

The BOATHOUSE

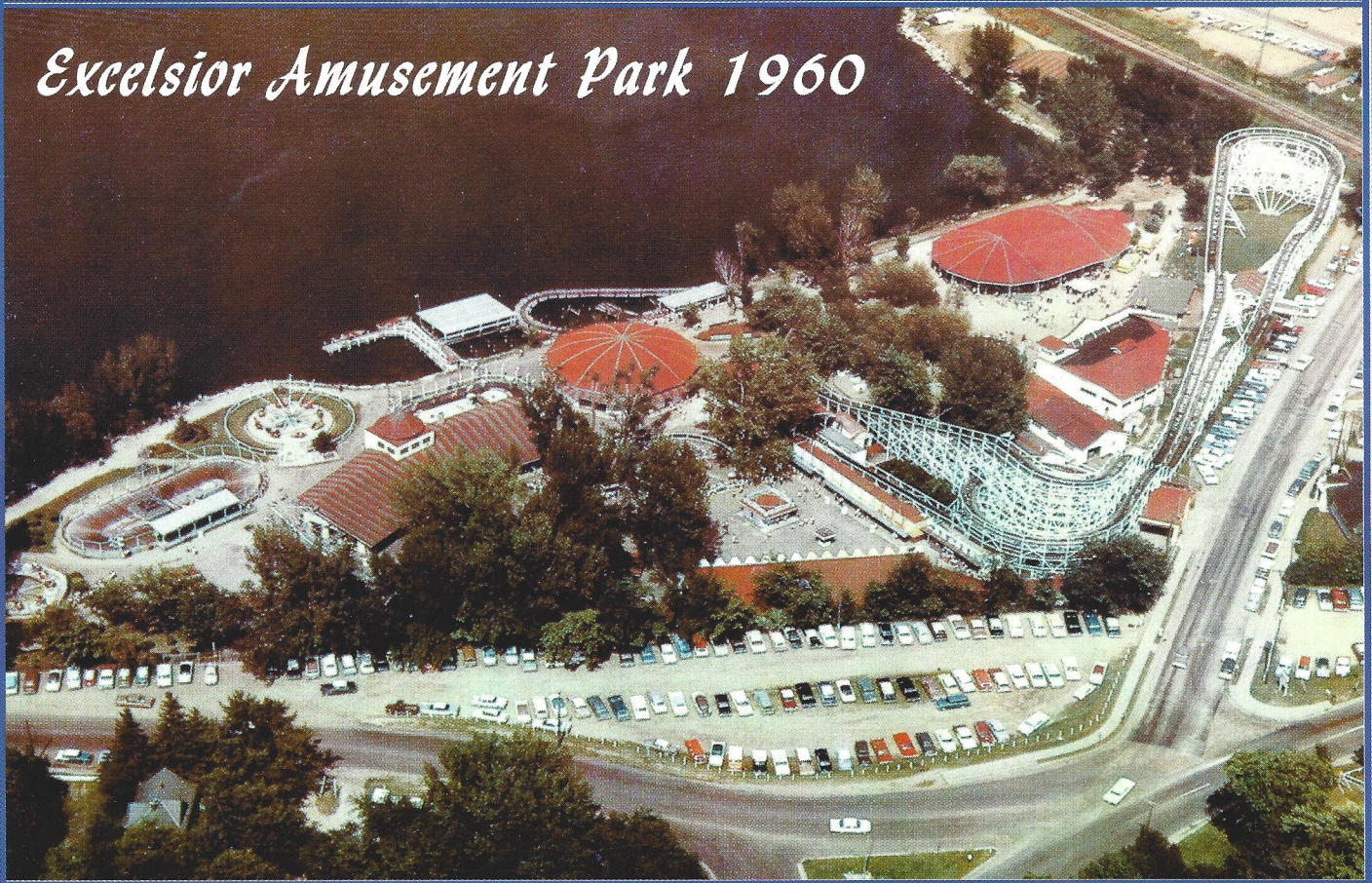
Volume 20 No. 4

PROGRAM ISSUE

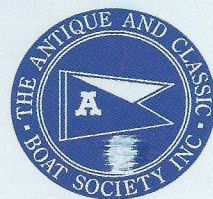
August 1997

22ND ANNUAL LAKE MINNETONKA ANTIQUÉ & CLASSIC BOAT RENDEZVOUS

Excelsior Amusement Park 1960



Bi-Monthly Magazine
of the
BOB SPELTZ LAND-O-LAKES CHAPTER



Antique & Classic Boat Society, Inc.

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**BOB SPELTZ
LAND-O-LAKES
CHAPTER**



Antique & Classic Boat Society

The Boathouse 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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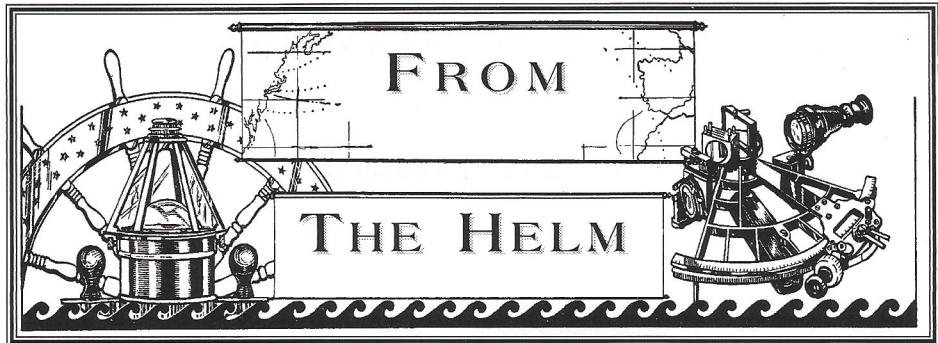
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Welcome to the 22nd annual Lake Minnetonka Antique and Classic Boat Rendezvous. All of us affiliated with the Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society hope that you will enjoy our display of boats, cars, and vintage motors.

Our Chapter consists of over 500 members and is a part of the International organization which has 7,000 members. We are a strong and active club organized to promote and preserve antique and classic boating. Through the international and local levels we offer our members expert guidance in preserving these wonderful water craft. Resources include technical assistance with maintenance and restoration tips. In addition, networking and advice in acquiring vintage boats are available. Whether you own, intend to purchase or just like being around these boats, we encourage you to join our organization.

Many of the boats you will see today are original and not restored; maintained lovingly throughout the years by their owners. Others have been rescued from the burn piles and restored either professionally or by the individuals owning them. By either method, we love our boats and enjoy sharing the sights sounds and beauty with all of you in attendance.

It has been estimated that only half of the original boats manufactured are still in existence today. As productions were originally small, it is not uncommon to have only one or two of a particular model available and still remaining today. Chris Craft produced the largest quantity of a single model of boat called the sportsman. Of the over 2,500 produced, only 1,000 of these boats remain today. Compared to the cost of a new boat, these classics remain quite affordable.

We work hard to organize, promote and present this display. Your \$5.00 contribution helps us significantly in defraying the tremendous costs of this annual show. Thank you for your support and participation in this year's event. We hope you enjoy yourself and look forward to seeing you again.

Jeff Stebbins
President



WELCOME ABOARD!!

Winston & Barbara Adams	Brooklyn Park, MN
Red Lerille	Lafayette, LA
Mark Schaefer	Edina, MN
Brian Pasco	Mound, MN
Brent Badger	Mound, MN
John Ulrick	Tower, MN
Ken & Corinne Michaels	Birchwood, WI
Thomas Smidt	Greene, IA
David & Michelle Alexander	Mound, MN
Doug Johnson	Isle, MN
Michael & Judith Curtis	Bayport, MN



ON OUR COVER

Circa 1960 aerial view of Excelsior Amusement Park. The two 22' Hacker Craft ride boats can be seen at the docks

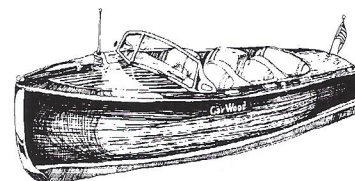
Photo courtesy of Darel Leipold



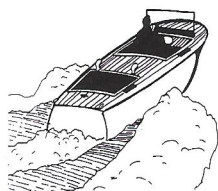
CLASSES OF BOATS / AWARD CATEGORIES

Antique Utility - Under 20'
 Classic Utility - Under 20'
 Antique Runabout - Under 20'
 Classic Runabout - Under 20'
 Contemporary Classic
 Sailboat - Any Year
 Canoe - Any Year
 Historic - 1914-or Older
 Lapstrake Hull - Under 24'
 Lapstrake Hull - 24' & over

Antique Utility - 20' & over
 Classic Utility - 20' & over
 Antique Runabout - 20' & over
 Classic Runabout - 20' & over
 Antique Cruiser
 Classic Cruiser
 Outboard - Any Year
 Rowboat - Any Year
 Special Interest Boat



ADDITIONAL AWARDS



SKIPPER'S CHOICE AWARD*
 PEOPLE'S CHOICE AWARD**
 Bob Speltz-Real Runabouts Award
 The coveted DRY WROUGHT Award
 Judge's Choice Award

Best of Show
 Best Higgins
 Best Century
 Best Presentation of a boat
 Rookie-of-the-Year

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.



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 opposed 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-varnishing the original stain and re-painting the bottom is allowed as long as original specifications were followed



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



**22nd ANNUAL LAKE MINNETONKA
ANTIQUE & CLASSIC BOAT RENDEZVOUS
SCHEDULE OF EVENTS**

Friday, August 8

Welcoming reception for members and participants.

Saturday, August 9

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 10

9:30 AM - 1:30 PM

Brunch at the Excelsior Park Restaurant.

10:00 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. How-To Workshop conducted by Lozano's. See below for details.

2:00 PM

Awards Ceremony in the main tent area.

4:00 PM

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

How-To Workshops

The popular "workshops" will be conducted both days.

Saturday: - Steering Wheel Restoration by Sherwood Heggen

Sunday: - Chrome Plating by Lozano's

Please check at the registration tent for times and specific location.

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WHAT'S DOIN' & WHEN

AUGUST

- ☞ **SATURDAY, 23RD LAKE VERMILLION BOAT SHOW**
FMI contact Jeff Stebbins 474-2954
NO GENERAL MEETING

SEPTEMBER

- ☞ **WEDNESDAY, 17TH GENERAL MEETING**
6:30 St. Albans Boathouse
Topic: Winterizing Your Boat
Come for Dinner and boat ride after

OCTOBER

- ☞ **2ND - 5TH ACBS ANNUAL MEETING**
Baltimore Maryland
- SUNDAY, 12TH ANNUAL FALL COLORS
11:00 Brunch @ Excelsior Park Restaurant
followed by season's final group tour of Lake.
- WEDNESDAY, 15TH GENERAL MEETING
6:30 Excelsior Park Restaurant

NOVEMBER

- ☞ **WEDNESDAY, 19TH GENERAL MEETING**
ELECTION OF OFFICERS & BOARD MEMBERS
6:30 St. Alban's Boat House

DECEMBER

- ☞ **ANNUAL CHRISTMAS GATHERING**
Look for details in October BoatHouse
No General Meeting

JANUARY, 1998

- ☞ **21ST-25TH MINNEAPOLIS BOAT SHOW**
Details in future issues of BoatHouse
No General Meeting

☎ **BSLOL INFOLINE: 906-9414** ☎

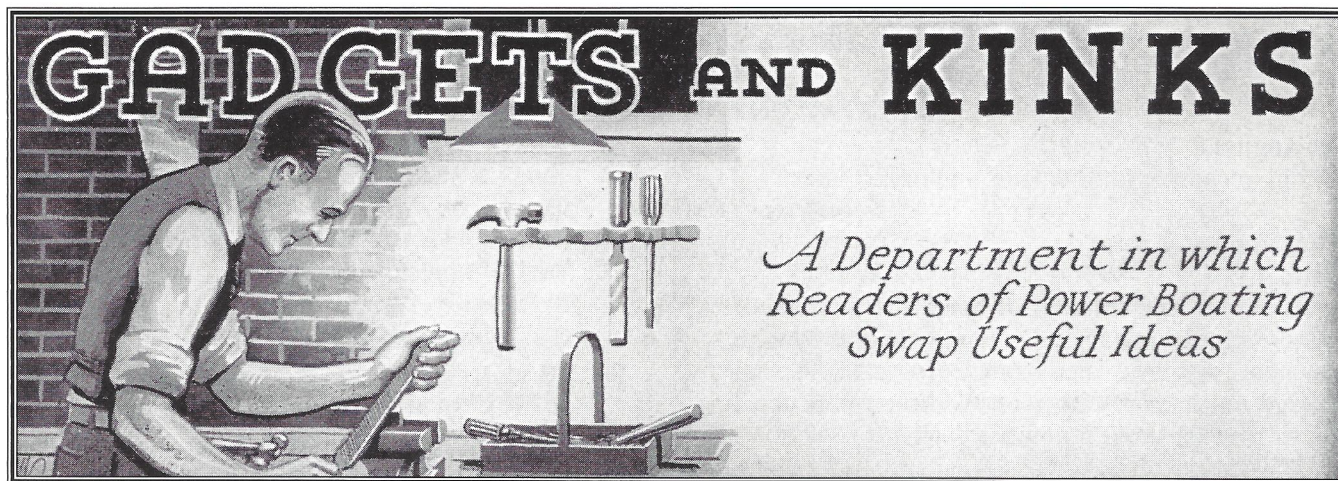
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Bi-Monthly Magazine of the Bob Speltz Land-O-Lakes Chapter
of the Antique & Classic Boat Society

Local Area Networks
CAD Consulting
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Desktop Publishing
Newsletters
Flyers
Reports
Brochures
Correspondence
Spread Sheets



by Sherwood Heggen

Welcome to the 22nd Annual Lake Minnetonka Antique and Classic Boat Rendezvous. This is the largest gathering of restored antique and classic watercraft in the Upper Midwest. The Rendezvous is coordinated by the members of the Bob Speltz Land-O-Lakes Chapter. Normally, this article is directed to the Chapter members who are restoring or wanting to restore a treasure from the past. This special Rendezvous edition of The BoatHouse, however, is being written with the Rendezvous audience in mind. Boat lovers, enjoy!

Once upon a time, many years ago, people had boats and used them very much like we do today. The interesting thing about these boats back then is that they were constructed mainly of wood and were built with an expected life span of 7 - 10 years. The owners of these boats were burdened with the annual chore of varnishing and bottom care which was more than some could handle. This work was then passed on to the marinas at the owners expense. This went on for years, and then, along came fiberglass. Hull maintenance was now a thing of the past and the wooden boats rapidly fell out of favor. In the background lay the neglected, deteriorating remains of formerly prized possessions. The wooden boat era had come to an end.

Jumping ahead to today, we see a different scene. Traveling down the highway is a car pulling a trailer. On the trailer is an object recognizable as a boat - a very old boat. It is made of wood, it is gray in color from exposure to the elements. The upholstery is flapping in the wind, and there are parts missing. But the driver of the car doesn't look distressed. No, of course not. He probably is very light hearted, having just purchased his "new" wooden boat and is bringing it home for restoration. The attitude about the wooden boats has changed dramatically in recent years. What was considered junk then, is considered restorable now. We hear the horror stories of unwanted wooden speed boats traded in on the new fiberglass models, shoved into piles and burned to get rid of them. Today, we are giving new life to boats which need virtually all of the wood replaced because dry rot has taken over.

Owning a wooden boat today is out of the norm as viewed by the general public. And though that may be

true, a wooden boat owner is glad to be a part of the past when mahogany was king and the rumble of big cast iron engines brought a thrill to all close enough to hear.

Who is a modern day wooden boat owner? It is the person whose father had one and now nostalgia says 'live those happy days with dad and the boat over again'. It is the collector who knows in his mind that this might be a great investment. It is the person who loves to make something beautiful and useful with their own two hands. It is the person who loves the gleam of varnish on wood, the smell of gas and oil, and the rumbling of an engine. It is the one who wishes to be honored with the responsibility of being a caretaker of a treasure which can not be replaced.

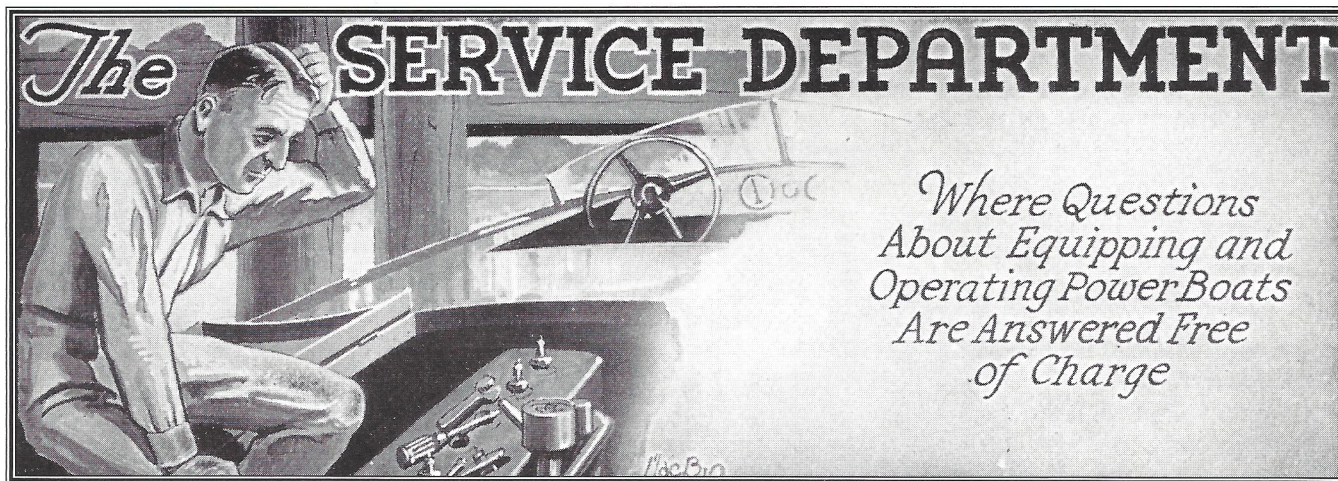
The wooden boat population is dwindling because there are still people out there who don't give consideration to what the boat could be in the right person's hands. Among the boats at the docks at this years Rendezvous, there may be ones which were formerly considered junk. It is only because someone cared that they remain afloat today, and continue to serve as someone's means for pleasure, transportation, and pride.

You can be a part of preserving a part of the past. If you know of an old boat sitting around wasting away, take charge by doing something to protect it. It may be a sailboat, rowboat, or runabout. You may want to pursue a restoration project yourself, have the boat restored professionally by one of the many quality restoration shops around the country, or contact someone who may want to take ownership.

Regardless of what course of action you take, the best bet is to first get involved with the people who really care about old boats. They are the members of the Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society. After becoming a member, you will have a new insight on old boats and the decisions of what to do will come easier. Fill out the membership application in this publication and send it in with the membership fee. A new world of fun and friends is waiting.

We are looking forward to meeting you, and thank you for caring!





THE OLD TIPSTER

by Bob Johnson

Once upon a timing, there was a 1930 27' Meteor with a bad pinging problem. She has a lot of little problems, but pinging was the most difficult to eliminate because it was a combination of many factors. Of course, "The Old Tipster" had the help of Dennis Peterson (the farm boy genius) to sort through these many problems.

I guess I never would have had any pinging if I hadn't noticed right off the bat that the propeller was much too small for the boat. She came with a 12x14 prop and would rev up past 4,000 RPM's quite easily. Unfortunately, even at 4,000 RPM's, she was only going about 18 mph. The boat was re-powered about 1948 with a Scripps model 6-158. This meant 6 cylinders and 158 hp at 3400 RPM's she was basically identical to the Chris Craft MBL of 158 but was marinated by Scripps.

In my attic, I found a 14x15 prop with a cup, so I put it on in place of the 12x14; what a difference it made in the performance! Instead of 18 MPH, I was now doing a respectable 30 MPH. Unfortunately, now that the engine had a good load on it, I could hear the pinging. It sounded like a little gremlin inside the engine tapping with a small hammer in time to the RPM's. If I slowed down, it went away. The faster I went, the louder it got. As I understand it, the noise was due to the gas/air mixture exploding just a little before it was supposed to. I could get rid of it by retarding the timing, but this just would not do, especially when I would be trying to pull away from F. Todd Warner. Using 93 octane instead of 87 would help some, but not significantly. I wanted the full 3400 RPM's.

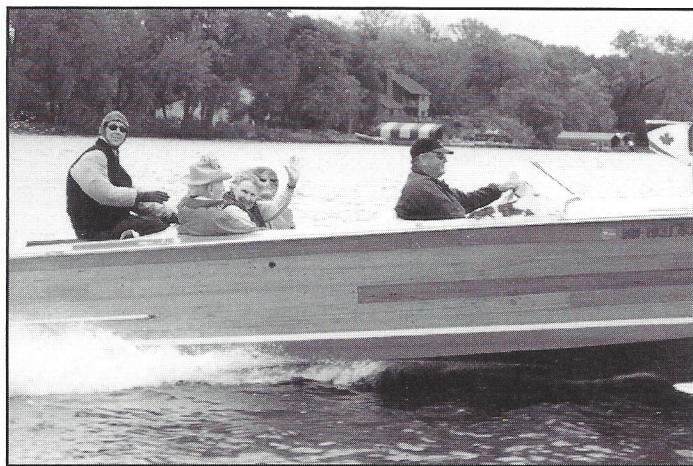
In getting the problem ironed out, we checked the compression and to our amazement, it was 165 to 175 in every cylinder. Remember that 110 is considered good and 120 super excellent in these engines. Somebody must have shaved the head quite a bit. At that point, I wasn't about to invest in another head anyway, so we did nothing about it, even though the very high compression could have been a partial cause for pinging.

Dennis felt that the head was way too hot compared to other flat head, 6 cylinders he'd worked on. By hot, I mean to the touch. The engine had a thermostat which worked well and kept the temperature gauge at 140 at all

times. We took the thermostat out and this helped the pinging some and the temp usually ran around 110 now. The plug wires that came with the boat ran through a chrome tube and out little holes to each plug. Dennis thought the wires should be replaced and not run together in the tube. He felt that possibly the spark was jumping from one wire to another causing some pre-detonation or pinging. This didn't seem to make much difference, but who knows.

The last idea Dennis had was that possibly the head gasket was leaking water into one or two cylinders, so we pulled the head. He seemed to find some "tracks" where water was leaking and we replaced the gasket. Water mixed in the gas and air makes the cylinder run much hotter and leads to pinging. This change seemed to help the most.

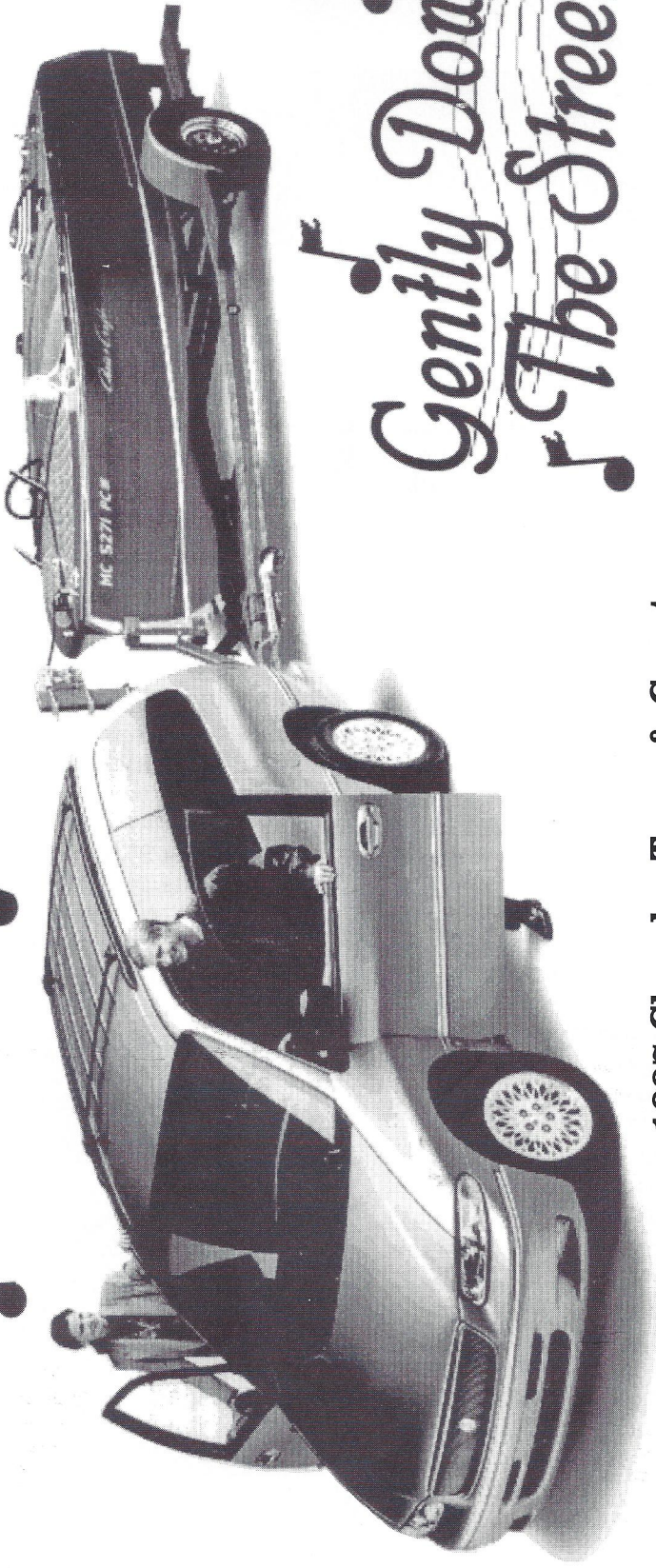
It's tough to tell exactly which problem caused the pinging, but I feel it was a combination of all of them. The leaky head gasket was probably the most significant. At any rate, she now gets the full 3400 RPM's and makes about 34-35 MPH with NO PINGING. Stay tuned for more Meteor problems next time.



THE METEOR "GOLDIE."

Enjoying the ride is *full-throttle* Bob, Beth Kessler, Nancy Hoy, and Orly & Lucille Thornsjo

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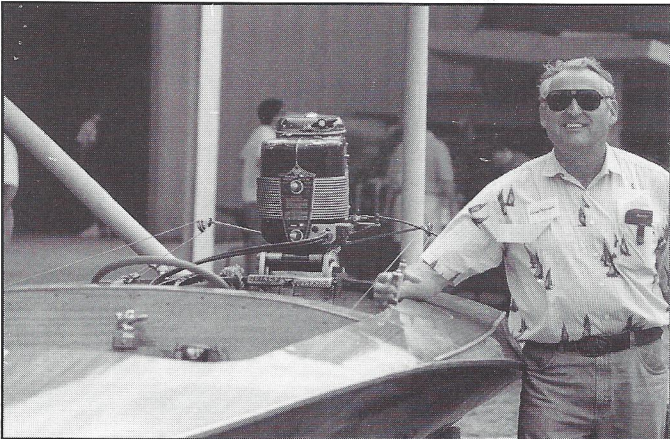


by Chuck Petersen

Antique and Classic Outboards

The growth in popularity concerning the restoration and use of old boats has come to include outboard craft and the vintage engines as well. The manageable size and low initial investment needed make outboard models especially attractive. New clubs are popping up all over geared specifically towards the restoration of outboard boats, motors and racing rigs. I enjoy seeing outboards displayed along side their inboard counterparts in well organized events like the Minnetonka Rendezvous.

Outboard power plants can be categorized in much the same fashion as inboards. The earliest examples of "Historic" engines were built in low numbers from around the turn of the century until 1920. The Waterman Porto and early Evinrudes are examples of historic motors often seen with features including wooden tiller handles and externally mounted rudders. Increased public acceptance during the 1920's led to higher production numbers and increased reliability. The "Antique" category runs from about 1920 through WWII, when outboard production all but ceased due to aluminum rationing. The post war period saw rapid development of outboard features including complete cowlings, remote controls and full gear shift. This "Classic" period ran up into the mid-1960's when wooden boat construction gave way to fiberglass and motors began to resemble those currently produced. While



Jerry Petersen with his 1952 Switzer Bullet

horsepower and electronics continued to advance, technology seemed to peak until quite recently with the advent of oil injection and direct fuel injection systems. It is amazing to see the numbers of 1950-1960 motors still in everyday use on our lakes. My 1950 Johnson 5 HP and my dad's 1952 Merc MK-40 have never been rebuilt and see regular use all summer! Like their inboard counterparts, antique and classic outboard boats come in all shapes and

sizes and are best viewed with engines of proper vintage. Part of the fun associated with restoring old boats includes the motor. Proper care in rebuilding/detailing of these motors makes for fun winter projects. Club members often prove to be valuable resources when locating parts or for rebuilding tips. Best of all, you can curl up a little outboard under one arm and walk it into the basement shop. Try that with a Chris Craft Model M!

Over Restoration

My dad and I attended the Antique Motor-boating Symposium in April at the beautiful Mariners Museum in Newports News, VA. One of the topics addressed during the program concerned proper detailing of inboard engines. The speaker showed several slides of Chris Craft six cylinder engines in various stages of restoration. Points of detail included spark plug wires, nuts and bolts, fuel system and electrical components. A recurring theme was to restore the engine to factory specs while enhancing overall appearance where possible, including cleaning copper and brass components and painting starters and generators separately. Using non-



Fully restored Merc 2 cyl race engine

original style parts or over polishing components was criticized. When I see outboard motors at shows, I think the same principles should apply. At the Antique Race Boat Regatta in Clayton, NY last August, I saw too much chrome, polished aluminum, and modified components. Those engines never left the factory that way.

When it comes to race engines, I feel some special situations exist. Safety and/or performance criteria often led to replacing fuel lines, spark plugs, fasteners, etc. For example, the screw-on front plate knobs were replaced with hitch-pin type fasteners to avoid losing the plate during competition. This type of modification made sense and should not be criticized on a competition rig.

I am an okay mechanic but a lousy painter!! I was amazed at the beautiful paint and decal jobs on some of the rigs. Computer matching and decal reproduction are really neat. Finally, I think that original paint on cowlings should be preserved if possible. My dad's Mercury MK40 has never been painted, used every summer and looks great. The few chips and dings add character!

I enjoyed seeing Big Bob, Tom Juul and Todd Warner in Newport News and hope to visit Minnetonka this summer. Best wishes to all for a safe and fun summer.

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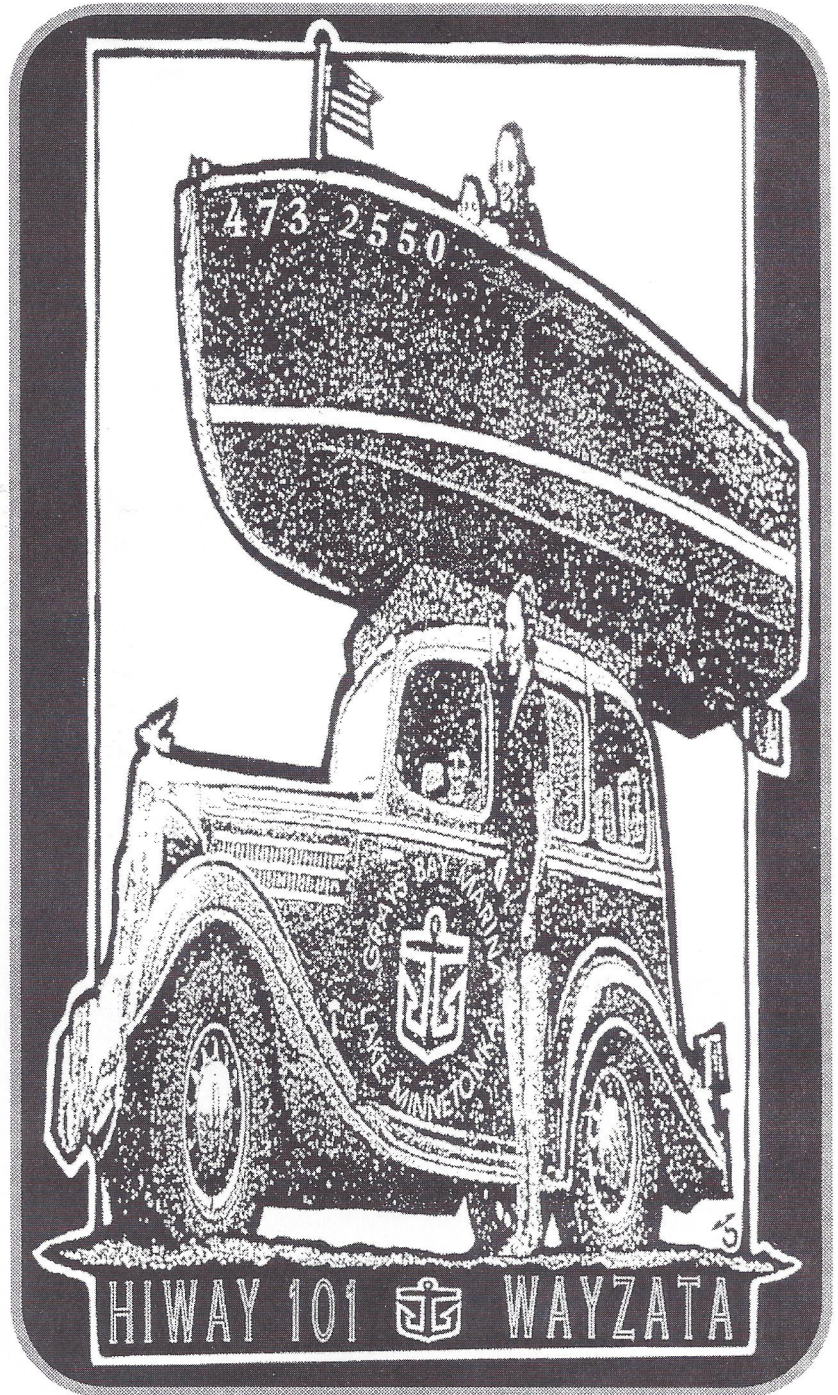
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WOODEN WONDERS ON THE WORLD WIDE WEB

by Steve Merjanian

Many small craft related, non-profit organizations have posted Web Pages on the Internet that are worth visiting. These web sites are excellent sources of information regarding their exhibits, research materials, local vacation facilities, etc. The following is a short list of these web sites with a brief review of each site.

ANTIQUA AND CLASSIC BOAT SOCIETY, CLAYTON, NY
<http://www.acbs.org> As of 7/21/97 at 2310 there was only the ACBS logo. More Anon!!!

ANTIQUA BOAT CLUB, TALLAHASSEE, FL
<http://www.chris-craft.org> This club publishes The Brass Bell magazine and their web site includes articles (ie: the Jeff Stebbins, "Pokey" article.) and photos from the most recent issue. There is also a down loadable sound byte of a Chris Craft engine which will be very uplifting around January 15th.

THE CENTER FOR WOODEN BOATS, SEATTLE, WA
<http://www.eskimo.com/~cwboats/> You can rent classic boats and get sailing lessons at this museum. Their is also a small craft heritage section, gift shop and programs relating to small craft.

MARINERS MUSEUM, NEWPORT NEWS, VA
<http://www.mariner.org> OR <http://www.chris-crafts.org> This site has the Chris Craft collection with archives of literature, hull cards, construction plans, photos and much more. These materials can be reproduced and the collected fees go to maintaining the collection. In addition there are links to the 1997 Antique Boating Symposium, the museum shop, research library & archives, the exhibits, etc.

MYSTIC SEAPORT MUSEUM, MYSTIC, CT
<http://www.mystic.org> OR <http://www.mysticseaport.org> You will be pleased with the extensive collection of research materials. There are over 800,000 images in the Morris Rosenfield collection alone, of which about 10% has been catalogued and is therefore available for reproduction. In addition, there are boat building classes, a museum shop, a vast watercraft (over 480) collection, historic buildings,

SOUTH STREET SEAPORT MUSEUM, NEW YORK, NY
<http://www.southstseaport.org> The history of New York as a major world port is the charter of this organization. There is a maritime collection, diaramas, programs and six ships on permanant display.

If this list has piqued or peaked your interest I suggest you visit the following site for an extensive list of maritime displays:

GREAT LAKES MUSEUMS & HISTORIC VESSELS
<http://www.oakland.edu/boatnerd/musems>

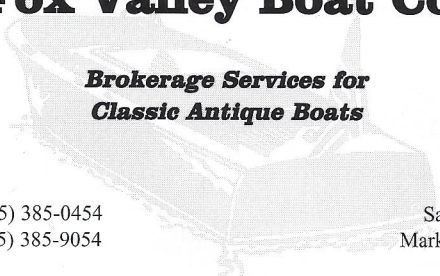
Please give this writer a call at 612/475-1384 or EMAIL: DataMerJ@AOL.COM with your suggestions for favorite small craft related web sites.

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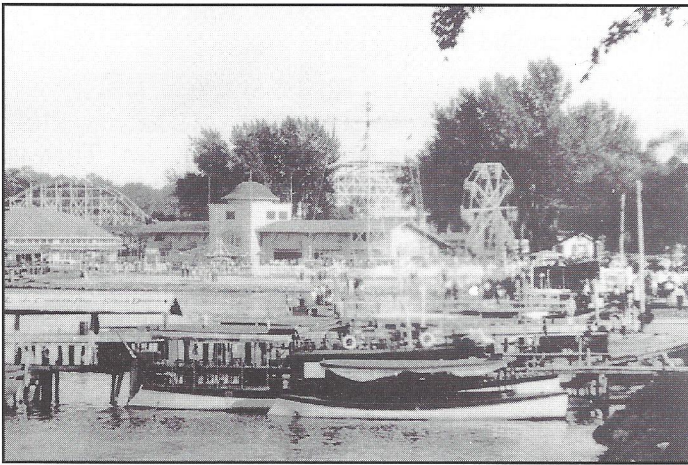
<<http://www.november.net/woodboats>>



THE AMUSEMENT PARKS OF EXCELSIOR

by Darel & LaVerna Liepold
Authors of "Minnetonka Memories"

In April of 1905, plans for a new park were announced to the public. The announcement didn't contain many details, only that a picnic grounds and similar attractions would be developed. It was an ambitious undertaking and took more work and time than those responsible had bargained for. Reports throughout the summer of 1906 referred to the delays. By August, the park, covering 65 acres of land on Big Island, was completed and in operation. A combination 186 foot high electric beacon and water tower near the center of the park provided a spectacular view at night. A long dock was available on the east end of the island for private boats. A streetcar service ran from Minneapolis and St. Paul to the newly renamed Tonka Bay Hotel, leased by the Twin Cities Rapid Transit



View of Excelsior Amusement Park from the Lake - 1925

(TCRT) from the Minneapolis & St. Louis Railroad.

In 1907, a large music casino seating 1500 persons was built. It has often been reported that John Philip Sousa's Band was featured at a special performance, but no record of this event can be found. According to the timetable for the Express Boats that summer, the orchestra featured was Banda Rossa Orchestra under the direction of Eugenio Sorrentino. Sorrentino was the composer of the *Big Island March*, a copy of which is in the Leipold Collection. Another song written about Big Island was the *Big Island Park*, a waltz with words and music by Tereesia Cashin (1908), arranged by Harry Thompson (Leipold Collection.)

The Innes Band played at the opening of the park in August, 1907. At that time it was reported even Sousa could not have done better. This report may have given rise to the story that Sousa's Band actually played at the park. Other bands featured were the Navasser Ladies Band and "Nelson and His Band."

Features of the amusement park were a large roller coaster, the Old Mill, the renowned scenic ride "Yellowstone Park" and the Carousel. Most rides were 10 cents, but it cost 15 cents to ride the roller coaster. The Big Island Park aviary was stocked with interesting

land and water fowl. Another attraction was the aquarium and its fine selection of live fish.

On the shore of Lake Minnetonka at Excelsior Bay, the TCRT build a streetcar terminal, a waiting station for the steamboats and extensive docks. Steamboats making Excelsior home port included the six new express boats, the three ferry boats, and excursion boats acquired from Captain Johnson's Lake Minnetonka Transportation Company. These boats included the *Mayflower*, *Puritan*, *Plymouth*, and the barge *Priscilla*, which was build from the front half of the old steamboat St. Louis. A new streetcar line ran from Minneapolis to Excelsior. Within a few years, it was possible to ride on this line from Tonka Bay to Stillwater.

W.D. Washburn was a trustee of the Washburn Memorial Orphan Asylum, named after his father, Cadwalader C. Washburn. The orphanage was located in Washburn Park Addition at 50th and Nicollet in Minneapolis. He took advantage of the new street railway system and the Big Island Park and arranged numerous outings for the orphans out to Excelsior by streetcar and then out to Big Island by one of the three ferry boats.

The orphanage was closed in 1929 and the land sold to the Minneapolis school system for the construction of a new high school to be called Fowell. The new school was built in 1931-32 as the Ramsey Jr. High and Washburn Jr.-Sr. High became a senior high school only.

The Big Island Amusement Park was closed in August of 1911 as was the Tonka Bay Hotel. Most of the buildings and rides were dismantled by 1918 with much of the scrap metal going for the World War I effort. The remaining buildings, including the large "mess hall," became a part of the new Vereran's Camp in the 1920's. The "mess hall" building still stands, seeing little use except for storage of odds and ends. The Minnetonka & White Bear Navigation Co., a subsidiary of the TCRT, owned the 57.7 acres of land on Big Island where the park was located. The land under the Veteran's Camp was under lease until 1941 when it was sold to the Board of Governors of the Big Island Veteran's Camp for \$25,000 under a 10 year contract for deed.

continued on page ## - Excelsior



Entrance to Excelsior Amusement Park

continued from page ## - Excelsior

The Excelsior Amusement Park was built during 1924-25. In January 1925, the F.W. Pearce Co. bought the Excelsior Dock Station building for use by the new amusement park. The land was still owned by TCRT. The new park opened for business on May 16, 1926. In April, news reports indicated that several of the rides had not arrived, but by the time of the grand opening on May 25, the park was mostly completed.

It became necessary for the park owners to fill land during the fall of 1925 in Excelsior Bay for "additional parking and a picnic ground." On October 6, an injunction was issued to stop dredging and filling operations. The Hennepin County Sportsmen Club and The Isaac Walton League were supporting of the State of Minnesota action to stop the filling of the part of Excelsior Bay adjacent to the new amusement park. A hearing was held in which



Merry-Go-Round Building - 1948

many Excelsior citizens testified. On October 20, dredging and filling was allowed to continue.

In 1924, Fred W. Pearce, Sr. of Detroit, Michigan presented a proposal to the village council of Excelsior that asked for support for a new amusement park to be built on land owned by TCRT. This property was the site of the old waiting station for the fleet boats owned by TCRT. At that time, the only craft in use were the seven fast express boats known as "The Streetcar Boats." These boats were also destined to be sold or scrapped within several years.

In 1925, Red W. Pearce, Sr., president of the Excelsior Park Company, announced that plans for the amusement park included rest rooms costing \$3000. Local business interests were discussing the possibility of the bus lines running from the TCRT terminal in Excelsior and state law required bus terminals to have adequate rest room facilities.

The grand opening for the new park took place on May 30, 1925. The F.W. Pearce Company had purchased the old Excelsior Dock Station building from the streetcar company in January of 1925 for amusement park use as a cafe. Reported cost of the Park was \$250,000 with the roller coaster costing \$60,000. A central attraction was the new carousel purchased from the Philadelphia Toboggan Company. The music was by a double roller music box by the Artizan Band Organ Company of

North Tonawana, NY. Marches and waltzes by John Philip Sousa were featured.

The land under the new park was purchased from TCRT by the Excelsior Park Company in the 1930's as well as other land and property. Land adjoining the park was purchased by the Pearce interests in 1937. In 1941 the land under the former dock station (The Silver Dollar Cafe) was purchased from the TCRT.

Across the street from the new park was the old Casino from the Tonka Bay Hotel. In later years it was the "Danceland" and featured the "Big Reggie's" dance band. The Danceland license was suspended for a short time in 1966 and in 1968, closed for good. It burned to the ground on Sunday evening, July 8, 1973. It was a separate operation from the amusement park until 1928 when it was purchased by The Excelsior Park, Inc., the parent company to the park operations. This company also operated the Wildwood Amusement Park in the 1930's.

In 1968, because of safety regulations, all the cars for the roller coaster had to be completely rebuilt with only the trim and the basic frames of the originals remaining. The park had obtained a second set of cars and many new parts when the Wildwood park closed, so even the iron wheels were new. The general appearance was the same with safety bars added. By 1973, the Excelsior Amusement Park had grown old and the Pearce family decided to close it down. The doors closed for good the weekend after Labor Day in 1973. On July 20, 1974, an auction was held to sell odds and ends of equipment, signs, ticket booths, and benches. The carousel was sold to the new amusement park near Shakopee - Valley Fair. The merry-go-round building was sold to Grace Lindley McKnight who moved it to Victoria where it was used as a horse ring. It was burned down when a golf course and housing development was built around 1990.

Currently, there is much interest in the history of the two former amusement parks of Excelsior. The authors of this article continue to collect information and photographs of the parks and will continue to share with you what new historical knowledge they discover on the amusement parks of Excelsior.

Editor's Note: All photos of Historic Excelsior Park are compliments of The Leipold Collection of Excelsior. Our thanks to Darel and LaVerna Leipold for sharing these wonderful memories.

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Lake Vermilion ... Then ... and Now!

by Mark Ludlow

It's the Geyerman boat! It's the Beaurline's! Even though they were all Chris Crafts, the K's, MBL's and the length of their exhausts gave them a distinctive sound. As a youth growing up on Lake Vermilion, you always knew who was coming down the lake from that sound!

In the fifties, the Chris Crafts hung from many lake residents' boathouses. They were supreme; fast, sleek, beautiful, and had that distinctive sound. Then, an innovation --- fiberglass boats with a system called the "inboard/outboard." Most of the people with Chris Crafts jumped at the new boats. They were low maintenance, had more control in reverse and were quiet! The outboard motors also suddenly improved in quality and horsepower. I watched as they "traded in" their wooden inboards for these new fiberglass and aluminum sleek boats, many copying designs of the cars of the time. I remember the fiberglass, Larson "Falls Flyer" with its newly grown fins and a 1958 model with directional signals! Wow!

Suddenly, the Chris' were being passed over - traded in, put into the garage, and even left out in the back yard to let the sun eat them away. I watched one local marine dealer bury two of them in the early 60's! The population of wooden boats on Lake Vermilion began to die off. Fortunately, the Beaurlines and a few others never sold theirs. They didn't use them much, but they hung in the boathouse patiently waiting for another day when someone would appreciate their wooden hull, distinctive sound and ride. In the early eighties, it started to happen. Sally and I asked her dad if he would mind our trying to get their 1949 Special Runabout back into the water and running. We varnished her hull, scraped and painted her bottom, and worked on her engine. All the memories of my youth and watching the Chris Crafts go by our dock were vivid as we took our first ride around the bay. It was heaven!

Since the early 80's, the inboard wooden boat population on Lake Vermilion has grown to over 40 boats. Those old gems that were hung for years have, for the the most part, been restored and are being used. Boat houses that once hung Chris' are hanging them again! It's wonderful! And Lake Vermilion is a wonderful lake to enjoy your wooden inboard. We have over 40,000 acres of navigable waters, 365 islands and a good deal of the lake undevel-

oped. Vermilion is a Canadian shield lake; one of those many lakes lying in a unique band of topography carved by the glacier that we refer to as the Boundary Waters Canoe Area Wilderness, the Quetico Provincial Park, and the Voyageur National Park. Located on the southern middle portion of this land and water mass, it is classified as a general development lake. That means we can operate any size motors and build structures, and we have some "grandfathered" wet boathouses. The lake is well buoyed, identifying rock outcroppings and reefs that exists.

Come and enjoy Lake Vermilion with your wooden boat. We are located about 4 hours north of the Twin Cities. Towing your boat will be easy as all but the last 25 miles are a divided highway. Once you arrive, you will find 30 resorts with accommodations ranging from rustic to romantic to luxurious. Some of the resorts even have some of those "grandfathered" wet boathouses so your wooden boat can be protected from mother nature. If you would like information about lodging on Lake Vermilion, call our resort association at 1-800-648-5897 or give me a call at 1-800-537-5308. Our resort may not fit everyone's needs and I am happy to tell you about the others on the lake.

About the author: Mark and Sally Ludlow and their four children operate Ludlow's Island Lodge on Lake Vermilion. Mark and Sally's families have been on Vermilion for three generations. Sally's father, Lloyd Beaurline was one of those people who kept his wooden boats and has a 1952 Chris Craft Sedan and a 1949 Special Runabout. Mark and Sally also have an 18; lapstrake Thompson "Thomboy" and a 16.5' Hugo Gross cedar strip rowboat. The "Thomboy" is used as the shuttle boat for transporting guests to and from their island resort.



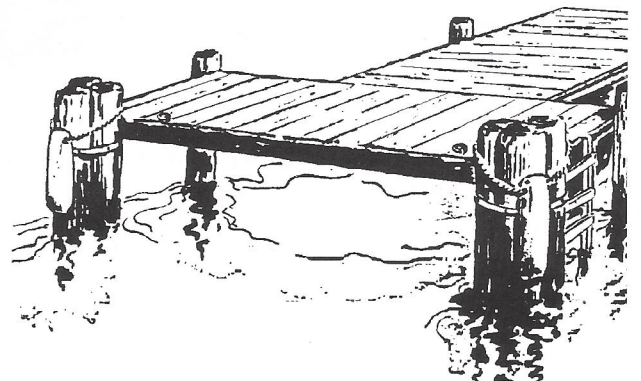
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1997 Spring Quarterly Meeting

By Jeff Stebbins

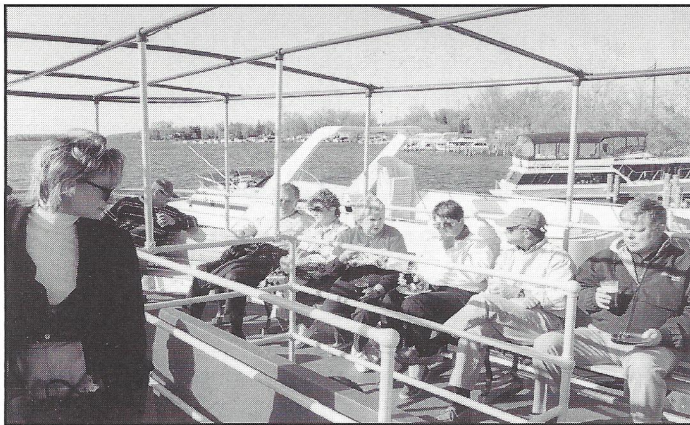
On Thursday, May 23rd, Bob Speltz Land-O-Lakes chapter welcomed the ACBS Board of Directors, officers, and chapter presidents to Lake Minnetonka and the Lafayette Club for the spring quarterly meeting. The weather was great and the turn-out fantastic. I believe our



Rene Clark, Dana Bruzek, Todd Warner, Paul Mikkelson

guests had as much fun participating as we did as hosts. The activities started that afternoon when we were treated to boat tours of Lake Minnetonka and dinner at Al & Alma's Restaurant. As you may know, Al & Alma's has been an interesting spot on the Lake since the 1930's, with floors sloping in every direction, great food and a funky atmosphere.

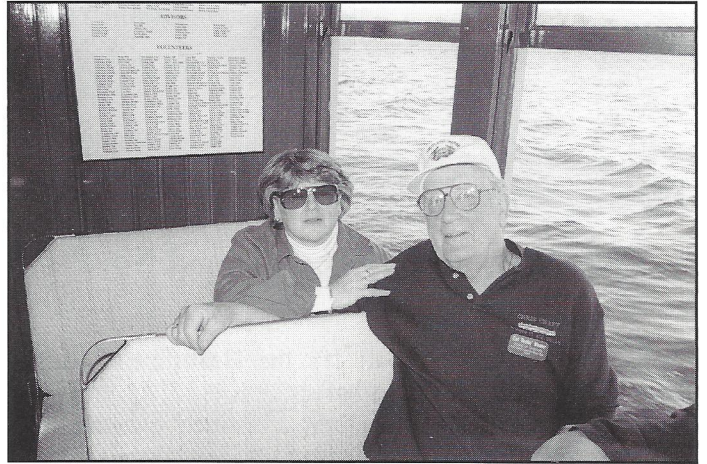
Friday brought another beautiful day. The majority participated in a shop tour of F. Todd Warner's Bristol Classics. Many thanks to Todd for offering the tour and providing lunch to the group. With all the enjoyment



Enjoying the top deck aboard the Minnehaha

comes a little work, so the Executive Committee met for two hours in the afternoon. That evening the group found its way to Excelsior, where we (BSLLO) treated the group to a cruise on the Minnehaha, cocktails and hors d'oeuvres. We enjoyed dinner at the Excelsior Park Restaurant, walked about the grounds and prepared for the board meeting on Saturday.

The Lafayette Club, a picturesque setting on Lake Minnetonka and headquarters for this meeting, conjured thoughts of meetings and celebrations that have occurred here for the past one hundred years, where wooden boats, steam driven vessels and trains were the reality and not



Peggy Merjanian & Carl Weisser

the oddity. Our first meeting of the morning was the Presidents Round Table. This is where the presidents or proxies from local chapters get together and share their ideas, helping each other through the evolution and growth of the ACBS, internationally and locally. Andrew Dymont from the Toronto Chapter gave a great presentation on how to generate sponsorship and advertising revenue from newsletters, boat shows and rendezvous. The Toronto Chapter is tremendously successful in generating revenue for their organization. Later, I presented a business outline which has allowed our chapter to experience tremendous growth and financial security over the last three years.

Following the Round Table was the Board of Directors meeting which is open to all who desire to attend. It is informative and a required process of doing business. The meetings are with people like you and I who have participated on a local level and enjoy the process on an International level. Every chapter has the right and is encouraged to send a voting representative to

continued on page .18 - Meeting



Marcia & Jim Aamodt at the refreshment table.



Hugo's Boat Works

by Wanda Coppernoll

They don't build them like they used to. Least not around here anymore - not since the days of Hugo's Boat Works. Sam Vivant had a blacksmith shop and resort in Wahkon for many years. He built three boats in his blacksmith shop for his resort ... then realized he needed more boats. Eventually, in about 1935 or 1936, he moved the blacksmith shop out to where the building still stands three miles north of Onamia and continued in the boat building business.

Then in 1937, 19 year-old Hugo Gross stopped in at Vivant Boat Shop just for a chat. Vivant asked Gross if he could help him out for two weeks, and that was the beginning of a long boat-building career for Gross. In 1952, Gross bought Vivant out and changed the name to Hugo's Boat Works, which he operated until August 1983 when he sold the business and retired. Hugo died in 1992. Gross admitted that the work didn't thrill him at first and the pay wasn't that good. He said he liked it better every time he took another job for awhile and then returned, according to columnist Jim Kimball of the Minneapolis Star Tribune when he wrote about Hugo in his column in 1975.

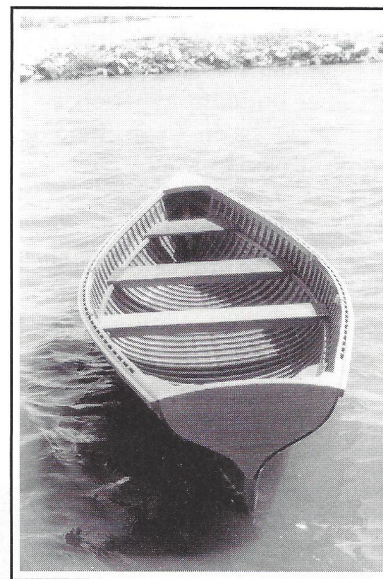
The distinctive sharp bow, designed to cut through rough water, was Vivant's trademark and Gross continued building boats with the same type of bow. Gross liked to be challenged to build something new in boats. Sometimes the new designs worked; other times they didn't work as well and he wouldn't build another one. In the beginning, Gross made only fishing boats, as many as three a week, and started making rowboats later. When outboard motors replaced muscles, he started making 12 to 20-foot runabouts. He also did a lot of repair work, but had no trouble selling all the boats he could build. There were times when he hired help, but later he made the boats alone and his wife, Janet painted or varnished them.

"Business has always been good," Hugo told Cary D.

Moss, a reporter for Minnesota Motorist in 1976. "Heck, we've always had buyers. It seems the more they sell of that other stuff, the more people want to get back into a wood boat." Hugo swore he had known some tight years, but never an unsuccessful one during his years as a boat builder. "Things were pretty tight when I started back in '37. I got paid a buck fifty a day then, but old Sam Vivant (the original owner of Hugo's Boat Shop) was a darn good boss," Gross related to Moss. "Funny thing was, Sam never had much room for other folks' ideas on how a boat should be built. In fact, he fired more than a few characters who tried to tell him a thing or two."

Over the years, there were many boat builders in the Mille Lacs area, and when fiberglass became popular for boats they told Gross he would either have to go fiberglass or go broke. He replied, "If I'm going broke, I'm going broke in wood." On his workshop wall hung a plaque which read "If God had wanted us to have fiberglass boats, he would have made fiberglass trees." One of Hugo's daughters still has that sign.

According to many veteran boaters, nothing rides in the waves like good ol' wood. Gross's rowboats were



Hugo G-16 Easy Row

made of strips of western red cedar with the bow, stern, gunwales, keel and transom constructed of white oak - and they were made to last. He built about seven or eight models at various times, and also made boats to the buyer's specifications. Janet Gross, Hugo's wife of nearly 52 years, was no doubt the other "high" in Hugo's life as a boat builder. Janet has been more than a partner to Hugo's career.

Yet, her delicate touch can be seen alongside Hugo's in every boat they've turned out. "Heck, even when Janet and I had the help of my brother full time and were putting out as many as 137 boats a year, we never made a boat that wasn't sold before it was built," Hugo was quoted as saying. Janet helped put the ribs in the boats and did all the varnishing and painting on the boats. Putting in the ribs was a job that required two people. The ribs were steamed so they would be more pliable, and they had to work fast before they stiffened again. Janet said every boat they built came right out of his head. There was- *continued on page .18 - Hugo*

continued from page 17 - Hugo

n't a blueprint for any of their designs. Her children and grand-children have some of the boats which were built at Hugo's Boat Works - and they still use them.



Hugo Gross in his workshop.

Boat Works, that white wood frame shop is a monument to boat building. Hugo's Boat Works was one of the most long time boat builders in the area, having operated for 46 years.

The Mille Lacs Lake Museum features boats and boat building as their theme this summer. An audio cassette of Hugo Gross telling of his boat building experiences is available for museum visitors to listen to. Mille Lacs Lake Museum opened for the season in May.

Editor's Note: Our thanks to the author and editor, Jim Baden of the Mille Lacs Messenger for permission to reprint this article, the first of three on Minnesota Boat Builders.

The boat shop is now a pawn shop and storage buildings are still standing, but the house next to the shop Janet and Hugo once called home was recently burned as a practice drill for the Oman Fire Department. For those who know the history of the lake, and especially those who were proud owners of a boat built by Hugo's



Jeff Stebbins showing a painting at the auction.

continued from page 16 - Meeting

participate and be apart of the process.

Before we knew it the meetings were over and it was time to have some fun again. The Lafayette was host to the slightly more formal dinner and social time to celebrate the work completed during the day. We had fun with friends and new acquaintances. This spring's event was capped off by a benefit auction for the new headquarters in Clayton. Thanks to Colonel Tommy Johnson the evenings comedic auctioneer, all the contributions from the various chapters, individuals, and those who made purchases, the evening netted slightly over \$7,500. Beyond that, we just had some great fun.

Sunday brought us more boating and if you can imagine, more food. We all had a great time. Thanks to all who participated and a special thanks to those who worked so hard allowing this event to be so successful. Jim & Marcia Aamodt, Nancy Hoy, Nancy Stebbins, Todd Warner, Dana Bruzek, Jane Ann Davis and last but not least, Dr. Bob.

These quarterly meetings give the participants an opportunity to see new places, meet new people and be with those who share a common interest. Try to make the next annual meeting in Baltimore Maryland, Thursday through Sunday, October 2-5. Sign-up sheets are available at the Registration Tent if you are interested.



Jeff Stebbins and Todd Warner at the auction



Todd Warner and Auctioneer Colonel Tommy Johnson

THE TOY DEPARTMENT



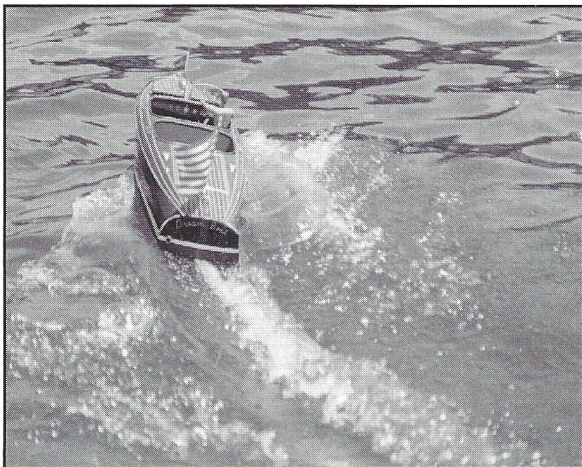
CENTENNIAL LAKES PARADE OF MODEL BOATS

by Steve Merjanian & Todd Warner

The Edina Model Yacht Club had an idyllic summer day for their 6th annual Parade of Model Boats. It was 80 degrees, light winds and clear skies. The event was held at the Centrum Building in the Centennial Lakes complex and used the 1/3 mile man-made lake for operating sail, steam and electrically powered remote controlled model boats. Between operating sessions in the water, the members' tables displayed their model craft in the main lake-side room of the Centrum Building. There were both kit and scratch built boats in evidence. Examples of model boats include sail, pleasure, military, race, work, tugs and submarines.

At 1200 there was a free-for-all in the lake and we participated with a radio controlled vintage Dumas kit of a 1948 Chris Craft 25' Red & White Express. We began the learning experience with the on/off switch which proved to be an important revelation. Once under way, not hitting other boats was also important. After some near misses, a crash into the dock and help from the organizer, John Bishop, we started down the learning curve.

Around 1230, the military contingent took to the water with a 40 year old model of a German Kriegsmarine Type 7C Unterzeebooten, an S100 Schnellbooten coastal patrol craft, British Corvette



Dumas 1948 Chris Craft 19' Barrelback

Convoy Escort and a wide assortment of mallards. The mallards were the only Americans on the water, albeit in 1:1 scale. At 1300 the sailing craft dazzled us with their grace and agility. They were mostly models of production and racing classes. At 1330 the deep-V racing boats, hydroplanes and the very fast 1940 Chris Craft 19" Barrel

Back zoomed across the length and width of the basin.

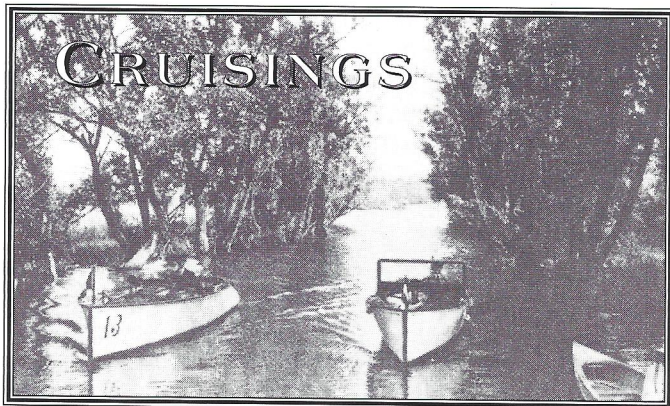
At 1400 the fire boat came out and squirted the kids. A model of the 880 foot battleship USS Missouri made her stately appearance. This vessel was the site of the Japanese surrender in Tokyo Bay, September 1945. At this time the lake was filled with cruisers, tugs and steam boats with smoke billowing from stacks. A real treat was the steam powered work boat, the "Polar Bear". Wouldn't you know it, a fire breaks out in one of the boats. Not to worry, the fire boat shows up and puts it out. In short, it was a great time with men and boys enjoying their toys.



Model Tug Boat

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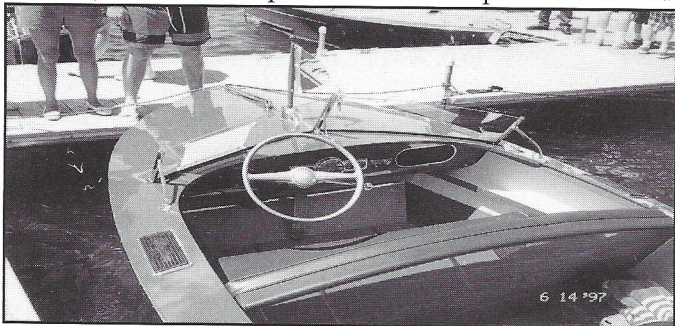
1997 ALEXANDRIA BOAT SHOW

By Jerry Valley

June 14th was the day of this year's Alexandria boat show. As in past years, the show was held at the beautiful Arrowwood Resort on Lake Darling. If ever there was a "10" summer day, this was it, with nary a cloud in the sky, a soft breeze and temperatures in the mid eighties.

In spite of the great weather, the turnout wasn't quite as good this year as last, however, the BSLOL was well represented at the show with four boats brought by Sherwood and Jo Heggen, Dr. Bob Johnson and Beth Kessler, Ron Niccum, Jerry Valley, and Ray Ellis and Carol Watanabe. Ray and Carol got slightly delayed on the trip up from Minneapolis when they went back to retrieve seat cushions which flew out of the boat. Fortunately for Ray, his eye caught something in the rearview mirror which prompted him to stop and investigate. The cushions appeared to be none the worse for their little side trip.

Dr. Bob, always his gracious and generous self, treated one and all to boat rides throughout the day, 10 people to a trip. His repowered (slightly! modified Chev 350 V8) Chris Craft Sportsman was the perfect boat and



1947 Higgins owned by Dr. Richard Eisler

naturally, it has a single speed like all of Bob's boats, operating only at wide open throttle (at least when Bob is at the helm).

While there were a number of very nice boats at the show, one of the most stunning was a 1947 (I think) blue and white Higgins that had just been put in the water for the first time that morning. It had just undergone a complete restoration by Tom Juul of Alexandria Boat Works and boat owner Dr. Richard Eisler. The attention to detail on this boat was evident everywhere one looked. This is no doubt one of the finer Higgins in existence today and

I hope we see it at our Rendezvous on Lake Minnetonka. This show also features a land display, and one of the main attractions this year was Harry Munson's Redwing Engine display. Harry has 5 or 6 engines all mounted on a trailer and using a common cooling and starting system so that he can run these beautiful engines for people to enjoy. Most have never heard of Redwing Engines but



Fully Restored 1947 Higgins

they were manufactured in nearby Redwing, Minnesota for configurations from propelling boats to use as stationary power plants and many other applications as well. Also included in the land display were a variety of boats including another Higgins, an early red and white fiberglass Larson Runabout, a Lady of The Lakes, a nice Chris Craft barrelback and many others.

Our thanks to the Juuls for hosting another very enjoyable, casual show. I encourage more of you to make this easy, 120 mile trip from the cities for next year's show. I promise you'll have a fun time and will enjoy boating on these crystal clear lakes.

LONG LAKE BOAT SHOW

by Jerry Valley

Saturday, July 12 was the date for this year's boat show at Long Lake, Wisconsin, just north of Rice Lake. For the first time in the five years I've been attending this show, the weather was great - sunny, hot and breezy on Saturday and hot and cloudy on Sunday with no rain either day. As in the past couple of years, the show was held at the Pioneer and Marawaraden Resorts which are adjacent to one another. The current owners of the Pioneer are to be commended for the improvements they've made to the buildings and grounds over the past

continued on page 21.- Long Lake



1957 Trojan 15' Runabout

Long Lake - continued from page .20

year. The landscaping is beautiful. They had also upgraded some of the docks to make them more wooden boat friendly as well as stronger and longer.

Approximately 25 boats participated, of all makes and sizes including a birch bark canoe, one part of which was over 200 years old. This boat sat in the water all day and had barely a cup of water in the bottom by day's end and no, it wasn't a West System bottom, just plain old birch bark and pitch to seal the seams.

Another interesting and seldom seen boat was a 1957 Trojan outboard runabout owned by Lyle Lauritsen of Frederic, Wisconsin. According to Lyle, this boat was restored from an almost perfect original with only one piece of wood needing to be replaced. The boat sported new cream-colored upholstery, beautifully varnished and striped decks and an aqua and dusty pink hull - yes, aqua and dusty pink, and it was outstanding!



200 Year Old Restored Birch Bark Canoe

I don't know if these were the original colors, but they sure looked right on this boat. It also had the correct vintage and original Evinrude outboard looking like it had just come off the showroom floor. I hope we see this boat at the BSLOL Rendezvous this year, as I pleaded with Lyle to bring it and assured him it would be a hit.

As in past years, trophies were presented for Peoples Choice and Skippers Choice. Trish Rieschl, one of the organizers of the show, took first place in both categories with her 1961 Carver Caribbean outboard cruiser. She insists she had nothing to do with it and was nowhere near the ballot boxes all day. Sure Trish! As it turned out, it was a 3-way tie for Skippers Choice so, by luck of the draw, Trish took first, Jeff and Nancy Stebbins took second with their 1928 24 foot Hacker, Sadie and Ron and Bev Niccum took third with their 1937 Garwood 18 foot utility, Gatsby. A second place Peoples Choice went to John Gallagher for his 1947 17 foot Century. Ed Westerhoven and his wife picked up third place Peoples Choice for their 1940 22 foot Chris Craft Sportsman, a perennial favorite it seems.

In addition to the trophies, every entrant received an oak and brass plaque commemorating the event, cour-

tesy of Northland Recreational Homes and Screen Tech Printing. Other sponsors of the show were Dave's Outboard which allowed entrants to use his launch ramp, Doug's Repair for the Peoples and Skippers Choice trophies, the Lube Station for the sound system and last, but not least, the Pioneer and Marawaraden Resorts. Thanks to all of these sponsors, this continues to be a no-entry-fee and fun show for everyone.

The closing event is always a single file fly-by of the entrants with Butch Rieschl acting as starter and sending us off one at a time for a wide open pass in front of the resorts - always a crowd pleaser and a fun way to wrap up the day.



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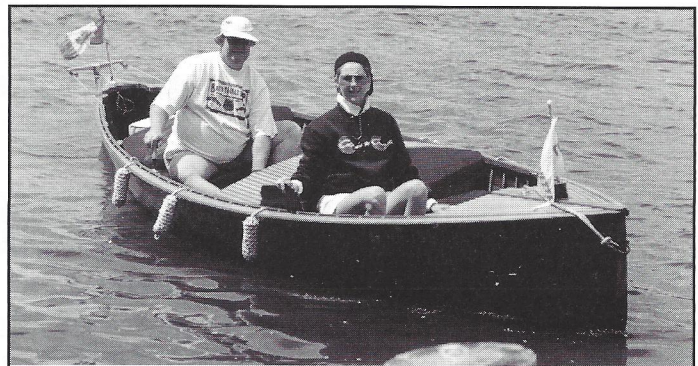
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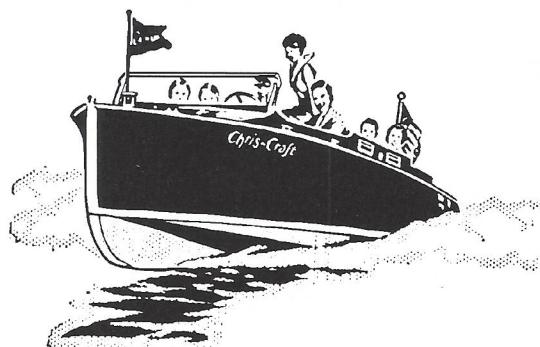
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NATIONAL WOODIE CLUB MEMBERS DISPLAY CARS AT 22ND ANNUAL BSLOL RENDEZVOUS by Jerry Valley

We are pleased to have some local members of the National Woodie Club displaying their cars at this year's Rendezvous. This is something I have worked personally to make happen for several years and it looks like this is finally the year. A chance meeting with Jeff Johnson at the World of Wheels in St. Paul this spring was the spark needed to bring this vision to reality.

The National Woodie Club was formed in 1974 by Will O'Neil to "promote interest in the wooden car, its beauty, usefulness and uniqueness, to bring together all those owners of wooden cars who wish to swap information, compare building and restoration techniques or just associate with others with like interests. The wooden car is a special kind of car and it deserves special recognition. This club will work toward that goal." (Sounds kind of like the ACBS doesn't it!) As of May 15 of this year, the club had approximately 2200 members, 31 of them from Minnesota. Fourteen foreign countries are represented in their membership.

I have noticed from reading the club's publication, The Woodie Times, that a number of their clubs are putting on car shows in conjunction with wooden boat shows. Perhaps we can work toward that goal here as well.

As you visit the boat show this year, be sure to stop by and see these wonderful wooden cars as well as the boats. Let the owners know you appreciate their participation and encourage them to come back again next year.

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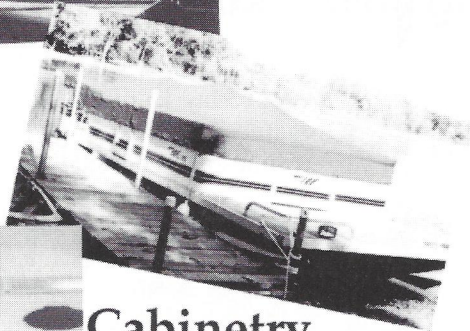


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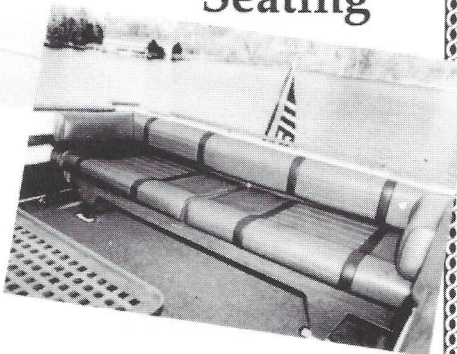


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DAREL & LAVERNA LIEPOLD
for the story and great pictures of
Historic Excelsior Amusement Park
from the Leipold Collection

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MILLE LACS MESSENGER
for permission to reprint the article and
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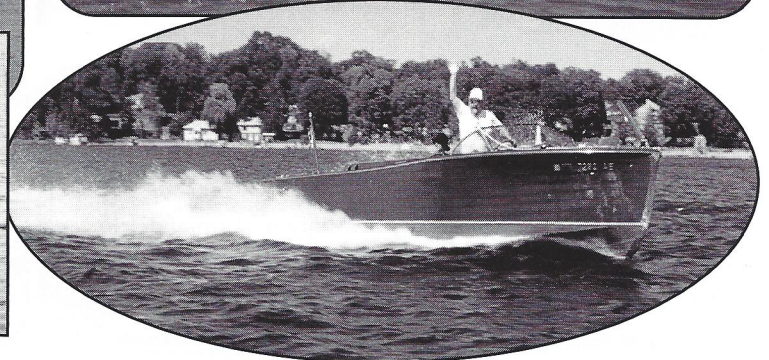
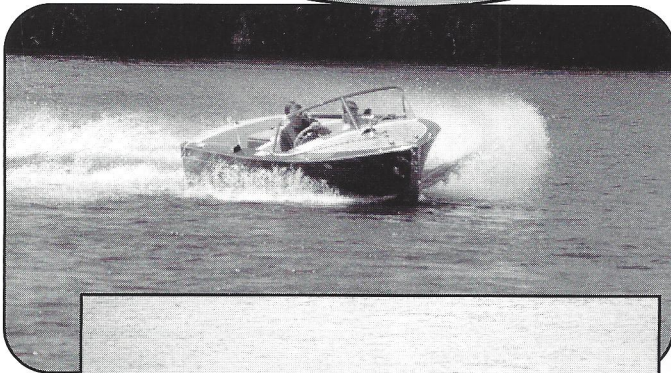
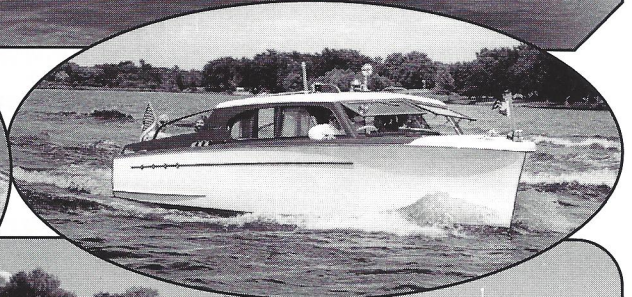
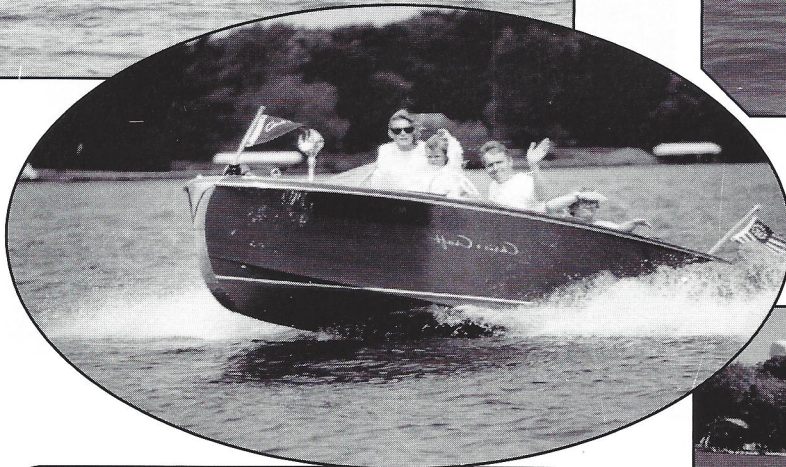
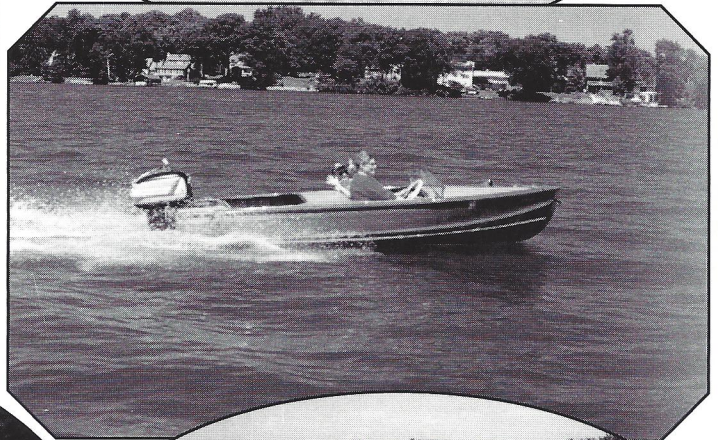
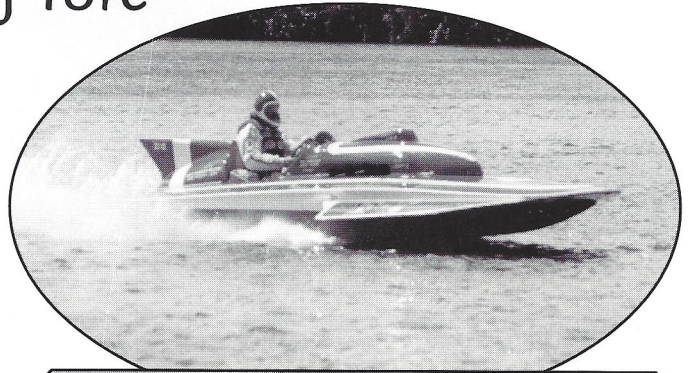
SPECIAL DISPLAYS

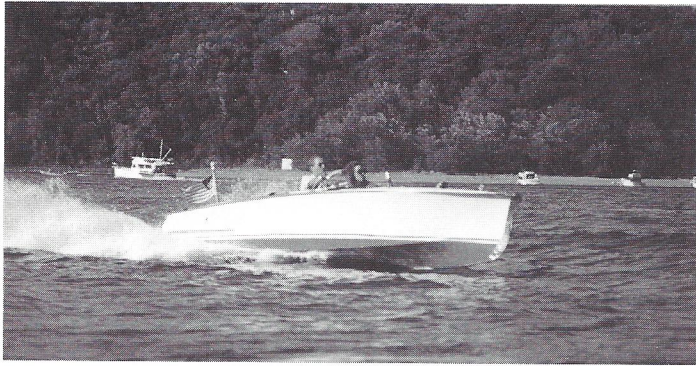
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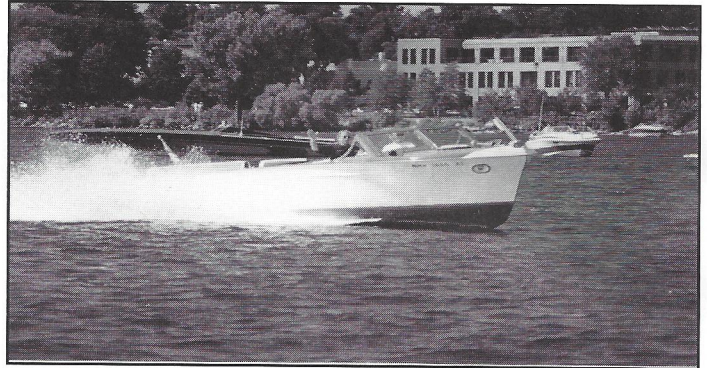
Jerry Valley

Some "Fly-By-Night (rather, Day)" Shots of Wooden Wonders of Yore

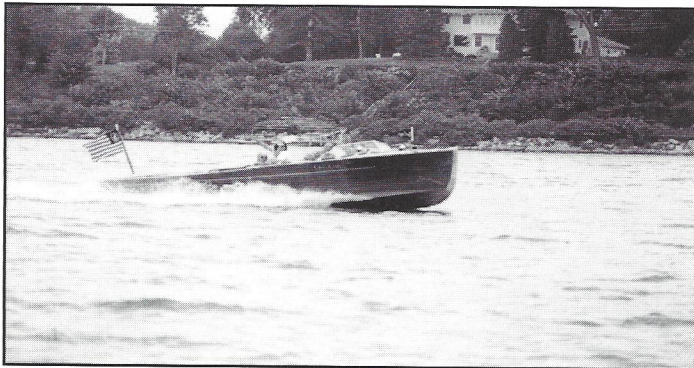




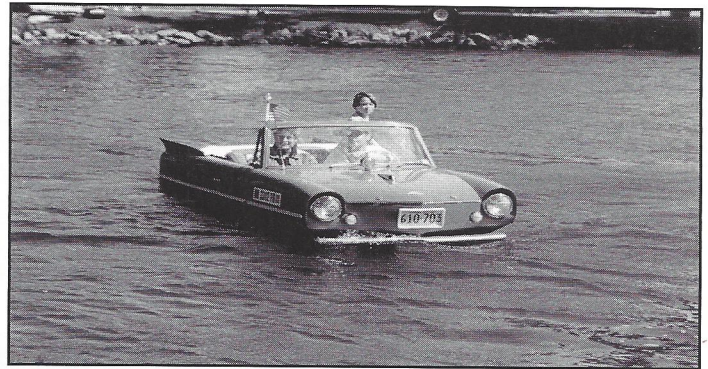
1948 Chris Craft 19' Racing Runabout



1954 Chris Craft 28' Sportsman, "Pokey"



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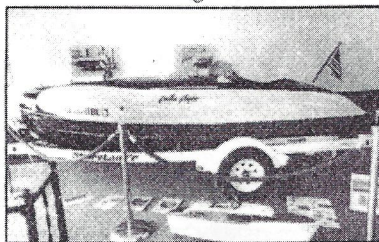
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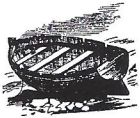
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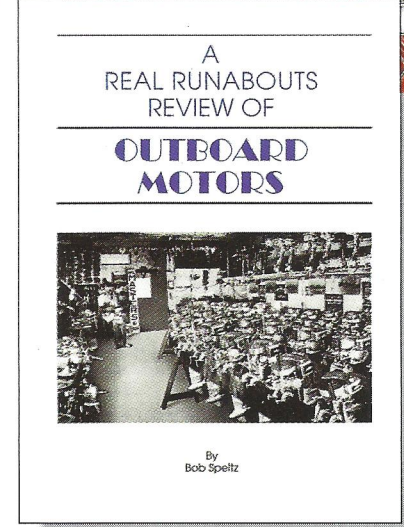
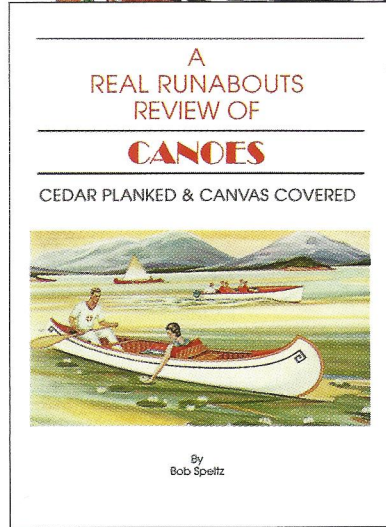
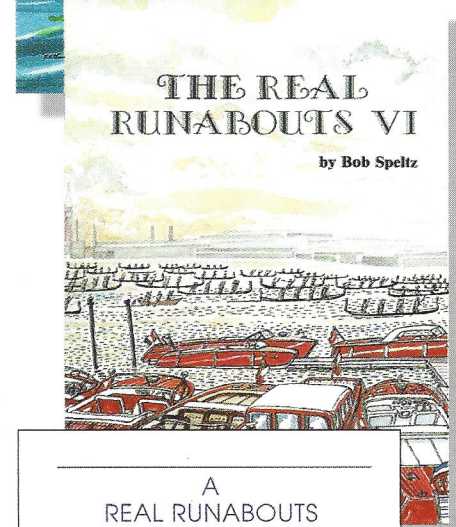
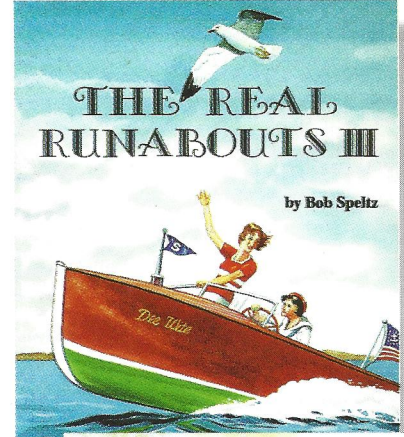
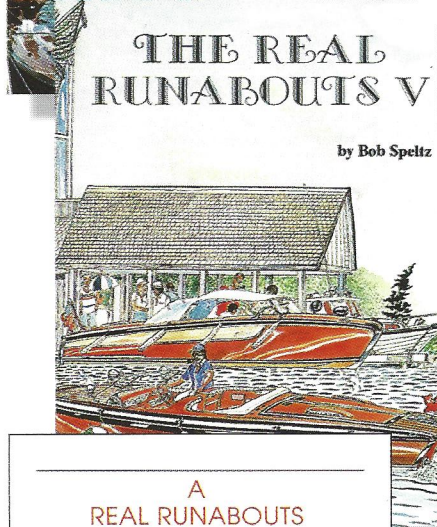
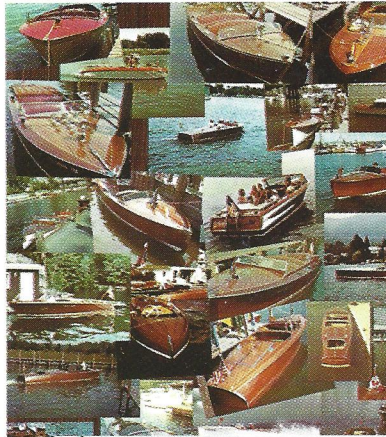
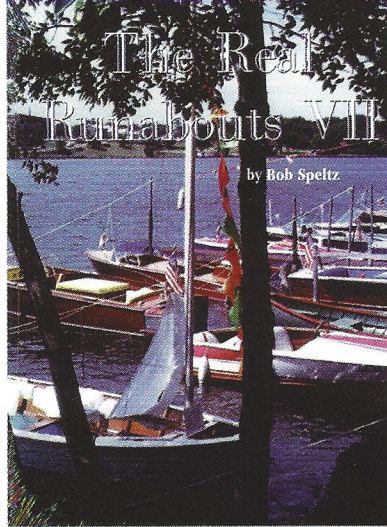
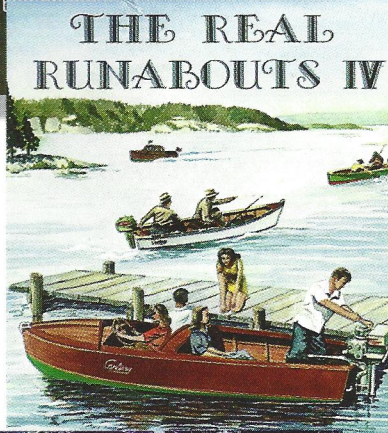
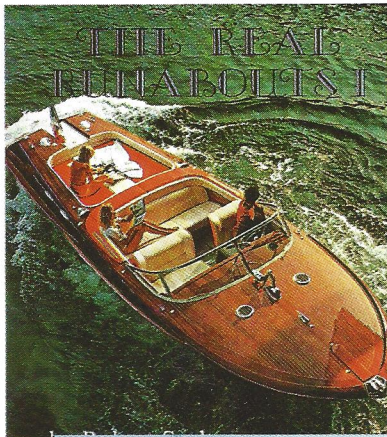
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