

BOATHOUSE



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Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society

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BSLOL
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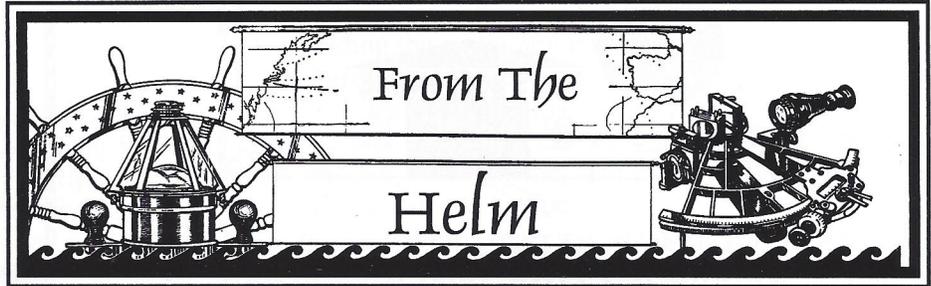
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I'd like to begin by thanking the following members who brought their prize possessions to the Minneapolis Boat Show in January: Dave Doner, Wally Fisk, Sherwood Heggen, Jim Kluck, Paul Mikkelson, Nancy Stebbins and Todd Warner. It's not easy finding seven award-winning boats whose owners are willing to drag them out in the snow and slush for a January show. We must live right though – the weather cooperated again this year. Thanks also to all the volunteers for helping out over the five days of the show. We had a great turnout once again and over 4000 copies of *The BoatHouse* were handed out by our enthusiastic members - great representatives for the club. This is a fun show to do and it's great exposure for our chapter. It also brings in needed winter revenue.

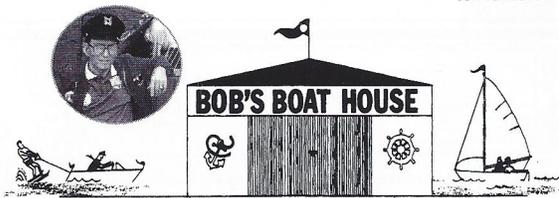
The winter is nearing an end and we're heading for spring...yea! Don't get me wrong, I love winters in Minnesota, but I really love the summers! This will be a special summer for me because I will have my 1956 Chris Craft Capri finished, in the water, and running after almost ten years since I bought it. I wish I could say I did all the work, but I can't. I used a professional restoration shop simply because I just don't know how to do it the right way. If you read the last issue of *The BoatHouse*, you know we have a new section called "Boats In Process." This is a new way we can connect with all the members in our chapter who are working on a boat. Beginning on page 28 are all the responses we've had to "Boats In Process." If you haven't sent in your information, we want to hear from you! The outer jacket of this newsletter has a form you can use as a guide. It's interesting to see where our members are with their projects. It is also a source you can call upon to get some questions answered. Each of those who have responded have offered their help. (I just may have had more confidence to do my own boat with a network like that.) We're working on getting some local professionals available to address your more difficult problems.

The Board of Directors is expanding at a fast rate in 2000. Since the elections, we are delighted to announce three new directors. After much discussion last Fall and additional committee work to help find our real need, we simply said, we need a different way of doing business and we need more help. These new positions are appointed and will be up for election at the next annual meeting. We congratulate John Kinnard and Eric Gustavson on their appointments to the new Vice President positions and Sharon and Dirk Gunder and Dave Doner on their Board of Directors' positions. In addition, Jim Camery has agreed to go into training for Captain of the Membership Committee, a task that John Kinnard has perfected over many years and you just don't learn this one overnight!

We had a great workshop at Nelson Boatworks on February 12th. Jack Dukes of Crows Nest Mobile Marine discussed engine wiring and installation. Dan and Diane Nelson provided chili, soup, homemade cookies, pop and beer to a full house of about 60 people. The last-minute calls got turned away and we are sorry about that. These workshops are becoming very popular and if you want to attend, you must get your RSVP in soon! We are looking for more room in the future. The next one is on epoxies at the Boathouse (Little Boat Shop) on March 4. Thank you Dan, Diane, and Jack for your dedication to these important educational workshops. I hope you take advantage of the upcoming workshops and activities planned this year. Do your part in preserving the past and have a little fun too!

For a winter in Minnesota, it has been quite busy for me. I expect an even busier pace this spring. It's going to be a busy summer for my family. I have lined up a minimum of five shows and cruises to attend, concluding with the five lakes cruise in conjunction with MAC 2000 in September. Wish us a safe journey!

Greg



3rd Annual Lake Minnetonka Antique & Classic Boat Rendezvous Lake Minnetonka, Minn., Aug. 5 & 6

From the Newsletter of The Land-O-Lakes Chapter of The Antique and Classic Boat Society, Inc.
by Bob Speltz

Fantastic! That's the only word to describe the 3rd Annual Land-O-Lakes Chapter of The Antique and Classic Boat Society Rendezvous held on Lake Minnetonka and Lord Fletcher's of the Lake on August 5th and 6th.

Starting with the cooperation of all concerned in the pre-planning stage, early registration and publicity, to the fly-by, judging, and awards the rendezvous was a complete success. We had forty-three pre-registrations by the time the program was printed, and many more



1951 Century 18' Resorter - Best of Show

after that and the day of the show to make this show by far the largest we ever had. The skippers meeting was held at 9:00 a.m. where we were all told what was on the day's program, our route in the parade, the rules of good seamanship, what to do in case of a breakdown, the picnic, and Sunday's events. About 1:00 p.m. we left Lord Fletchers for the parade, the fly-by at Wayzata, and the putt-by at Excelsior. Despite some rough waters in Wayzata Bay



1929 Hackercraft 26' former Excelsior Ride Boat

and Lower Lake, dubbed "the North Sea" by all involved, all went quite well and we ended up at Big Island for our picnic.

Sunday morning at 9:00 a.m. we all, and I mean all, gathered at Fletchers for brunch. After brunch we had the awards presentation ceremony. Hosted by Todd Warner, the awards for Peoples Choice, Oldest Power Boat, Oldest Non-Power Boat, Longest Distance Traveled, Best of Show, Longest Marriage, Oldest Skipper and the one and only Dry-Wrought Award were presented to the winners informally with the formal presentation held at the Dinner Dance on August 19th at the Lafayette Club.

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ON OUR COVER

1959 Chris Craft 40 foot Conqueror owned by Mike & Sue Favilla on the Mississippi at the ACBS National Meeting in September. The cruiser was in storage for three years being re-powered from its two original Chris Craft M's, 130 hp, to its present Crusader 454's, 350 hp. This weekend was its first time out and everyone enjoyed it - whether riding in it or just watching it cut through the water.

ENCORE
 by Bill Ballard

It was April of 1930 and our feature boat left her home port of Menominee, MI at 7:00 a.m. Stopping for fuel and lunch in Milwaukee, the 23'6" Atlas triple cockpit open sport runabout with her crew of three arrived at Navy Pier in Chicago at 4:20 in the afternoon. They had covered the 248 miles in eight hours, twenty minutes.

Lowell Gilbert of the Universal Motor Company, Hemming Larson, and Jack Eastman arrived at the Navy Pier just in time for the opening of the Chicago Boat Show. Even though they were still from the freezing spray, they pointed out to the newspaper that they had beat the train by 15 minutes.

Gilbert went on to explain, "once we almost hit a big barrel and we had to be on constant lookout for drift. We were out from ten to fifteen miles most of the way except when we pulled in to hail the Coast Guard at Sturgeon Bay, Sheboygan at Racine. It certainly was a severe test of both boat and motor, but we think we have established a record for that strip of Lake Michigan water at a time when the rollers were eight and ten feet high."

Menominee, MI, located on Green Bay at the southernmost tip of the Upper Peninsula, had never been known as a major boat-building center. In 1929, with \$100,000 in capital, successful Menominee businessmen E.P. Smith started the Atlas Boat Corporation. A.T. Stainer was secretary/treasurer and Hemming Larson was the plant superintendent. The Atlas factory was located on the waterfront at the foot of Pengilly Street.

Larson had gained his boat-building knowledge working with his father at the Larson Boat Company. Atlas aimed for a niche in the marketplace for a semicustom designed boat at a moderate price. In addition to the 23'6" Atlas, their 1930 sales brochure lists a 19' split cockpit runabout, a 26' triple cockpit and a 30 footer available as an open runabout or enclosed sedan. The larger boats were available with single or twin engines.

In the midst of the Great Depression, Atlas quietly went out of business. In 1932, four brothers, James, Delore, Henry, and Arthur Goulette bought this new boat at the factory. They named it "Miss Goulette" and operated her for many years on Lake Antione near Iron Mountain, Michigan.

The area's short summers, cold water and the brother's commitment to their "Miss Goulette" kept her in pretty fine shape all those years. In 1958, the original Universal 115 hp flathead straight eight was replaced with the Chrysler hemi that is in the boat today.

"Miss Goulette" was last in the water in 1975. She was discovered in the back of a storage shed in 1982 by Hal Young of Plymouth, MI. With the help of James Goulette, Hal started the restoration and tracing the history of the boat and company.

When Bob and Sue Graves bought the boat in 1988, the chrome and running gear were off the boat and the wood had been bleached and rough-sanded. Doug Morin of

Kawkawlin, MI did the total restoration with the exception of rebuilding the motor and upholstery.

Doug reported that a new bottom was put on "just to be safe." He also said that they saved 80% of the side planking and that the decks were not removed. This old boat was put back together using the Gougeon brother's W.E.S.T. System epoxy glue.

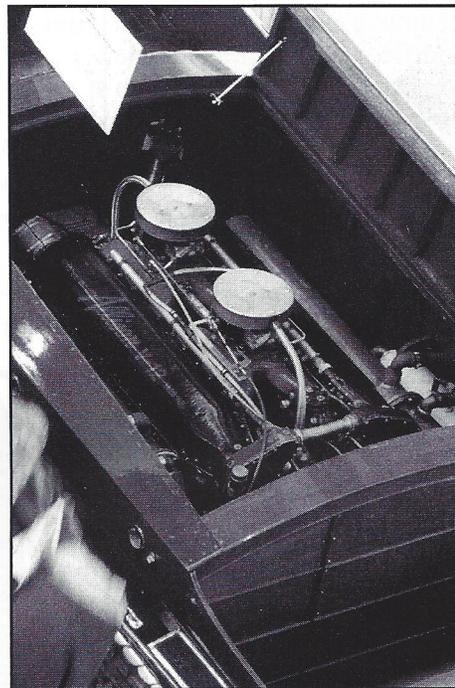
When asked if there was anything unique about the construction of this Atlas Doug said, "she was built like 'brick you know what'. Everything about her structure was beefier than anyone else's."

Doug and crew finished the restoration in about 700 hours. The big Atlas rolled out the doors three days before the 1990 Hessel Show. They ad a 20 minute test run on the Saginaw River with a few "exciting" minutes starting the engine and getting the steering adjusted.

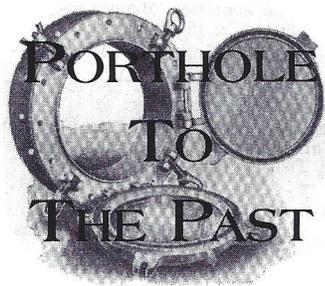
After crossing the Mackinac Bridge, the boat was shown at the Hessel Show and their maiden voyage was to Mackinac Island where she "purred like a kitten and cut through the three-to-five foot waves like soft butter."

That's the story of "Encore," a 1930, 23.6' Atlas triple cockpit sport runabout, the only known boat of its kind. She was the featured boat of the 1991 Boats on the Boardwalk show of the Water Wonderland Chapter of the Antique and Classic Boat Society.

Our thanks to Mary Keating for submitting this to The BoatHouse at the suggestion of the writer, Bill Ballard of Gladwin, Michigan. It is believed that "Encore" is now in Atlanta, Georgia.



Allison 1710 ci, V-12, 1425 hp engine in Wally Fisk's 1926 Garwood 33' Baby Gar as seen at the January 2000 Minneapolis Boat Show.



Born in Moorhead MN in 1886, David Warren Onan started his life in the automotive world in 1906 working as an automobile mechanic in Minneapolis. By 1915 he was foreman of the automobile repair shop for Reinhard Brothers Company. He had developed a line of automobile repair tools and specialized in electrical and carburetor work for which he became well known. He was an instructor at the Dunwoody Institute in 1917.

He took his basement shop into the garage in 1918 and expanded into a number of automotive specialties. The automotive electrical experience led him to offer electric starters for outboard motors in 1930 and a "Stern Drive" which bolted to the transom of a runabout and powered by a Ford Model A engine.

The demonstrator boat was a Dingle, modified to accommodate the Stern Drive. Only the part of the stern drive below, the cavitation plate turned. In fact, it could be rotated 360 degrees. The transmission and gears were made by Auto Engine Works of St. Paul, makers of "Capital" gears.

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Letter a boat 1930

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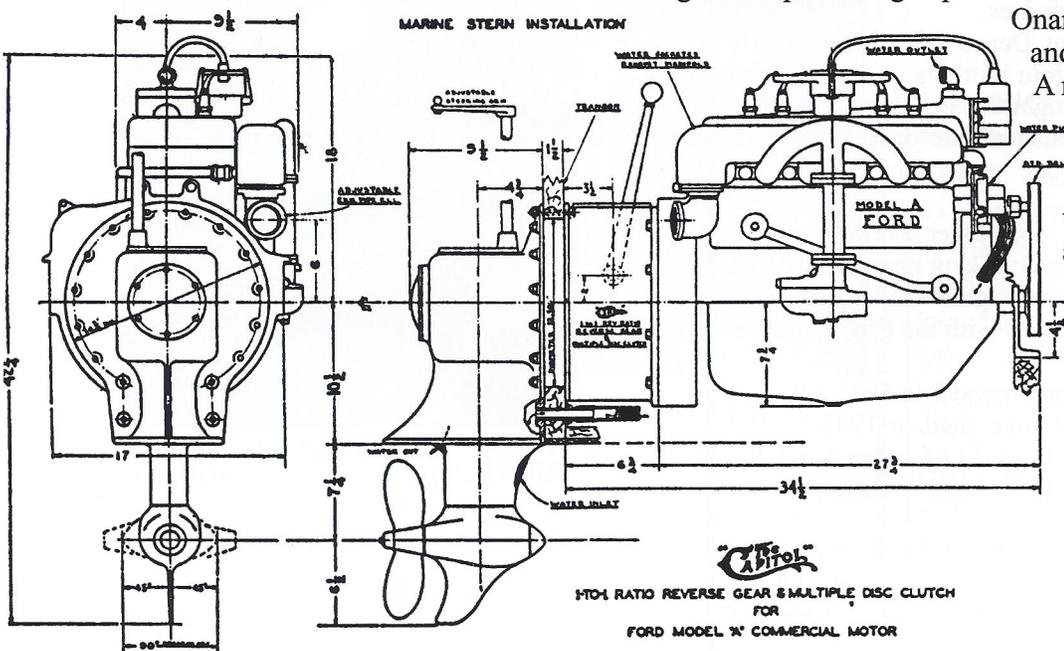
The folder attached gives many of the advantages of "CAPITOL" STERN DRIVE AND REVERSE GEAR. You will be interested because with the installation of the power plant at stern, more usable boat space is possible.

The design of your boats need not be changed to accommodate this, nor do they have to be built any heavier than your Deluxe Outboard model. But think of all the advantages--all those you would expect only on an EXPENSIVE BOAT.

Won't one of your standard boats be just right for this job? A limited number of STERN DRIVES will be available for January Delivery. Installation prints and other details are yours for the asking.

Yours truly,
D.W. Onan
 D. W. ONAN & SONS.

DWO-NST



Onan helped modify the ignition and carburetors for marine use. A number of things prevented the Stern Drive from becoming a huge success. It was the depression, too much weight at the back of the boat, and water getting into the transmission gears. World War II took care of many of The problems, but by then the Onan business had taken a major turn in another direction.

Editor's Note: Our thanks to David W. Onan II, who supplied copies of the promotion letter and sketches of the Stern Drive.

MINNEAPOLIS BOAT SHOW



1937 Hackercraft 28' triple cockpit
 Owner: Todd Warner
 1895 Wilbur & Wheelock St. Lawrence Rowing Skiff
 Owner: Nancy Stebbins

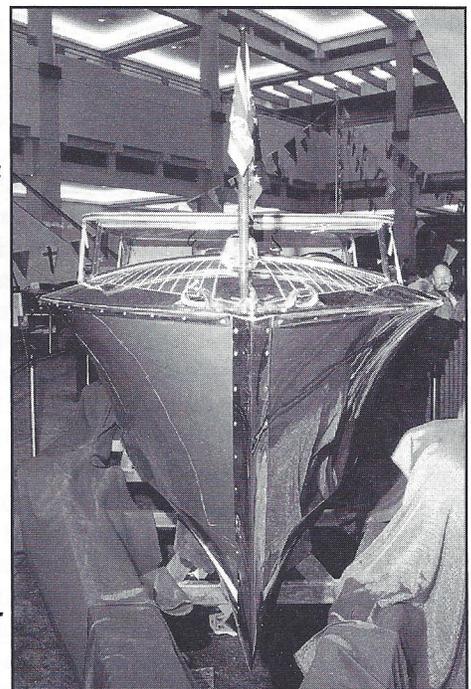


1925 Hacker 26' Dolphin
 Owner: Bristol Classics, Ltd.

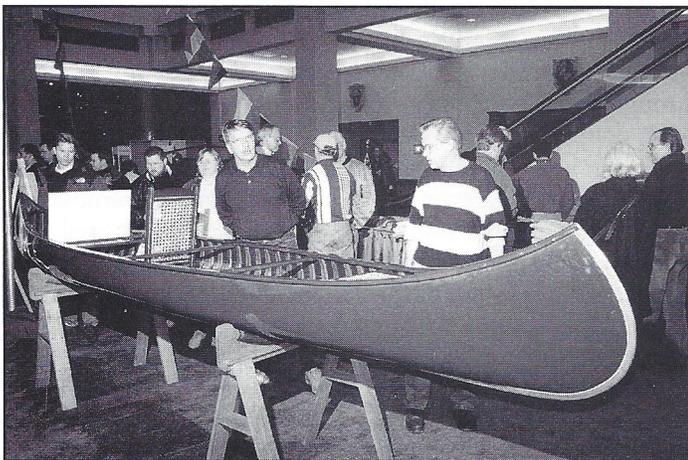
*Once again
 BSLOL's awesome
 display at the
 annual
 Minneapolis Boat
 Show was a huge
 attraction.*

*For five days in
 January, boating
 was center stage
 (albeit without
 water.) It was
 just enough to
 keep us going
 until the ice is
 out and another
 season can begin.*

*See you on
 the water!!*



Bow view of the 28' Hackercraft



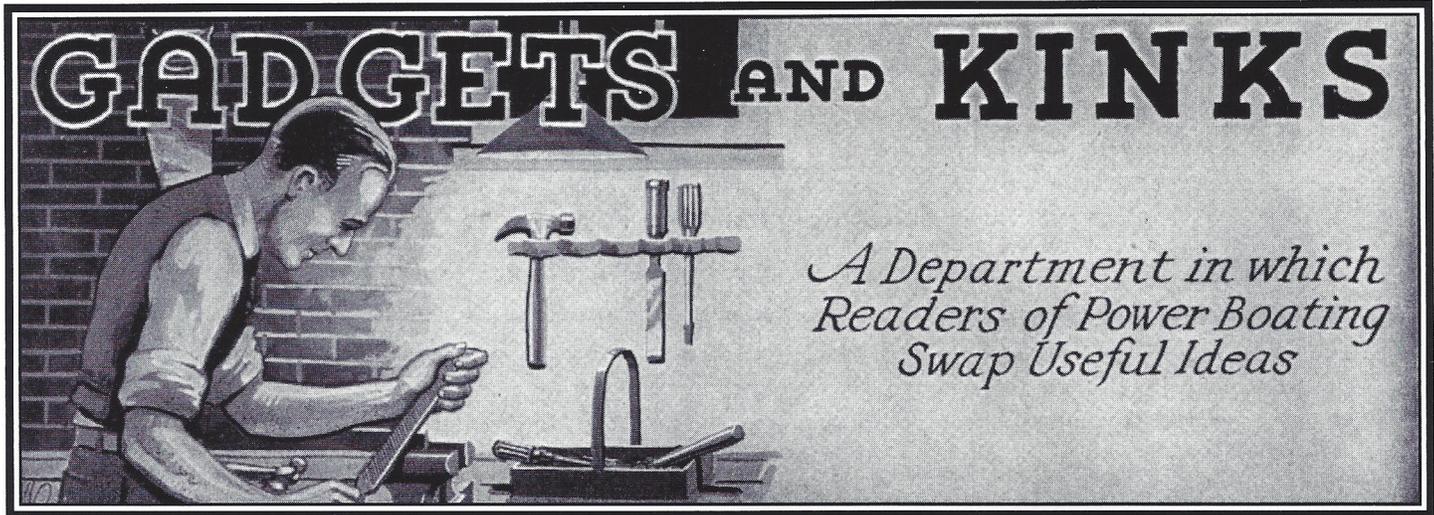
1914 B.N. Morris Canoe
 Owner: Jim Kluck



Aerial view of the B.N. Morris Canoe
 and BSLOL staffing area.



1959 Century 16' Resorter
 Owner: Sherwood & Jo Heggen



by Sherwood Heggen

We are going to cover a lot of territory this trip. It has come time to exercise the essence of this article Gadgets and Kinks and actually cover some actual gadgets and kinks.

It is a somewhat odd title for a column for discussing how to restore boats rather than destroy them. To explain the title's meaning, we know a gadget is a mechanical device. In this context of boat restoration, gadgets is a meaningful word. But what does kinks have to do with anything. Kinks is defined in the dictionary under informal usage as "a queer idea; odd notion; eccentricity; whim". Well, now we know where the term "kinky" comes from, but it is only brushing any association with boat restoration. Are we using kinky ways to restore boats? Come back! Stupid joke. Consider that it means different idea or clever idea. OK. Let's get into some useful gadgets and kinks!

There is an abundance of information out there regarding restoration of old boats and a number of knowledgeable people who are willing to share what they know. The material gathered here can't be credited to any one person and there are many variations of how each gadget and kink can be accomplished. The Internet, boating magazines, restoration videos, and workshops can be the source for most any restorer to gather gadgets and kinks. The G&K's will be given in category and are certainly going to cover sorted items.

WOODWORKING

Smith and Company's Clear Penetrating Epoxy Sealer is the hottest product for restoration of a boat today. This product, referred to as CPES, is a thinner than water two part epoxy that seals in and/or restores the resins in wood. When new wood is installed, use this Clear Penetrating Epoxy Sealer (CPES) to seal end grain and screw holes to limit the migration of water into the wood fibers. Restricting water from entering this most easily accessible area stabilizes the wood and discourages rot from starting. CPES remains flexible unlike some coating epoxies which cure on the surface and are prone to cracking under stress, allowing water to enter and subsequently encourage rot. On old wood, it will soak in and replenish lost resins to give the wood body again. There are limitations here. Wood so rotted that it is like balsa wood can't be saved. Dig that out and treat the more

solid wood below that with CPES. Then use their filler to build the area back up. This idea would best used for painted or hidden areas. Don Danenberg, a professional restorer who writes for Classic Boating magazine swears by this stuff. Check out his articles and ask for an information packet from Smith & Co. You will like it.

MECHANICAL PROBLEMS

You say your rear transmission seal is leaking and making a mess of the bilge with icky oil? Two things could be wrong. The seal is gone and/or the shaft coupling coming through that seal is worn. Using a wheel puller, remove the shaft coupling. Remove the six bolts that hold the end cover that houses the seal. Replace the seal and inspect the seal bearing surface on the shaft coupling. If worn, there will be a slight but noticeable furrow where the seal has worn away the metal. The answer to the problem is a Speedi Sleeve along with a new seal. This is a thin stainless steel sleeve that fits tightly around the worn area and provides a smooth, even surface to allow the seal to do its job. Moderately heat the sleeve with a torch or heat gun to expand it and press it into place with the tool provided. Put all the parts back where you found them and your problem should be fixed. Be especially careful that you do not fold over the seal as you put the shaft coupling through the seal during re-assembly. You will know that you have when you find that it still leaks. Take it out and do it right this time. Speedi Sleeves are available at auto parts stores and the seals are available at bearing supply shops.

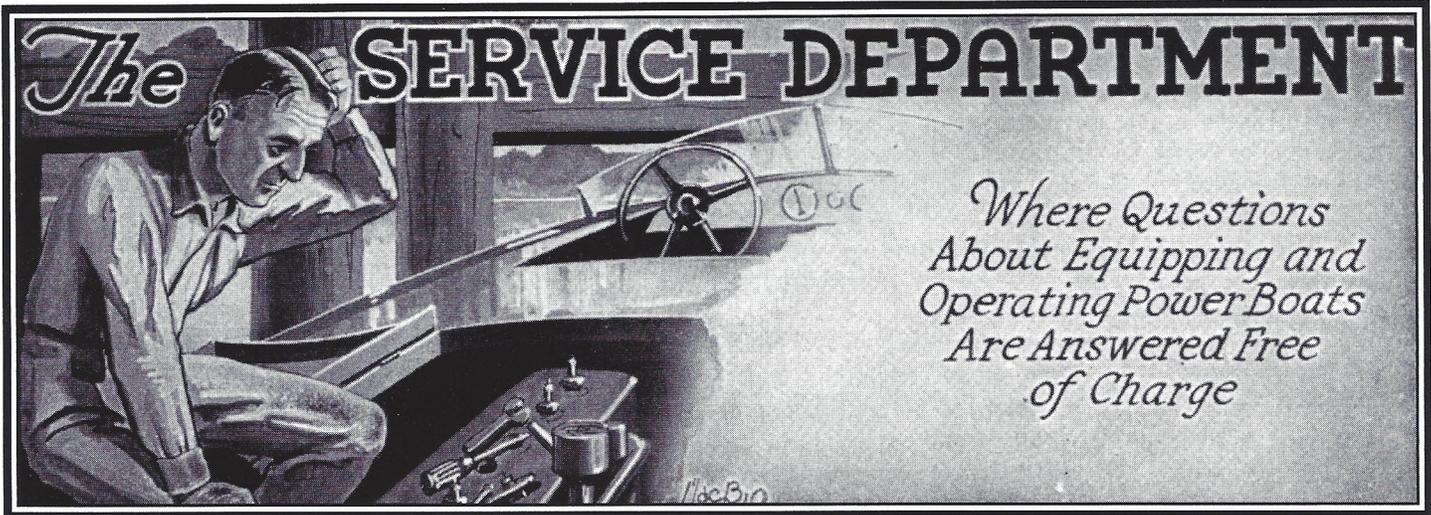
FINISHING

Getting the stain out of the wood has always been a chore. It is heard that most wood stains will wash out with a 50/50 mix of denatured alcohol and lacquer thinner applied to the wood. Keep the wood wet with the mixture for about 15 minutes and then scrub out the stain with a brass brush and wiping up with paper towels. Be sure to provide for plenty of ventilation when using this process.

REPLACING WINDSHIELDS

Over the years, your runabout may have lost its original windshield and you need to replace it. If you can get a paper

Gadgets & Kinks continued on page 11



It does my heart good to read and be apart of the fun, camaraderie and competition surrounding the now-seemingly-annual competition for the fastest boat and drag race during our Rendezvous in August. Although my schedule did not allow me to be there in person, I did enjoy the stories and video tape of the event. I must admit I got first-hand knowledge from a very reliable source, but I do have some concerns with what may be billed as the antique and classic boat challenge race of the year. I am not sure that the boats that have raced to date can even qualify for what I feel are the requirements for an antique and classic boat race.

LET US LOOK AT THE CHALLENGERS:

☞ Jim Aamodt's mid-90's Hacker Craft powered by a 454 cubic inch large block Chevy, purporting to have 400 hp. I believe this boat has a West System bottom. Nice -- makes it about as smooth and as frictionless as fiberglass. Beautiful boat, lots of fun. I know Aamodts really love and enjoy it, but hardly antique or classic.

☞ Dr. Bob and his 1948 Chris Craft 22' Sportsman powered by a Chevy 350 cubic inch small block. Who knows how much horsepower? The engine was built by the late John Clark who knew all about race engines and what it takes to get them going. John also had the boat bottom completely rebuilt. Not just West System, but the frames were all rebuilt to give the bottom a different shape from its original. This boat goes really fast, but notice that at cruising speed, Bob is always sitting on a big bag of life jackets, as the bow rides very high. I assume that he needs to do this to see over the bow -- not a normal procedure for an original-shaped hull. One might argue if this boat is an original classic with its reconfigured hull. But certainly the engine and its technology were not available in 1948. Ever notice the size of the stainless steel exhaust pipe penetrating the transom? I guess you got to let that big power plant breath.

☞ Bil Hawks and his Dingle. Neat boat, one of a kind, great history for Lake Minnetonka and the Dingle Boat Works in St. Paul. This boat originally had a big V8 Curtis-Wright Typhoon, if I recall correctly. Today it has a Rolls Royce V12 under the hatches. Good looking engine, but

hardly original. Rolls made those engines for tanks during World War II. What about the bottom? Six-ply composite, kevlar, carbon fiber, and who knows what else. As stiff and as slick as a new Wellcraft. I know Bil loves his boat and it has brought him many awards. I do too. I am really happy to see this boat on the Lake.

☞ I hear Todd Warner brought some kind of SK boat with a blown mega-horse power Olds or Buick engine. I also heard and saw in the video that he was towed in. That's OK, I don't need to say anymore about this boat.

You know, I was down at the boat show last week. Maybe I should buy one of these new Fountains and paint it brown, I am sure I could win. But I'm not so sure that is the point. I am wondering if our hobby is beginning to take the shape of the street rods I see from time to time. They only resemble an old car ...I hope not.

What does all this mean? Our organization is dedicated to the preservation and promotion of historic, antique, and classic water craft. Should we not do just that? Must we promote somebody's idea of doing whatever it takes to make an old boat go fast? Should we not encourage those to work with what is original? Maybe it is all just good fun, but I would hate to have us lose the direction of which this organization is founded upon.

I hope that perhaps at this years Rendezvous we could see a race with a couple of antique or classic boats -- ones with flat heads. You remember, the engines that don't have valve covers. I bet you there are a couple of boats out there with original motors and bottoms that might give the V8's a run for their money. Maybe even classes for displacement hulls, small horsepower row boats and/or canoes.

What a wonderful organization we have. One that promotes an atmosphere of friendship and goodwill. The Antique and Classic Boat Society: the name itself implies many different things to many different people. How we participate and how we enjoy the organization is up to the individual.

Dr. Motorhead - continued on page 11

THE CHURCH BOATS OF SWEDEN

By Randy Havel

In the early 1800's, going to church was not an option for the Lutherans of North Central Sweden - they had to go! Settlement was slow in the area around Lake Siljan and therefore road building was not a priority. Where there were people, there were churches. Without means of transportation, especially in the spring, the churches remained empty on Sunday morning.

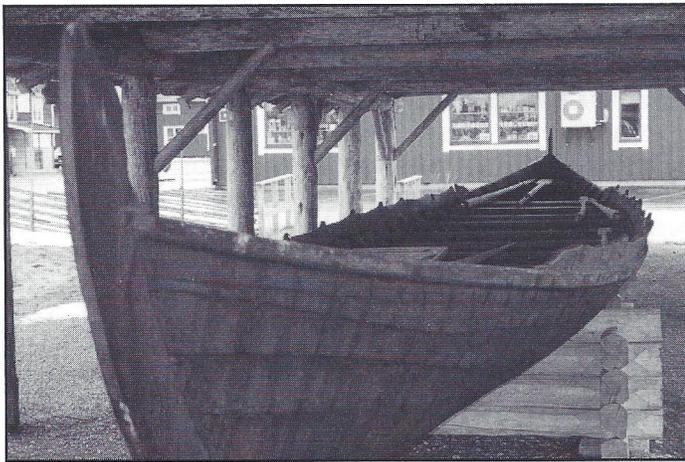
A solution to the problem evolved around 1830 - boat the people to church! After a few years, a "church" boat standard was established. They were to be 50 feet long and 7 feet wide, hold 75-80 parishioners and be able to have 20 rowing positions. The construction was primarily planked spruce with pine tar waterproofing. The boat pictured was built in 1859 and still looks lake worthy.

The church boats would row around the lake and pick

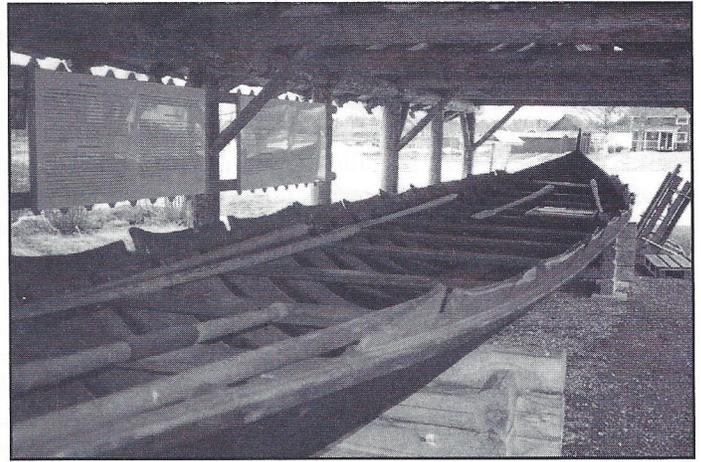
up their parishioners. After church, there would always be a picnic and fun and games on one of the many islands on Lake Siljan. As these Sunday-after-church outings became larger, someone proposed a race for the picnickers. This surely added to the excitement of the Sunday afternoon and began a tradition that lasts even today. The Swedish Historical Society had six of the church boats constructed exactly as the one pictured. Every July, when the country is on holiday, there are church-boat races in Orsa and Mora (the towns that reportedly participated in the first race.) In 1999, an estimated crowd of 80,000 watched the five scheduled church boat races and I'm sure their forefathers were smiling.



Editor's Note: The pictures here were taken by Randy on a recent trip to Sweden. Sure is a long way to go for a story!! Thanks, Randy.



Port quarter, bow view of a church boat.



Portside view showing the oar notches (called tholes).

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email: smi3th@netcom.com

Gadgets & Kinks continued from page 8

pattern from an authentic boat, you have a good start. If no pattern is available, you can create your own.

Using pictures and drawings from the Mariners' Museum, draw the shape on a piece of cardboard. With the windshield brackets in screwed in place, rough-cut the cardboard template to length and place it in the bracket slots and tape it in place. With the cardboard resting on the deck in a spot or two, it is time to draw the bottom curve that would match the deck. Remember that the rubber gasket on the bottom edge of the windshield will hold the glass away from the deck by about a quarter of an inch so consider that in your overall height of the finished windshield.

At this time, take a felt tip pen and set the point on the backside of the cardboard template where the biggest gap exists between the cardboard and the deck. Draw a line parallel to the deck from bracket to bracket. Remove the template and cut the template on the line. Put the cardboard template back in place and draw the shape for the top of the windshield.

When you are reasonably sure you have it pretty close, remove it from the brackets and cut it to shape. Remember this is a rough template. Next, take a suitably sized piece of 3/16" plywood (scraps from the plywood inner bottom) and transfer the pattern to the plywood. It is better that you fair out the lines with a batten and ships curve to get that nice flowing line and curve. This is what you will give to the glass company as a true template to cut the glass. Your finished glass will be as accurate as the template you provide.

If you feel the cardboard template is accurate, trace it onto the plywood and cut it out. Cut to the line with your saw and the finish the edge with a sanding block. Sight down the top and bottom edges to be sure that you have made a fair line (no dips or humps). Place the plywood template in the brackets for a final fit. Install the rubber gasket on the bottom of the windshield and in the bracket slots. If you are satisfied that it fits and looks like the original should, switch the template to the other side. Don't be surprised if it doesn't fit just right like it did on the first side. If it doesn't, it is time to make another template for that other side. Once you are satisfied that you have a good template(s), mark them port/starboard accordingly and head on down to the glass company to have new windshields cut from 3/16" tempered glass.

Here is one more kink: FILLING SCREW HOLES

Let's say you are replacing a plank. You always want to fill the screw holes to assured the new plank will be screwed to solid material. The wrong way to do it is to plug the holes with hardwood dowels which equates to screwing into end grain. The better way is to fill the hole with a putty mixture made of epoxy and microfibers or colloidal silica. Once cured, sand the surface flush and a solid screw hold exists.

It would be good to hear from the many out there who have their own useful gadgets and kinks that they would like to share. You can do that by e-mailing me at Heggensj@aol.com or call me at 612/432-4345. Everyone would like to hear from you. We are all in this together.



Dr. Motorhead - continued from page 9

Good friendly competition, I love it. However, let us not forget the mission of this organization as we joke and continue the challenges and playful banter. I wish that everyone who reads this editorial understands one very important message. Everybody participates in our sport in different ways. We should all do this. I have no issues with how and what people do to their boats. My only issue is to remind us all that we must maintain the basis of our organization: the preservation of the antique and classic boats.

Very truly and with great respect to the entire ACBS membership,
Dr. Motorhead

P.S. Want to learn more about getting the little extra out of your flat head? Stay tuned for more information –and it's free.

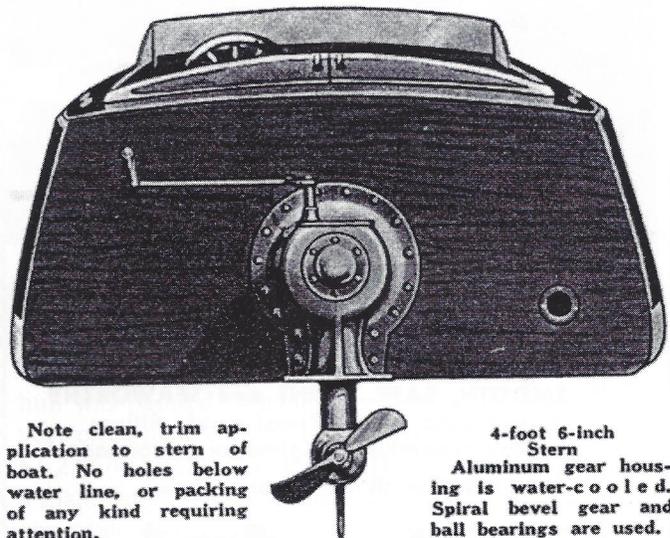


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4-foot 6-inch Stern
Aluminum gear housing is water-cooled. Spiral bevel gear and ball bearings are used.

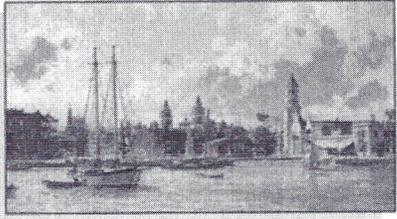
Rear view of Onan stern drive
(See *Porthole to the Past*, page 6)

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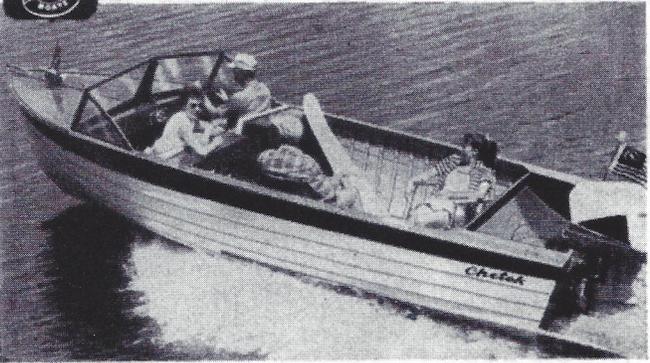


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Chetek Boat ad from 1959



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NEW FOR '60! Complete fleet of greater wood lapstrakes from 14' runabouts to 19' 10" cabin cruisers. 5-ply, 3/8" marine fir strakes, all screw fastened from stem to stern.

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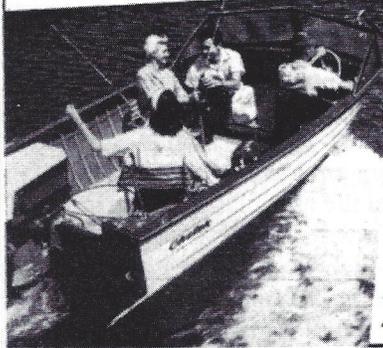
See CHETEK in all the National Shows



CHETEK BOAT CORPORATION
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Chetek Boat ad from 1960

CHETEK **BIG!...NEW!**
LAPSTRAKE BOATS **19 1/2 foot**
Regal Contessa



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CHETEK BOATS
 47 Dove Road • CHETEK, WIS.



by Andreas Jordahl
Rhude

According to page 34 in Volume IV of *The Real Runabouts* by Mr. Bob Speltz, he purchased a fourteen foot long, 1954 Chetek "Aqua-Flyer" in August 1976. This boat is currently undergoing restoration by the Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society. It was felt that an article on the history of this boat company was deemed appropriate, so here goes...

Mr. and Mrs. Vernon and Gwendolyn Larsen of Oshkosh along with Emil Mix formed Chetek Boat Corporation in 1947. Chetek's L.K. Sherrill planted the idea of a new boat works for the city in Larsen's head when he visited the Dunphy Boat Corporation booth at the Chicago Boat Show in January '47. Sherrill was the local Johnson outboard motor dealer and he had knowledge of boats and he wanted Larsen to head a new boat works. Hoping to add to the economic base of the community, about thirty local citizens helped to underwrite the new venture.

Newspaper accounts from *The Chetek Alert* of Chetek, Wisconsin in 1947 tell of the formation of a new boat building enterprise that year. It was headed by Larsen who had been associated with Dunphy Boat Corporation of Oshkosh prior to coming to Chetek. He had been vice-president and his father James Larsen had been president of Dunphy. James sold the company and retired in 1947, therefore his son needed to find a new job.

Work on renovating an existing barn near Chetek into new factory facilities began in April of that year. The first boats rolled off the production line a month later and the first "Chetek Boat" was purchased by Ed Holten. The company letterhead at that time declared "It's a CHETEK, by heck!", reflecting the down home attitude of the business!

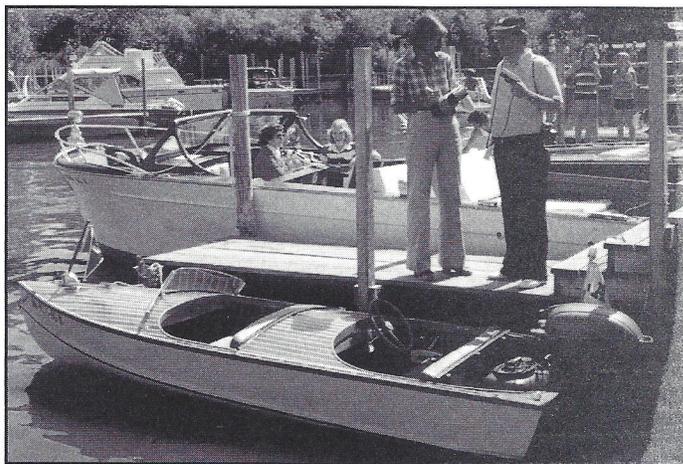
Vern Larsen was president, Emil Max was vice-president and Gwen Larsen was secretary-treasurer of the new company. Additional production facilities were built in 1950, 1952, 1954, and 1955. A 50 x 100 foot woodworking shop and lumber warehouse was destroyed by fire on 22 January 1963 and later rebuilt. After another fire in 1965 destroyed most of the boat works, a new structure was built.

In 1952, Chetek's most deluxe model was the cedar strip Aqua-Flyer. It was a mid-decked runabout that could be factory equipped with windshield and steering assembly. Boats were being built for Montgomery Ward in 1953. Chetek had to add a 28 by 150-foot building just for storage of boats for Wards. Loren Horton, now a spry age 74, said that the company made truckload after truckload of boats for Montgomery Wards which sold them under the "Sea King" brand name. He began working for Chetek Boats soon after their genesis in 1947 and continued for a decade.

Horton was a "finisher," fabricating and installing the decks, covering boards, combing, seats and other interior accessories. He was head finisher for a period of time. In a

recent interview he said that the first Chetek boats looked awfully close to a Dunphy or Thompson. Chetek even used the name "Aqua-Flyer" for one of their models, a name used earlier by Dunphy Boat sans the hyphen. As years went by, new designs were introduced, many from the drawing board of Emil Mix.

A 1955 advertisement for Chetek touted their boats as permanently leakproof with a fiberglass bottom. The mahogany decked and hulled "Holiday" model had a yellow fiberglass bottom as a standard feature. All of their



Bob Speltz and his 1954 Chetek 14' Aqua Flyer

boats could be ordered with optional fiberglass below the spray rails. Like other boat makers of the time, they offered many accessories such as bow and stern lights, factory installed steering, cleats and chocks, mooring covers, seat cushions and pennants. One unusual item was that they charged extra for providing chrome plated "Chetek" nameplates for the hull sides. Most other builders included this as a standard item on their boats. They rode the wave of the phenomenal recreational boom of the fifties, making nearly thirty boats each month.

In 1957 Chetek built their first lapstrake boat, a 16-foot long vessel with a beam of 6 foot - 10 inch and transom width of 5 feet. In late 1957 or early 1958 they offered their first fiberglass boat, the 15 foot Delray, to the market. She had a flared transom and airstream fins! They called their fiberglass manufacturing method "Glastek," however their fiberglass line never took off.

Chetek's eighteen foot "Contessa" sold for \$1,295.00 in 1958. She had a lapstrake hull, wrap around Plexiglas windshield, upholstered seats, and a convertible top. The hull was painted "a handsome Sea Blue" colour. She was very close in size to the Thompson Sea-Lancer that sold for \$1,238.00 similarly outfitted. However, the Thompson had a mahogany-framed windshield. Mr. Horton said that the company was a good place to work. He relayed a story about being paid in silver dollars one pay period. The company wanted to show the community how much money it circulated in the Chetek area, so they paid everyone in this unique form of cash. Horton kept his silver dollars and says that each is now worth close to \$300.00. Donald J. Bruss

Chetek Boats - continued on page 19

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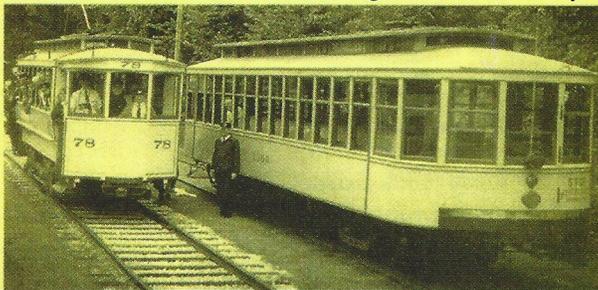


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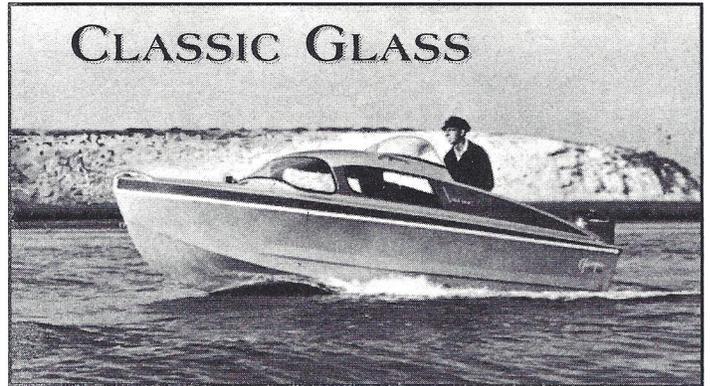
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CLASSIC GLASS



JET STREAM BOATS

by Lee Wangstad

It all started a month ago. I had been visiting www.fiberglassclassics.com and had taken an excursion into the Mystery Boats section. This is definitely my favorite area of the site. People in need of more information about their boat send in photographs of whatever boat they own, or are possibly looking to buy. Kelly Wood, amiable webmaster of the site then posts the photos and assigns a number in hopes of a reply from someone who can shed any light on its identity. This is where the weird stuff shows up. Mystery Boat #37 was accompanied by a plea on the message board from a frustrated owner that had just run out of places to turn for information. He loved his boat, had already initiated his restoration, but was lacking many details as to hardware, lineage, just what in Heaven's name was it and where did it come from? As I looked at the picture of the small (14') runabout, there was something very familiar about it, but I just didn't have a very strong grasp of what it was.

A couple of days after I had first viewed this boat on the Fiberglassclassics site, the owner posted another message stating that he had peeled a label off of the steering wheel and underneath was the name "Jet Stream". Sure enough, looking through the collection of brochures that Bob Speltz had given me, I had two brochures, one from 1960 and the other from 1961, covering the complete line of Jet Stream boats.

On the second page of the 1961 literature was the match for Mystery Boat #37, the Jet Stream Bomarc. The Bomarc, a small sports runabout cut low and close to the water, was definitely the hot boat of the lineup. The pictures in the folder showed the boat with a 1960 Evinrude 75hp fat four, a lot of engine for such a small boat.

What caught my interest was that this company was in the process of expanding from 1960 to 1961, and then the information stopped. Had they been bought out? Swallowed up by a merger? It didn't make much sense to me. But what really aroused my curiosity was a small line at the bottom of the last page of the 1961 catalog that stated: "Manufactured By Red Wing Fiberglass Products Co., Red Wing, Minnesota".

To me, this meant that my involvement would run deeper than just copying the information and forwarding it

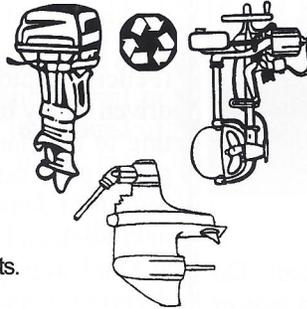
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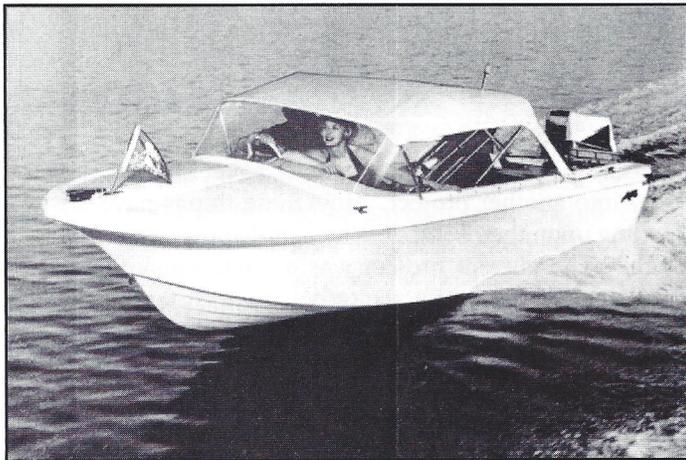
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Classic Glassl - Continued from page 14

off in the mail to an anxious owner. Telling myself that I would have to pursue this at a time more convenient, I filed the information away.

This was another Minnesota boat, which lately have become important to me. While there are those out there I'm sure are waiting for something on Glasspar or Glastron and some of the other "big" national companies, I'm finding that these small regional brands collectively made formidable competition for the name brands that we are perhaps more familiar with.



1960 17' Atlas Runabout

In the 1961 brochure was a picture of Henry Von Westerhuyzen, "one of America's top boat stylists and fiberglass fabricators." I tried to follow up on Henry but to no avail. Then, while doing something that at the time seemed totally unrelated, everything fell together. I was talking with Chuck Meyer, former Sales Manager with Pipestone Sales, manufacturers of Pipestone boats, and he kept referring to Van, who was running the shop at their plant during the late fifties. When I inquired as to who exactly Van was, Chuck dropped the name Henry Von Westerhuyzen!

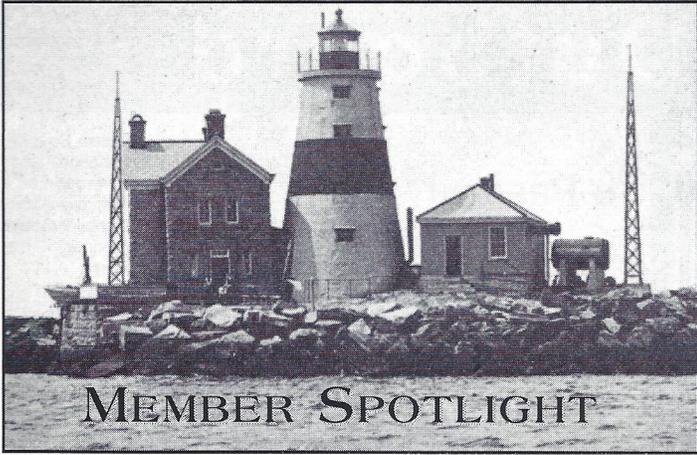
Mr. Westerhuyzen had begun his career in the marine industry with Pipestone Sales, located of course, in Pipestone, Minnesota (another story I'll relate at another time), and while pretty much calling the technical shots, was wanting out and into something where he had more control. This "out" came in the form of an order from Inland Marine of Minneapolis, who wanted an exclusive line of fiberglass boats to sell at their Minneapolis dealership. Inland Marine was carrying a full line of boats that included Century and Larson, and this new line would complement them nicely.

Dick Tittle, president of Midwest Marine, builders of Mariner Boats and former president of the North Central Marine Association, helped me to get the record straight on Henry's set up. The Red Wing Development Corporation offered a low interest loan for a building in the newly developed Red Wing Industrial Park. This was the first building to be located in the new park and city fathers were anxious to see something happen. Even with Henry Von Westerhuyzen's impressive background in the business, the City of Red Wing put a requirement that he have orders for at least 200 boats before they would sign a deal. Inland Marine and Midwest Marine placed the initial orders for the required number of boats to be built at this new plant.

1960, the first year of production for Jet Stream boats saw five runabouts based on two hulls, 15' and 17' in length, along with three fishing boats. The 15' boats were the Titan Series, featuring the Ski-About and the Runabout. The Runabout came equipped with back to back seating and a canvas top, while the Ski-About was more spartan in appointments. The 17' boats were the Atlas Series, with the Ski-About, Ski-About Deluxe, and at the top of the line the Atlas Runabout. Maximum horsepower ratings for the Titan boats was 60hp and the Atlas series could handle 80hp.

Easily traceable to their Pipestone heritage, they had a somewhat "cleaner" appearance in their styling than the Pipestone boats. Another departure from the Pipestone boats was the hull. The new Jet Stream hull featured a lapstrake fore-foot (front 1/3 of the hull) combined with a smooth hard-

Classic Glassl - Continued on page 25



MEMBER SPOTLIGHT

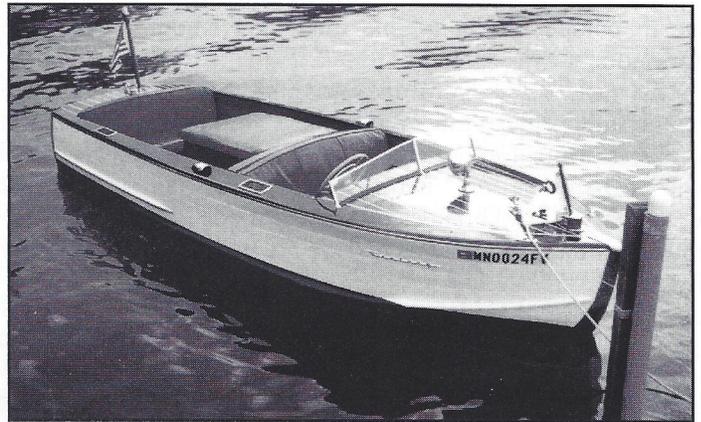
DAVE SELVIG

So Dave, when is that Cobra going to get finished? Do you have any idea how many times I've heard that in the past eight years? Frequently would be an understatement. It's been five winters now since I started this improbable task for an amateur, but this is not exactly how it all got started. Like all of you, it started somewhere, and it wasn't with the Cobra. Like many of you it started a long time ago. My experiences probably began by spending my summers at my grandmother's cottage on Lake Sallie near Detroit Lakes, MN. We always had an Ole Lind rowboat with our 5 hp Mercury. My cousin was king because he had an Ole Lind with a front deck on it and a 10 hp Mercury, that when we could start it, we would have a great time skiing behind. And Bruce from across the lake had a 15' Thompson with a twenty-five horse Evinrude. Boy! We could even ski double behind that. Do you suppose the fact that we weighed only about 70lbs each could have assisted that? The killer on our lake though was Mr. Ultiegs inboard Falls Flyer, what a sight to see and hear. These are the memories that many of us have in wood boats. For me, that memory laid dormant for many years.

The first real restoration project came in the late seventies when I rescued the family Ole Lind and basically did a scrape and paint job. Not to bad but the bug had not really bitten yet. I didn't even know what to do with the boat when I was done with it. I think it sunk in a storm and I just gave it away! Oh gosh, can I have that back please!

In 1987 I was driving down a new street in Fargo and it took me past the construction yard of an acquaintance of mine. Something caught my eye. It turned out to be a 1948 Century Deluxe Utility. That's when the bug hit me. To me, the restoration looked easy. I make the deal, drag it home, only to have Lance Johnson tell me I was crazy. "You mean Lance I need to replace all the wood?" Mr. Johnson had been down this road before; he knew what I was in for. Here is where I became acquainted with the likes of Bob Speltz, Tom Juul and the Land-O-Lakes chapter as well as all of the other magazines and publications that are so crucial to this process. Not only are they an incredible source of information, but the lasting friendships I have made are perhaps more valuable than our toys themselves. That project got completed and provided many hours of enjoyment.

The Century was not quite complete when project #2 appeared. In a vacant lot in Moorhead MN. (across the river from Fargo) sat an outboard. After some research I found out it was a 1959 16' Cruiser Inc. In bad shape but I found that the lapstrake hull really did something for me. Like the Century, this was going to be a project, although completely different from the Century. The Cruiser took about a year and a half to complete. We put a 1959 Merc dockbuster on it and boy did we have fun. I could hardly wait for our 4th of July boat parade on Lake Pelican (Pelican Rapids). The Century was already in the parade driven by my brother, and my wife Bonnie and I are late getting to the starting point. At wide-open throttle the water pump goes out and the engine is almost cooked. Terry Jenson of Jenson's Auto and Marine rebuilt the engine the next week and we just barely made it to the Whitefish show at Manhattan Beach. What a great show it was. Timing is everything, and being the good Norwegian that I am I sold the boat, then, 30 minutes later it won best outboard. Not to worry, I had two boats at the show that year. The other was a dryland display...the Cobra. It was beautiful even in its "grey ghost" condition. Anyone remember?



1948 Century Deluxe Utility

Unfortunately, the Cobra would have to wait; I was already into another project. Boy, these things have a way of feeding upon themselves. Why is it that one boat is never enough? The current project was a 1960 Seaskiff with a 283. Found this one in a shelterbelt by East Grand Forks, MN. It's a good thing I found her when I did or the flood of 97 would have dumped her into Lake Winnipeg. This beauty was used for most of its life on the Lake Of The Woods as a fishing boat. You can just imagine the fishing modifications they made to this great boat! This project was almost a bridge too far. I felt like a flea trying to eat the dog. At twenty-two feet, rotten ribs and engine stringers, this was going to take time, money and more patience than I ever gave my kids.

Again the problem is where to find the information you need to even attempt such an undertaking, but the resources are there. Tom Juul, the Mariners Museum members of the BSLOL and others and the Seaskiff had new life. It took three years to complete, but has been worth every dollar spent on it. The time involved? How many of you were almost sad when a boat was completed? Fortunately, hull

Member Spotlight - continued on page 17

Member Spotlight - continued from page 16

#41 an 18' Cobra was waiting for me. It had been three years since I first discovered this treasure. To this day I cannot believe my good fortune in finding this classic.

Delivered originally to Kampaska Marine in Watertown, SD, we believe the boat spent most of its early years on Kampaska. No records can tell me about the original owner or subsequent owners. The fact is it sat next to a farm feedlot near Oakes N.D. for 17 years. A local marine dealership in Fargo had a phone call in the spring of '92, and asked the owner of McLaughlin Marine if they wanted to buy the family wood boat. He said no but to send him a picture and he would show them to a friend of his to see if he was interested. That friend would be me of course. It wasn't until September that the pictures came. When I saw them, I couldn't believe my eyes. It can't be, and the owner has no idea of what the boat really is.

When Bonnie and I made the trip to Oakes that warm September afternoon, the anticipation was almost overwhelming. The farmer led us to the resting place, snuggled in tall grass and ragweed. The mosquitoes and flies were just awful, but there, glistening in the afternoon sun was an unmistakable signature of a grand lady begging to be



1960 Chris Craft 22' Sea Skiff

discovered. The fin, standing at attention, minus the Chriscraft insignia but still waving to anybody who would catch a glimpse and rescue her from her ocean of waving weeds.

The deal was made, and she was mine. Tom Juul met me at Breckenridge, MN. and we made our way to the farmstead southwest of Oakes. Tom had seen the pictures, but like me on my first trip he wasn't going to believe until he could put his hands on it. I wish every member of BSLOL could have been with us on that trip. Tom was pretty quiet at first, he just walked around her and kept snapping pictures and smiling. I know what he was thinking... "I've been in this business all my life, how does this happen to Selvig?" To say the least the trip home was a little raucous.

The restoration process has really been a challenge. It would have not



1959 Cruiser 16' with 1954 Mercury 70 hp engine

happened if not for Tom. The Juuls and Selvigs took a memorable trip to the 40th reunion of the Cobra in Cadillac Michigan in the summer of '95. Yes, we hauled that wreck to Michigan. There were about 40 Cobras there and none received more attention than hull # 41. It was an archeological find for these Chriscraft aficionados. They crawled all over it taking pictures and measurements. We've all been to boat shows, but just imagine going to a show where all boats were the same...well sort of. You cannot imagine the different shades of gold we saw! If it weren't for the likes of Terry Fiest, that event would have never happened and nobody would have ever known what details were truly the correct ones. Terry owns hull #2 and has also been a big help to me in this restoration. That help kind of brings me to the end.

Organizations such as BSLOL are a treasure for many reasons. Friendship, new acquaintances, and a magnificent resource of information. For an amateur, one who barely knew which end of the hammer to hold, it's all priceless. The August show, the BOATHOUSE, the cruises and the workshops, everything you could ask for.

Hopefully the Cobra will be in the water this summer. The engine is being assembled right now. The hatches and fin are awaiting the paint booth, upholstery, gauges, wiring, blah-blah-blah, I just keep praying. Have a good summer and we'll see you on the water.



For more on the Cobra "find," see page 26 "



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CYPRESS GARDENS - OUR FALL GETAWAY

By Jim Aamodt

At our August 1999 Rendezvous, Gina and Gordon Millar convinced Marcia and I to attend the Sunnyland Chapter's Cypress Gardens Rendezvous. We decided it would be great to have an early "getaway" from Minnesota's anticipated cold, damp, late November weather.

Instead, it was a rare 70 degrees in Minnesota when we left, but better yet, it was in the 80's in Florida. We flew into Orlando and drove southwest about 45 minutes to Cypress Gardens. The weekend event was well organized and relaxing. It was great to see many of our boating friends and meet several new ones as the show had over a hundred registrants and sixty boats. A Friday evening hors d'oeuvres party started the socializing. Daily details were given as we collected several gifts and our registration packet.

Saturday began with a casual display and a late morning fly-by at the Cypress Gardens' Water Ski Show. Afterwards, there was a picnic lunch, general meeting, and time to bask in the Florida sun. The evening awards dinner even started with a flair - a walk through the gardens with numerous outlines of animals and objects created for their Holiday Lighted Gardens Tour. Many things contributed to the enjoyment of the evening: the humor of the master of ceremonies during the awards ceremony.



Stan Peterson giving a thumb's-up approval of Tom Flood's '52 Hacker

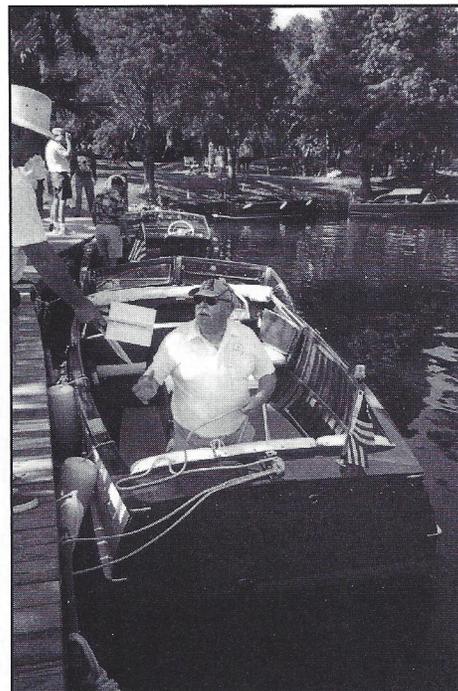
the special gifts, the photographs given to each boat, the charming gazebo-like room, and its delicious buffet at the Cypress Garden's Village Fair.

On Sunday we continued with an early morning church service and a noon trip to the Harborside Restaurant. We all traveled by water, cruising in the display boats, but access was available by land. The grilled grouper sandwich is a must for everyone (even if you are not hungry), and a little beer complements it nicely. This restaurant overlooks (and overhangs) the water for a delightful sunny end to our pleasant stay.

Cypress Gardens was established in 1936 and today over 8,000 plant varieties from 900 countries create an incredible sight. The scenes of manicured flower beds with sculptures are of picture-postcard variety. The gardens are also known for their world-famous water ski show with skiers forming pyramids and demonstrating various water stunts. Farther along the paths are interesting village-like shops, a zoo with local and imported reptiles and green birds that, when chased by the monkeys, have their wings turn red. A revolving tower allows adventuresome sightseers to reach higher vistas of the 200-acre gardens. While landscaped railroad gardens and their electric trains seem to entertain the more down-to-earth sorts of people. Musicians play in restaurants and gazebos throughout the day entertaining strolling visitors and those who are resting on convenient white benches. All this is located at Cypress Gardens on an interconnected chain of fourteen lakes with beautiful tropical shorelines and comfortable homes.

The BSLOL Chapter was also represented by Gina and Gordon Millar of Daytona Beach, FL, and new members: George Sibert of Maple Grove, MN, (who had just purchased a great 18' Lyman), and Marlys and Bob Falkner of Stuart, FL. By the way, we rode in the Millar's 19' Continental "Le Petit Fromage" with its 400 modified V8. I suggest Bob Johnson meet with Mr. Motorhead before our next Rendezvous in August.

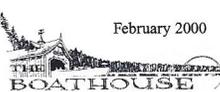
Put this event on your calendar with a star!



George Sibert and his Lyman



Cruising with Gina and Gordy Millar



Chetek Boats - continued from page 13

became sales manager in 1959 and was in charge of establishing dealerships throughout the country. At the time, lapstrake built boats dominated the Chetek line. They were built with clear Wisconsin white oak for keels and steam bent ribs with 3/8" thick marine fir plywood for planking. Fastening was with brass and bronze screws, stem to stern. By 1960 they were making a twenty-foot lapstrake cabin cruiser, the "Countess," with a hardtop cabin.

Although the company was small in comparison with Lyman, Thompson, Penn Yan, Old Town and others, they managed to advertise in some of the major publications of the time such as Popular Boating and Boats. They also had competition just "down the road" with Shell Lake Boats and Peterson Brothers Boat only 35 miles away.

Vern Larsen retired and sold his interest in the company in 1962. The company changed ownership twice within a two-month period in 1964. On the fourth of September John Gospodar, a part owner, bought the remaining shares of stock from Donald J. Bruss and Ray Bennett. Gospodar, who had been with Chetek Boats since May 1963, became

sole owner. Eight weeks later The Chetek Alert announced that Gospodar sold the company to Harlie Peterson, Ray Bennett, and Donald Bruss. Peterson became the major stockholder as well as president and treasurer, Bennett became vice president and secretary, and Bruss became a director and advisor. Bennett, of Shell Lake, had worked for Chetek Boats in the past and had most recently been employed with Shell Lake Boat Company. The company was working on an order for 1,500 toboggans at the time, a product added to the Chetek line earlier in 1964.

On 12 August 1965 a major fire destroyed the company's production facilities. The factory was rebuilt, a 96 x 146 foot building, and opened for operations in early 1966. During that time "Chetek Boat Company" was making wooden toboggans and wooden dog sleds. They employed 26 workers. Boat production was slated to resume after the new building was completed. Whether or not they ever made boats again is not known. By late 1967 another firm, one that made pool tables, occupied the former boat works. Therefore, Chetek Boat Company ceased to operate at some point prior to that time.

Like other wood boat builders of the sixties, the company experienced sluggish sales as consumers clamored for perceived low maintenance fiberglass and aluminum boats. Those in the wood boat business withered away. This is what occurred at Chetek Boats. They attempted to diversify by making wooden sleds and toboggans, but it was not enough to keep them afloat. Some of the old Chetek factory complex is still standing although it is only used for storage. Over the door of the former office building the faded words "Chetek Boats" painted on the wall can barely be made out, some thirty years after the company closed. There are a few Chetek still running the waters near the city of Chetek according to Loren Horton. He also knows of several sitting in garages and sheds just waiting for the right touch to bring them back to sea worthiness.

SOURCES:

The Chetek Alert newspaper, Chetek, Wisconsin
Interview of Loren Horton by Andreas J. Rhude,
2/9/2000

Popular Boating magazine

Boats magazine

Yachting magazine

State Historical Society of Wisconsin archives
Industrial Commission E-files)

The Real Runabouts, Volume IV

Thanks to Melody Eckerman, editor, *The Chetek Alert*, Loren Horton, and the writings of Bob Speltz for providing resource material for this article. My thanks also to RJG and Fred Pospeschil for their editing input.



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14 x 52	14 feet	52 inches	293.00	66.00
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Great Laker				
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Resorter				
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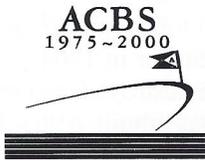
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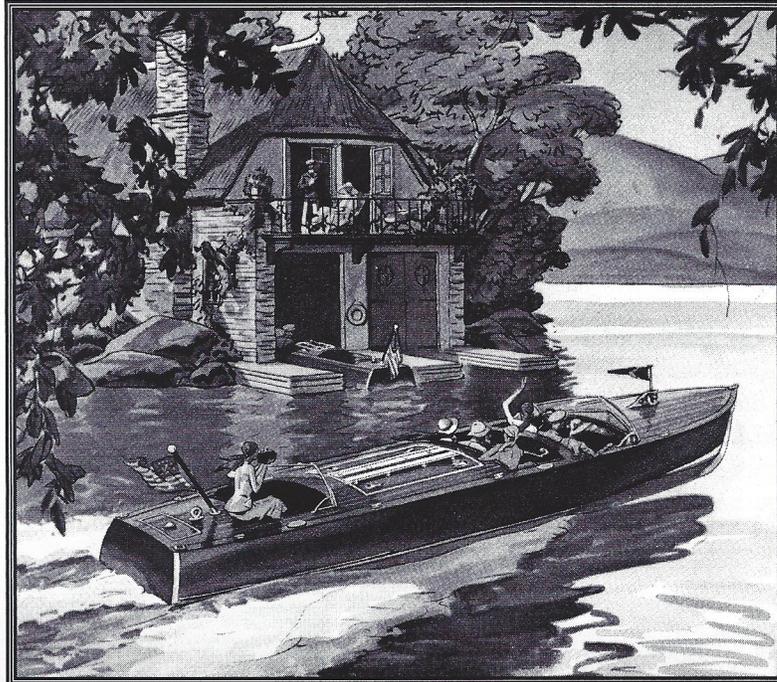
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Let's hear from you!

Contact Clark Oltman
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clark.oltman@toro.com



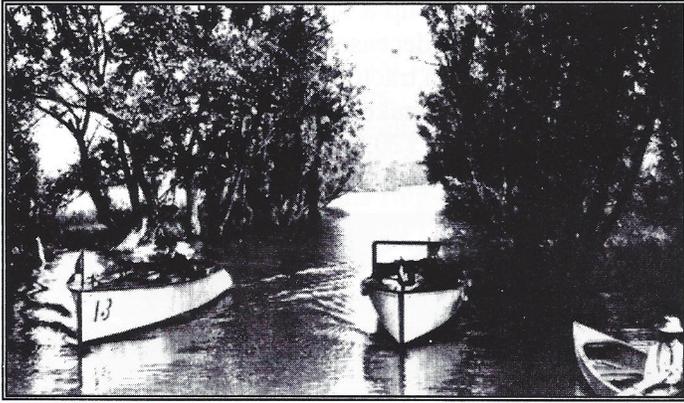
On the Mississippi River
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**PRE-RENDEZVOUS
RIVER CRUISE**
See Article, Page 21

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NICE AND EASY MINI CRUISE

by Bob Johnson

I've been talking to people and thinking about our pre-rendezvous river cruise a lot since my last article. Most cruises are four to six days and this one is only three days, hence "mini cruise" seems an apt name. It's also going to be so "nice" and "easy" that I've now rename it the "Nice and Easy Mini Cruise."

In the mid-1960's, Mick Jagger and the Rolling Stones played at Danceland in Excelsior. Because the admission was so high priced, the gig was a bust. A disgusted Mick went over to Bacon Drug in downtown Excelsior and ordered a cherry Coke as he sat down next to Jimmy, the town character. He was upset that he had to settle for a plain Coke. This prompted Jimmy to say, "You can't always get what you want." Mick picked up on this line and wrote one of his best songs. So what's this cute story have to do with anything? Food and lodging, of course.

There a a lot of things people complain about when talking about river cruises. The most basic and frequent complaints are from the women and they have to do with the back bone of any trip: food and lodging. The food on most river cruises is limited by where you can park your boat and where you can walk. Primarily, the food is bad: there is almost a total lack of fresh fruits and vegetables and the meats tend to be fried and high fat. We're lucky because the lunch leg of each day's cruise has nutritious and good eating spots. In the evening, we have our tow vehicles to drive anywhere we want to eat - be it Red Wing or beyond.

Lodging on river cruises frequently leave a lot to be desired also. This is because there just aren't always nice motels or hotels where we need them along the route, so you have to take what you can get. Our lodging at Treasure Island Resort and Casino has large, beautiful, new, and clean rooms. Since we stay there every night, we are also relieved the chore of checking in, dragging luggage in and out, packing and unpacking on a daily basis. Just check in once and enjoy the rest of the cruise and show. As of August 1999, we had to walk through a smoke-filled casino to get to the hotel.

The casino plans to change that but maybe not in time for our river cruise and boat show however.

Another problem on river cruises is lack of safe and adequate marinas to park the boats each night. This necessitates the mid-afternoon rush where all the fast boats race out from the pack to gobble up the few good, safe slips at each day's destination, leaving the slow boats (like Todd Warner's) with the worst spots, or to raft up to other boats, or other make-shift arrangements. Fortunately, Treasure Island's Marina, where we will stay each night, is probably the finest in the five state area.

Lack of interesting scenery can sometimes be a disappointment on any cruise. We have that covered too! The St. Croix River, as you may know, is one of our nations' seven designated scenic riverways, so it will be a real treat. The Lake Pepin leg is just as beautiful as far as I am concerned. The cruise to St. Paul, although not quite as spectacular, is still very very good and interesting.

In a nutshell, I think we have a fantastic trip planned. If you are interested, leave your name, address and telephone number on the BSLOL HotLine: 612-934-9522 locally or toll free outside the metro area at 877-636-3111. We will send more information and an application for the trip.



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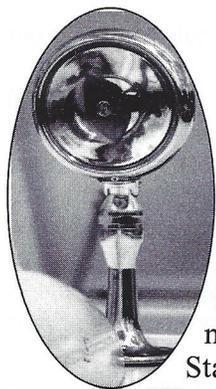
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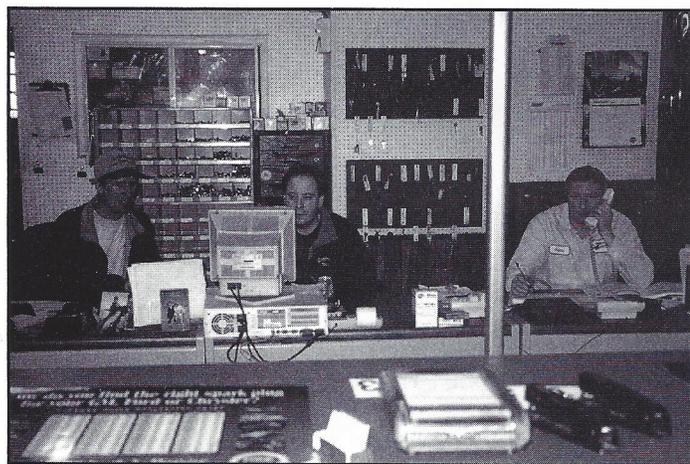
VENDOR SPOTLIGHT

WAGAMON BROTHERS

by Andreas Jordahl Rhude



Now occupying an entire city block in Northeast Minneapolis, Wagamon Brothers is a full service engine rebuilding and machine shop for automobile, truck, and marine engines. Started by brothers Wally and Perry Wagamon as a gas station in 1957, the company now encompasses 35 full time employees. Amongst the payroll are three of the second-generation boys: Wally's sons Pat and Tom and Perry's son Steve.



L-R: Pat Wagamon, Steve Patrin and Steve Wagamon at the front desk.

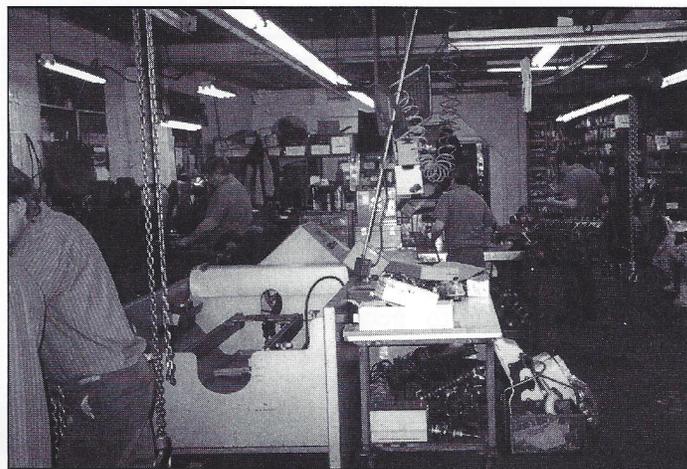
Wagamon completely rebuilds auto and marine engines of all types. About the only things they do not work on are the large diesel truck motors. They average between 200 and 300 engines each month. From the basic Chevy 350 to high performance racing engines, they have the capability, experience, and willingness to tackle 'em all. Thad Stortz is their "motor head," tweaking the high performance engines to get a few more horsepower out of them by porting the chambers. Polish



Thad Stortz deburring valve seats

a bit here and rough up a bit there, and the flow of air can be increased or decreased to get more performance. He was working on a tractor engine that will be used for tractor pulls; a high stakes game for some. The engine alone is worth about \$20,000.00

Their shop is equipped with some of the most modern



Overall view of the shop.

and sophisticated computerized tooling available. "There is no better equipment in the Midwest" according to Wally. The "Flow-Bench" is just one week old and cost about the same as a fully equipped, full sized American car! It measures airflow and speed, so that the high-end engines can be fine-tuned to maximize output.

The Rottler F5 "boring bar," Rottler "milling machine," and Sunnen CK-21 "honing machine" are used daily to bore out blocks, smooth the surfaces, and put final finish on cylinder bores. The honing device uses various cutters for different engine type and size, the most expensive being the \$5,000.00 diamond bits. The device is accurate to one millionth of an inch! If the finish is not perfect the engine will use oil and in today's environmentally sensitive world, saving a drop is important.

Engine technology constantly changes and Wagamon Brothers is committed to keeping up. Over the past year they have invested heavily in better machinery. They bought the "best of the best," according to tour guide Pat Wagamon.

In addition to car and truck engines, they work on marine engines to the tune of about 300 each year. Many problems with marine engines do not occur due to wear, but are most often caused by the owner forgetting to pull the frost plug causing the engine block to crack. The majority of these are more modern engines, but they do average one antique and classic marine engine each month. Hercules, QXLD, and other engines have been partially or completely rebuilt.

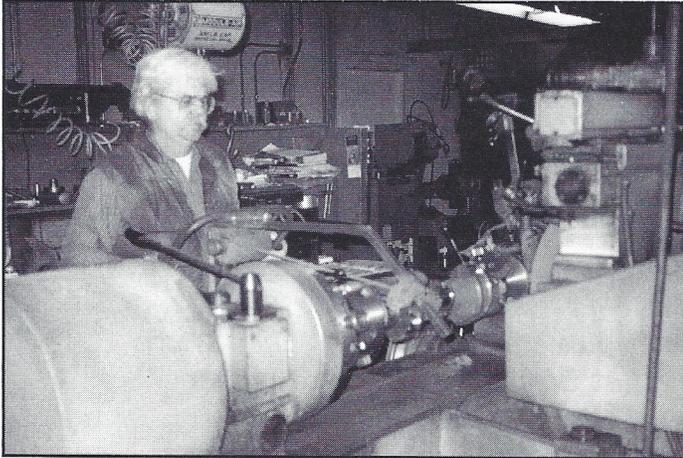
One unique aspect of their business is that they can source out the hard to find and oddball components of most any engine, including the old marine motors. They

Vendor Spotlight - continued on page 23

Vendor Spotlight - continued from page 22

have contacts nationwide and have a good network to source out these rare items. One of their guys has become the guru of weird request! And he is successful in finding the part on most occasions. Wagamon sell parts such as bearings, seals rings, etc. to the person off the street, as a retail operation. This is good news if you need some part for your engine. Their pricing can often times beat that of the typical auto parts store.

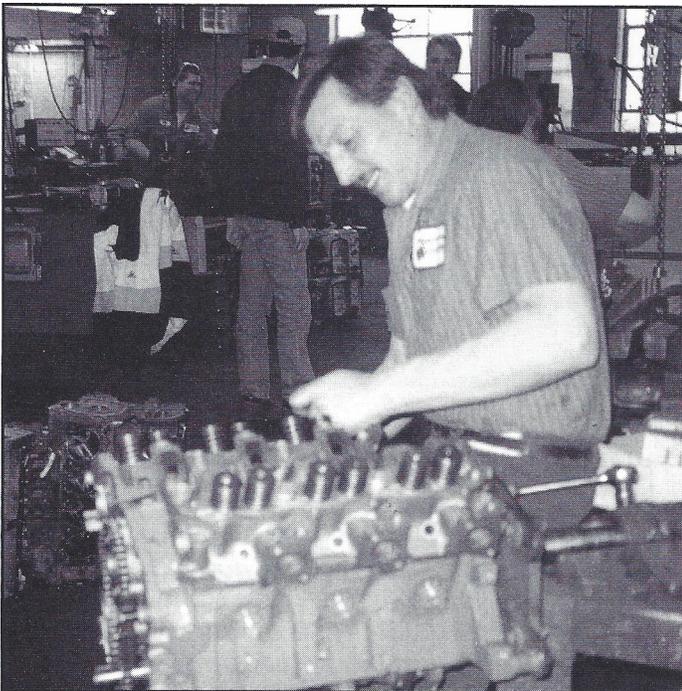
BSLOL president Greg Benson is having the engine for



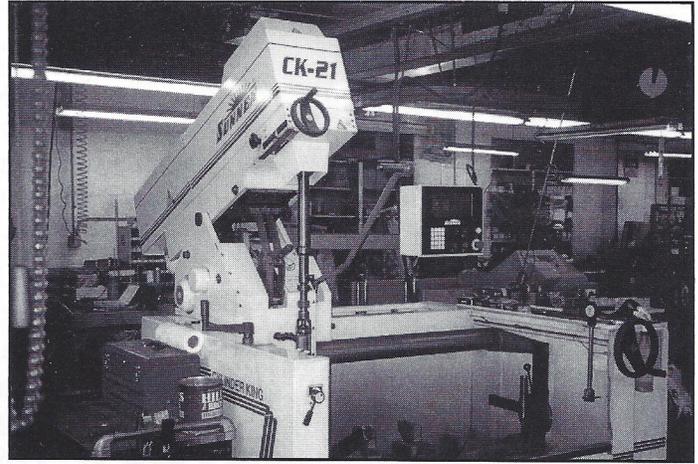
John Schneider grinding crankshaft bearing surfaces

his Chris Craft boat rebuilt by Wagamon at the present time. So, BSLOLers, you can be assured of confidence when you do business with Wagamon Brothers. Pat Wagamon is the marine engine contact person of the business.

As another benefit of membership in our organisation, BSLOL members can get a 10% discount on pur-



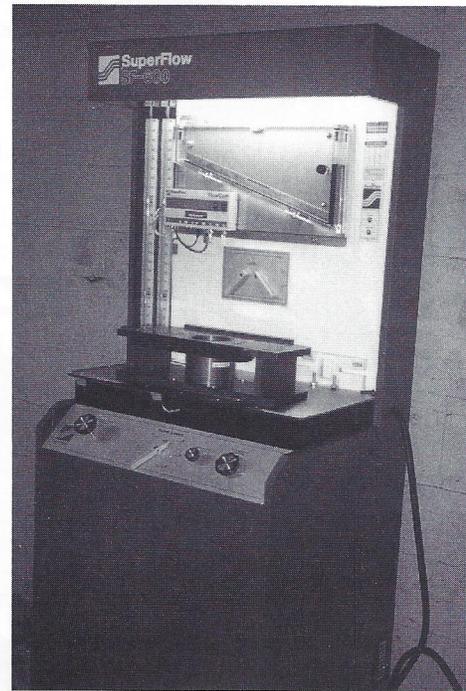
Scott Mahs fitting in valve lifters.



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chases at Wagamon's by presenting their membership card upon placing an order.

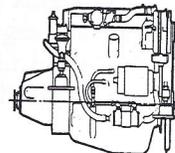
Wagamon Brothers is located at University Avenue NE and 37th Street in Minneapolis. Phone: 612-789-7227.



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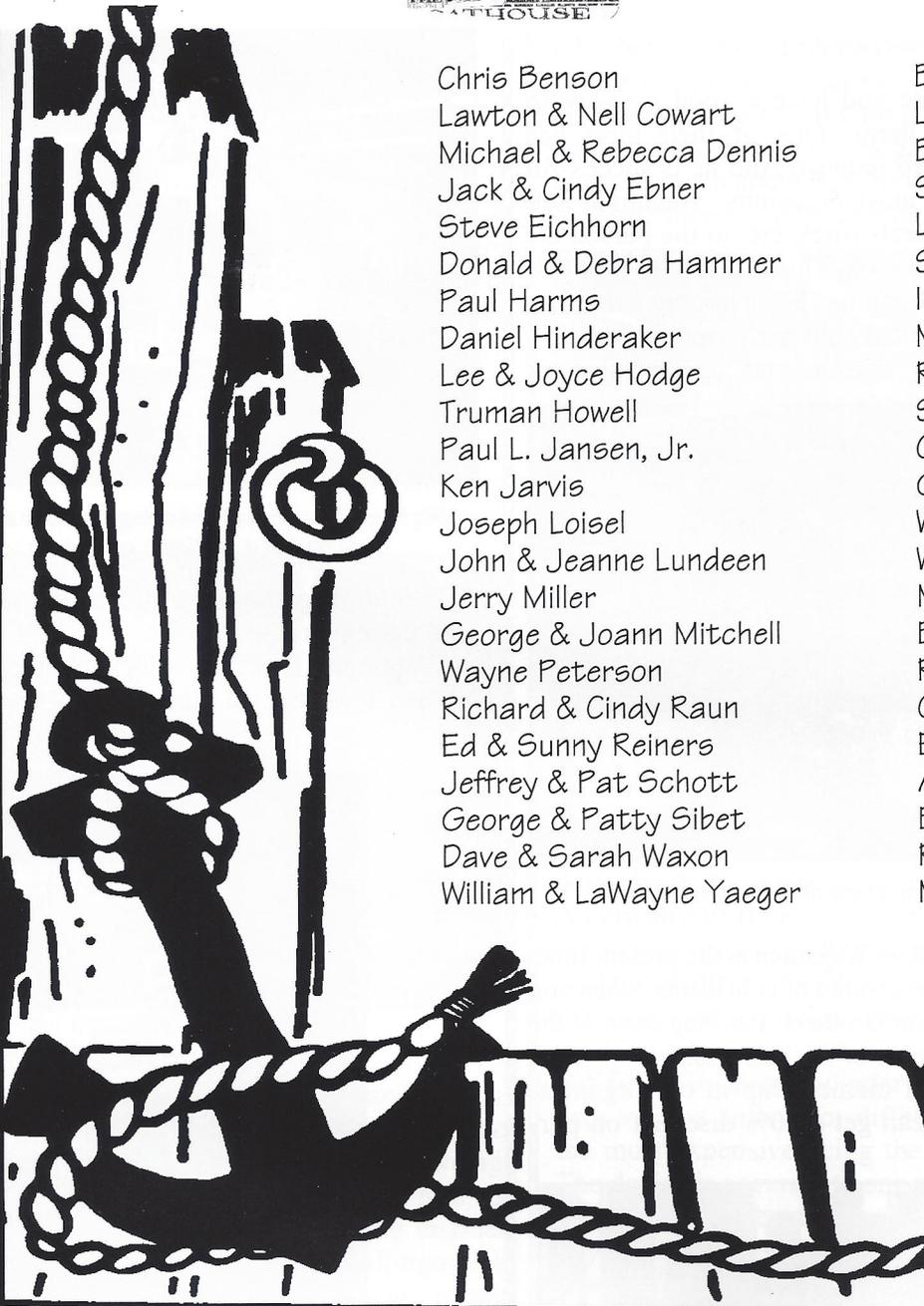
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Classic Glass - Continued from page 15

chine planing area which would assure the lucky owner of a "Jet-O-Way start, fast planing, clean running, greater load carrying capacity, as well as comfort and safety on turn." How could you even consider anything else?

In 1961 these boats were joined by the 19' Saturn Cruiser as the new flagship of the line, and the Bomarc, aimed directly at the go fast-feel young market. Another addition in 1961 was a sailboat, a small 15 footer built for inland waters.

As witnessed by other boat manufacturers, growth creates an insatiable appetite for capital. The Industrial Development Corporation was able to front



1961 19' Saturn Cruiser

enough money for two building expansions, but more working capital was necessary if Jet Stream was going to make any significant improvements in production.

Just as a Twin City brokerage house was about to make an initial offering of Jet Stream stock, the

federal government clamped down on these risky investments. Looking elsewhere for investors, Henry Von Westerhuyzen made some difficult choices in looking for cash backers.

What you have to understand is that Henry was a technical person. He understood the fiberglass technology as well as anyone else in the business at that time. He had his own ideas, his own way of doing things. Up until then he had been in complete control. He found out what many in the same position in the marine market had learned before him: while the influx of cash from outside sources may be sweet, the compromises involved in policy can be bitter.

With his energies focused on increased production and new technology, the business end of the operation was collapsing around him. The FBI became involved in an investigation of his new partner. While this partner was later acquitted, it would force the sale of the plant and end the production of Jet Stream boats.



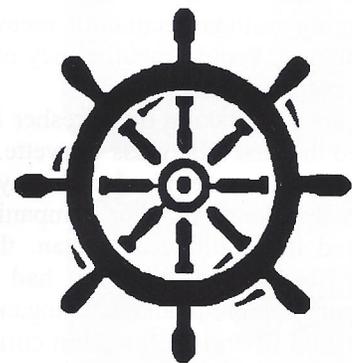
1961 Bomarc Ski Boat

The publicity surrounding the case left Red Wing in shock. Frustrated beyond hope, Henry Von Westerhuyzen left the marine business forever, later retiring to Florida, where he passed away.

Today his boats live on. If Henry was still with us, he would be amazed to see photographs of his boats being launched from these mystery pages, far out in cyberspace, a place where unknowns linger, searching to find their lost identity. Unlike so many unclaimed and forgotten memories, these mystery boats have new meaning, they are important, they are alive.



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THE COBRA CHALLENGE

Reprinted with permission of Erin Hemme Froslic
 The Forum, Fargo, North Dakota, June 6, 1999

David Selvig's heart skipped a beat when he saw the Polaroid. To the untrained eye, it looked like a pile of rejected firewood. To Selvig, it was a collector's dream; the kind that makes boat lovers drool. A distinctive fiberglass tailfin poked above a patch of tall weeds and that could mean only one thing: a Chris Craft Cobra. "I looked at the photos and nearly fell out of my chair," says Selvig.

Back in 1955, only 108 Cobras were made and today 80 of the boats have been found. For collectors who still want to find one, the Cobra remains as elusive as the Holy Grail. "It's one of the more collectible post-(World War II) boats," says Jim Wangard, editor of *Classic Boating Magazine*. "If I found one, I'd sure hope the seller doesn't know what it is."

That was the saving grace. The Cobra in the photographs had been sitting in a field near Oakes, ND for 17 years. When the family wanted to sell it in 1993, they said they had an old Chris Craft ocean racing boat, a name that confused Selvig. I knew there was no such thing," Selvig says. "At that time I thought it was probably a hand-made boat. Obviously the owners had no idea what it was."

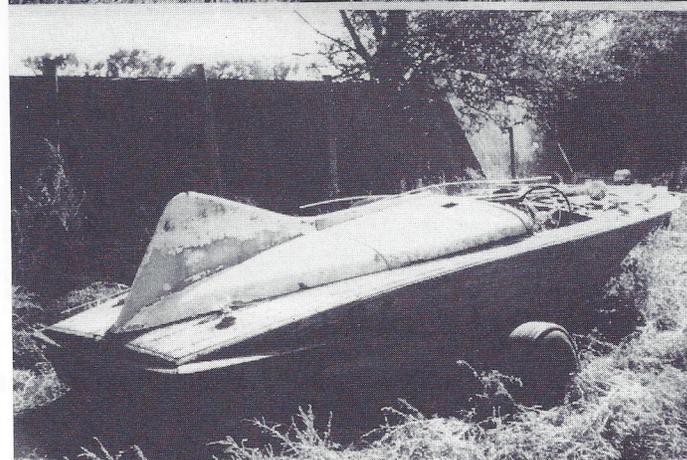
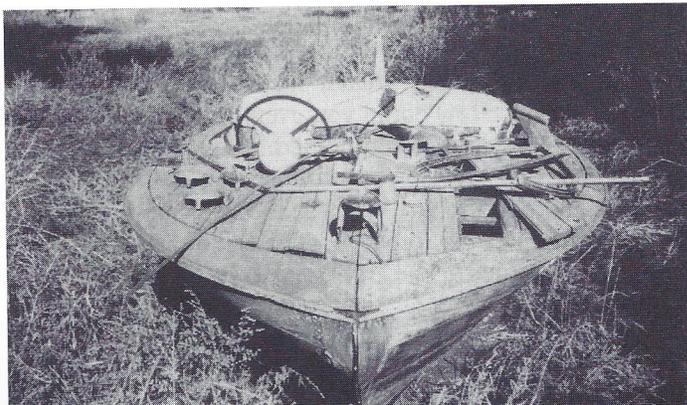
Three weeks passed before Selvig saw the boat in person and made a deal. The owner, who lived in Texas, was happy to sell the dilapidated boat for \$1,000; he thought he had a pile of junk. Selvig could hardly keep from jumping up and down. "I'm glad I didn't have to negotiate face to face with the guy," he says. Once Selvig bought it, a collector offered him \$10,000 for the boat as it was, although Selvig refused to sell. "I'm the lucky guy in this deal."

HISTORY OF THE COBRA

To fully appreciate the Cobra, a short history lesson is in order. After World War II, the 1950's marked a period of changing attitudes, economic recovery and industrial experimentation. People spent money on luxury items instead of only practical ones.

Cars were taking on a fresher look. In 1953, GM introduced the first fiberglass Corvette. Big, colorful and stylish cars became more popular. To stay afloat, boat manufacturers had to keep up. For companies like Chris Craft, then located in Cadillac, Michigan, this meant experimenting with fiberglass. Chris Craft had a long tradition of constructing double-planked mahogany boats, and the company first used fiberglass for cabin corners that were difficult to carve out of wood.

But in 1954, the company designed a boat with its first fiberglass section: a sculpted, golden dorsal fin on the Cobra. It wasn't the first finned boat on the water, but the Cobra demonstrated a classy marriage of mahogany and plastic. The public shunned the boat though, according to Terry Fiest of Orlando, Florida, president of the national Cobra Club. With a single seat, it was clear the runabout wasn't a family boat. And with a hefty price tag of between \$3,590 for an 18 foot model and \$6,560 for the top 21 foot model, the Cobra gained a reputation of being for the "snobbish, rich person."



Because of the negative reception, Chris Craft canceled production after a year. According to Chris Smith, grandson of Chris Craft founder Chris Smith, the Cobra did attract attention and brought buyers into the showrooms where they bought more practical models.

Four of the 108 Cobras were purchased in the upper Midwest. Three found homes in Minnesota and one 18 foot Cobra – hull #41 – was delivered to Watertown, SD, and later wound up in a field near Oakes.

CAN'T BEAT THE SOUND

Like other boat collectors, it's the sound of the inboard motor that draws Selvig to classic wooden boats. The motors don't have mufflers and a tail pipe directs the exhaust into the water. It generates a deep gurgling that engine lovers call poetry. "There's nothing like it in the world," says Selvig. Hull #41 needs more work before it reaches that point. In 1995, Selvig and his boat attending the 40th anniversary of the Cobra in Cadillac, Michigan. There, he Cobra received the distinction of "most in need of restoration."

"His boat is a phenomenal story," says Fiest. "Left there to decay and he just stumbled on it; that doesn't happen much anymore." But because it was abandoned for so many years, Selvig has only been able to salvage two major wooden pieces from the original boat; the engine stringers, which run from the bow to the stern. Every other piece is carefully removed, copied and recut from mahogany or white oak.

So far Selvig has spent three years of winter weekends and evenings working on the boat. His current challenge is

Cobra Challenge - continued on page 37



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The Real Runabouts - FULL SET \$250.00

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The Real Runabouts - Volume VII \$ 26.95

From My Old Boat Shop \$ 49.95

Legend of Chris Craft \$ 49.95

Legend of Mercury \$ 49.95

Legend of Johnson/Evinrude \$ 49.95

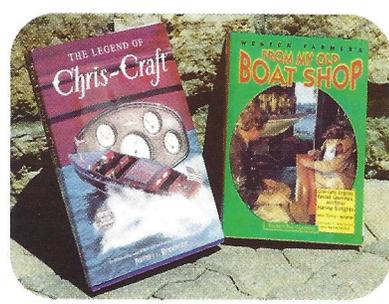
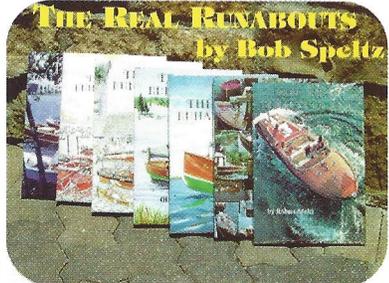
Classic Speedboats 1916-1939 \$ 39.95

Cutwater \$ 29.95

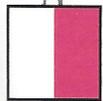
Speedboat \$ 69.95

The Wooden Boat \$ 27.50

A Maritime Album \$ 45.00



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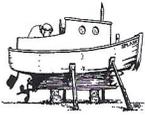
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BOATS IN PROCESS...

We have had a terrific response to this new feature! Our thanks to those members who took the time to respond. We're hoping everyone involved will benefit. Each boat will remain on the list until your project is finished, but we're looking for periodic updates; so keep at it, and **let us know how you're doing!** (This can be done by phone, email, fax, or snail mail - whichever is easiest for you.)

If you would like to take part in this member network, let's hear from you! Complete the form on the inside back page of the mailing jacket and send it to the editor. It will appear in the April issue.



1956 CHRIS CRAFT 18' SEA SKIFF
Model A Engine, 4 cylinder

Where in the process are you now? Less than halfway done.

Accomplished thus far? Removed engine and instruments, running gear taken off old paint and cut out damaged wood, applied Smith's penetrating epoxy.

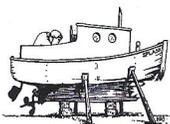
Left to do: Refinish, replace bad transom, re-fit engine, replace instruments. Throttle will not move and lever is broken. Remove steering wheel, turn boat over to do hull. Replace cutlass bearing, sister-in new ribs (frames).

Encountering a problem? Yes. Cannot get cutlass bearing out or steering wheel. Not sure how to steam-bend ribs and sister-in. Will need help wiring lights/motor, etc. Floor boards are missing. Not sure how to cut new ones to fit. Would like to find anyone with a complete Sea Skiff I could see as an example of what mine should look like.

Would you like help? Yes

Willing to assist someone else? Yes

MARK POTTENGER 425-4643/H 287-6505/W
EMAIL: 74143.3437@compuserve.com



1960 SHELL LAKE 16' RUNABOUT
1960 80 hp Mercury
1963 LONESTAR 23' CRUISER
110 MM Cruiser

Where in the process are you now? Thinking of having glass done complete.

Accomplished thus far: Interior cushions remade, engine diagnosed, some sanding

Encountering a problem? Looking for a glass refinisher. Thinking of taking it to Johnson Boat Works in WBL.

Would you like help? With the Lonestar, looking for printed material. I have acquired 1 brochure. Would like to restore to original.

Willing to assist someone else? Yes

GEORGE SPIRES 651-257-4717 (PH/FX)
EMAIL: gws@progworks.net



1955 DUNPHY 12' PERCH
Engine: None

Where in the process are you now? About 3/4 finished

Accomplished thus far: Seats and oars are completely refinished. Hull is totally stripped. The bottom is faired and sealed with Smiths CPES. Base coats of paint have been applied. Trailer has been sand-blasted, primed, spray-painted and re-assembled. Hull only had a minor about or dry rot between the aft starboard spray rail and hull.

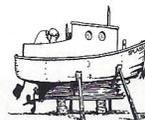
Left to do: Finish sanding the bottom and apply finale coats of Sea Foam Green paint. Finish sanding mahogany and oak top sides and interior and then varnish

Encountering a problem? Yes - getting a reliable/original example of Dunphy Sea Foam Green paint.

Would you like help? Yes

Willing to assist someone else? Yes

FRED POSPESCHIL, TWO RIVERS, WI
920-794-7844 fwp@excel.net



1957 THOMPSON 17'6" LANCER
1958 50 hp Evinrude Starflight

Where in the process are you now? Just beginning

Accomplished thus far: Removed the engine and some of the trim for work this winter.

Left to do: The hull is in excellent structural condition. I purchased it from the original owner who took very good care of it. It has not been in water for the past ten years. Seat cushions and canvas are all original and still in almost-new condition. Engine turns over easy but will need full going over and new water pump before use. Exterior needs sanding and new paint and varnish. Interior is in original fair-to-good condition. Deck hardware is in good condition but could use a good polishing and some re-plating. Trailer is fairly rusty and needs sandblasting and repainting. The original tires are still in very good condition (hard to believe.)

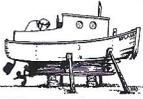
Encountering a problem? Just need to finish the Dunphy first. Fishing Lake Michigan also gets in the way.

Willing to assist someone else? Yes

FRED POSPESCHIL TWO RIVERS, WI
920-794-7844 fwp@excel.net

BOATS IN PROCESS...

Boats In Process - continued from page 28



1948 VENTNOR 21' RACING RUNABOUT fin Chrysler "M8"

Where in the process are you now? Ready to re-deck

Accomplished thus far: New "West" bottom, new frames, rebuilt engine, new deck frames and covering boards

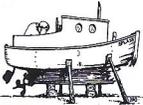
Left to do: Re-deck topside and reassemble boat.

Encountering a problem? Yes - Trying to find a source for deck planks, hatch trip metal and technique needed to re-deck top.

Would you like help? Yes

Willing to assist someone else? Yes

DUANE KURTH EMAIL: itsame@skypoint.com



1947 CENTURY 16' SEA MAID 140 Gray Marine 6 Cylinder

Where in the process are you now? Beginning -- purchased boat with intent to replace decking that was improperly done. Discovered that boat also needs a new bottom.

Accomplished thus far: Corrected some electrical problems, steering problems and got the boat to run and somewhat "float."

Left to do: Strip boat of hardware. Turn over and install a new bottom. Turn boat over again and install correct pattern deck.

Would you like help? Yes

Willing to assist someone else? Yes

DIRK & SHARON GUNDER
651-436-1555 (home)



1950 CHRIS CRAFT 17' SPECIAL RUNABOUT K Motor

Where in the process are you now? Motor has been rebuilt and painted. Trailer has been rebuilt and painted. Frame repairs made to boat - new soft bottom started. New stem installed. Ready to put on bottom external planking and turn boat back over.

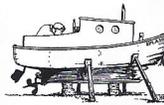
Left to do: Lots! Refastening planks, stain, varnish, interior, wiring.

Encountering a problem? Money? Learning everything else as I go. My wife says I don't have enough and I spend it too easily. Otherwise the project is going real well.

Would you like help? Don't need any right now.

Willing to assist someone else? Yes

FRANK LEWANOVICH - EMAIL: fkewanovich@cs.com



1960 CHRIS CRAFT 25' CAVALIER EXPRESS CRUISER 283 CHRIS CRAFT V-8

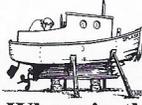
Accomplished thus far: Bought 2 days ago, towed it home, in yard awaiting restoration, have not scavenged its parts and burned it yet.

Left to do: Refinish hull, cabin, deck, and all else. Replace all rotted and chewed wood.

Encountering a problem? Reading Sherwood's stuff implying all wood boats, no matter what, need a new bottom. Reading Classic Boating's stuff, implying all wood boat, no matter what, need a new bottom. Dreaming of a "turning over party"

Would you like help? Assume to have ready for Bob Johnson's Mississippi River Cruise for the 25th Anniversary show.

GARY BAKER: gebaker@attglobal.net



1946 GARWOOD 17'6" RUNABOUT No Engine

Where in the process are you right now? February 3, 2000, just received boat from California (Tahoe)

Accomplished thus far: My research is just starting. Hope to have boat in the water spring 01.

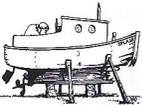
Left to do: Everything: new bottom, refinish sides, new deck probably, engine, wiring, hardware, interior. It needs everything.

Encountering a problem? None as of yet.

Would you like help? Yes

Willing to assist someone else? Yes

JOHN BERGSTOM, 5196 EAGLE VIEW DR, DULUTH
218-722-7818/day 218-729-8734/eve
EMAIL: jbnh@earthlink.net



1929 HACKER CRAFT 26' TRIPLE COCKPIT Kermath Sea Wolf

1952 HIGGINS 17' SPEEDSTER Chrysler M75 6 cylinder

Where in the process are you now? 75% done on Hackercraft. Slightly better than firewood for the Higgins

Accomplished thus far: Complete mechanical, wood and hardware on Hackercraft

Left to do: Hackercraft - assembly, wiring, upholstery. Higgins: all new wood & total rebuild.

Encountering a problem? Original data. Historical detailed data of construction for both of above

Willing to assist someone else? Yes

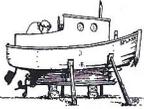
JIM AAMODT 612-938-1211

Boats In Process - continued on page 30

If you are able to assist with any of these situations, please contact the owner directly.

BOATS IN PROCESS...

Boats In Process - continued from page 29



1966 CHRIS CRAFT 48' CONSTELLATION
"HAPPENSTANCE"
Ford 427s, 300 hp

Where in the process are you now? 5th year of renovation process

Accomplished so far? All exterior wood back 1/3 and transom and transom frames replaced. Total boat refastened. Bottom stripped, garboard planks, chine and misc. bottom planks replaced. Part of toe rail replaced. Polished and/or re-chromed all rails and hardware. One engine rebuild, converted to stainless steel lifter guides and valves.

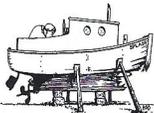
Left to do? Replace heads with vacuum flush, replaces mattresses, all canvas, re-build one engine head, Rack deck seams, re-caulk, varnish all brightwork, fair, sand and paint hull and top side., re-install all rails and hardware.

Encountering a problem? Missing heat sensor assembly for engine.

Would you like help? Yes... or advice.

Willing to assist someone else? Yes

GARY NORDNESS
651-482-1871 FX: 651-486-0603



1958 CENTURY 19' RESORTER
327 cc engine

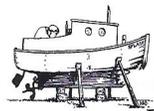
Where in the process are you now? 20% complete

Accomplished so far? All planking removed with bottom supports replaced, stem 50% complete.

Left to do? Replace chine logs, keel, install modified bottom, side planking and top decks, all parts removed and instrument overhauled, new interior

Willing to assist someone else? Yes

BOB BUTTERY
612-427-1448 email: bbutteryk@aol.com



1955 CHRIS CRAFT 19' CAPRI
GM 350 V8

Where in the process are you now? A professional restoration shop is finishing the planking. No problems, because I'm not doing the work!

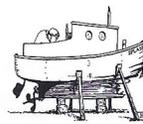
Accomplished so far? Finished a new stem, West System bottom and a restructured frame. The engine has been overhauled and slowly being assembled.

Left to do? Planking of the stern, finishing the interior construction, install engine and electrical, upholstery, and hardware.

Would you like help? No - I'm paying the big bucks!

Willing to assist someone else? Can't assist anyone. I don't know anything.

GREG BENSON bs10l@aol.com



1957 HERTER'S 15' CHROME FIBERGLASS
DUOFOIL FLYING FISH
33 hp Evinrude

Where in the process are you now? About half completed, am spending the winter months replacing missing parts & repairing others.

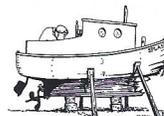
Accomplished so far? R+emoved all hardware, engine, controls, steering & expanded polystyrene flotation piece & thoroughly cleaned, detailed dings, sanded & coated bottom water barrier coating, repaired hull areas, spray-applied polyurethane. aluminum hardware sent out to remove scratches, buffed and clear-coated each piece. Plan on wrapping up by May 1- the grunt stuff is done, the fun stuff awaits.

Left to do? Apply finish hull bottom, do final detailing topsides & apply final Brightside coat, recoat hull insides w/same "speckled" appearance it originally had. Replace polysterene flotation material w/extruded urethane. Put everything together & hope too many pieces won't be leftover. Tee Nee trailer sand-blasted, primed & painted.

Encountering a problem? Only if I don't get answers to: how the "speckled" appearance (off-white specks over a gray base) accomplished at the factory? Where to get duplicate metal fenders for Tee Nee? Was electric horn mounted on front deck standard or an option?

Willing to assist someone else? Yes

DAVE DONER EMAIL: ddoner9289@aol.com.



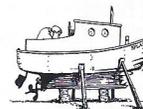
LATE '40S THOMPSON 12' ROW-MOTOR BOAT
1950 7.5 HP EVINRUDE FLEETWIN

Where in the process are you now? Being recanvased, removed fiberglass canvas, re-clinched planking

Left to do: Replace seat, stretch, fill & paint canvas, re-fabricate & install outer keel & stem.

Willing to assist someone else? Yes

ANDREAS J. RHUDE 612-823-3990, EMAIL: ajrhude@aol.com



1959 THOMPSON 17' SEA LANCER LAPSTRAKE OUTBRD
1960 80 HP MERCURY 800

Where in the process are you now? Steam bending & installed 5 new ribs, 2 partial ribs. new transom constructed, sanded varnished brightwork, restrained selected areas.

Left to do: Install 2 new partial planks, new transom, recaulk below outer keel & stem. Caulk & paint bottom. Revarnish woodwork, repaint hullsides, install the motor

Encountering a problem? Undoing prior restoration attempts

Willing to assist someone else? Yes

ANDREAS J. RHUDE,
PHONE 612-823-3990 EMAIL: ajrhude@aol.com

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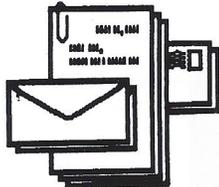
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Full pg color	\$ 600	\$900	\$1000
Full pg color (back cover)	N/A	N/A	\$1200

The BoatHouse is published 6 times a year on the even months. Distribution is as follows: August Rendezvous & January Boat Show editions: 5000 & 3000 copies respectively per show. The 4 bi-monthly issues: 1000 copies per issue. Ads must be camera-ready and paid when submitted. Ads with black and white photos are an additional \$10 per issue. Mail ad to: The BoatHouse, 18275 Hummingbird Rd. Deephaven, MN 55391. Send payment to: Bob Speltz Land-O-Lakes, P.O. Box 11, Hopkins, MN 55343-0011. Direct questions regarding ad rates to Greg Benson: Phone: 612-941-7882 Fax 612-941-2650



In Our Mailbag

This letter from BSLOL member, Bob McBride shares his experiences with Del Clear (PPG) urethane finish on his 1946 Chris Craft 17' Deluxe Runabout in 1980. Thanks, Bob! - Editor

We did not use any type of primer nor did we rub out the finish when it had dried (or any other time.) We sprayed a total of three coats. This boat is stored in a boathouse in Wisconsin and has not been used in the last approximately 14 years. I brushed on one coat additional on the gunwales probably 7 years or so ago. The gunwales are black-stained and seem to require more re-coating than the rest of the boat, which has had no additional coats since first done. Probably, if more coats were sprayed initially, it would have been better. The boat looks satisfactory now.

My 1941 Chris Craft 19' custom was sprayed in 1991 and looks satisfactory today. I re-coated the gunwales with a couple more coats of clear as they are black (same as the 17') and seem to need more. The rest is OK, but might be better with a couple more coats at this time. I have done two more boats more recently which I need to do more work on in the near future. I am using urethane on the decks only as I am using varnish on the sides for better filling. I highly prefer the urethane on the decks because when re-coating (also initially,) it is not necessary to mask off the white deck lines. They remain perfectly white. Also, I believe that the urethane allows the beauty of the wood grain to show through much more brightly. Lastly, it is simpler and takes less time to apply. The cost is probably approximately the same for materials. Thinning of the Del Clear is not necessary. It is used at package consistency. Only the hardener needs to be mixed at 16:1. Follow directions on the package. I have had no cracking so far on any boats. My procedure for finished decks with urethane clear:

1. Spray one coat on to seal stain (sealer may be brushed on.)
2. Mask and caulk white lines.
3. Remove masking tape and spray 2 or 3 more coats.
4. Urethane dries dust-free in a few minutes.

Kudo's to John Kinnard...

"I just wanted to compliment you on your Forum commentary in the new BoatHouse. I thought it was particularly well written and demonstrated your leadership experience.....I have noticed with awe how well the boat show always runs, even the first year of the switch to Treasure Island, and that says to me that you have some real veterans on your committees. This year I've decided to help (and learn) where I can with the Rendezvous, and really enjoyed my first meeting earlier this month..... I've noticed your presence and highly active involvement in all the club activities, so I know your contributions have been substantial....."

Ron Goette

"I received my BoatHouse a few days ago and, as usual, it is excellently done! I read each issue cover to cover as soon as I get it. I keep them all for possible future reference."

Bob McBride

Editor's Note: Comments, input (of any nature) are always welcome. We love to hear the compliments, but also need to know what you feel may done better or differently. Keep those cards and letters coming!!



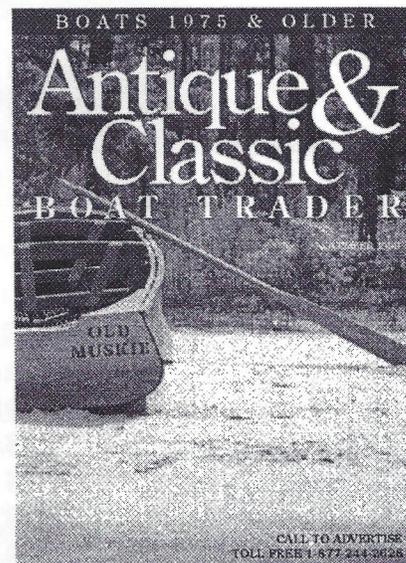
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WIDE WORLD OF WOOD
 Events of Interest In Other Areas

MARCH 10-12: Paddlers' Rendezvous & Canoecopia of Wooden Canoe Heritage Association, Madison, Wisconsin (920) 696-3526 email: woodcanu1@aol.com

JULY 15: 10th Annual Antique & Wood Boat Show, Long Lake, Wisconsin (715) 354-3333

JULY 14-15: 5th Annual Antique & Classic Boat Rendezvous at City Beach, Clear Lake, IA. Participant's picnic on Friday, non-judged show on Saturday. Clear Lake ACBS Chapter. Tom Smidt (515) 823-4310.

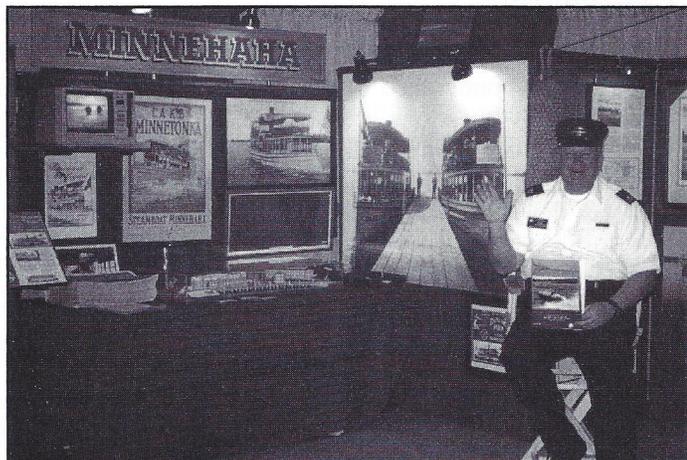
JULY 22: Annual White Fish Chain Rendezvous, Cross Lake, MN. Moonlight Bay Family Restaurant & Bar. Skipper's Dinner Friday, 21st at 6:30, show time Saturday, 9 am - 5 pm, awards, 3 pm, parade at 4 pm. Contact Dennis Madigan for reservations, 402-331-6235 'til the end of April. After May 1st, call 218-543-6657

JULY 28-30: 9th Annual Minocqua Antique & Classic Boat Show benefiting National Multiple Sclerosis Society - Minocqua, Wisconsin Contact Gordon Moore, 727-448-0813 till May 15. After May 15, call 715-356-4218

JULY 30: 20th Annual Antique & Classic Boat Show, Arnolds Park, Iowa on Lake Okoboji. Sponsored by Iow Great Lakes Chapter, ACBS. Contact 605-334-1030.

AUGUST 2-6: Wooden Canoe Heritage Association Assembly, Paul Smiths, NY www.wcha.org

AUGUST 26-28: Wooden Boat Rendezvous, Huron Boat Basin, Huron, Ohio email: mike@mrtelecomm.com



Our own Bob Johnson in full dress as a qualified captain of the Minnehaha Streetcar Boat in front of the Minnehaha display at the Minneapolis Boat Show.

WAY POINTS!

MARCH 2000

➤ **4TH SATURDAY**
EDUCATIONAL WORKSHOP
 Working With Epoxy (Details on page 38)

➤ **25TH SATURDAY**
EDUCATIONAL WORKSHOP
 Deck Construction (Details on page 38)

APRIL 2000

➤ **22ND SATURDAY**
TOY & MODEL BOAT SHOW & SWAP MEET
 1501 Hwy 7, Hopkins, MN 8 a.m. - 2:30 p.m.
 Adm: \$4 For information, call Paul: 320-231-0384

SUMMER 2000

➤ **CLUB CRUISE NIGHTS**
 Details Next Issue

JULY 2000

➤ **1ST SATURDAY**
POKER RUN ON LAKE MINNETONKA
 Watch this space for details!

AUGUST 2000

➤ **19/20 SATURDAY/SUNDAY**
25TH ANNUAL RENDEZVOUS
 Treasure Island Resort & Casino, Red Wing
 More information on page 20

BSLOL HOTLINE

612-934-9522 METRO AREA
877-636-3111 TOLL FREE

*Are You Thinking about
 attending MAC 2000?
 (the annual ACBS National Meeting
 in Mackinaw, Michigan)*

*If you are, would you consider
 making the trip as a group?*

*To find out more,
 call the BSLLOL HotLine
 and leave a message.
 We'll get back to you.*



The FORUM



WHERE MEMBERS CAN EXPRESS THEIR VIEWS

*The following letter was received from
BSLOL member John Rantala*

First, I would like to congratulate the club and all the members who did the excellent job of putting on the boat show at Treasure Island, the ACBS annual meeting at Treasure Island, and, of course, the usually excellent displays and information at the Minneapolis Boat Show. There are several people who have been the driving forces of the club since I first attended meetings in the 1980's and they continue to work hard at the club's success. Add to that many of the new members who have become very active members and there is little wonder that the BSLOL Chapter has matured into an organizationally and fiscally strong club.

But, I think that some of the organizational strengths that have led to such a strong club have led to a little too much of an in-breeding situation when it comes to our boats and "restorations". We have become a club of members and associated boat businesses that calls just about every and any boat that has been redone a "restoration". Most are not restorations.

I don't think that it has been a conscious effort by the membership, but is a situation that just evolved. This is why I say that. In the early 1970's when I first became involved with the old wood boats there were lots of good, usable wood boats around and Century and Chris Craft were still building in wood. The boats which were first grabbed up by collectors and users were the cockpit boats- the bigger the better! Many just need some refinishing work and a little mechanical maintenance. People didn't buy a parts boat and usually passed on one needing a mechanical (engine or transmission) rebuild. It didn't take too much to truly restore a boat. The boats were in good condition to start with.

As the 1980's came and went many of the cockpit boats became unavailable unless you had deep pockets. Utilities and small runabouts that had been previously passed by in the search for big cockpit boats became attractive because they were available and they were affordable. There was a renewed interest in the old wood boats, partly as a result of strong clubs like the BSLOL Chapter of the ACBS.

We went into the 1990's with many more people chasing relatively far fewer available boats. I think that with the strong economy during the 90's there were a number of "investors" who began chasing desirable boats much as investors had chased collectible cars earlier. Sometimes, prices became unreasonable. As a consequence, the boats which had been passed over earlier as too far gone to repair or rebuild began to sell. If you doubt that just think back to any boats you, yourself may have destroyed in the 1970's and tell me you don't regret that or don't think you could sell the boat today. I haven't seen a derelict runabout advertised for less than \$2000 lately and those are the same types of boats I watched people break up for parts and burn.

While there were more and more people chasing fewer boats there were some other thing happening. Many people attended informal gatherings and the boats were pretty original in the beginning. Marinas and shops had people who routinely repaired or built wood boats. Repairs were generally consistent with older construction methods and the shows were small, local, informal, and based on some type of "appearance" judging- if there was any formal judging at all. But as we went from the 1970's to the end of the 1990's most of the old boat woodworkers retired or died and many of the marinas quit working on wood boats. There were a number of new materials to work with and the emphasis changed from originality to "improvements", lower maintenance, better-than-new-appearance, and lowering costs. The term "restoration" became a popular description for whatever was done to a boat. It didn't matter whether the boat was refurbished, modified, turned into replica, or became boating's version of the street rod. It was still called a "restoration".

So what? So what is wrong with this? Plenty! The ACBS 's mission is, in part, to "protect the heritage of boating by promoting first, the preservation and second, the restoration of historic, antique, and classic boats". We are not doing that. Collecting and using old runabouts and utilities has somewhat matured as a hobby (and as a business, for that matter). I hear more people talking in terms of being an "interim caretaker" of a boat. They hope that it will be passed on as an historical or museum quality piece and accurate example of our boating heritage, if not to a descendant then to a knowledgeable and caring buyer. But, it is difficult to produce a true restoration when you start with a gray boat or little more than a pile of half-rotted and broken sticks.

Typically, a person will obtain an old Chris Craft boat they want to "restore" as a result of attending a boat show, learning about the club popularity of wood boats, or maybe simply stumbling onto an old boat and getting bitten by the bug. In most cases the first questions they try to answer are: "What is this boat?" "How do I find out what looked like originally?" "How do I restore it?" After some inquiries and talking to a club member they usually get pointed in the direction of The Mariners' Museum since it holds the preponderance of the old Chris Craft archives. The first two questions are answered. But, nobody tells them to and they don't think to ask the museum what is a "restoration?" If they did, they would find that the museum defines "restoration" and "replica" as follows:

RESTORATION - The act or process of accurately recovering the form and details of a vessel as it appeared at a particular time by the removal of later work, or by replacement of missing or substantially deteriorated earlier work.

REPRODUCTION or REPLICA - When applied to a vessel, the term "reproduction" or "replica" denotes: 1) the act or process of recreating by new construction the general form and appearance of a particular vessel or type of vessel; or 2) a vessel that is the product of such a process.

Forum - continued on page 35



Forum- continued from page 34

Take a minute to re-read those definitions. How many of the boats that have been displayed, sold, showed, repaired, and rebuilt by various people and shops have been misrepresented as "restorations" when they were not? My estimate is that the vast majority have been misrepresented. I don't think it has always been intentional but more of a misunderstanding, ignorance of any definitions, or sloppiness.

An old boat with a "West System Bottom" isn't a restoration. A plywood inner bottom shell replacement for inner planking isn't a restoration. A modern engine replacement or one never offered in the boat is not a restoration. Your favorite color for upholstery rather than an original color is not a restoration. Addition of all kinds of hardware and windshields that were never on the boat are not a restoration. Changing the configuration of the bottom is not a restoration. Adding new ribs and frames where there were none originally is not a restoration. Fiberglass bottom skins are not restorations. Changing the type or composition of fasteners isn't a restoration.

The BSLOL Chapter of the ACBS should match its organizational maturity with a more mature approach towards the boats. Our literature repeats the terms historic, antique, and classic with regards to boats. Our mission statement says that we promote the preservation and restoration of those boats. That is what we need to do.

As much as I disliked the ACBS judging sheets at first I now see that, if nothing else, they keep the boat entries honest and promote restorations. I have protested the conglomeration of restored boats and replica or reproduction boats competing against each other in our own boat show. I have always been brushed off with a statement that the difference is merely semantics. It is not. I think that the most prestigious boats should always be the preserved boats and the restored boats. Even they should not compete against one another. I think that if a boat's origins and restoration can not be documented and it can't score above some minimum entry point value, then it should not be entered as an preserved or restored boat. For other boats, maybe there should be other categories or classes. Perhaps the boats that fall outside the preserved and restored boat competition should compete for subjectively judged individual chapter or sponsor awards and not ACBS awards. Why do I say this?

FIRST, I think the judges at the BSLOL chapter are overwhelmed with the load. The solution was subjective judging. **SECOND**, when a person asks how the boats will be judged he is given an ACBS judges sheet and told that is how the boat will be scored. Instead the boat is judged subjectively and little, if any, of the valuation is made available to the entrant. Instead the entrant is told that there are no score sheets.

THIRD, many entrants would like a score sheet so that they can see where their boat was deficient when compared to the others and can work on the boat. For many, that is the way you determine how to improve the quality of your restoration.

FOURTH, a boat judged at one ACBS chapter show should score about the same in its class at another chapter (Points, not place). Since many of the boats entered at shows are listed for sale a more accurate comparison can be made between boats in different parts of the country. You can not do that with subjective evaluations.

FIFTH, the judging should be a learning and educational experience for chapter members so they can learn and see what makes a restoration and get judging questions answered.

SIXTH, there are lots of boats that may not be restorations but are very beautiful boats nonetheless. There should be a way to enter those boats in boat shows. Even if you are a pessimist about the quality of the boat, it is one more boat that has been rescued by someone and saved from destruction. Maybe a future owner will restore the boat. Perhaps this is where subjective evaluations have a place.

SEVENTH, buying, collecting, repairing, refurbishing wood boats should bring more people into the shows and gatherings. It should not exclude these people because their boats don't measure up to restored standards. If classes are expanded into various categories as the BSLOL Chapter has done, more people will be included. Some of the boats have been modified for easier or safer use, not for show. The restoration side of me says "that's terrible". The practical side says "that makes sense".

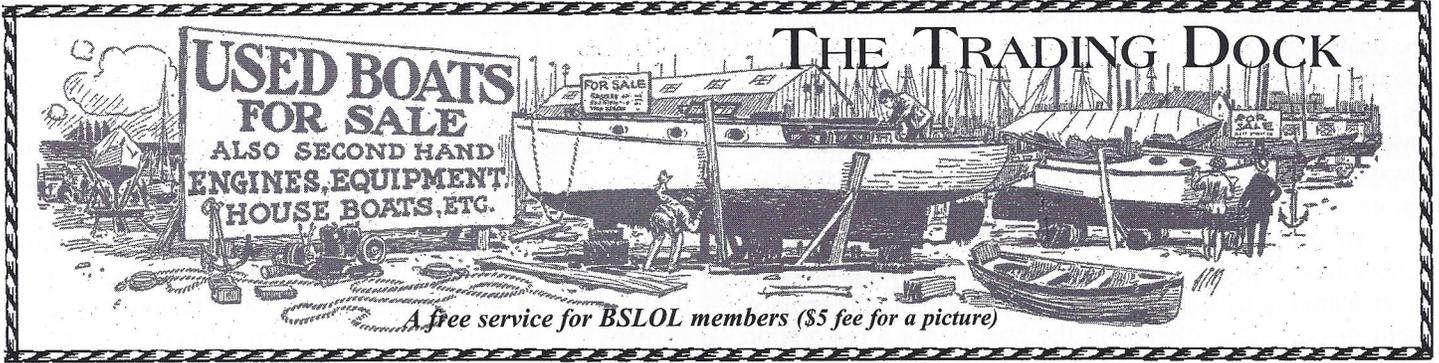
EIGHTH, there may be local chapter prizes and awards that don't fit into the national scheme of awards and prizes. If the award is not an objectively judged award to ACBS standards it should be presented as a Chapter Award, not an ACBS Award. Maybe any award that is given based on a subjective judgment should be a Chapter Award and not an ACBS Award.

I think that the ACBS Judging Committee may be looking at some of these issues. I know that the ACBS is looking at some of the restoration issues. This is my personal point of view. I didn't write this letter to offend anyone or for it to be taken as some harsh criticism of the BSLOL Chapter. I left names out because I didn't want to appear like I was criticizing specific people. I apologize if I have offended anyone.

One last point I would like to make that runs counter to restoration. As a marine surveyor I am always drawn to the safety implications of changes in standards from when the boat was originally built. Anytime I survey a wood boat for someone I always ask what he or she intends to do with the boat, how often it will be used, and where it will be kept. Sometimes there is good rationale for "upgrading" the boat. Just don't call it a "restoration". Older runabouts and utilities have very few systems and are less difficult to keep original. When a person has a wood cruiser or cutty cabin boat there are usually many more systems and many of them should be modernized.

Sincerely,
John Rantala
1671 10th Ave, Apt 2
Newport, MN 55055
(651) 458-5842
Rjohnr@MSN.com





1947 CHRIS CRAFT 17' DELUXE RUNABOUT - Good to excellent condition. Original engine. Trailer and full cover. \$15,000 Randy at 612-878-2118/h 612-263-8998/w (M0200)

OWENS FLAGSHIP ENGINE - 283 V8. velvet drive transmission. See it run. \$1,750. Bob McBride 715-825-3242 after June 1 (M0200)

1940 CHRIS CRAFT 17' BARRELBACK - exceptional original boat. Award winner. Offers.*

1958 CHRIS CRAFT 18' CONTINENTAL UTILITY - Ivalite KFL 6 cyl. Nice original - water ready \$9,500.*

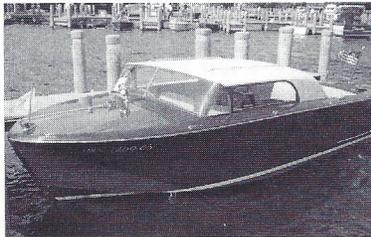
1947 CHRIS CRAFT 16' UTILITY - nice original-user boat with trailer \$5,950 *

1951 MERCURY 18' RACING RUNABOUT w/ Cadillac V8. Rough but restorable. Factory Mercury trailer \$2500 *

26' TANDEM AXLE V-BUNK TRAILER - \$2,000 *

* Rick 515-423-5499 (Mason City, IA) or 712-336-1374 (Okoboji) (M1299)

1954 SHEPHERD 24' CLASSIC with hardtop. Hull #3, 331 Chrysler Hemi, V-Drive, Honduras mahogany with cradle and spare parts - \$18,000. Will consider classic auto part trade. 612-471-7081 (M0299-1)



1970 CHRIS CRAFT 26' CAVALIER CABIN CRUISER - wide beam, fiberglass hull, 350 V8, rebuilt - like new. Many extras. \$11,995 651-385-8158 (M1299)

BOATHOUSE SALE:

1957 LARSON THUNDERHAWK, JR w/ 58A electric motor and trailer \$700 *

1958 LARSON THUNDERHAWK, SR w/ Johnson 30 hp electric motor and trailer \$700 *

1959 LARSON FALLS FLYER w/ Merc 58 tiller motor and trailer \$700 *

1959 PABST 16' PLYWOOD RUNABOUT - rare, good pattern boat w/trailer \$300 *

1957 LONESTAR 15' RUNABOUT w/30 hp Johnson electric start w/trailer \$300 *

TANDEM TRAILERS - 18' all gone thru: \$600, 16' \$300, Single trailer 16' 15" wheels \$250 *

All boats have current registration. These are good project boats with most chrome and are easy projects to finish in short time. First-timer restorers: good winter budget-priced boats. Call for accurate description. (M1299)

DON JOHNSON - PHONE: 319-393-2561 OR FAX: 319-378-0797.

1949 LARSON 14' DELUXE RUNABOUT Good condition with glassed bottom: \$6,500.

With boat & trailer: \$7,000 with 56 Lark or Javelin.

Trailer excellent, boat good, needs a tweek here and there. Call Ray Stockwell, Weatherby Lake, MO) 816-587-7484 (M1299)



1966 CHRIS CRAFT 28' SEA SKIFF ~ Open model (no hardtop) This is a project boat. Twin 283's in unknown condition. Hardware is complete. Requires new decks, gunwales, etc. Your opportunity to get started on a true Minnetonka favorite. Stored indoors, 30 min from metro area. Free storage till spring. Let's talk.

1966 OWENS 19' Inboard ~ Repowered with 350 Chev & velvet drive. Transmission is weak (replacement available). Too bad it's fiberglass, but it's a true classic. Needs TLC. Stored indoors 15 min from metro area, delivery available. Free storage till spring.

2 INBOARD ENGINES ~ left & right 351 c.i. Mercruiser Marine, straight inboards, 230 hp. Complete except carbs. They are rigged with 1 to 1 velvet drives. Sorry they are unknowns, but available for easy pick-up in metro area. Priced reasonably at \$1295. Delivery available. (NM01299-1)

CALL JON 612-474-5018

WANTED! 1950's CHRIS CRAFT UTILITY. Not a show winner, but an older restoration in good usable shape. Larry Stember, 218-751-4171. Bemidji (M1099)

OLD TOWN CANOES - 1946 Sales Book, 42 pages, color front & back covers. Excellent condition. \$125 Call Bill @612-470-9266 (M1099)

WANTED ~ Looking for a part of family history. **AQUA KING WOODEN ROW BOAT**, manufactured in Mpls by Leonard Siewert between 1940-45. The boats have an anchor plate that reads "Aqua-King Boats Model-F made in Mpls by Siewert & Son." ANY INFORMATION will be welcomed. Please call Rick Siewert at 612-721-4456 or fax 612-721-1181. Send info to 2640 Minnehaha Ave, Mpls, MN 55406 or EMail Siewert@Wavetech.net. (M1099)

1954 TROJAN 14' RUNABOUT 35 Javelin

1956 CENTURY 18' ARABIAN blue & gray stain. 140 Gray. Original upholstery, 150 hours

1957 HIGGINS 17' SPORT SPEEDSTER 185 Interceptor Mint

1959 CENTURY 16' PALOMINO 35 Johnson

1962 CENTURY 18' SABRE 225 Gray, 800 hours

1966 CENTURY 18' SABRE GULL WING 238 Gray, 300 hours
 Call evenings - Mark Anderson 651-738-9788. (M1099)

Trading Dock - continued on page 37

Trading Dock - continued from page 36

GLASPAR G3 MERC 58A for sale. \$700 or trade for 50's 12' - 14' Alm/fg runabout, cute. Ray Stockwell, 816-587-7484. Pics. Weatherby Lake, MO (M0699)

1940 CHRIS CRAFT 16' DELUXE RUNABOUT ~ good correct hardware, "upgraded" engine. Needs re-planking, new mahogany planks included. Gauges restored. Some work done. \$2850. Bob McBride 715-825-3242 after June 1. (M0699)

SPEEDSTER WINDSHIELD BRACKETS ~ Set of freshly re-chromed windshield brackets with the high rake angle used on Gar Wood Speedsters, etc. Center bracket has long support arm, side brackets have wide gussets. Asking \$350. Call Gerald Petersen 414-742-2367 (M0499)

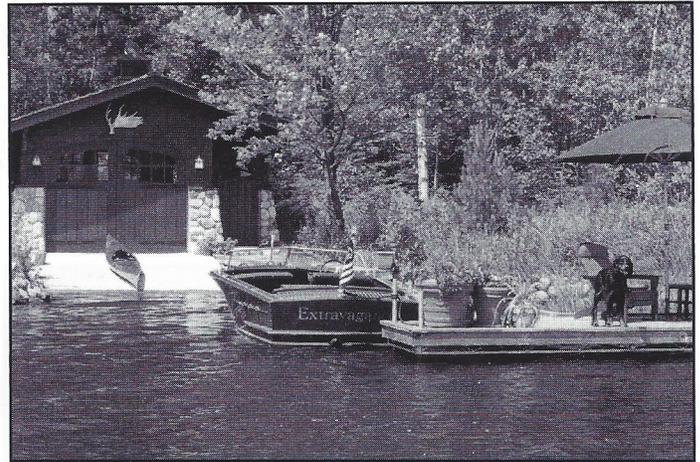
WANTED: 1940 THRU 1942 CENTURY WHIRLWIND ~ single cockpit outboard, any condition. Steve Benjaminson: ph:715-394-4481, fax: 715-394-3288 (M0499)

1963 CENTURY 18' ~ Total Restoration: West bottom, upholstery, decks & varnish, new dash. 327 V8 ski boat w/swim ladder, canvas top & side curtains for rainy days. Good solid family boat. Mooring cover & 2 axle trailer comes with. \$10,300. Can deliver. Call Denis @ 218-246-8868. (M0499)



APPRENTICESHIP SOUGHT Mr. Ron Lindgren is seeking to learn restoration and woodworking techniques. He wants to fine-tune his skills for working on wooden boats. He is willing to work for free in exchange for the opportunity to learn from a skilled craftsman. Ron, who lives in the Twin Cities area, is familiar with boats and boating. If you are willing to teach your craft to Ron, give him a call at 612-560-0928. (M0499)

1935 LYCOMING ENGINE - 4 cyl, complete \$500. 612-470-9266 (M0499)



BSLOL-ER JOHN BERGSTROM'S BOATHOUSE IN DULUTH

John spent the last three years working on this boathouse. It has double elliptical swinging (traditional) doors on both sides (drive-through) and two round-top service doors. It has a heated floor, window boxes, copper coupala and tongue-and-groove interior. Out front is his 1955 Continental 20' and a mahogany kayak that John built.

Nice work, John! Thanks for sending the picture! - Editor


 Visit our Web Site at
www.acbs-bslol.com

Cobra Challenge - continued from page 26

reforming a piece of strip that slopes and gradually twists at the same time. "It's taken awhile, but for me it's a hobby." Selvig says. He hopes to have the Cobra in the water by July 4, 2000.

Then the fun will begin. Heads will turn when they see the torpedo-shaped boat that looks as though it originated from from a 1950 science-fiction film. "People love this boat when they see it," Fiest says. "When he takes it out to the lake, 95 percent of the people will say they haven't seen anything like that before. They'll wonder if it's new."



Dave and Bonnie Selvig in their just-about-done Cobra. They've got good reason to be smiling so much!

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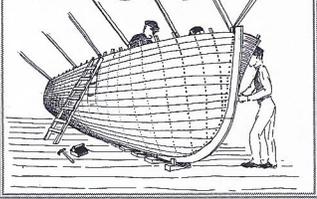
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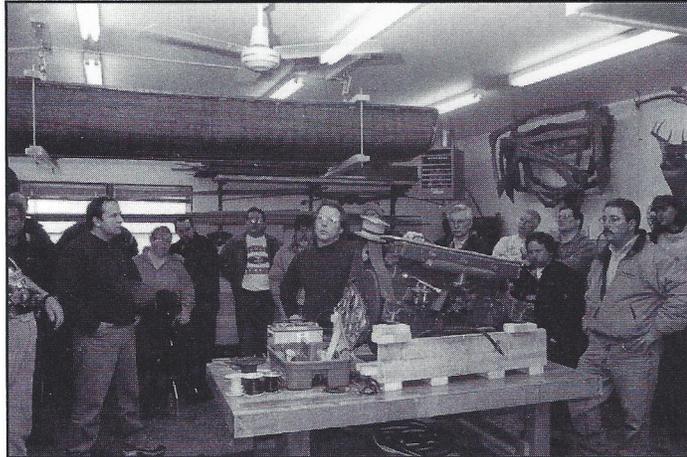
P.O. Box 392, Traverse City, MI-49685-0392

Mahogany 101

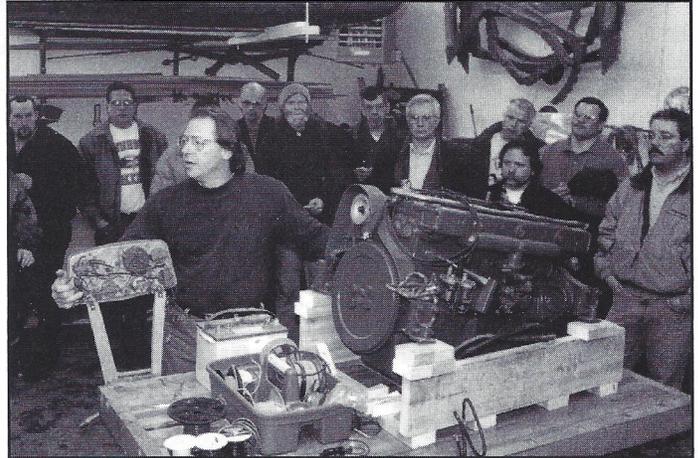


WINTER EDUCATIONAL WORKSHOPS

The first winter workshop of the new millennium was held on February 12th at Nelson Boatworks in Mound. Jack Duker from Crow's Nest Marine conducted the session on engine wiring. He also included information on wiring the instrument panel and running lights.



Jack takes questions from the members.



Jack Duker showing the wiring on the back of a typical instrument panel.

Dan and Diane Nelson hosted the workshop and served a chili and soup lunch to the approximately 60 attendees! The popularity of these workshops continues to grow. We are very fortunate to have so many subject-matter experts willing to conduct these sessions. Our thanks to them!

There are two workshops scheduled for March (see below.) Be sure to get your RSVP in on time!

SATURDAY, MARCH 4TH

Topic: Working with epoxy
Conducted by: Dale Hedke
Special Guest: A representative from MAAS Epoxy
Location: The BoatHouse
 937 W. 7th Street, St. Paul,
Time: 11:30 a.m.
Other Info: Admission Free
 Lunch Provided
 Please RSVP for food count to
 Dan Nelson 612-472-3687

SATURDAY, MARCH 25TH

Topic: Deck construction - removal, cutting new deck planks, installation and striping.
Conducted by: Dan Nelson
Location: Nelson Boatworks.
 5850 Lynwood Blvd., Mound
Time: 11:30 a.m.
Other Info: Admission Free
 Lunch Provided
 Please RSVP for food count to
 Dan Nelson 612-472-3687

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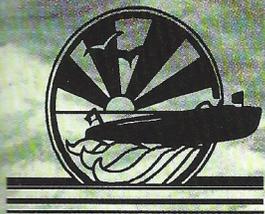
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"At Bristol Classics Ltd., we take great pride in restoring the greatest antiques afloat. I've learned that no insurance provider understands the importance of superb customer service and the *increasing* value of a boat under restoration better than the people at Ski-Safe. I'm proud to recommend classic boat insurance from Ski-Safe to my clients!" – F. Todd Warner

At last, You can now get a boat insurance policy designed specifically to meet the needs of classic boat owners and restorers. And it's underwritten by a CIGNA Property & Casualty Company, part of one of the world's largest insurance organizations.

This new policy was developed in conjunction with the Chris-Craft Antique Boat Club, so the coverage is first rate and includes features not found in ordinary policies. Like 'course of restoration' coverage that protects your investment fully even before work has been completed. This policy isn't just for show either. You're covered when you use your classic the way it was meant to be used -- for recreation, for skiing, or just making the waves with style.

Best of all, this Ski-Safe policy is competitively

priced, easy to get, and available for just about any classic or antique craft.

Just call Ski-Safe at 800.225.6560. We're the exclusive agency for the Chris-Craft Antique Boat Club insurance program. And we'll be glad to give you more information on policy coverages, a price quote, and even instant coverage.

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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800.225.6560



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