



# DRY WROUGHT

Newsletter of the BOB SPELTZ LAND-O-LAKES CHAPTER  
Antique & Classic Boat Society, Inc.

Volume 19 No. 4

AUGUST 1996



## 21st Annual Lake Minnetonka Antique & Classic Boat Rendezvous

1996

Canoes

RowBoats

Outboards

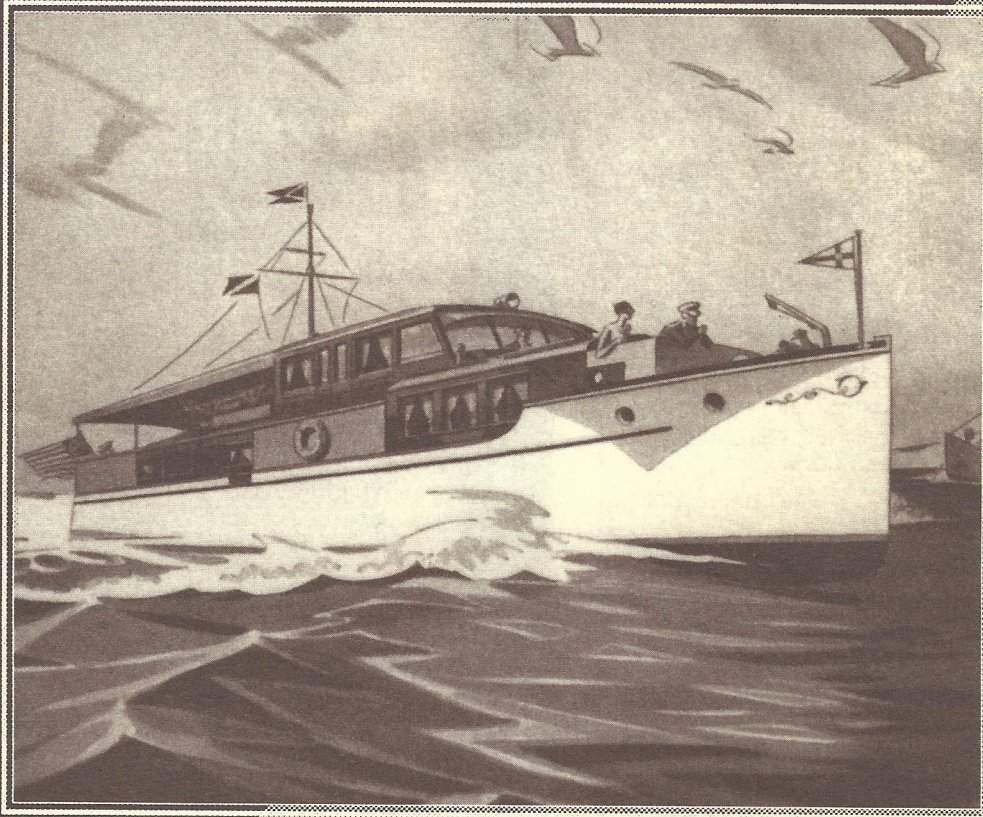
Race Boats

Runabouts

Cruisers

Sea Skiffs

Sail Boats



Music

Exhibits

Awards

Classic  
Cars

Great  
Family  
Fun!

Hosted by  
Bob Speltz Land-O-Lakes Chapter  
of the  
Antique & Classic Boat Society, Inc.

SATURDAY, AUGUST 10  
10AM — 4PM

SUNDAY, AUGUST 11  
10AM — 3PM



ON THE DOCKS AT  
EXCELSIOR PARK  
RESTAURANTS &  
CHARTERS

# Program Issue



# Grays Bay Marina

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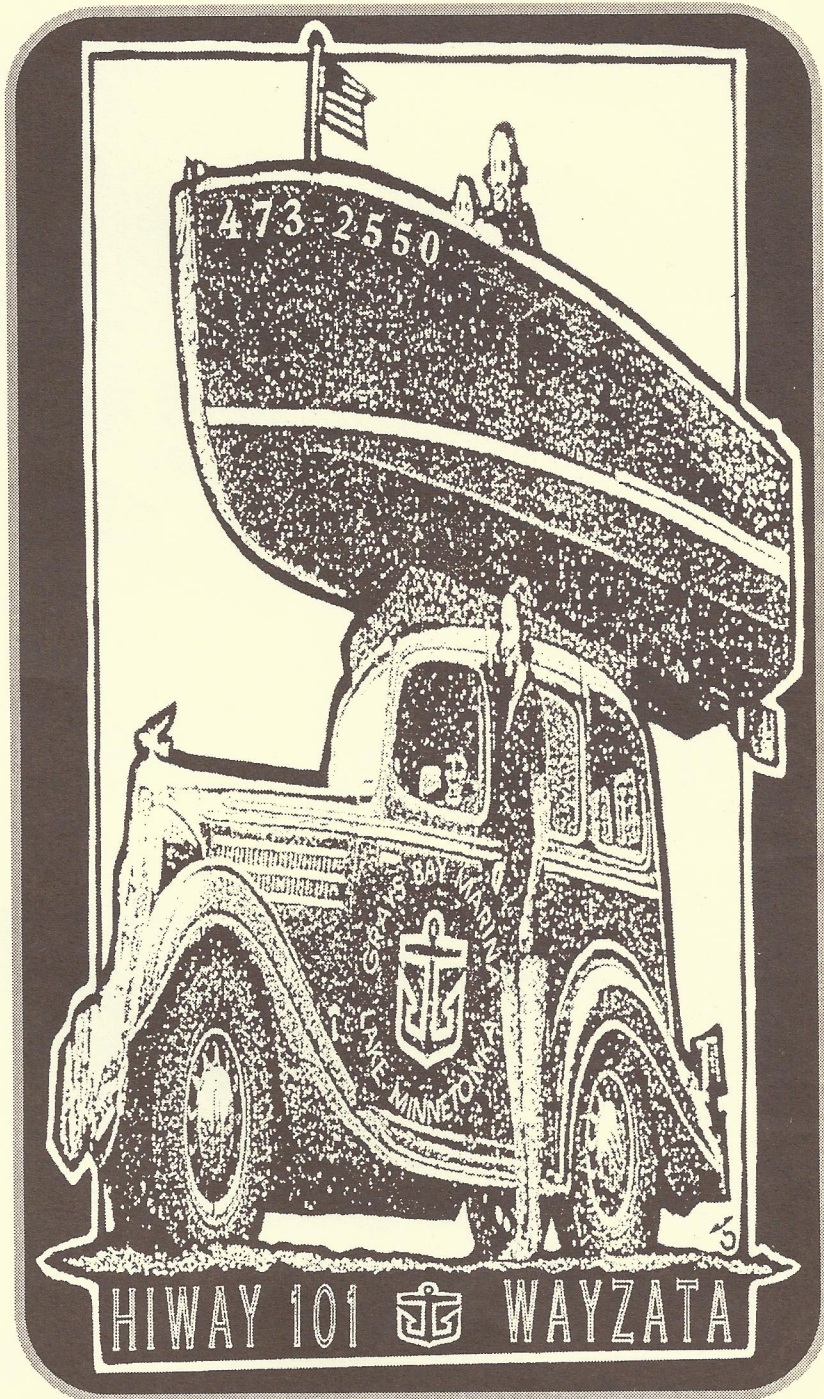
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# Bob Speltz Land-O-Lakes Chapter

Antique and Classic Boat Society, Inc.

P.O. Box 253 Mound, MN 55234



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, rowboats, 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 ACBS *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 380 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 80 antique and classic boats in the water and additional boats and displays on land.

For further information, please call 612-906-9414.



## Bob 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 his first book, "**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 six volumes preserves Bob'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 their only Life Member, and in 1994 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

## A Tribute To Angie Speltz

by Peggy Merjanian

Bob's mom, Angie, was a staunch supporter of Bob's passion. She stood by him not only with a mother's love, but as a partner, business associate, and number one fan. After Bob's passing, she continued his work with the same fervor as always - if not more so. Her dedication and love of her family were unmatched.

I had the good fortune to have met her such that she knew my name - and somehow that was always such an immense honor for me. That's how she affected people. Whenever I had the occasion to call on her for help with articles or material, she extended her self to accomodate me. To know her was to love her - just as she loved everyone and she was everyone's "mom." We lost a treasure when she died this past February. Included in the funeral program was this message from Angie:

*A MESSAGE TO MY LOVED ONES:  
Have no fear for what tomorrow may bring.  
The same loving God who cares for you today  
will take care of you tomorrow and every day.  
He will either shield you from suffering  
or give you unfailing strength to bear it.  
Be at peace then, and put aside  
all anxious thoughts and imaginations.*

*All my love,  
Mom*





**21st ANNUAL LAKE MINNETONKA  
ANTIQUE & CLASSIC BOAT RENDEZVOUS  
SCHEDULE OF EVENTS**

**BSLOL WISHES TO ACKNOWLEDGE**

**Friday, August 9 - 7 PM**

Welcoming reception for members and participants.

**Saturday, August 10 - 10 AM to 4 PM**

In-the-water and land displays of boats at the docks of Excelsior Park Restaurant. Ongoing interviews with boat owners, displays, merchandise for sale, special events, and much more! How-To Workshop conducted by chapter members. See below for details.

**5:30 PM Cocktails - 6:30 PM Dinner**

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

**Sunday, August 11 - 9:30 AM - 1:30 PM**

Brunch at the Excelsior Park Restaurant.

**Sunday, August 11 - 10 AM to 3 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. How-To Workshops conducted by chapter members. See below for details.

**Sunday, August 11 - 2:00 PM**

Awards Ceremony in the main tent area."

**Sunday, August 11, - 3:00 PM**

Casual boat tour of beautiful Lake Minnetonka. Anyone interested in enjoying their boat is encouraged to participate.

**Bil and Karen Hawks**

gracious hosts of our Welcoming Reception

**Tim Heitman**

for our beautiful posters and the computer-drawn cruiser displayed on our cover.

**Kris Anderson**

of Signature Marketing Consultants for her terrific work in getting media coverage throughout the Twin Cities.

**Driscoll's SuperValu, Shorewood**

**Shorewood Warehouse Liquors**

**Len Pangborn**

for his display of Antique Outboard Motors

**Paul Mikkelson**

for the display from his Falls Flyers Museum

**Dick Dahlquist**

for his display of 1/4 scale Century Sea Maid

**F. Todd Warner**

for bringing the 26' Ramaley "Moonahontas" subject of our feature article today.

**David Burns and Joanne Warren**

of Ottawa, Canada - our judges for this event.

**How-To Workshops**

Workshops conducted by Sherwood Heggen and Jerry Valley will be held on both days. Please check at the registration tent for times and specific location.

**Saturday:** Demonstration of proven techniques, tools and materials for accomplishing each of the following:

- Fabrication and fastening of deck planks
- Deck sanding, caulking and staining.
- Sanding, varnishing, sanding of varnish
- Painting of stripes

**Sunday:** - Wooden boat inspection

- Dry rot - how to recognize, where to look
- When wood can be saved
- Examples of dry rot, dry wood, gummy wood, oil soaked wood.
- How to refurbish planks that can be saved
- Refurbishment of white oak stems

**402 Second St., Excelsior • 474-7232**



## BOB SPELTZ LAND-O-LAKES CHAPTER

Antique & Classic Boat Society



The Dry Wrought is published bi-monthly on the even months (Feb., Apr., Jun., Aug., Oct., Dec.). All articles, ads, items, etc. must reach the editor NO LATER THAN the THIRD WEEK of the odd number month preceding the next published month (Jan., Mar., May, Jul., Sep., Nov.). Any questions, exceptions, special requests, should be addressed to the editor.

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### THIS MONTH'S CONTRIBUTING EDITORS:

Bob Johnson      Jeff Stebins  
Peggy Merjanian      Jerry Valley  
Steve Merjanian      Todd Warner  
Chuck Petersen

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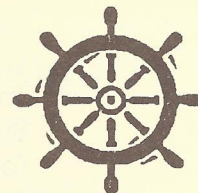
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Steve Mittelstaedt      544-9826 (h)  
930-9318 (w)

### PAST PRESIDENT

F. Todd Warner      472-6290 (h)  
470-7851 (w)

## FROM THE HELM



Welcome to the 21st Annual Lake Minnetonka Antique and Classic Boat Rendezvous. All of us affiliated with the Bob Speltz Land-O-Lakes (BSLOL) Chapter of the Antique and Classic Boat Society hope that you will enjoy the display of boats.

Many of the boats you will see today are original, have never been restored, but have been lovingly maintained throughout the years by their owners. Other boats have been rescued from the burn piles and restored either professionally or by the individuals who own them. Either way, we love our boats and enjoy sharing our pleasures with all of you in attendance.

It has been estimated that only half of the original boats manufactured are still in existence today. As production was originally small, it is not uncommon to have remaining only one or two of the models you see today. Even among the larger productions such as the Chris Craft Sportsman (also known as a utility) you'll find only 1,000 or so still around today; yet the purchase price remains quite affordable.

The BSLOL, which is part of the national organization of more than 7,000 members, consists of over 380 members. We are a strong and active club organized to promote and preserve antique and classic boating. Through the national and local levels, we offer social activities, expert guidance in restoring and preserving these wonderful watercraft, discount programs, and technical assistance regarding maintenance issues. Should you wish to acquire a vintage boat, we have members who will happily guide you with networking. Whether you own, intend to purchase, or just like being around these boats, we encourage you to join our chapter.

We work hard to organize this display and present to you the wide variety of wood boats, motors, and other items associated with antique and classic boating. Your \$3.00 contribution to access the docks helps tremendously in defraying the costs of presenting a show of this caliber. Thank you for your help and thank you for participating in this year's gathering. We hope to see you again.

*Jeff Stebbins*  
*President, BSLOL*

### WELCOME PARTICIPANTS, MEMBERS, & VISITORS!

This PROGRAM ISSUE of the BSLOL's newsletter *DRY WROUGHT* is dedicated to the 21st Annual Lake Minnetonka Rendezvous.

Once again, we present to you a collection of magnificent watercraft from the past. We are very glad you came and wish you an enjoyable visit to a bygone era of boating.



## RENDEZVOUS COMMITTEE CAPTAINS

General Chairpersons: Jeff Stebbins  
 Steve Mittelstaedt  
 Todd Warner

Show Bosses Dave & Shari Arundel  
 Promoton & Steve & JaneAnn Davis  
 Public Relations. Chris Anderson  
 Awards/Judging: Bob Johnson  
 Todd Warner

Posters: Jeff Stebbins  
 Tim Heitman

Program: Peggy Merjanian

Event Recording:  
 Video:. Erik Gustavson  
 Photos. Steve Merjanian

Merchandise Sales John Kinnard  
 Jerry Valley

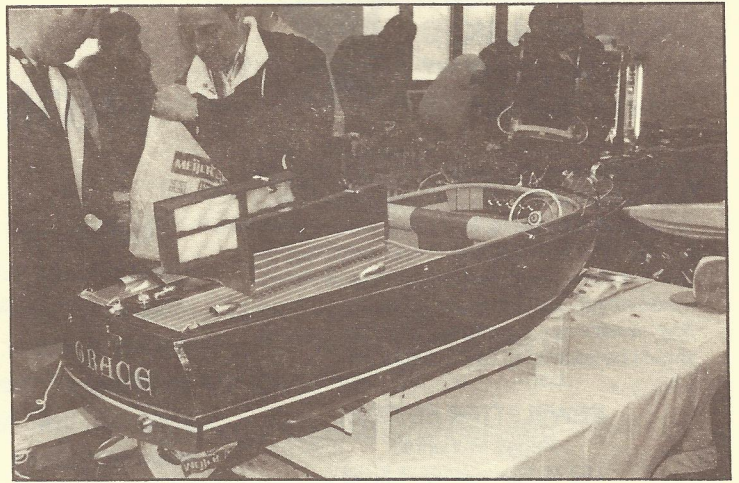
Friday Night Event: Todd Warner,  
 Dana Bruzek  
 Social Committee

Saturday Night Event: Jeff & Nancy Stebbins  
 & Social Committee

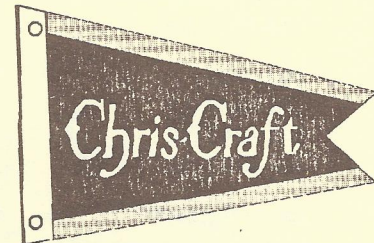
Hospitality/Invitations John Kinnard  
 & Registration: John McCurry  
 Ken Patz

Special Displays: Sherwood Heggen  
 Jerry Valley

Finance/Accounting: Jerry Valley

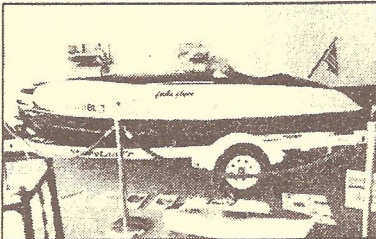


**1/4 Scale Model of a  
 Century Sea Maid**  
 on display at the show by  
 owner, Dick Dahlquist



### 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.



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## CLASSES OF BOATS / AWARD CATEGORIES

Antique Utility	Under 20 feet	Antique Utility	20 feet & over
Classic Utility	Under 20 feet	Classic Utility	20 feet & over
Antique Runabout	Under 20 feet	Antique Runabout	20 feet & over
Classic Runabout	Under 20 feet	Classic Runabout	20 feet & over
Contemporary Classic		Best Antique Cruiser	
Sailboat	Any Year	Best Classic Cruiser	
Best Canoe	Any Year	Best Outboard	Any Year
Best Historic	1914-or Older	Best Rowboat	Any Year
Best Lapstrake Hull	Under 24 feet	Best Special Interest Boat	
Best Lapstrake Hull	24 feet and over		

## ADDITIONAL AWARDS

Rookie-of-the-Year	The coveted DRY WROUGHT AWARD
Best Century	Best Higgins
SKIPPER'S CHOICE AWARD*	Best Presentation of a boat
PEOPLE'S CHOICE AWARD**	Bob Speltz-Real Runabouts Award
Judge's Choice Award	Best of Show
Mathison Award for Best Engine	Hopkins Award for Best Instruments

Best Professional Restoration .....	donated by the Warner Family
Best Amateur Varnish Job .....	donated by Mitch La Pointe's Classic Boat Connection
Best Amateur Wood Working Job.....	donated by F. Todd Warner's Bristol Classic's
Best Original Boat .....	donated by Tom Juul's Alexandria Boat Works
Weirdest Boat Entered .....	donated by Big Bob's Boats

All awards will be judged by a panel appointed by the Judging Committee except:

\* Voted on by the skippers of all the boats entered.

\*\* Voted on by anyone attending the Rendezvous 16 years of age and over.

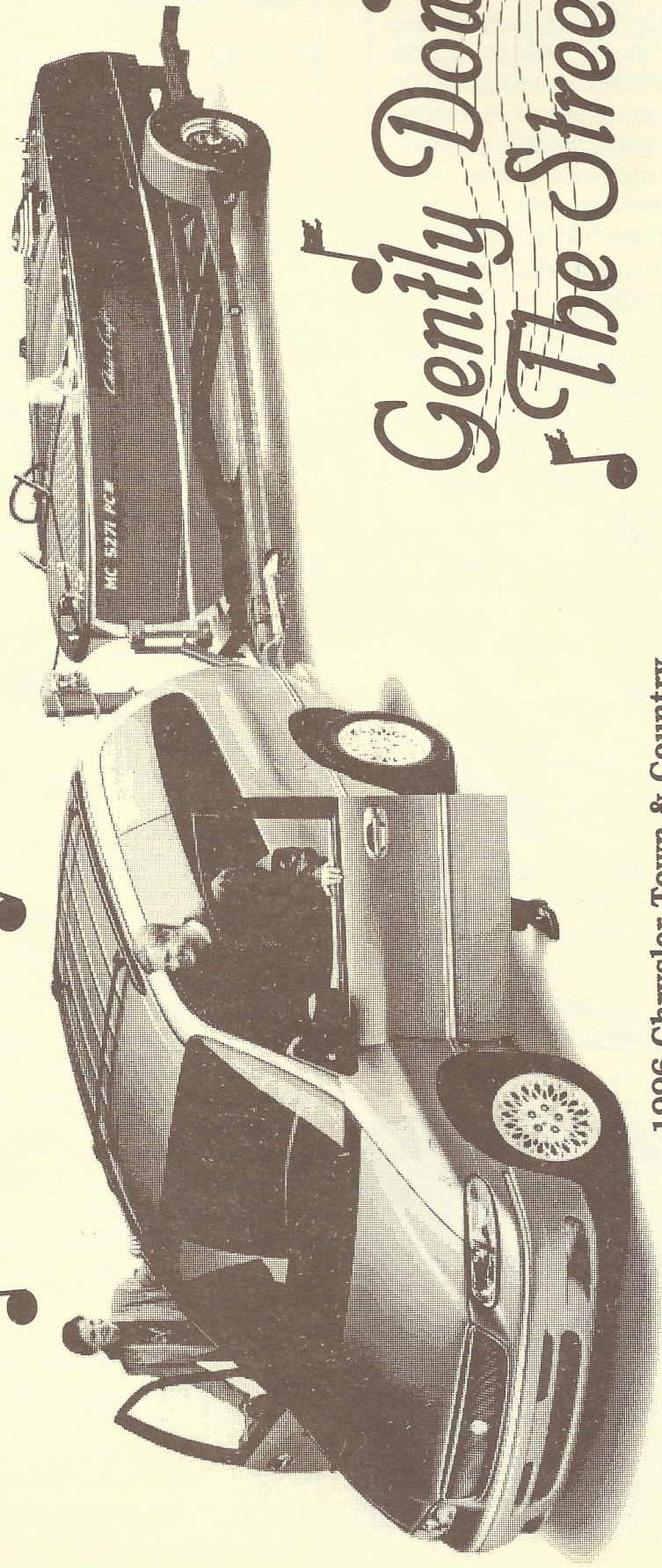
**PICK UP A LIST OF ALL  
BOATS ENTERED & YOUR  
BALLOT TO VOTE FOR  
"PEOPLE'S CHOICE" AWARD  
AT THE REGISTRATION TENT**

## BOAT-CLASS DEFINITIONS

HISTORIC .....	built prior to 1915.
ANTIQUE .....	wood or metal hulls built between 1915 and 1942.
CLASSIC .....	wood or metal hulls built between 1945 and 1968.
CONTEMPORARY CLASSIC.	wood or metal hulls built after 1968.
LAPSTRAKE .....	built with planks that overlap as apposed to a smooth side.
RUNABOUT .....	engines under decks and do not have a passage between seats.
UTILITY .....	has a passageway between seats and the engine is contained under a seat or enclosed in a box that you can walk around.
CRUISER .....	primarily designed to sleep aboard.
ROW BOAT .....	displayed without any other power other than oars.
OUTBOARD .....	where an engine mounted on the transom is the primary motive power.
SPECIAL INTEREST .....	does not fall into any category but the chapter feels is worth displaying.
ORIGINAL .....	still has all it's original components as shipped from the factory. Re-varnishingthe original stain and re-painting the bottom is allowed as long as original specifications were followed




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## Outboard Corner

**"The Question of Size"**

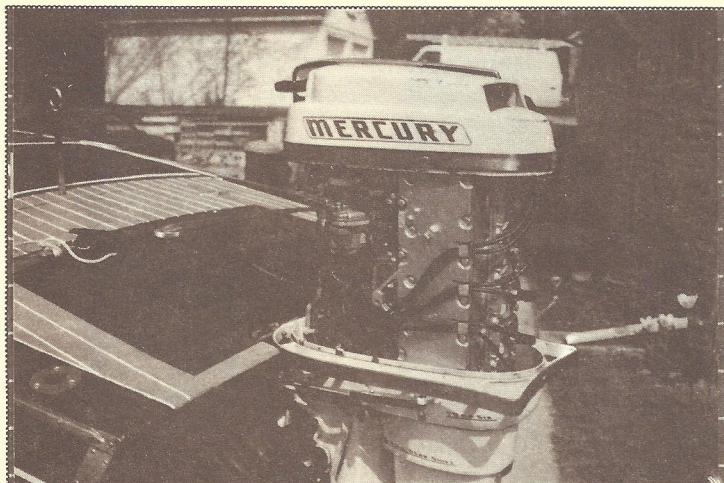
by Chuck Petersen

My outboard racing career, like my early boating days, began with two-cylinder engines. The Merc 25SS race engine was basically a stripped down model 200 fishing motor with larger carb and advanced electronics. With the light non-shift tower and Quicksilver gear foot, the tiny rig could be lifted with one arm and when underway, was barely noticeable on the transom. Unfortunately, at 245 pounds, I was barely noticeable on the race course!! It was time to step up to the larger class C and D four-cylinder motors. With plenty of power, weight was not the issue. Skill and propeller choice was the key now. These engines needed two hands but were still light for all that power.

When switching from racing to classic boating, the four-cylinder Merc models continued to provide good service and the individual components were manageable enough for even a small workshop. I became very comfortable and confident when working on these motors.

Well, in the quest for a boat big enough to handle Lake Minnetonka, I restored a 1957 Century Palomino 16 foot. After a year of running with a Merc model MK55 four-cylinder, I decided the boat needed more power and better weight distribution. The problem was that the perfect solution meant stepping up to a six-cylinder model to maintain proper vintage. Six cylinders!! What a monster! Just getting the thing down my basement stairs and into the shop required a weight belt and a few choice words. Even the bare block seemed huge by comparison to what I was used to. Fortunately, my brother Jim found a factory motor stand strong enough to hold the beast. My next article will deal with this project and how to overcome the logistical questions involved.

Happy boating !!!



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9:30am - 7pm Mon-Fri      10 am - 5pm Sat      1pm - 4pm Sun

Darel and LaVerna Leipold

**Love Me, Love My Wood Boat**

by Peggy Merjanian

I arrived in the Twin Cities in January of '83. Boats were the furthest thing from my mind - I was here on business. Circumstances beyond my control kept me here far longer than the original plan of 3-4 months. By the summer of 1984, I was well involved with what was to become my future in varnish.

It was a 25 foot Chris Craft Sportsman and, as every wood boat owner knows, there is no such thing as just a "little" involved. Living with an engine expert broadened my scope. As early as March, the calls began - from all over - looking for help with carburetors, head gaskets, fuel pumps... Before long, I was attending meetings where controversial issues of great magnitude were discussed: foam versus bristle brushes for varnishing, the number of coats of varnish as a minimum, the drying time between coats, and a host of other critical concerns of this very unique group. Needless to say, I was fast acquiring an education in areas I never dreamed existed. Oh, but there was so much more! Official "on-the-job training" began as I sanded, painted, pin-striped, applied letters, unscrewed everything that shined and/or was removable, polished or sanded and varnished it, and screwed it back on.

All of this for a very narrow window of maybe three months of absolutely the best boating ever. There's a certain something about wood boat lovers that's contagious and all-encompassing. It's in my blood now and I wouldn't have it any other way!!



# BSLOL CHAPTER CALENDAR OF UPCOMING EVENTS

**R** Thursday-Sunday, 15/18  
Antique Race Boat Regatta '96 - Clayton, NY

## SEPTEMBER

**R** Saturday, 21st  
Mississippi River Trip - Details below

## OCTOBER

**R** Sunday, 6th  
Annual Fall Colors Brunch & Lake Tour

**R** Wednesday, 16th  
General Membership Meeting  
Topic: Pull Out and Put Away

## NOVEMBER

**R** Wednesday, 20th  
General Membership Meeting  
Election of Officers for 1997

## DECEMBER

**R** Sunday, 8th  
Annual Holiday Gathering

**☎ BSLLOL InfoLine: 906-9414 ☎**

**ATTENTION MEMBERS:** For details on the next upcoming event, call the InfoLine. If you require more detail, please leave a message. Your call will be returned.

## RIVER CRUISE DETAILS


**Saturday, September 21**

**Depart from Watergate Marina at 10:00.**

If you have never boated on a navigable river, this is an opportunity to learn about currents, channel markers, and going through a lock (at Hastings). For those who want to go but don't have a boat, call the InfoLine and leave a message. We will make the necessary arrangements. An itinerary and map on how to get to Watergate will be mailed shortly before the trip to those who leave their name on the InfoLine. Last year's trip ( six people, one boat) turned out to be a great fun day. Watergate has a very good launch ramp with a dock alongside and plenty of room to park trailers and vehicles - a gas dock too!

BSLOL will be hosting the **SPRING QUARTERLY MEETING OF THE NATIONAL ACBS IN MAY, 1997.**

Keep your eye on the **DRY WROUGHT** for more on this exciting event!

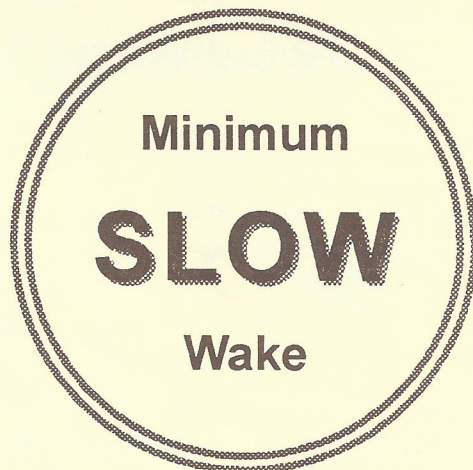
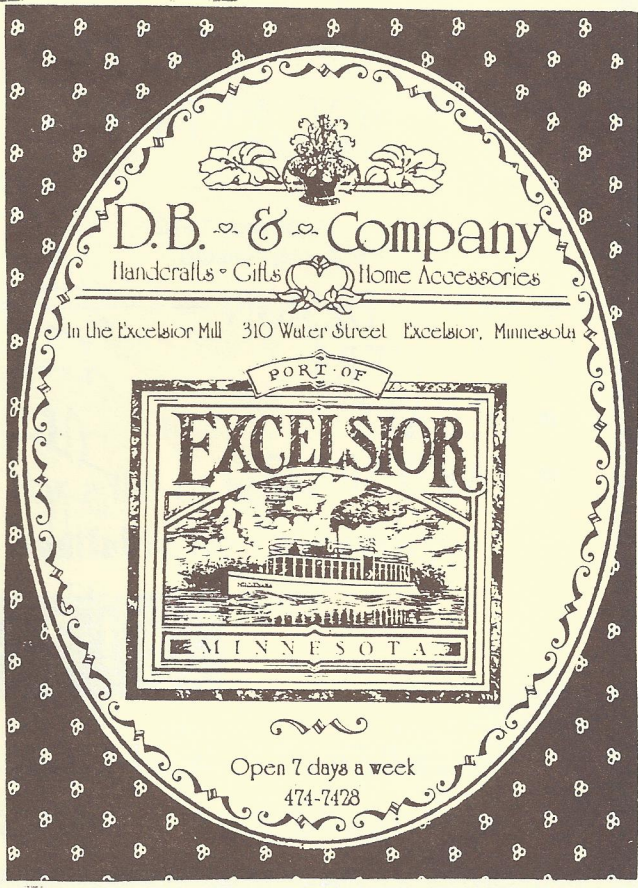


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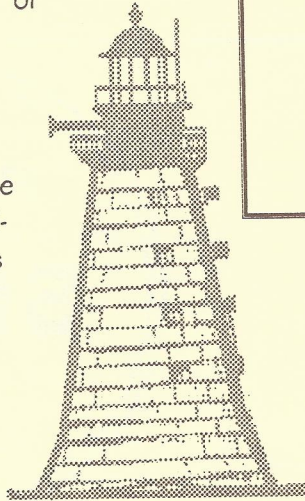




## The Simple Life

On a very warm evening in July, approximately 35 BSLOL members met at the Caribbean on Lake Minnetonka for the monthly general meeting. ("Meeting" in the thick of the summer is a misnomer; only very critical issues get attention.) The prime focus is boating - as it was on this evening and socializing is always present. We fairly dominated the deck area of the restaurant and every table was buzzing with "boaty" conversation of one form or another.

When everyone satisfied their hunger, it was a mass exodus to the boats. There isn't a more peaceful and beautiful sight on the water than a string of these magnificent watercraft putt-putting across the lake. It was a perfect evening.



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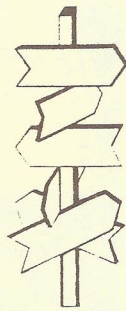


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# AWARDS & JUDGING

by Bob Johnson

## AWARDS

Last year's award paddles proved to be too expensive and labor-intensive as a viable award. This year we will be having small varnished and painted transoms with appropriate decals applied. Todd Warner's Bristol Classics has volunteered to cut out, stain, varnish and paint the wooden transoms. These should be valued treasures for the winners.

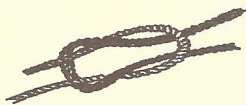
Due to increased interest in Lapstrake boats and Cruisers, we will split these out into Lapstrake under 24' and Lapstrake 24' and over and Antique Cruisers and Classic Cruisers. We also intend to keep the "special awards" the same as last year since they were very well received and their sponsors at \$50 each helped defray expenses.

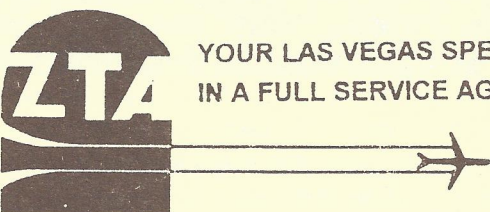
The Awards Ceremony will be only on Sunday afternoon and we will attempt to keep it short and sweet.

## JUDGING

Again this year, judging will emphasize fun and enjoyment over competition. To this end, we have increased the categories over and above the standard classes. We have also maintained our old system of just determining the best boat in each class rather than using the 100 point system on each boat. This judging technique has two big advantages: first, the judges can complete the process relatively easily and quickly. Second, the people who didn't win didn't get any negative feedback in the form of point deductions inherent in the 100 point system. This technique eliminates that. This system seems to suit us best. For those who would like a detailed critique of their boat, we will provide this on an informal basis if you let me know.

Last year, we had out-of-town judges to eliminate the "hometown" decision factor. This year, we are pleased to welcome David Burns, Director-at-Large of ACBS National, from Ottawa Canada and Joanne Warren, also of Ottawa. They will be assisted by myself (Bob Johnson) & Mike Favilla.





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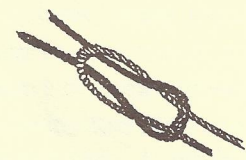
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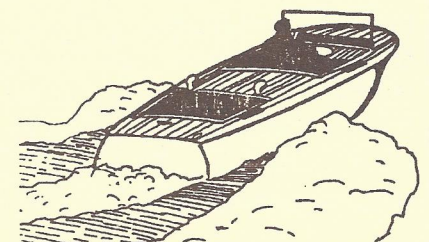
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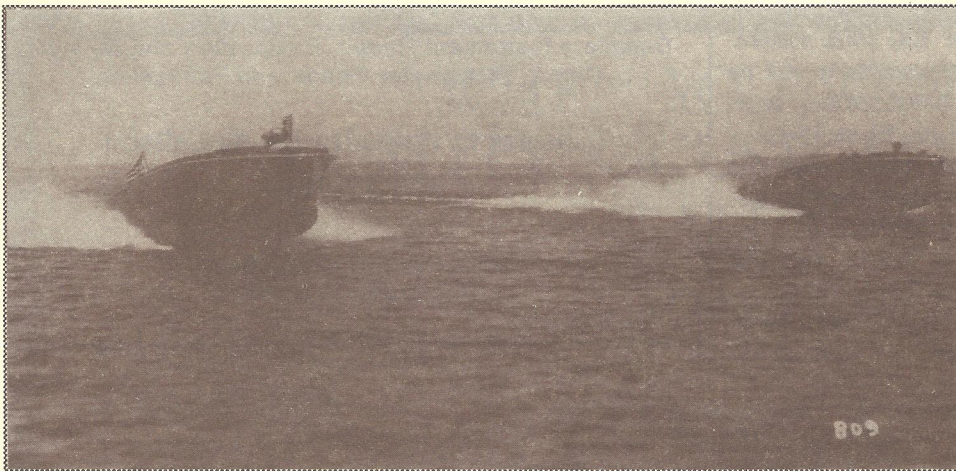




# The Moonahontas Comes Home

by F. Todd Warner

The call came on the 29th of March, not unlike many other calls I receive on a daily basis. Someone had left a message about an old boat that we might be interested to buy. This one was unusual in that the year they quoted their boat was 1927 and they called it a "Fury". The Fury name meant nothing to me, but later would weave itself into this story. So I returned the call and asked if they had any pictures, as the boat was some distance away and I thought it would be easier to see it this way. The one thing that really peaked my interest was that they said their dad who passed away last year, had this boat in the barn for 50 years and it had a big airplane motor in it. Of course, this really got me excited! I went over and met with Bev and Kurt Greenley and she brought out 3x4 black and white photographs that had been taken when she was just 3-5 years old (sometime around 1947-48). I looked at the pictures and the first thing I said to Bev was, "I think there's something very magical going on here and I'm not sure what it is." The pictures allowed me to immediately identify this boat as a Ramaley.



Ramaley Boat Works was a very large boat-building firm on Lake Minnetonka and White Bear Lake, Minnesota. Gene Ramaley and GarWood were fierce competitors in the racing boats of the 1920's. The boat in the pictures was one of 6 boats that were known as the Miss Liberty Ramaleys. The reason I was able to identify this particular boat was because I have a photograph that came from the archives of the Ramaley Boat Works. It had a Ramaley stamp on the back and it pictured two boats racing. One of the boats was the Moonahontas, which was driven by my grandfather Harold Warner, and

the other was a picture of the Roweda, which was owned by Dan Bull, chairman of the Cream of Wheat Co.

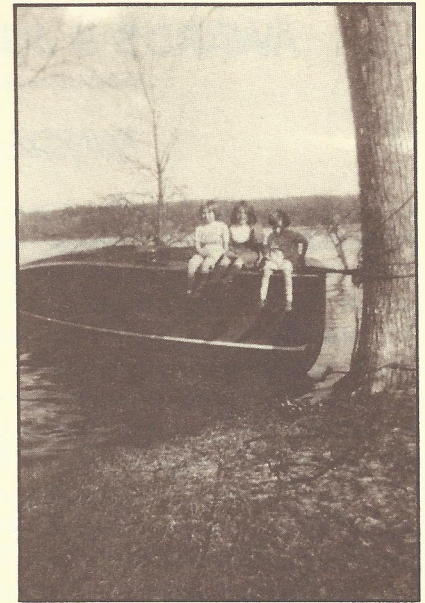
Harold and Dan Bull were neighbors and they both had identical boats.

As I dug a little deeper on the story of that photograph, I talked to my dad Frank Warner. Frank shared a story about this race that's kind of

special. Every Sunday, weather permitting, Harold and Dan would fire up their Miss Liberty Ramaleys and go for a boat race. Both boats were equipped with 220 hp Hispano Suiza, Wright Aviation, 90 degree V8 engines. The race would ensue beginning in 1928, when my grandfather acquired this boat, and went on for some time. It turns out that Dan Bull would always win with his boat, and he'd always give a little gentlemanly salute to

Harold (which was a little like rubbing salt into the wound!) Harold, being the competitive sort that he was, didn't like losing. When my father, was 15 years old, they went to Gene Ramaley's boat shop on a Monday (after losing the Sunday race). They pulled out the 220hp Hisso and installed a Wright Aviation HE Hispano Suiza, 1127 cu. in., 365 hp engine. This was done under great secrecy! As my dad tells the story, he even got paid a little hush money (about \$25, which was a substantial sum in the 30's) to keep the lid on that they'd

managed to sneak a new motor into the boat. When Sunday's race came around, Dan Bull and Harold Warner fired their engines. Harold planned and bided his time; it was a moment he had waited for for years. As soon as Dan Bull gave the special little salute to Harold in the next Sunday race, Harold got a glint in his eye and poured the coal into the H-3! Dan Bull's eyes were as big as toilet bowls as the "Moonahontas" roared and leaped, twisted and turned up to its 65 mph unsafe speed and left Dan in the dust. Evidently, this was a moment of immense satisfaction to Harold. My dad tells this story with great reverence today.

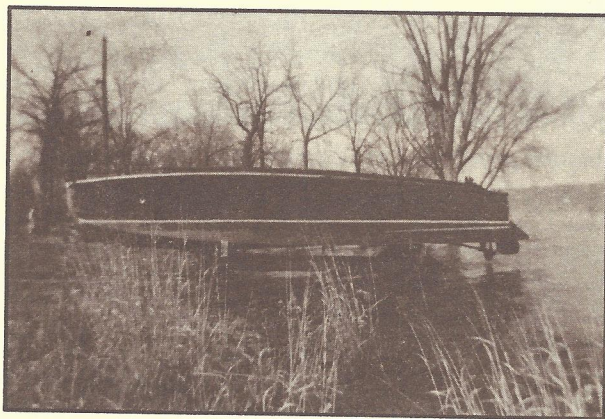


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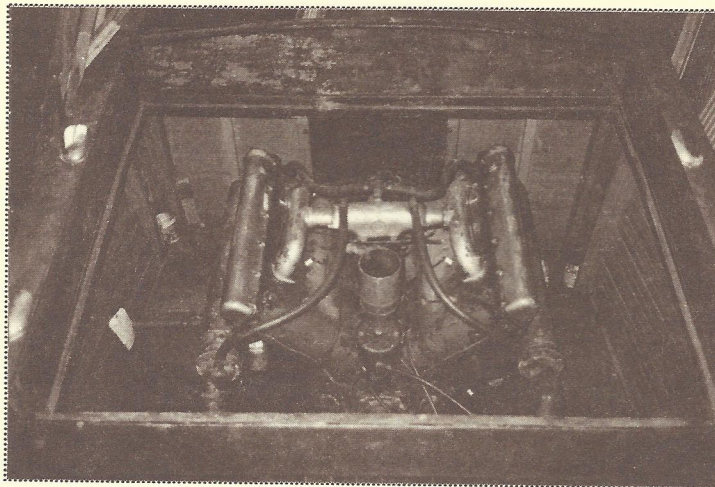


So, as I sat down and continued my first look at the pictures of the Ramaley boat, I couldn't help but think about the fact that my grandfather had owned a boat like this. As we discussed the timing to go view this boat, it was obvious our schedules were not going to mesh since it would take an hour and a half each way. When I came home and shared with Dana that I'd seen these photographs and that it would take a few weeks before we could see the boat, she promptly informed me that she had no intention of sitting around with me anxiously awaiting to see this boat for 2-3 weeks. She insisted that I call back that night and make arrangements to see the boat the very next day. She was absolutely right! I called the Greenleys back and said we've got to go tomorrow and see this boat!

On Saturday morning, we drove towards the St. Croix river, down to Mahtomedi and pulled into a fairly unimposing two-story house with a Butler building in the back. We went through the door and there stood a **MONSTER** of a boat. She had twists, curves, depth and beam like I'd seen in no other boat. I removed the 50 year old canvas and found a leathery, bubbled varnish affected by being in a hot barn for 50 years. I looked fur-



ther and found the keys still in the ignition, the original stern pole, and the original Hispano Suiza operation book. I opened up the three-piece engine hatch and saw a monster V8 engine! The plate on the transmission said, "The Capital Hispano Suiza 220 hp built by the Auto Engine Works of St. Paul, MN." I'd seen Hisso's before,



but wasn't quite sure what I was looking at. Everything had been untouched. I couldn't really believe I was standing in a Ramaley boat that to the best of my knowledge, was the only one known to exist. Consequently, after spending a couple hours with the boat, I heard stories about

Bev's Dad and how he ran this boat, put it into storage in the early 1950's and always promised to restore it. Unfortunately, his lifetime passed and he never got to it. It just didn't happen. Bev shared with me that a couple of other people had been to see the boat. Of course, my heart started to beat a little faster because I didn't want anyone to invade this territory I was in. Consequently, we came to an agreement and I bought the boat. Upon going through all the paperwork, I came to understand why the name "Fury" came up. Here I found the original Coast Guard documentation papers, dated 1942, that Bev's dad had registered the boat on and called it the "Fury". From every story I've heard about the boat's performance, that name was also warranted.

It's April 1st (April Fools' Day) and I had this absolute pleasure of calling my dad and telling him the story of this Ramaley I'd found. I went into great detail and description, which set the hook, and truly built and embellished the story about the "Old Ramaley in the barn" for my dad. When I was through, I then said those two joyous words, "April Fool!" There was a deafening silence. I could feel my father go into complete free fall. As I waited for him to bounce (a term used for parachutist's whose chutes don't open), he said "Ahhh, you got me!" It was not very often that I got one up on my dad, but this one felt good right down to my toes! So after he went on and on about how I really got him going on April Fool's Day, I went back in to resuscitate him with the magic sentence, "No, dad, the story is true. Tell me more about the Moonahontas. Consequently our discussion brought us around to the Hispano Suiza engine. I said it had the 220 hp plate and he assured me it was not the Moonahontas because it had the small Hisso in it. My father even remembered that when they were in Gene Ramaley's shop, the Hisso (the H-3) was so big that they had to extend the engine compartment 15", move the seat in back of the front cockpit forward 15"

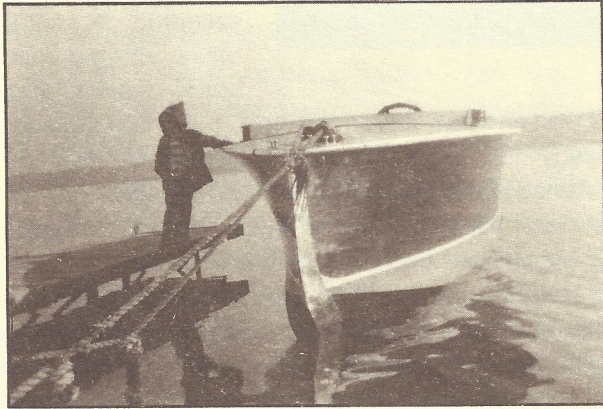
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just to make the engine fit, but still look like the original.

The next day I returned to the barn because I had to touch and feel this boat again; I needed to get to know her. As Dana and I were finding more archival treasures, paperwork, etc. we started looking a little closer. Lo and behold, the engine compartment was extended 15", the engine hatch covers were extended 15", and the seat frame had been moved. I looked at the letters of the engine and it said H-3. I called Danny Acierno in Long

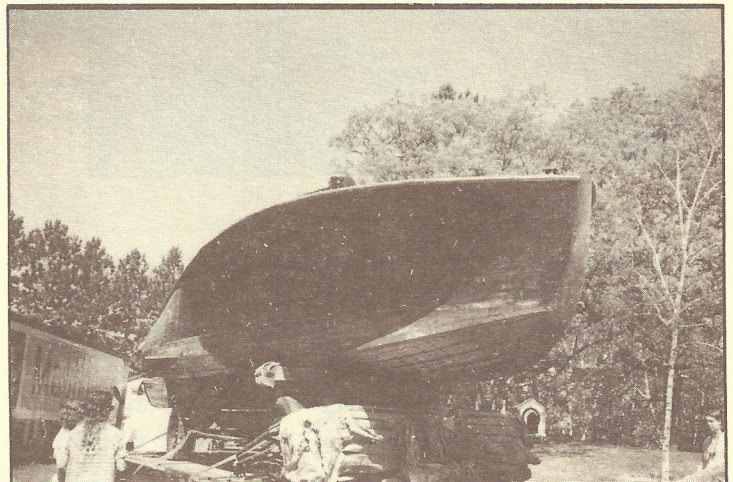


Island and said, "Danny, it's an H-3, what do I have?" He replied, "God, it's one of the big ones! It's the big 365 hp!" It was then that I was assured that I had in fact found the Moonahontas. Not only did I find her, I owned her! I bought back my grandfather's boat that was in our family from 1928 - 1938, the boat Harold had purchased from Ralph Burnet in 1928 for \$5,000.

At this point, my dad was pretty excited to know that I had found the boat, purchased it, and was absolutely positive it was Harold's boat. On Wednesday morning, my dad and I drove out to the barn together, and went in and looked at the Moonahontas. My dad was 15 years old when the boat was sold so his tentative years were very attached to the thrill of this speedboat. We climbed up into the boat together and something very magical and special happened. My father started telling stories about his dad, the grandfather I never met or knew and was now getting a very special peek at. For two and a half hours, my dad told stories about his dad, stories I had never heard before; stories about his character, the nature of his personality and his competitiveness. I could tell how special my dad's dad was to him and now it was becoming special for me too. The time warp that we fell into is something that only fathers and sons can share. As we ripped the vinyl off the seat back with a knife and revealed the original 5" channel burgundy leather underneath, Frank said "burgundy - Harold's favorite color." It was also

the color of the pair of Auburn Boat Tail Speedsters that he owned. When my dad saw the engine compartment and the great bit intake for the carburation system, he said "Yeah, that's where I put the board over to choke it to get it started!" More stories ensued which included the Piper Memorial Trophy Race of 1938 in Wayzata Bay. At this point, the other Ramaley boat, the Roweda, had been retired and Dan Bull had moved up to a much more conservative 19' Chris Craft with a small 6 cylinder engine. Harold sat on the sidelines with my dad and observed the smaller 30 mph boats going around the course. He fired up the Moonahontas, poured the coal to it, bucking, rolling, snorting, 60+ mph and put on a show for the thousands of spectators on the shore. After the show was over and was heading back to Huntington Point, he passed Dan Bull again (in Dan's new modest, slow-paced Chris Craft) going full speed ahead! Once he went around Huntington Point, all of a sudden the smoke started coming from the engine compartment. With the four Warner boys in the boat, Harold said, "Hit the water boys, she's on fire!" Harold was back there with the pyrene squirting the fire out. Luckily she didn't blow and luckily she didn't burn. But as the story turns around, there's Harold dead in the water, the big old Moonahontas smoking - and who comes around the corner in his 1938 19' Chris Craft but Dan Bull. "Need a tow, Harold?" shouts Dan. This really was a good cap to the story.

The mystery that surrounds the resurfacing of the Moonahontas continued on July 20th as I arrived at Clear Lake, Iowa for their Antique and Classic Boat Show. I had photos to share with old friends about the Moonahontas and sat down to tell the stories. The first photo in my binder came from Bob Speltz' Real Runabouts. As an older gentleman sat down beside me, the first words to come from his mouth were, "Oh, that's the Roweda." Very stunned, I asked how he knew that. Rance Lane (the older gentleman) proceeded to describe how he used to own the Roweda and run the speedboat concession on Clear Lake. It turned out that the Roweda became the very famous



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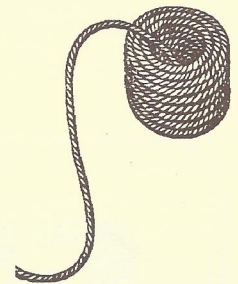
"Rocket" of Clear Lake, Iowa. It seems that Rance Lane had owned and worked for Curly Lewis, operator of Lewis Boat Lines. He couldn't believe that the sister ship to the Roweda was still in existence and I couldn't help but enjoy his bright eyes and racing memory that had come back to life over one of the most famous Clear Lake attractions.

In conclusion, I believe that higher powers were at work reuniting me with my grandfather's boat. It is something that has joined three generations of wood boaters together and has given a link unlike no other for the rest of our family to come together. Everybody has a story to tell about the old boat. This entire experience has given birth to something even more important. As a result of finding the Moonahontas, I was able to join together John Palmer, President of Minnetonka Boat Works for 40 years, Bill Ramaley, grandson to Gene Ramaley, my father and myself. We have formed the Minnesota Speedboat and Boat-Builders Preservation Society. It is our hope this might be the vehicle to join together the people who owned or worked for Minnesota-based boat building companies and their stories to be preserved and record-

ed, both in audio and visually, for future generations. It's my intention to show the Ramaley as found for the next couple of years so people can enjoy this great find just as I found it. After that time, we'll give her a complete restoration - wicker chairs, black and white checked flooring, burgundy leather and a powerful H-3 Hisso to again grace the waters of Lake Minnetonka. There are not many high points in a lifetime; they need to be savored; they're special and they are few and far between. This was truly a highlight in my life.

*I would enjoy hearing from anyone who might have ridden on the "Rocket" or recalls any stores that should be preserved. Please feel free to contact me . As time passes, more information is surfacing in this unique series of events. Watch the Dry Wrought for the continuing saga.*

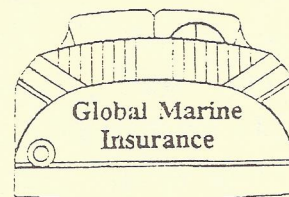
**Editor's Note:** F. Todd Warner, owner of Bristol Classics, Ltd., was one of the "Founding Fathers" of the (then called) Land-O-Lakes Chapter of the ACBS and has served as President in 1993 and 1995. He was instrumental in organizing the Minnetonka Boat Show, now in its 21st year.



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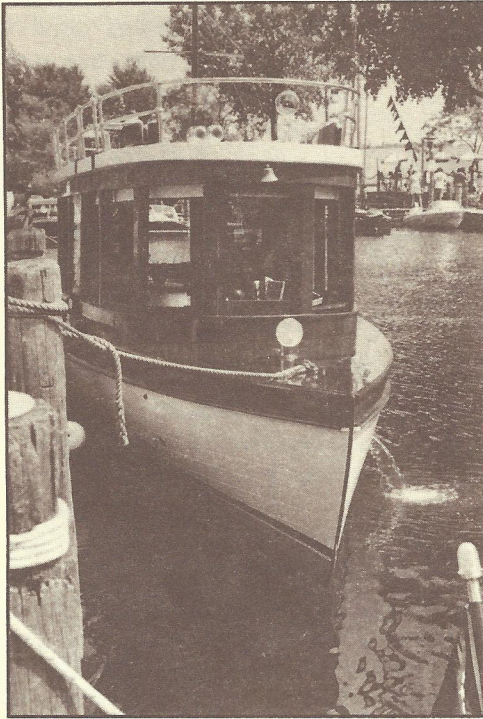
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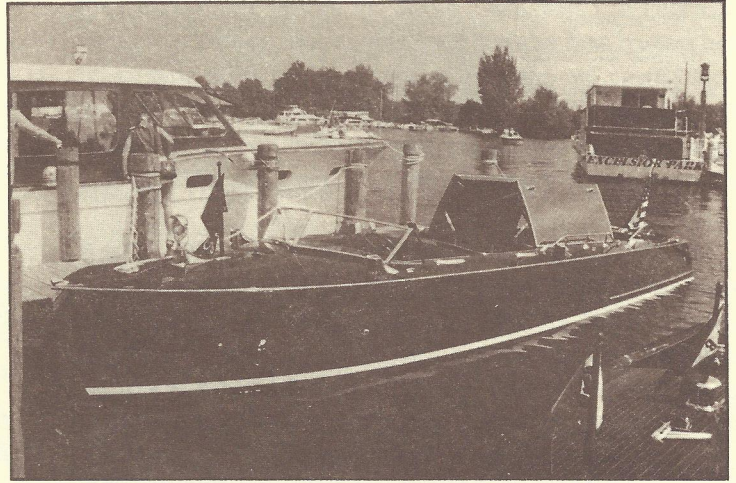
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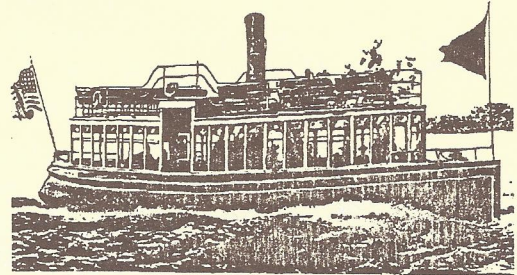


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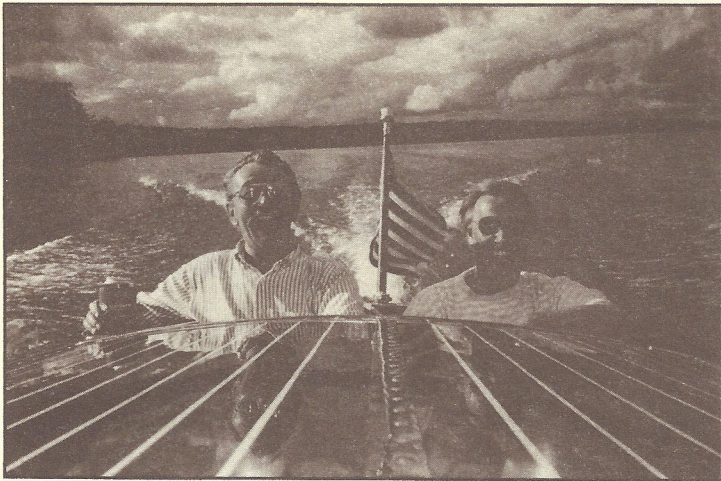
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## Long Lake Boat Show

by Jerry Valley

July 13 and 14 was the occasion of the 7th Annual Long Lake Boat Show at Sarona, Wisconsin. My wife and I have been attending this show for the last 6 years and it just seems to get bigger and better each year. Thanks to the generosity of a number of local sponsors, this show still has no registration fee.

The show is held in a beautiful setting in front of the Pioneer and Marawaraden Resorts on the west shore of Long Lake. For those of us who arrived on Friday there was a free social at Scotty's Reel-'em-Inn sponsored by Mark Curtiss of Northland Recreational Homes followed, in our case, by a delightful cruise on Jeff Stebbins HackerCraft triple (see picture of delight experienced by two of the passengers)! While the weather on Saturday wasn't great, at least it didn't rain like last year. A large tent was set up adjacent to the Pioneer for registration (and rain shelter if needed), awarding of prizes and for the sale of delicious brats and barbecue beef prepared by Tom and Roger, owners of the resort. Music and PA services were provided throughout the day by Joel Karnick of WAQE-FM.

Because lodging is hard to come by, several of our members, my wife and I included, brought motor homes and parked them right at the resort. These became the site of an impromptu fun pot luck on Saturday evening with burgers on the grill, 'smores over the campfire, lots of other goodies and wonderful camaraderie with friends.

This year, there were 28 entries ranging from a beautifully restored 1929 Old Town canoe to a 1969 34' Pacemaker cruiser. Additional makes represented included Chris Craft, Century, Correct Craft, Lyman, Larson, Shell Lake, Dunphy, Aristocrat and Cruisers, Inc. A late arrival proved to be one of the highlights of the show. This boat was a 1939 Hacker Craft owned by Wally Fisk and towed by - get this - an Air Force blue Hum Vee. The boat was powered by an Allison V12 aircraft engine of 1710 cubic inch displacement and uncertain (but more than adequate) horsepower. Wally made several rather impressive fly-bys for the crowd. An outstanding restoration of the boat was only recently completed and this was the third time it had been in the water.

The show ended with the presentation of awards for People's and Skippers' choice as well as commemorative brass-

on-oak plaques for each entrant, followed by the traditional fly-by by most of the entrants. For those of us who stayed around until Sunday, the weather man cooperated once again and allowed us several hours of cruising on this pristine and picturesque lake. The organizers of the show, Butch, Trish, Erling, Bev and Don are to be congratulated for putting on another fun, laid-back show. Thanks to all of you for your efforts! You make it look so easy.

## A BOB SPELTZ MEMORY "RESTORED"

Among the many boats at the show this year, is a 1954 14 foot Chetek. Although this is a very small boat, it has great significance and importance to our local chapter of the ACBS. This particular craft was restored and formerly owned by Bob Speltz, the namesake of our chapter and one of its three original founders.

The Chetek was sold shortly after our 1977 rendezvous never to be seen again; not until I received a telephone call from a gentleman by the name of Stan Petersen. Stan had purchased the boat, less the engine, from an individual in Iowa. The boat had deteriorated to the condition you see today. Stan felt the boat was surely worth restoring but wouldn't be right without its original engine. Through lots of research and digging around, he finally located the motor and the two were reunited.

Stan has generously donated the boat to our chapter, which was quite timely, as we were looking for a project we could work on as a group. After we complete the restoration, the boat will be sent to Arnold's Park on Lake Okoboji in Iowa, where a number of Bob's boats are on display.



Bob Speltz and the "Chetek" at the 1977 Rendezvous at Lord Fletcher's





## After 70 Years, The MINNEHAHA Sails Again!

by Steve & Peggy Merjanian

Earlier this year, an historic event took place in Excelsior, Minnesota. After 54 years on the bottom of Lake Minnetonka, the Minnehaha welcomed passengers as she had done at the turn of the century. In the interim, some unbelievable things happened.

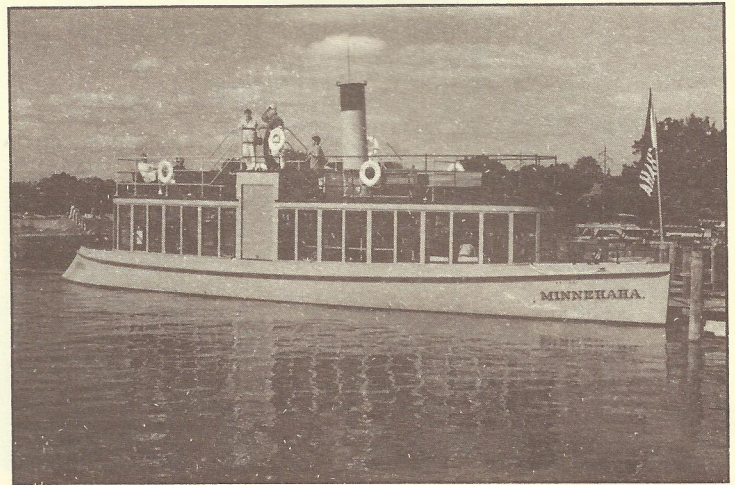
In 1979, she was located in 70 feet of water near Big Island. In August of 1980, she was brought to the surface. Her hull was in remarkable condition having been preserved in the mud and cold water of Lake Minnetonka. Unable to secure funding, the ship sat out in the weather for the next 10 years. In 1990, the Minnesota Transportation Museum (MTM) acquired it and in 1991, the "ultimate restoration project" began.

In a pole barn donated to house the project so work could continue the year round, an astonishing 80,000 volunteer hours went into the reconstruction. Once word of this amazing undertaking was made known, people began voluntarily calling to donate time, funds, and a surprising amount of the original hardware, brass framing, seats, lights etc. These items were acquired as souvenirs when the boat was scuttled. To say this project captured the imagination of all Minnesota history buffs and the populace in general is, at best, an understatement.

In mid-July 1995, volunteers of the Streetcar Steamboat Division of the Minnesota Transportation Museum rolled out the Minnehaha from its dedicated pole barn and tested the steam plant in the driveway. The boat was then launched for initial lake trials and final fitting out.

On May 25 of this year, a gala commissioning celebration and parade brought the Minnehaha back to the waters where she began. From Excelsior to Wayzata and then to the Lafayette Club where the most elaborate of festivities filled the day. A gala banquet that evening culminated years of labor and love by many many dedicated people.

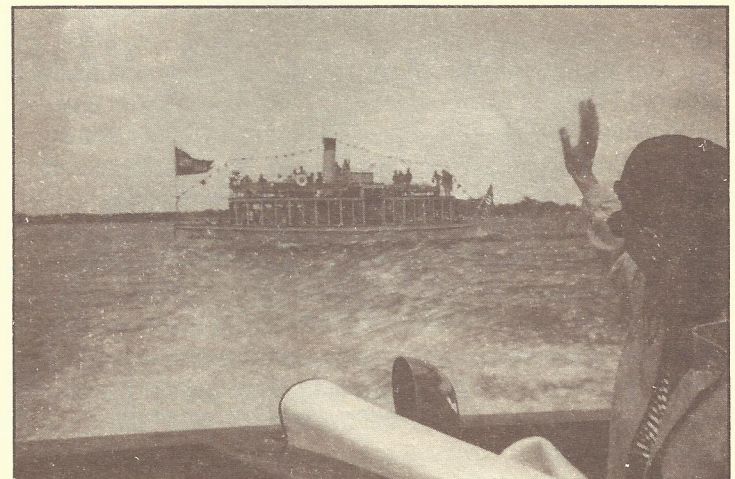
The Bob Speltz Land-O-Lakes chapter was proud to have given her a fitting antique and classic boat escort for her maiden run. This wonderful piece of early 1900 Minnesota grandeur will once again delight the general public with tours of Lake Minnetonka from Excelsior every weekend throughout the summer and on holidays at 9 am, 12 noon, 3 pm and 6 pm. She stands proudly at the docks of Excelsior Park Restaurant for this year's Rendezvous. Our gratitude to the Minnesota Transportation Museum for this honor. Be sure to stop by and see this magnificent craft.



The Minnehaha stands proudly at the docks of Excelsior Park Restaurant.



Todd Warner and Dana Bruzek in vintage clothing and riding in a "very slow" vintage Dingle boat during the Minnehaha Launchweekend.



Beth Kessler waves to the Minnehaha as she speeds by in the "very fast" Stebbins boat, "Pokey"





Paul, Walker, past president of ACBS and Tahoe Yacht Club member with Jackie Faber, also of California, and Beth Kessler in her new old boatie hat at the Saturday night Minnehaha banquet

Thanks to Bob Johnson and Steve Merjanian for the Minnehaha Celebration Day pictures



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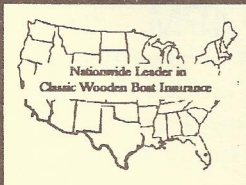
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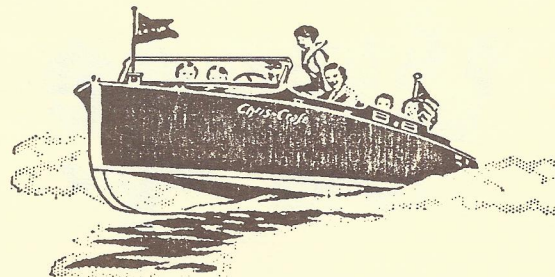
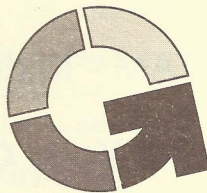
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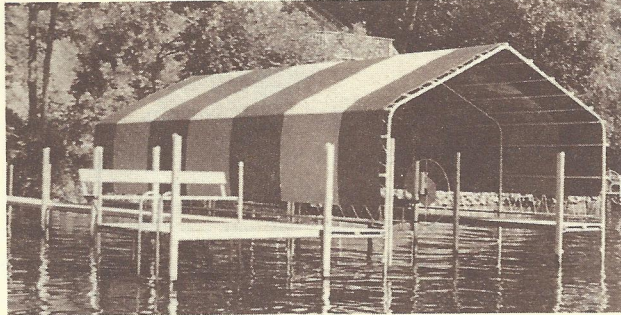



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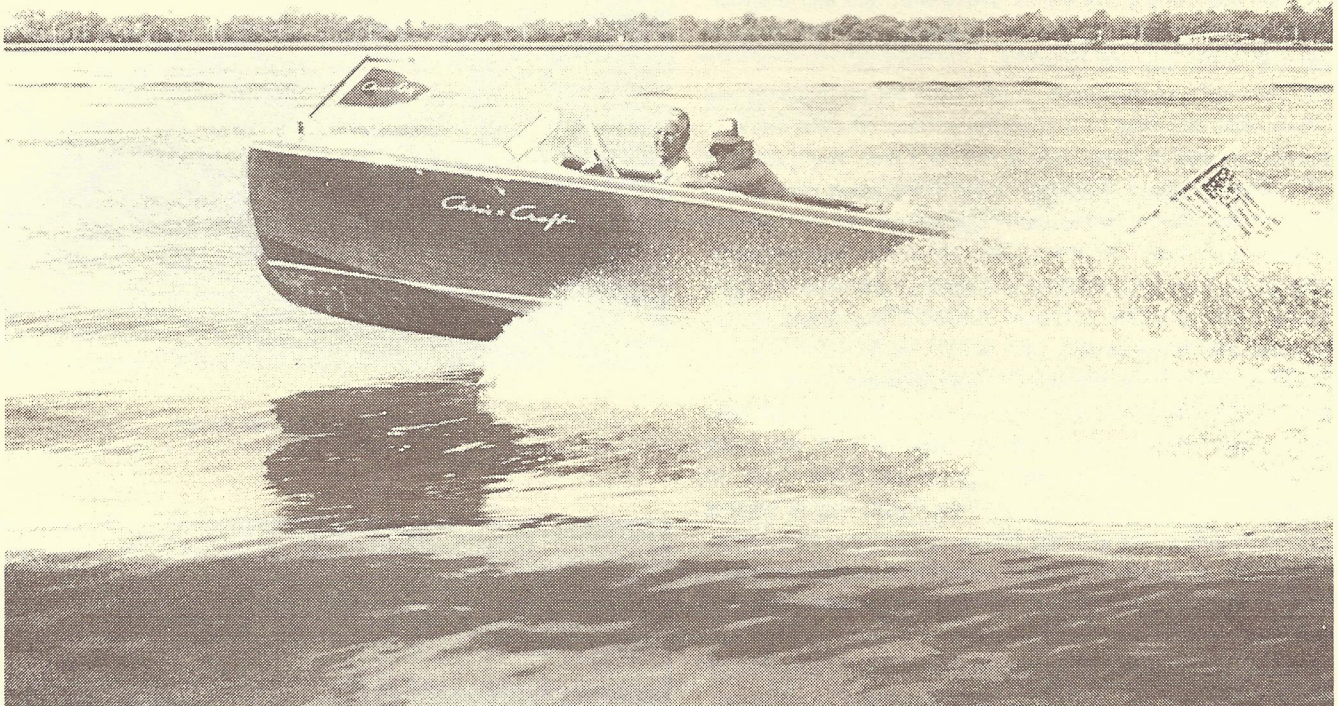
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Remember, the number is 800.225.6560. The underwriter is CIGNA Property & Casualty. And the protection is just like your boat. *Incomparable.*

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## Alexandria Boat Show

by Jerry Valley

Saturday, June 15 was the occasion of the Alexandria Antique and Classic Boat Show organized by Tom and Carol Juul of Alexandria Classic Boats and held at the Radisson Arrowwood Resort. The day started out a little shaky with rain and thunderstorms in the early morning, but by 10 am the rain had stopped and the rest of the day was beautiful.

This was a very casual event - a lot of fun for participants and spectators alike and held in a beautiful setting on Lake Darling. The show consisted of boats both at the dock and shore displays with 15-20 boats in each. Highlight of the in-the-water display was a 1929, 24 foot Chris Craft Sedan, "Bertha" owned by Carl and Joyce Mammel of Lake LeHomme Dieu which had been impeccably restored by Tom Juul. Another in-the-water gem was a 1950's era Tonka Craft lapstrake outboard runabout purchased at last year's show and restored this past winter by Mitch Avery and friends. Three beautifully restored "Lady of the Lake" boats manufactured by The Alexandria Boat Works were on display as well. Lapstrake manufacturers were well represented with one each from Century, Chris Craft (Sea Skiff), Lyman and Tonka Craft. In the on-shore display, there were three Falls Flyers, two in original unrestored condition and one sporting an exceptional restoration. Also displayed on shore in original unrestored condition was a Model A Sedan pulling an old green fishing boat, a scene right out of the 30's.

The BSLOL chapter was well represented at the show with four couples making the trip including Sherwood and Jo Heggen, Maureen and Jerry Valley, Bob Johnson and Beth Kessler and Ray Ellis and Carol Watanabe. Bob brought his latest acquisition, a 22 foot Sportsman with a "Todd Warner beater" 350 Chevrolet engine. Bob acquired this boat from the estate of the late John Clark. Being the gracious soul that he is, Bob provided rides all afternoon in the only way he knows how - at wide open throttle.

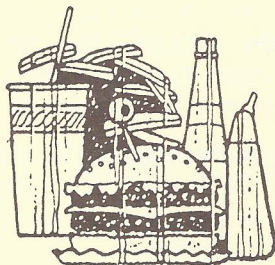
If any of you are looking for a fun show to go to next year, this is one to put on your calendar for Father's Day weekend. It is an easy two-and-a-half hour freeway drive from the cities with a convenient launch ramp, excellent accommodations and good food available at Arrowwood Lodge. Thanks to Tom and Carol for organizing a great show.



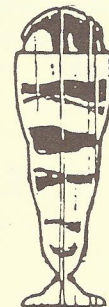
1929 24' Chris Craft Sedan



Ray Ellis's 1940 Chris Craft 17' Barrelback "Legatee" and Jerry & Maureen Valley's 1960 Lyman 23' Islander "Le Batrau"



# Snuffy's malt shop



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# Membership Application

## Bob Speltz Land-O-Lakes Chapter

### *Antique and Classic Boat Society*

Please Print Clearly

MEMBER INFORMATION	
Name	Co-Member/Spouse
Address	Home Phone
	Work Phone
City	State/Zip

LOL OFFICE USE ONLY
Date Received
Date Processed
BS/LOL No.
MP2 No.

BOAT INFORMATION								
YEAR	BUILDER	MODEL	L.O.A.	NAME	ENG INE	HULL #	CYL.	H.P.

*For Additional Boats, Use a Separate Sheet*

DUES	
BS/LOL	\$20.00
National	\$25.00
<b>TOTAL:</b>	<b>\$45.00</b>

MAIL TO
<b>BOB SPELTZ LAND-O-LAKES</b>
<b>P.O. Box 253</b>
<b>Mound, MN 55364-0253</b>

**NOTE: Membership MUST INCLUDE both National and Local chapter dues.**

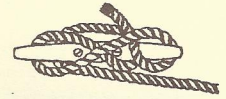
INTERESTS
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*Please Check Any That Apply*

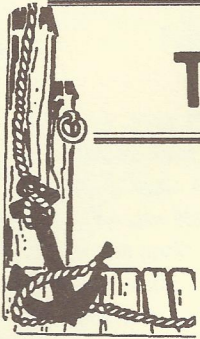
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|---|---|
| <input type="checkbox"/> Purchase of Boat<br><input type="checkbox"/> Sale of Boat<br><input type="checkbox"/> Restoration Info.<br><input type="checkbox"/> Other (Please Specify) | <input type="checkbox"/> Parts/Hardware<br><input type="checkbox"/> Boat Shows<br><input type="checkbox"/> Boat History |
|---|---|



# THE TRADING DOCK



WILL RESUME WITH THE OCTOBER, 1996 DRY WROUGHT



The Bob Speltz Land-O-Lakes Chapter of the Antique & Classic Boat Society wishes to thank the following advertisers for their support of our 21st Annual Rendezvous

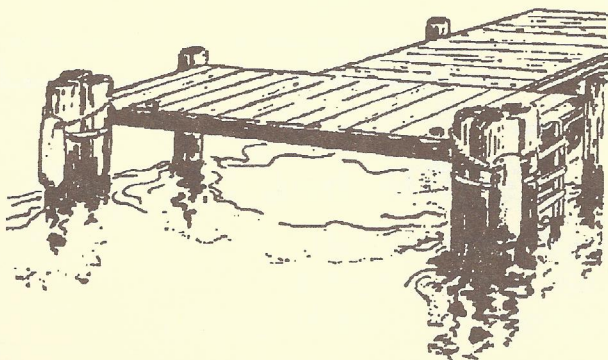
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## BSLOL SOCIAL COMMITTEE

Socializing and boating go hand-in-hand - thus we offer you the chapter's Social C ommittee. Although we're a relatively new group (just completed our second year), we've had many successful activities: camping trips, boat cruises, a holiday party, dinners and a great "Welcome Aboard" party for our new members this past spring. We've also had the fun of planning the evening functions for this Rendezvous. This fall (coming up real fast), we're looking forward to a day of boating on the river on September 21 and our annual "Fall Colors" brunch and final tour of the lake. We'd love to have you join us!

Our biggest challenge occurs next spring when our chapter hosts the annual Antique and Classic Boat Society's quarterly meeting. We've got some dynamite ideas and we're anxious to get things going! Our meetings are held at members' homes on the second Wednesday of each month. There's lots of great food, drink and socializing while we plan the events - an event in itself!) We'd like to expand our group and invite chapter members to consider joining us. Come check out a meeting; we think you'll be pleasantly surprised. Call Jane Ann Davis at 472-1556 if you're interested. We look forward to seeing you!



### DataMerJ Company

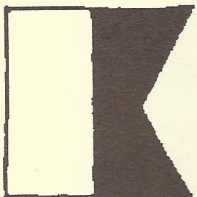
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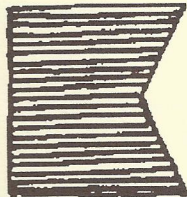
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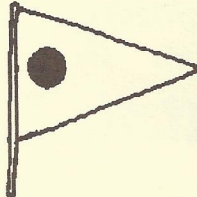




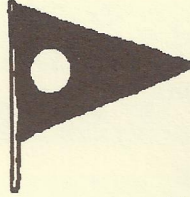
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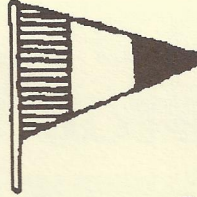
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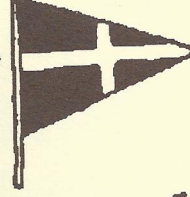
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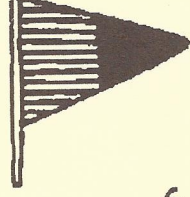
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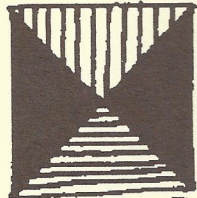
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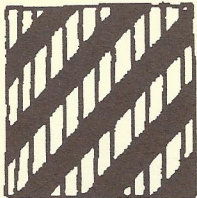
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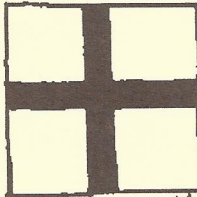
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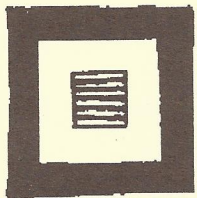
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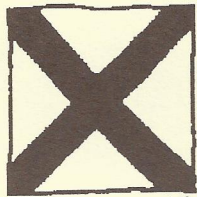
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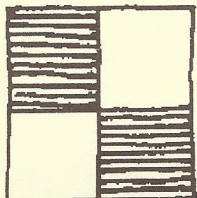
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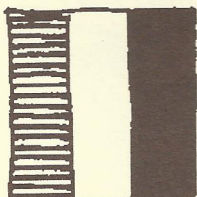
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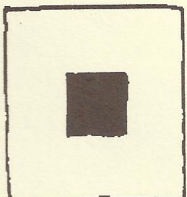
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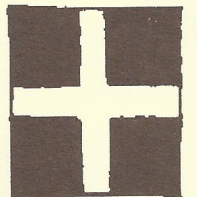
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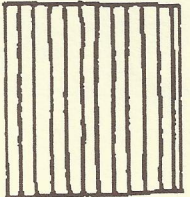
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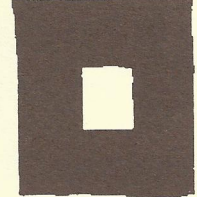
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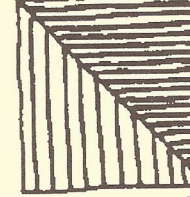
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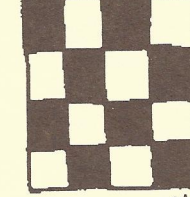
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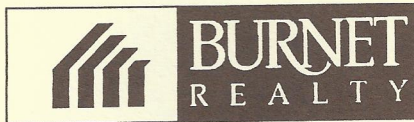
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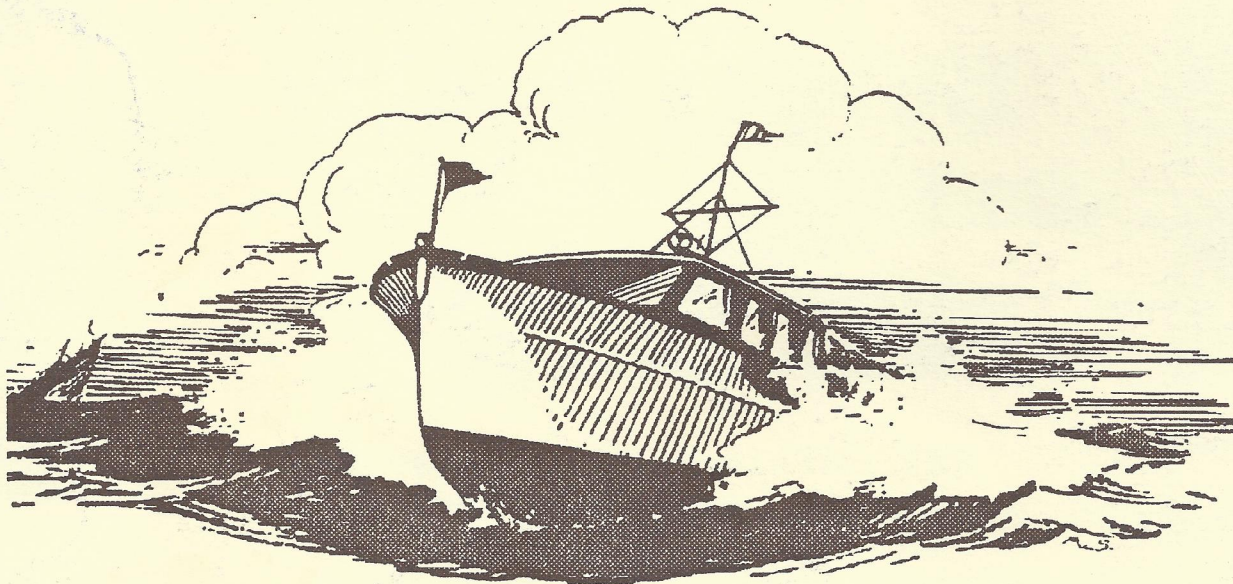




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# 1996 LAKE MINNETONKA ANTIQUE & CLASSIC BOAT RENDEZVOUS ENTRIES

<u>OWNER</u>	<u>HOME PORT</u>	<u>YEAR/MAKE</u>	<u>DESCRIPTION</u>	<u>NAME</u>	<u>ENTRY</u>
John Kinard	Lake Minnetonka	1964 Chris Craft	28' Sea Skiff	Chemin De Fer	10
J.D. Anderson	Petoskey, MI	1901 Racine Boat Mfg Co	19' Motor Launch	Sweetheart	11
Jeff Stebbins	Lake Minnetonka	1928 Hacker Craft	24' Baby Dolphin	Sadie	12
Jeff Stebbins	Lake Minnetonka	1954 Shell Lake	12' Falcon	Pokeo	13
Rob Sotirin	Lake Minnetonka	1956 Aristocrat	14'	Sneaky	14
Jerry Valley	Minneapolis, MN	1960 Lyman	23' Islander	La Bateau	15
Joseph Soucheray	St. Paul, MN	1938 Chris Craft	14' Utility	Waterline	16
Michael Hagen	Lake Okoboji, IA	1927 Chris Craft	26' Triple Cockpit Flat Deck	Smooch	17
Daniel Jones	River Falls, WI	1955 Larson	18' Cabin Outboard Special	R Woody	18
Joh McCurry	Lake Minnetonka	1964 Chris Craft	28' Sea Skiff	Oldie But Goodie	19
Randall L. Havel	Monticello, MN	1947 Chris Craft	17' Deluxe Runabout	Miss Maybee	20
Frank Warner	Bone Lake, WI	1939 Chris Craft	19' Sportsman	Insect	21
Stephen Merjianian	Lake Minnetonka	1962 Thompson	17' Sea Coaster	Half Pint	22
Chris O'Conner	Lake Minnetonka	1957 Chris Craft	20' Holiday	Northern Exposure	23
Joel Way	Lake Minnetonka	1950 Chris Craft	18' Riviera	Rumble-B	24
Carl H. Weisser	Lake Minnetonka	1955 Chris Craft	28' Cabin Cruiser	Sonia II	25
Jon Lane	Lake Minnetonka	1947 Chris Craft	16' Rocket Runabout	Victor	26
Eric Gustavson	Lake Minnetonka	1966 Owens	24' Sea Skiff Wildcat	Rev's Elation	27
Bob Walters	Lake Okoboji, IA	1934 Schumacher	17' Racing Runabout	Hellzapoppin	28
John F. Karlson	Lake Minnetonka	1968 Century	18' Resorter		29
Ray C Garin	Lake Minneonka	1963 Owens	30' Cruiser	Luv Is	30
"Gordo" Miller	Spruce Creek, FL	1961 Chris Craft	19' Continental	Le Petit Fromage	31
Lowell & Marcia Arnold	Lake Minnetonka	1947 Chris Craft	25' Red & White Express	Daintless	32
Marcia Arnold	Lake Minnetonka	1947 Chris Craft	19' Red & White Racer	Cherry Bomb	33
Tony Sultan	Deephaven, MN	1962 Clarence Robarge	15' Crackerbox	Tom's Cat	34
Barb & Mark Gerling	Lake Minnetonka	1963 Chris Craft	28' Sea Skiff	Tall Cotton	35
Roger Chapen	St. Joseph, MO	1934 GarWood	18' 18-35 Special Runabout		36
Dave & Leni Hagen	Pine Lake, MN	1937 GarWood	21' Vacationer	Elskerinne	37
Don & Kathy Stanley	Duluth, MN	1965 Cruisers Inc.	21' Olympic	Adrienne Jeanne	38
F.Todd Warner's Bristol Classics	Lake Minnetonka	1929 Dodge	26' 826 Watercar	Snoop	39
F.Todd Warner's Bristol Classics	Lake Minnetonka	1941 Chris Craft	23' Custom Runabout		40
F.Todd Warner's Bristol Classics	Lake Minnetonka	1929 Dingle	30' Custom Built 3 Cockpit	Gerry-Lo	41
Bill Hawks-Team Gerry-Lo	Lake Minnetonka	1927 Ramaley	28' Miss Liberty	Moonzhorliss	42
F.Todd Warner's Bristol Classics	Lake Minnetonka	1925 Fay & Bowen	26' Sport Runabout Launch	Black Arrow	43
F.Todd Warner's Bristol Classics	Lake Minnetonka	1996 Elco	14' Serenity 14		44
F.Todd Warner's Bristol Classics	Lake Minnetonka	1947 Hacker Craft	23' Custom Utility	Miss Minneapolis	45

AFO = Available for Ownership - Complete List Available at Registration Tent



# 1996 LAKE MINNETONKA ANTIQUE & CLASSIC BOAT RENDEZVOUS ENTRIES

OWNER	HOME PORT	YEAR/MAKE	DESCRIPTION	NAME	ENTRY
Grady & Cheryl Foss	Elk River, MN	1938 Larson	18' Deluxe Utility		46
Melissa & David Hauserman	Lake Minnetonka	1957 Shepherd	22' Utility	Forest Legacy	47
James & Janet Axtell	Rochester-Spooner	1954 Century	18' Resorter	Whizette	48
Sherwood Heggen	Burnsville, MN	1959 Century	16' Resorter	Hot Tub	49
Don & Pam Gerberding	Lake Minnetonka	1967 Chris Craft	28' Sea Skiff		50
John Pole	Lake Minnetonka	1964 Century	22' Raven Hard Top		51
George Espensen	Lake Minnetonka	1955 Chris Craft	22' Holiday		52
Nancy Hoy	Lake Minnetonka	1954 Larson	14' Runabout	Old Fogey	53
Bev & Ron Niccum	Minneapolis, MN	1936 GarWood	18' Utility		54
Tom & Leanne Kelly	Lake Minnetonka	1968 Chris Craft	28' Sea Skiff Cruiser	Emmy Lea G	55
Carl & Joyce Mammel	Lake LeHomme Dieu	1940 Chris Craft	23' Custom Runabout	Sans Souci	56
Roy Ahern	Lake Minnetonka	1930 Chris Craft	17' Model 99 Runabout		57
Marcia & Jim	Lake Minnetonka	1995 Hacker Craft	28' Triple Cockpit Runabout	Untouchable	58
Tom Hesselink	Marshallberg, NC	1996 Budsin Wood Craft	15' Lightning Bug	Lightning Bug	59
Pete & Lynette Million	Lake Louis, IN	1993 Grand Craft	22' Classic	Miss Nell	60
Howard Lehman	Eau Claire, WI	1955 Chris Craft	18' Continental		61
Chris & Mara Abergren	Detroit Lakes, MN	1961 Penn Yan			62
Gordy & Diane Anderson	Lake Minnetonka	1970 Trojan	31' Sea Quest		63
Bill Everatt	Lake Minnetonka	1992 Self Built	15' Ken Bassett Design Runabout	Ruki	64
Tom Scherber	Lake Minnetonka	1965 Chris Craft	17' Super Sport		65
Donna & Dennis Friesel	Lake Lemon	1953 Chris Craft	19' Racer	Magagnous Affair	66
Renee & Robert Clark	Lake Minnetonka	1928 Chris Craft	22' Cadet	Phoenix	67
Jim Jurgens	Wayzata, MN	1914 Pld Town	16' Canoe		68
Ray Ellis	Lake Minnetonka	1939 Chris Craft	17' Deluxe Runabout	Legatee	69
Dan & Kathy Dettman	Gull Lake, MN	1965 Century	21' Coronado		70
David Johnson	Lake Minnetonka	1959 Chris Craft	35' Roamer	Corissa	71
Dan Anderson	Lake Minnetonka	1965 Chris Craft	20' Super Sport	Rebel	72
Fred Koehler	Lake Minnetonka	1977 Dean Haynes	16' White Bear Skiff		73
Kirby Allen	Lake Millie Lacs, MN	1956 Strablow	15' Runabout		74
Fred & Bath Goughnour	Lake Minnetonka	1996 Self Built	3' Shellback Dinghy		75
Ron & Nancy Stehn	Minneapolis, MN	1959 Larson	14' Thunderhawk	The Thunderbank	76
Bob Johnson & Beth Kessler	St. Paul, MN	1948 Chris Craft	22' Sportsman	Conboy	77
Scott Verhey	Eagan, MN	1940 Larson	14' Falls Flyer	Lindberg I	78
Scott Verhey	Eagan, MN	1940 Chris Craft	16' Deluxe Runabout	Tyanks Dad	79
Dick & Jael Lindstrom	Lake Minnetonka	1948 Chris Craft	20' Custom Runabout	Pegasus	80
Mitch LaPointe	Lake Minnetonka	1955 Chris Craft	22' Continental		81
Tom & Julie Johnson	Lake Minnetonka	1941 Chris Craft	23' Custom Runabout	Julianne	82
The Mikkelsen Collection	Willmar, MN	1939 Larson	16' Falls Flyer Speedster	Boon Doggie	83
The Mikkelsen Collection	Willmar, MN	1939 Larson	17' Falls Flyer Split Cockpit	Carnival	84
The Mikkelsen Collection	Willmar, MN	1956 Larson	14' Falls Flyer	The Bubble	85

AFO = Available For Ownership - Complete List Available at Registration Tent