned how to sail together on a sloop-rigged whale boat. When the Minnetonka Yacht Club was being formed, the Burtons were building their year-round home on Carson's Bay in Deephaven. The now 23 year old Arthur was planning a radical new boat that would sail over the water rather than through it — that boat was the "Onawa". The hull was built extremely light using thin



The "Saucer" Boat



BELLE OF MINNETONKA

planking covered with canvas. The actual construction took place behind locked doors and covered windows in the spring of 1893.

The idea that a saucer-like boat could skim over the water started when Arthur was a child. In his father's shop on Gideon's Bay, Excelsior he would make models and toy boats. Up to that period, racing type boats were designed to carry large sail, were narrow deep hulls, and carried large amounts of ballast. The idea of a narrow, shallow boat carrying less sail area with a bow that would lift out of the water instead of driving through it, was the basis for the Onawa.

The Onawa was reported to win every race she sailed in. Arthur Dyer soon became known in Marblehead Massachusetts and up and down the east coast. The new design boats averaged up to a minute a mile faster than the best of the old sandbaggers and boats designed to go through the water. Dyer's boats began winning trophies on the east coast as well. The largest boat he designed and constructed was the 45 foot Salmon, which sailed on Buzzards Bay.

The 26 foot Onawa had no ballast and carried only 400 square feet of sail area, in contrast to a 23 foot boat of its day carrying heavy ballast and 1000 square feet of sail. The Dyer Boatworks, built in 1893, where he designed and built

the famous scows, stood near the Burton's boathouse on Carson's Bay. It burned in 1910 and was rebuilt only to be leveled again during a wind storm in 1928. The Onawa was restored by the Excelsior-Lake Minnetonka Historical Society and is permanently housed in the old Excelsior Depot Building, which is open Saturdays.

The modern Class E Scow, raced by a fourth generation Burton, popular on Lake Minnetonka today, is the successor to the Onawa. Sailed from coast to coast in the United States and numbering in the hundreds, Lake Minnetonka members are numerous among the list as the National Champions.



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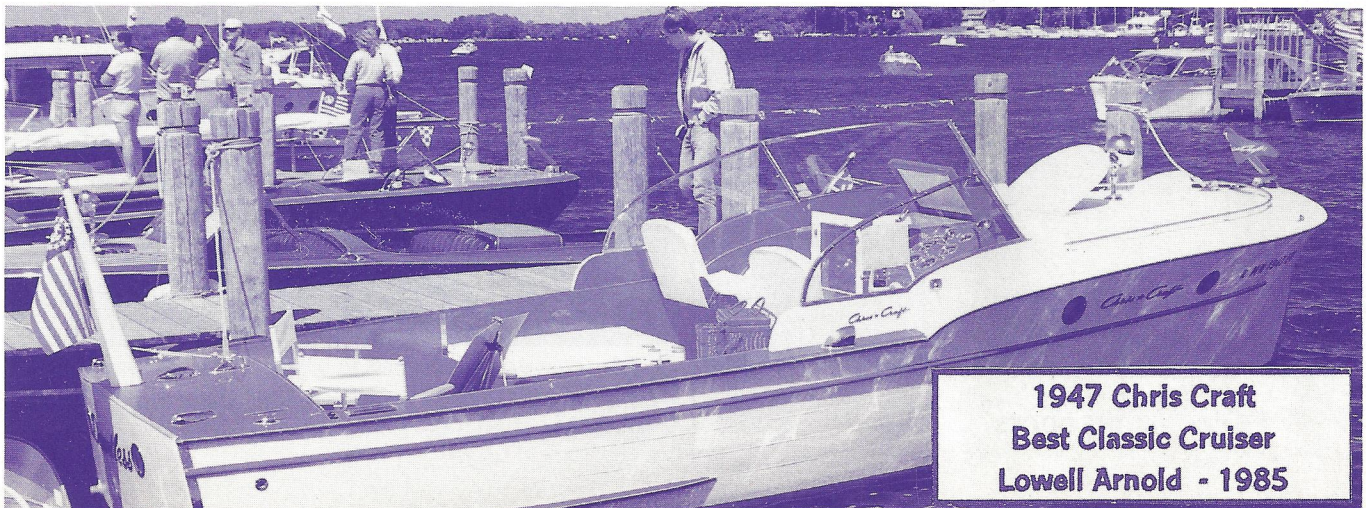
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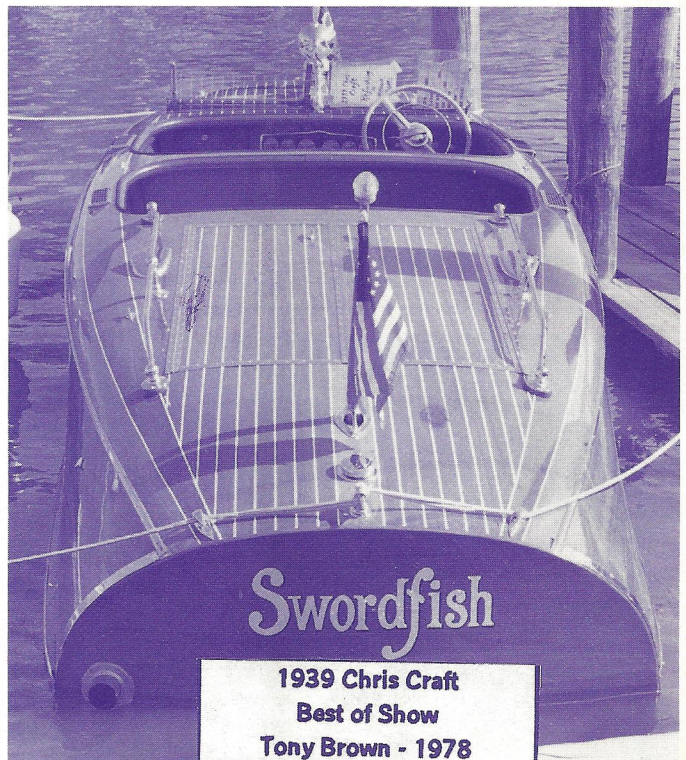
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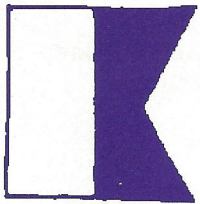


1929 Dingle
People's Choice
Frank Griswold - 1976

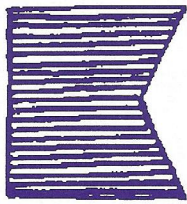


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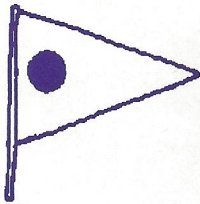
1939 Chris Craft
Best of Show
Tony Brown - 1978



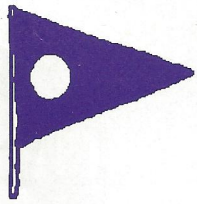
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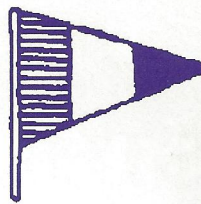
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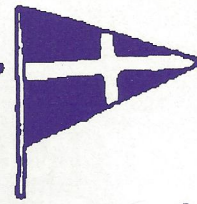
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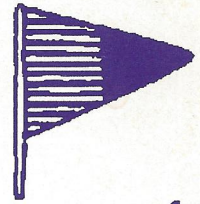
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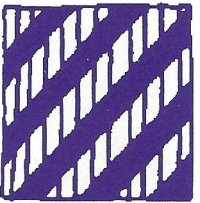
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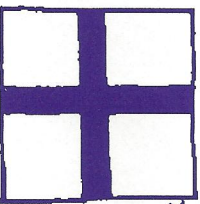
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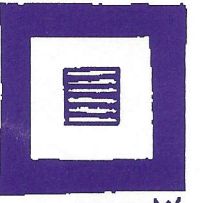
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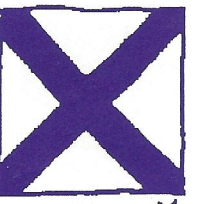
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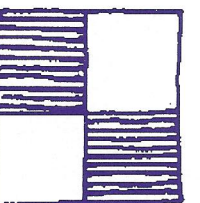
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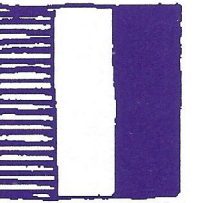
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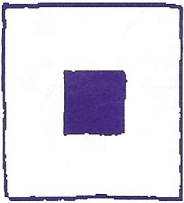
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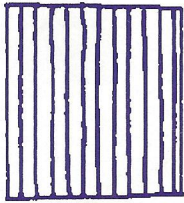
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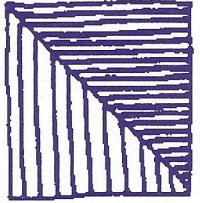
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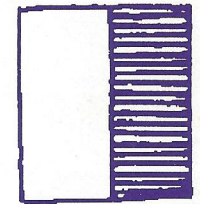
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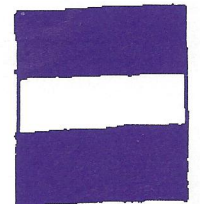
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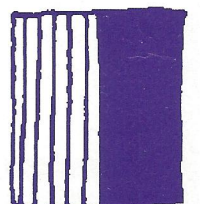
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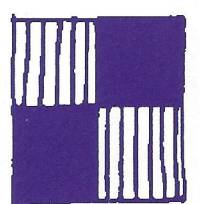
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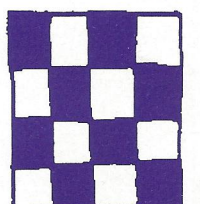
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M.



N.

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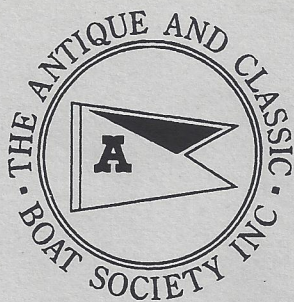


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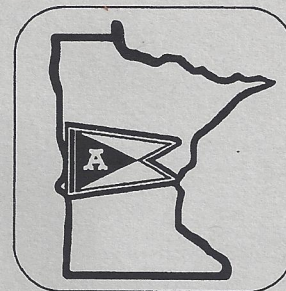
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Eric Gustavson
LAKE MINNETONKA

Entry Number 11 1966 OWENS
24 ft WILDCAT SEA SKIFF
REV'S ELATION

Anthony Sultan
DEEPHAVEN, MN

Entry Number 12 1963 CRACKERBOX RACE BOAT
16 ft APBA CLASS
TOM' CAT

Chuck & Amy Petersen
LAUDERDALE LAKES WI

Entry Number 13 1957 CENTURY
16 ft PALOMINO
MY PAL

Rob Sotirin
LAKE MINNETONKA

Entry Number 14 1956 ARISTOCRAFT
14 ft TORPEDO
SNEAKY

Jerry & Maureen Valley
ST. PAUL, MN

Entry Number 15 1960 LYMAN
23 ft SLEEPER

Steve & Peggy Merjanian
LAKE MINNETONKA

Entry Number 16 1962 THOMPSON
16 ft SEACOASTER
HALF PINT

Tom Scherber
LAKE MINNETONKA

Entry Number 17 1965 CHRIS CRAFT
17 ft SUPER SPORT

Fred Koehler
LAKE MINNETONKA

Entry Number 18 1977 DEAN HAYNES
16 ft WHITE BEAR SKIFF

Fred Koehler
LAKE MINNETONKA

Entry Number 19 1939 CHRIS CRAFT
19 ft CUSTOM RUNABOUT
SOME-R-DREAMS

Lowell & Marcia Arnold
LAKE MINNETONKA

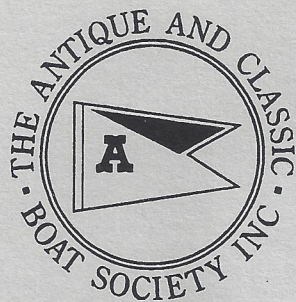
Entry Number 20 1947 CHRIS CRAFT
25 ft RED & WHITE EXPRESS
DAUNTLESS

Clair & Lorine Meyer
CLARION, IA

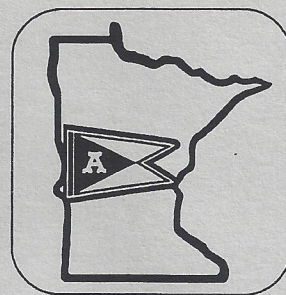
Entry Number 21 1961 CHRIS CRAFT
23 ft SEA SKIFF
LADY LORINE

Ray C. Garin
LAKE MINNETONKA

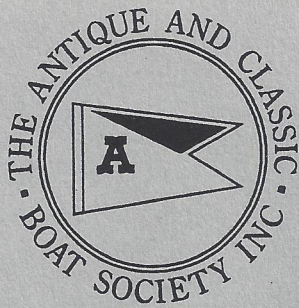
Entry Number 22 1963 OWENS FLAGSHIP
30 ft CRUISER
LUV IS



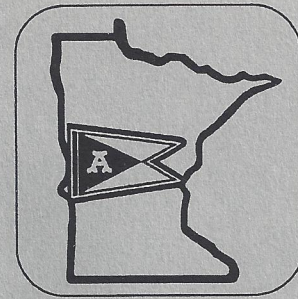
20th ANNUAL
LAKE MINNETONKA
ANTIQUE & CLASSIC
BOAT RENDEZVOUS
PRE-REGISTERED
ENTRIES



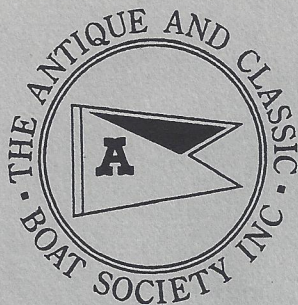
| | | |
|---|-----------------------|--|
| Bob & Beth Johnson ST. PAUL, MN | Entry Number 23 | 1931 METEOR 30 ft TRIPLE COCKPIT RUNABOUT |
| Bill & Laura Stoddard LAKE MINNETONKA | Entry Number 24 | 1949 CHRIS CRAFT 25 ft SPORTSMAN EXTRAVAGANCE |
| Tom & Kathy Lange DES MOINES, IA | Entry Number 25 | 1965 CHRIS CRAFT 18 ft CAVALIER CAVALIER ATTITUDE |
| Mark Gerling LAKE MINNETONKA | Entry Number 26 | 1963 CHRIS CRAFT 28 ft SEA SKIFF TALL COTTON |
| Jeff Stebbins LAKE MINNETONKA | Entry Number 28 | 1954 SHELL LAKE 12 ft FALCON POKETO |
| Skipp La Joy LAKE MINNETONKA AVAILABLE FOR OWNERSHIP | Entry Number 29 | 1965 CHRIS CRAFT 28 ft CAVALIER AUTOMATIC FUN |
| Skipp La Joy LAKE MINNETONKA | Entry Number 30 | 1947 CHRIS CRAFT 36 ft DOUBLE STATEROOM CRUISER TITAN |
| Richard Robertson FT. PIERCE, FLORIDA AVAILABLE FOR OWNERSHIP | Entry Number 31 | 1942 CENTURY 17 ft SEA MAID |
| Steven Dykstra RED ROCK LAKE, MN | Entry Number 32 | 1953 CRESTLINER 14 ft JETSTREAK SEAFOAM |
| James Kluck W. ST. PAUL, MN | Entry Number 33 | 1914 B. N. MORRIS 17 ft MODEL A TYPE 1 CANOE MICHELE ANN |
| James Kluck W. ST. PAUL, MN | Entry Number 34 | 193? UNKNOWN 14 ft DUCK BOAT |
| James Kluck W. ST. PAUL, MN | Entry Number 35 | 1938 OLD TOWN CANOE 15 ft 50 LB LIGHTWEIGHT MODEL |
| Ron & Nancy Stein MINNEAPOLIS, MN | Entry Number 36 | 1959 LARSON 14 ft THUNDERHAWK THE THUNDERHAWK |



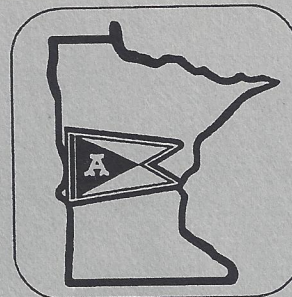
20th ANNUAL
LAKE MINNETONKA
ANTIQU & CLASSIC
BOAT RENDEZVOUS
PRE-REGISTERED
ENTRIES



| | | |
|--|-----------------------|--|
| Jim Stowe LAKE MINNETONKA | Entry Number 37 | 1962 CHRIS CRAFT 23 ft HOLIDAY |
| Gordon Anderson LAKE MINNETONKA | Entry Number 38 | 1952 CHRIS CRAFT 22 ft CUSTOM HARDTOP SEDAN |
| John Mc Curry LAKE MINNETONKA | Entry Number 39 | 1964 CHRIS CRAFT 28 ft SEA SKIFF OLDIE BUT WOODIE |
| David Beer LAKE VERMILION, MN | Entry Number 40 | 1953 CHRIS CRAFT 19 ft RACING RUNABOUT HADDA HAVIT |
| Chris & Lynn O'Conner LAKE MINNETONKA | Entry Number 41 | 1957 CHRIS CRAFT 20 ft HOLIDAY NORTHERN EXPOSURE |
| Nancy Hoy LAKE MINNETONKA | Entry Number 42 | 1954 LARSON 14 ft DELUXE SPEEDSTER RUNABOUT OLD FOGY |
| Rick Barkley MEDICINE LAKE, MN | Entry Number 43 | 1958 HIGGINS 18 ft MAGNUM |
| John Palmer LAKE MINNETONKA | Entry Number 44 | 1920 RAMALEY BOAT CO. 15 ft ROW BOAT |
| Dan Anderson LAKE MINNETONKA | Entry Number 45 | 1965 CHRIS CRAFT 20 ft SUPER SPORT DIRTY DAN |
| Ray Ellis LAKE MINNETONKA | Entry Number 46 | 1939 CHRIS CRAFT 17 ft RUNABOUT LEGATEE |
| Ray Ellis LAKE MINNETONKA | Entry Number 47 | 1948 CHRIS CRAFT 18 ft UTILITY |
| Dave & Shari Arundel LAKE MINNETONKA | Entry Number 48 | 1959 CHRIS CRAFT 19 ft CAPRI MANITOU |
| Jim Aamodt LAKE MINNETONKA AVAILABLE FOR OWNERSHIP | Entry Number 49 | 1933 HACKERCRAFT 28 ft TRIPLE COCKPIT RUNABOUT UNTOUCHABLE |



20th ANNUAL
LAKE MINNETONKA
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Sherwood Heggen
BURNSVILLE, MN

Entry 1959 CENTURY
Number 16 ft RESORTER
50 HOT TUB

Steve & Jane Ann Davis
LAKE MINNETONKA

Entry 1966 CHRIS CRAFT
Number 18 ft CAVALIER
51 PINNACLE

Richard & Bev Anderson
HACKENSACK, MN

Entry 1910 NORWEGIAN BUILT
Number 14 ft YACHT TENDER
52

Allen Kirby
LAKE MILLE LACS, MN

Entry 1956 STREBLOW
Number 15 ft OUTBOARD RUNABOUT
53

Allen Kirby
LAKE MILLE LACS, MN

Entry 1942 CHRIS CRAFT
Number 17 ft BARREL BACK RUNABOUT
54 OLE SMOOTHIE

Ron & Brian Ploeger
LAKE MILLE LACS, MN

Entry 1960 CENTURY
Number 16 ft RESORTER
55

Harry & Lee Ann Allen
LAKE MINNETONKA

Entry 1955 CHRIS CRAFT
Number 22 ft HOLIDAY
56 SAIL HO

Ben Lowell
SPRING LAKE, MI

Entry 1931 DODGE
Number 21 ft SPLIT COCKPIT RACING RNBT
57 ELGIN

F Todd Warner & Bil Hawks
LAKE MINNETONKA

Entry 1929 DINGLE
Number 30 ft TRIPLE COCKPIT RUNABOUT
58 GERRY-LO

F. T. Warner's B. C. Ltd.
LAKE MINNETONKA
AVAILABLE FOR OWNERSHIP

Entry 1962 GAGE - HACKER
Number 26 ft SPORT UTILITY
59 FAG' AN BEALEACH

F. T. Warner's B. C. Ltd.
LAKE MINNETONKA
AVAILABLE FOR OWNERSHIP

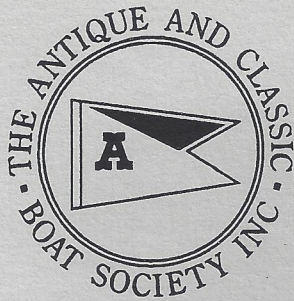
Entry 1925 FAY AND BOWEN
Number 26 ft SPORT LAUNCH
60 BLACK ARROW

Bob Mc Bride
MOON LAKE, WI

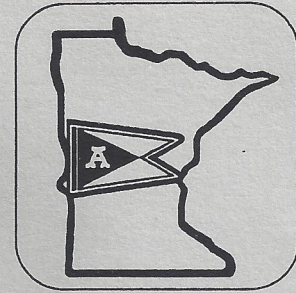
Entry 1941 CHRIS CRAFT
Number 16 ft CUSTOM RUNABOUT
61 PROFANITY

Harry & Lee Ann Allen
LAKE MINNETONKA

Entry 1956 LARSON
Number 14 ft FALLS FLYER
62



20th ANNUAL
LAKE MINNETONKA
ANTIQUE & CLASSIC
BOAT RENDEZVOUS
PRE-REGISTERED
ENTRIES



E. Ronald Day
PLANTATION, FL
AVAILABLE FOR OWNERSHIP

Entry 1956 LARSON
Number 15 ft FALLS FLYER
63

James Brown
TURTLE LAKE, MN

Entry 1948 CHRIS CRAFT
Number 17 ft DELUXE RUNABOUT
64

Stephen Plantenberg
AVON, MN

Entry 1948 CHRIS CRAFT
Number 25 ft SPORTSMAN
65 SAGATAGAN

John F. Pole
COTTAGE GROVE, MN

Entry 1937 CHRIS CRAFT
Number 19 ft CUSTOM RUNABOUT
66 BLIZZARD

F. T. Warner's B. C. Ltd.
LAKE MINNETONKA
AVAILABLE FOR OWNERSHIP

Entry 1929 DODGE
Number 26 ft WATERCAR
67 SNOOP

Dan Buesing
LAKE MINNETONKA

Entry 1958 LYMAN
Number 16 ft RUNABOUT
68

George & Jean Esbenson
LAKE MINNETONKA
AVAILABLE FOR OWNERSHIP

Entry 1955 CHRIS CRAFT
Number 22 ft HOLIDAY
69

Donald A. Stenzel
PLYMOUTH, MN

Entry 1949 CHRIS CRAFT
Number 22 ft SPORTSMAN
71 SISTERSHIP

Scott Verhey
EAGAN, MN

Entry 1940 CHRIS CRAFT
Number 16 ft DELUXE RUNABOUT
72 THANKS DAD

Don Driggs
LAKE MINNETONKA
AVAILABLE FOR OWNERSHIP

Entry 1947 HIGGINS
Number 17 ft SPORTS SPEEDSTER
73 MIDNIGHT CHARLIE

David Johnson
LAKE MINNETONKA

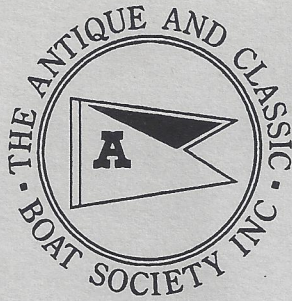
Entry 1960 CHRIS CRAFT
Number 36 ft ROAMER
74 CORISSA

Paul Tierney
LAKE MINNETONKA

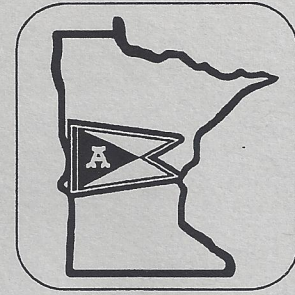
Entry 1964 JOHNSON BOAT WORKS
Number 20 ft C SCOW
75 WINDSUCKER

Paul Tierney
LAKE MINNETONKA

Entry 1959 LARSON
Number 12 ft RUNABOUT
76 THE RAT



20th ANNUAL
LAKE MINNETONKA
ANTIQUE & CLASSIC
BOAT RENDEZVOUS
PRE-REGISTERED
ENTRIES



Floyd Homstad
LAKE MINNETONKA
AVAILABLE FOR OWNERSHIP

Entry 1954 SHEPHERD
Number 24 ft CLASSIC UTILITY
77 SWINGIN' SHEPHERD

David Way-Schmitt
LAKE MINNETONKA

Entry 1948 CHRIS CRAFT
Number 40 ft CHALLENGER
78 CHALLENGER

David Way-Schmitt
LAKE MINNETONKA
AVAILABLE FOR OWNERSHIP

Entry 1948 CHRIS CRAFT
Number 25 ft SPORTSMAN
79

Roger Chafen
ST. JOSEPH, MO

Entry 1934 GARWOOD
Number 18 ft 18-35 SPECIAL RUNABOUT
80

Mike & Sue Favilla
ST. PAUL, MN

Entry 1936 CHRIS CRAFT
Number 19 ft SPECIAL RACE BOAT
81 MO MO

Don Stolz
LAKE MINNETONKA
AVAILABLE FOR OWNERSHIP

Entry 1965 CHRIS CRAFT
Number 22 ft SEA SKIFF
82

Steve Beck
PRESCOTT, WI
AVAILABLE FOR OWNERSHIP

Entry 1964 CENTURY
Number 21 ft CORONADO
83

Ron Steward
DAVENPORT, IA

Entry 1988 SELF-BUILT, DESIGNED
Number 11 ft PUMPKIN SEED SLOOP
84 PATIENCE

Tom Kelly
LAKE MINNETONKA
AVAILABLE FOR OWNERSHIP

Entry 1976 SKIFF CRAFT
Number 24 ft DAY CRUISER
85 EMMY LEA

John Goodman
LAKE MINNETONKA

Entry 1948 CHRIS CRAFT
Number 18 ft DELUXE UTILITY
86

**1995 Bob Speltz Land-O-Lakes Chapter of Antique and Classic Boat Society
Rendezvous Admissions Agreement**

Having paid an admission fee for access to this event, and received an identifying daily admissions wrist bracelet, the payee agrees to the following:

1. The admission fee and bracelet gives VIEWING access ONLY to the docks and areas of boats and other displays shown by the event. No access on or into the boats or displays is permitted.
2. The wrist bracelet must be worn at all times on the premises. Failure to do so may result in eviction at the sole discretion of the organizers.
3. The paid admission fee provides a license solely to be a spectator within the fenced boundaries and docks. Any other participation or action with any boat owner or other persons is not permitted as a part of the event, and the person having paid an admission is solely responsible for all circumstances and consequences other than acting as a viewing spectator on the grounds.
4. Any and all persons not having a daily admission bracelet are not permitted on the grounds and may be recognized and will be evicted by the property owners and organizers when such persons are identified.

PEOPLE'S CHOICE BALLOT

VOTE FOR YOUR FAVORITE BOAT IN THE SHOW

(MUST BE OVER 16 YEARS OF AGE)

ENTRY NUMBER OF YOUR FAVORITE BOAT
