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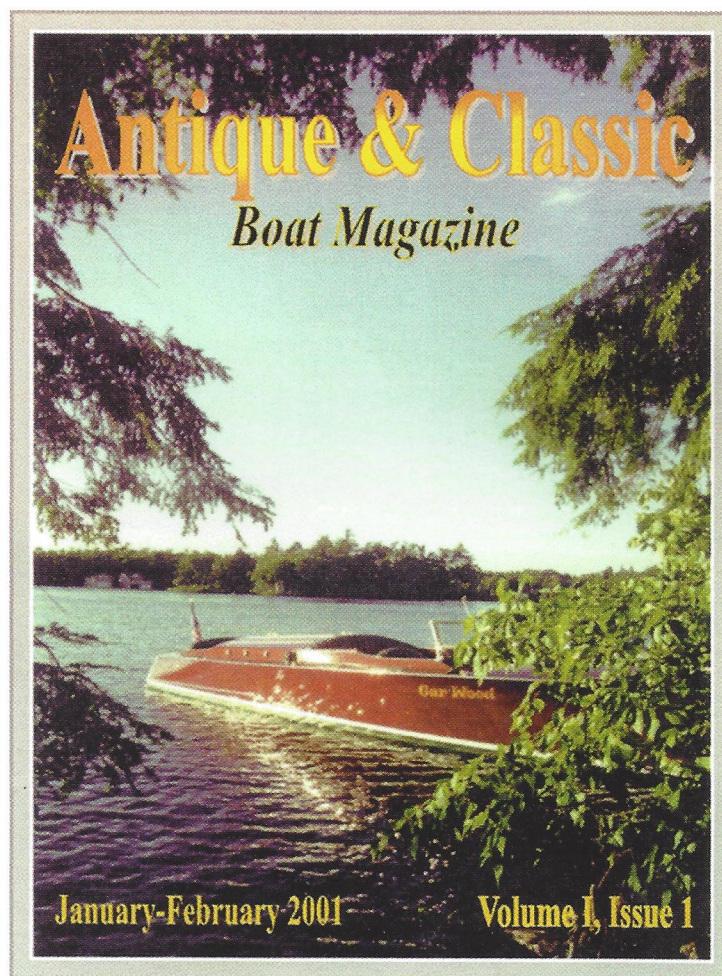
# THE BOATHOUSE



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



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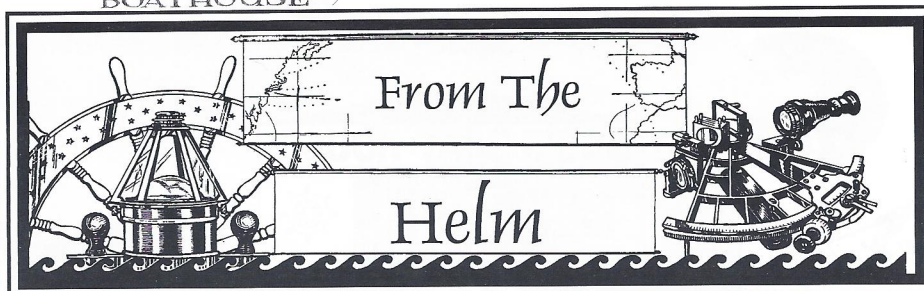
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As we emerge from the shadows of September 11<sup>th</sup>, we are reminded of many things. One penetrating and unforgettable memory is the New Yorkers who knowingly faced danger and lost their lives trying to rescue others. Upon the suggestion of Dirk Gunder, our Board of Directors decided to donate funds. We, then, unanimously voted to better our donation by diverting 100% of our current fundraiser (BSLOL packaged note cards) to the New York Firemen's Relief Fund. For the balance of this year, the full sale price of \$10.00 per box will be donated, regardless of the production costs already incurred. In addition, Dan Nelson of Nelson Boatworks challenged others to meet or exceed his outright cash donation, and Dr. Bob Johnson and Beth Kessler have each done the same. We encourage everyone to do what he or she can; details of ordering or contributing are found in this issue. We believe our contribution is of importance because it comes from the heart.

In reviewing the summer's activities, Clark Oltman and the entire Rendezvous Committee did an excellent job at Treasure Island. Except for a damp Saturday morning, everything went well. A welcome guest was Christopher Smith II, grandson of the Christopher Smith, founder of Chris Craft. His remarks at the Saturday evening banquet were exceptional and kept the audience spellbound over thirty minutes. Two other "highlights" of the Rendezvous were Stan Peterson's attempted sinking of a barge on one of the mini-cruises and the look on Frank Warner's face Saturday evening when his wife, Marjorie, was high bidder on an autographed original Chris Craft factory promotion picture.

Tim Ashenfelter, Greg Benson, Dave Doner, Fred Goughnour, Sherwood Heggen, Chris O'Connor, Todd Warner, "Ugh the Tug" and many others gave dozens of rides to spectators which produced lasting smiles and memories. As in the past, the entire management and staff of Treasure Island were great to work with at every stage. Thanks again to all of our members who also contributed their time and energy to make this a fun and successful event.

October 7<sup>th</sup> was the bright spot in a week of wind and rain. Besides the fantastic sunshine, over 70 people gathered at Lord Fletchers for brunch and the annual Fall Colors lake tour. It was a great afternoon, and the last of the 2001 on-water events.

However, land events continue! Don't forget our November 10<sup>th</sup> Potluck Dinner to do some planning. Star your calendar to socialize at the beautiful and private Wayzata Country Club for the December 2<sup>nd</sup> Holiday Party and Annual Meeting. Watch your mail for your invitation. We also have a great list of winter workshops and other events to make winter more productive, and shorter. Currently, our Board of Directors and its 2002 Candidates are discussing next year's plans and evaluating the direction of long range goals. We need your input on the following:

◆ Our growth has necessitated we have a more efficient communication system to all members. A Volunteer Committee (or pool) is needed to supply talent and help for each of our activities.

*From the Helm - cont'd on page 26*





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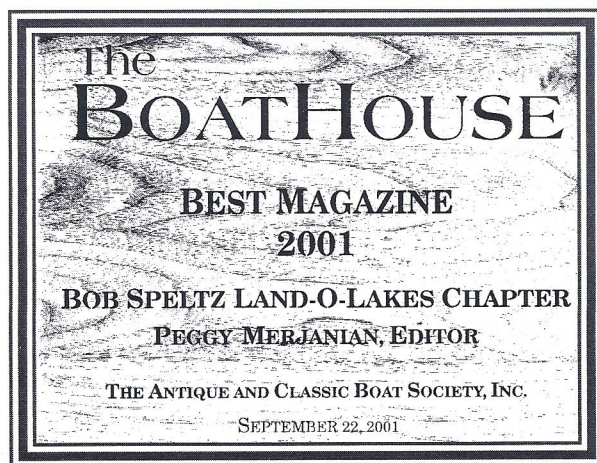
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The display of the Chetek at the Rendezvous got a lot of attention. It was a success in several ways.

We were able to contrast a boat taken down to the skeleton next to the complete and original Chetek Aqua Flyer that belongs to John Pole. Secondly, we demonstrated the process of steam bending ribs with a homemade generator and box made by Bob Buttery. And

most importantly, we talked to a lot of people about their boat projects and encouraged them to take the next step. Thanks to all who stopped by. We are always looking for suggestions on how to proceed, along with concrete offers of assistance. Special thanks to Mary and Ray Keating for their donation to the project. Also thanks to Bob Buttery for his time and efforts and demonstrations of steam bending. Things have not been normal for any of us lately, but I plan to refocus on finishing the bottom of the Speltz boat. The next sessions to work on the boat are scheduled for October 26, November 29, and December 20. Call if interested in participating. I also need someone to cut oak parts from a pattern. Larry Quinn 952-937-5891



### BOB SPELTZ LAND-O-LAKES CHAPTER ANTIQUE & CLASSIC BOAT SOCIETY, INC. MISSION STATEMENT

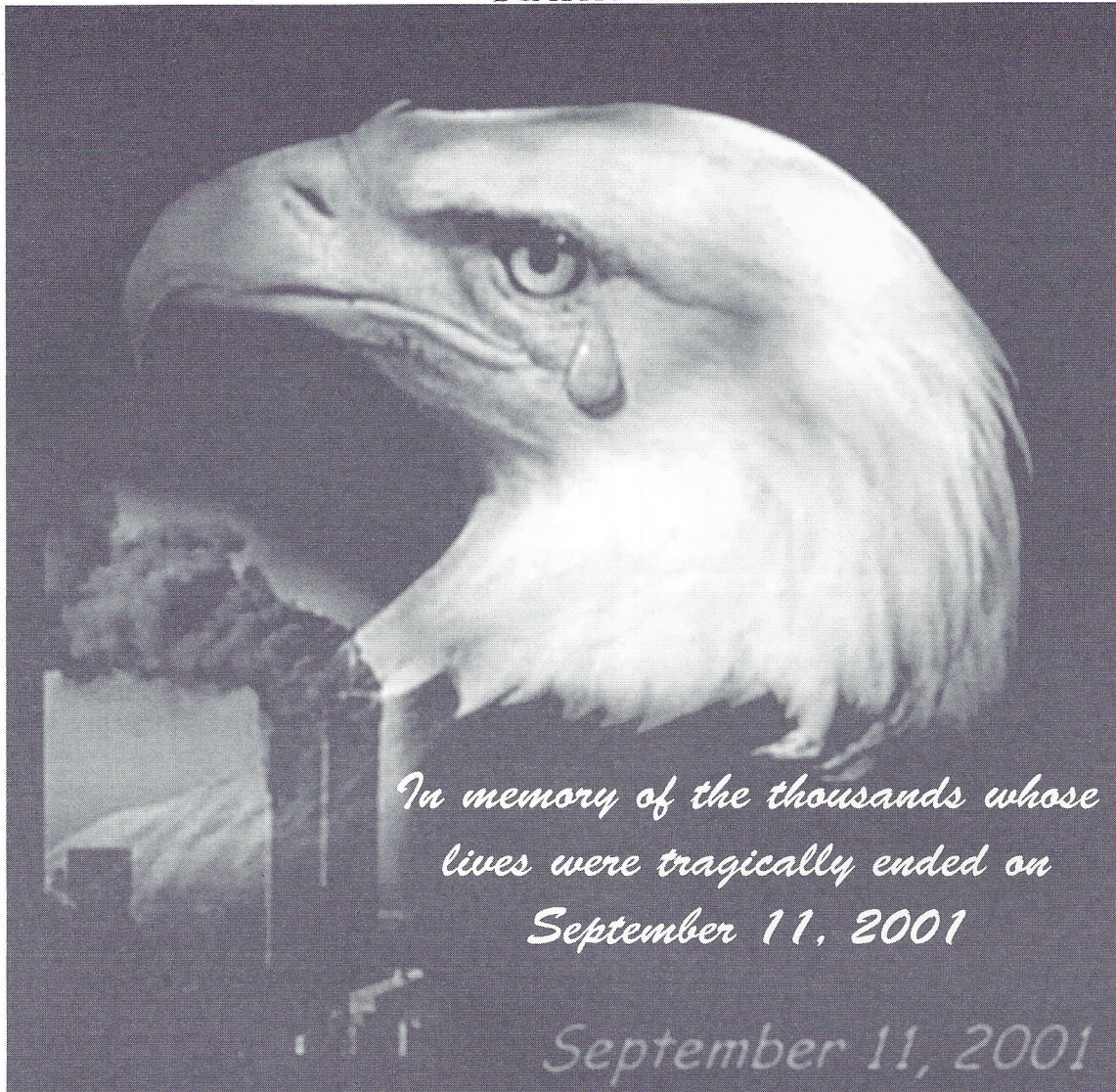
To promote the preservation and enjoyment of antique, classic and special interest watercraft of all types, both powered and non-powered by:

- Promoting public display and use of our boats.
- Acting as an information and skill resource for our members.
- Providing social activities of interest of all members and their families.
- Acting as historical repository for boating-related information.
- Providing value for our members in the form of education, merchandise and service discounts, technical workshops and subject-matter experts.
- Promoting a positive image for our chapter and boating in general.
- Promoting boat safety in all of our activities.

### ON OUR COVER

Tom Juul, Jerry Petersen  
& Chuck Petersen admire  
Andreas Jordahl Rhude's  
Thompson Thomboy at the  
2001 Rendezvous.





SEPTEMBER 11, 2001 IS A DATE THAT WILL LIVE IN INFAMY.

*This atrocity took the lives of more than 6000 people from 80 different countries. These terrorist attacks have bonded all freedom-loving people as never before. BSLOL will do its share to help by donating 100% of the money from the sale of our note cards for the rest of this year to the New York City Firemen's Relief Fund.*

*(see page 23 for details.)*

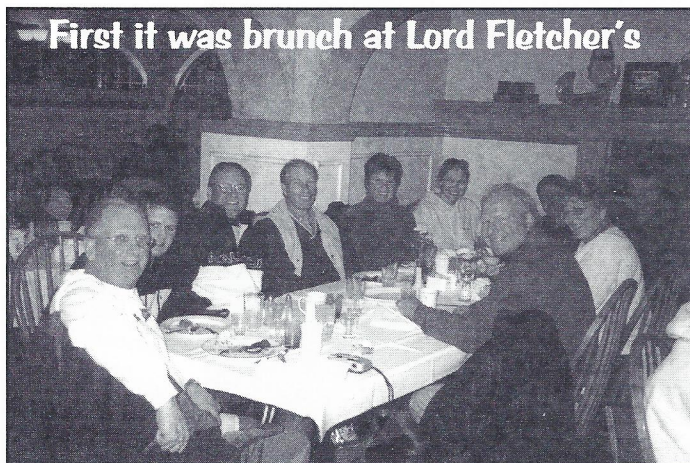
**WE WILL NOT TIRE, WE WILL NOT FALTER, WE WILL NOT FAIL."**

*George W. Bush, September 20, 2001 before a joint session of Congress.*



# FALL COLOR CRUISE - A WINNER

by Andreas Jordahl Rhude



**First it was brunch at Lord Fletcher's**



**OK - everyone into the boats!**



**We're ready....Let's Go!**



**This is what it's all about!**

The weather was spectacular for the annual Fall Color Cruise on Lake Minnetonka on October 7. A record number of members and guests participated. There were over sixty pre-registered and quite a few more showed up as well. After a nice seated brunch at Lord Fletcher's, everyone headed to the docks to prepare for the voyage. Up to fifteen boats of various sizes and shapes were boarded and departed for an afternoon of sightseeing. The temperatures early in the day were just above freezing, but by the time we were underway, it was quite pleasant in the sun.

Margot and Ray Garin's "Luv Is" led the way for a cruise around the lake. We proceeded out of Fletchers and headed through Carson's Bay. Wayzata Bay was the destination to have some fly-bys and show off! One boat had minor mechanical troubles so she limped back to the launch ramp, dropping out of the pack. Motoring through the big open waters had some drivers and passengers getting a bit wet. Brrrrrr! Next it was off to Maynard's in downtown Excelsior for a pit stop and to check on the Packers, errrr, I mean Vikings game.

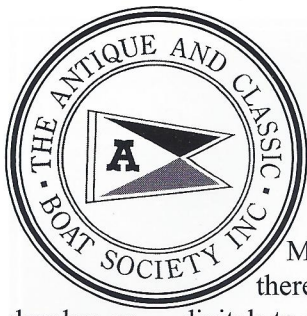
Most of the boats dispersed in various directions. This boater didn't get back to the ramp until after 5:00 pm! And boy oh boy, was it busy - busiest I've ever seen it! I guess there was a fishing tournament that had just ended so the fishing boats were lined up one after another to get out of the water. The fishing guys do get onto their trailers quickly, but they have an unorthodox means of doing so. It causes difficulties for other boaters!

If you didn't make this last club boating event of the season, you missed out on a very fun day. The weather was great, the food was filling, and the camaraderie could not be surpassed! Until next Spring, keep your feet dry and watch your top notch!



**Full speed ahead!**





## ACBS ANNUAL MEETING IN CHATTANOOGA!

By now everyone who attended the 2001 ACBS Annual Meeting will have returned, but there are still many of rolls of film to develop or digitals to download from the meeting, and a lot of good information still to be finalized for updates and announcements in the upcoming weeks.

The 2001 Annual Meeting kicked off with a splash (literally.) An evening cocktail reception was held at the Tennessee Aquarium - the world's largest freshwater aquarium. A sparkling six-story glass and iron structure overlooking the Tennessee River, the 100 or so attendees were treated to spectacular views of the world's denizens of the deep. Those who came earlier in the day may have ridden the world's steepest public inclined railway, up the 71 degree side of Lookout Mountain of Civil War fame, and toured spectacular 146' Ruby Falls, deep within the mountain. Still others may have toured any of several fine regional museums within walking distance of the historic Read House Hotel, the site of the conference. Of special interest to antique boaters and WWII veterans was the availability of tours of downtown Chattanooga on WWII vintage amphibious "Ducks", culminating with a plunge into the Tennessee River for a harbor tour.

Friday's schedule allowed for boat rides on the Tennessee River, courtesy of the Sunnyland ACBS Chapter, or more visiting of downtown Chattanooga's many sights. The day's main event was a dinner cruise on the Southern Belle, Chattanooga's replica of an old-time Southern riverboat up the wide Tennessee River. Attendees feasted on a tasty prime rib buffet and wandered around the three-level decks catching up on old times to the sounds of an occasional, overly-loud calliope.

Saturday featured the actual reason for the gathering - the 2001 ACBS Annual Member Meeting. Lasting several hours and broken only by lunch, the financials, committee reports and other business of the society were transacted. Many exciting new programs and activities for the upcoming year were discussed, including:

★ The 2002 Annual Meeting in Coeur d'Alene, Idaho at one of the U.S. finest resorts, coupled with the first ever ACBS International Boat Show. Information and website to follow in the next month.

★ The Spring 2002 Quarterly meeting will be in Charleston, SC. More information and a new website will follow as soon as information is put together and events finalized. Goody Thomas promises a wonderful time in Charleston's prettiest season.

★ A FDNY (Fire Department New York Benefit) is underway courtesy of the BSLOL ACBS Chapter.

★ Committee reports will be available by the end of September in the *Inside ACBS* portion of the website.

★ Greg Benson shared his list of priorities for adding and developing new member benefits on top of the Hertz discount promotion already in place.


After the meeting, Tony Mollica gave a slide presentation featuring information from his new Book, Chris Craft Boats, co-authored with Jack Savage. Tony graciously autographed the copies of the book that were there in the Ship's Store. Certainly this is a must-read book for Chris Craft owners.

The evening's events closed with the capstone dinner in the elegant Silver Ballroom of the Read House Hotel. With its period decoration and magnificent Tiffany crystal chandeliers, the site was truly representative of the glory days of Chattanooga. The ever present silent auction raised a tidy sum for the Education and Safety fund while three special boxes of notecards were donated by BSLOL to be auctioned off by for the benefit of the New York Fire Department Fund. A whopping \$450 was raised for the three \$11.00 boxes of notecards. Way to go, BSLOL!

Also of special note to BSLOL, the BoatHouse was named the ACBS' Best Newsletter for the second time in three years. More kudos to Peg and Steve Merjanian and all the BSLOL authors for their great work day in and day out. We've always known that it was the best, but it is always nice to receive recognition from afar.

After the presentation of the various awards, the highlight of the evening was the sealing of the ACBS Time Capsule. The beautiful mahogany box, made by Finger Lakes Chapter's Dick Sherwood, was the actual time capsule itself. It was filled with documents and memorabilia from each chapter who submitted material, newsletters, the 2001 Directory, a signed list of all the diners, several \$2.00 bills with a long provenance in the ACBS, and a whole list of ad-hoc items. ACBS President Jean Hoffman and Vice

*Annual Meeting - Continued on page 11*



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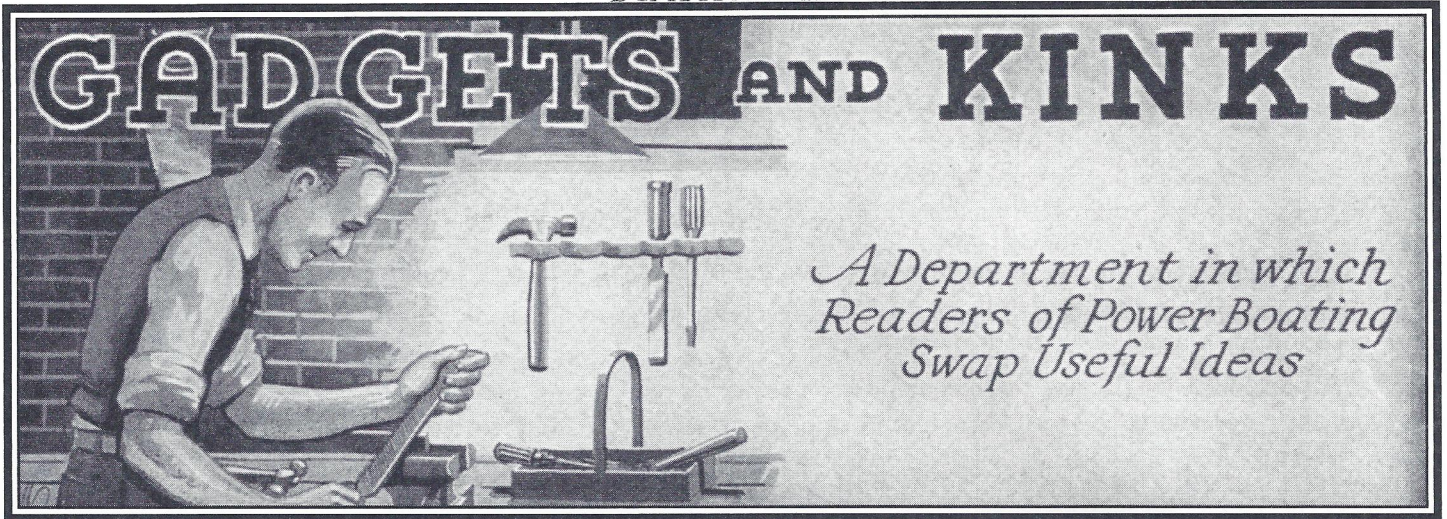
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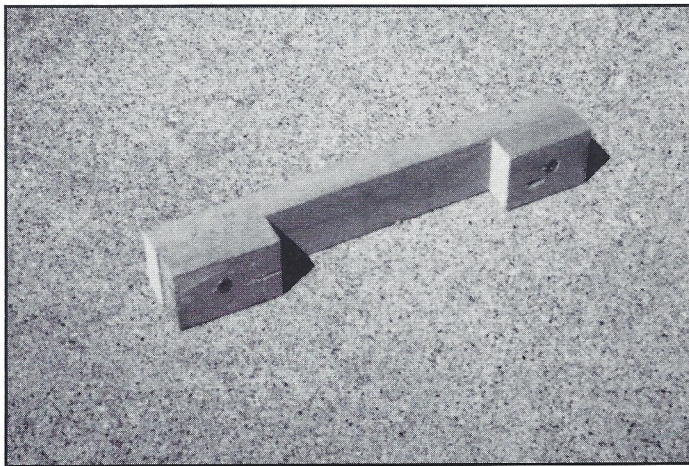
## INNOVATIVE CLAMPING METHODS

(or Hold Me. Squeeze Me. Never Let Me Go.)

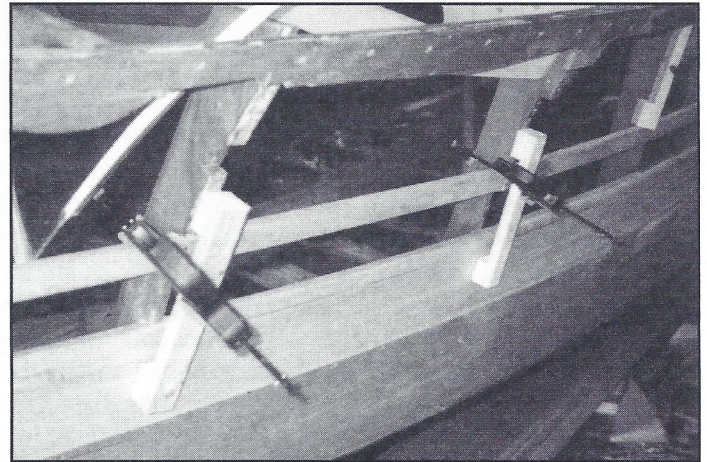
by Sherwood Heggen

You can never have too many clamps when building boats. But, will the clamps you have serve the purpose intended or will they be a miserable solution to the clamping need. Through pictures and description, *Gadgets and Kinks* is going to assist your imagination in making those clamps work.

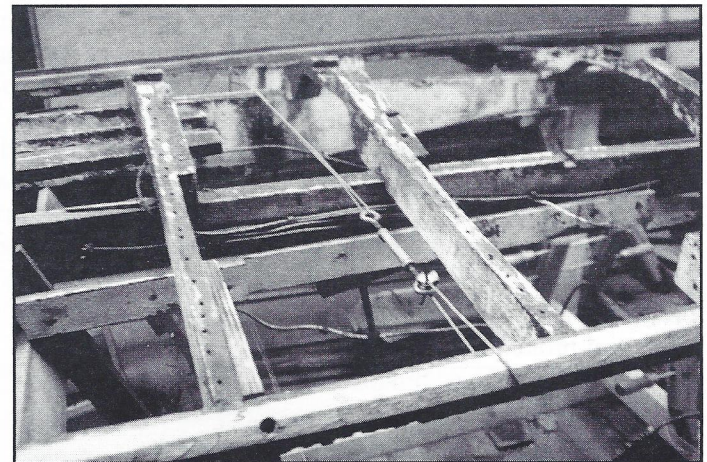
A very popular clamp used today is the small pistol-grip style bar clamp. They are quick to place using only one hand while the other hand temporarily holds the material being clamped. This style of bar clamp is rather limited in its range of clamping ability with the throat of the clamp being only a couple of inches deep. If the point that requires the pressure is some distance from the clamp's line of force, a way must be made to transfer the pressure to that point. To the rescue comes the simple Pressure Transfer Bar, or a short one-by-two with pads screwed on the ends.



The length is determined by how far you want to transfer the pressure and how much pressure is required. In planking the topsides of a boat, or in any area where direct clamping pressure is awkward or impossible, this is the answer to the problem.



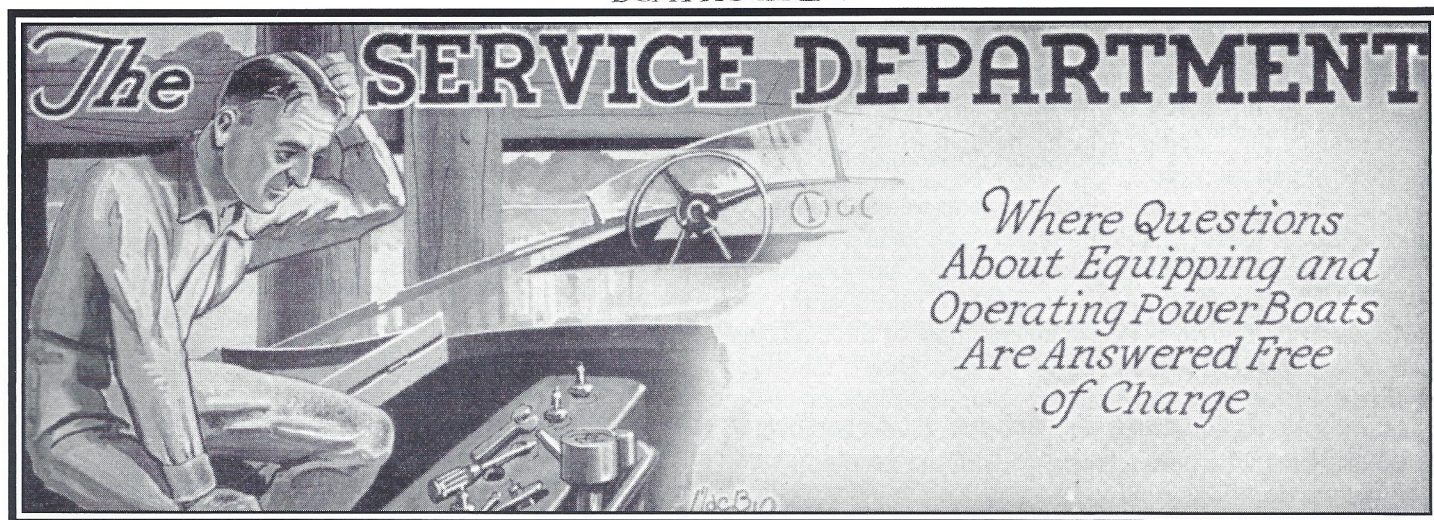
Clamps don't always look like a clamp, such as a C-clamp or a bar clamp. Take the example below:



The hull frame shown is being prepared for reconstruction. Over time, the frames have spread and must be brought back into shape before cross bracing can be screwed into place. A very large bar clamp could do the job but a very light and inexpensive tool is much simpler. Look closely and you will see a turnbuckle and some wire or light duty cable pulling the frames back together. By attaching two loops of wire/cable to the frame and joining them with a turnbuckle, you can apply tremendous pulling forces with a small open-end wrench with the same effect as a clamp.

*Gadgets & Kinks cont'd on page 10*





*Where Questions  
About Equipping and  
Operating PowerBoats  
Are Answered Free  
of Charge*

Good Morning Campers, Dr. Motorhead here,

I've received many letters and messages from bereaved wives and girl friends in the last couple of weeks. Most of who did not know they were feeding the sickness of the men in their lives. The sickness as identified in my previous article known as "the tool junky". They thought it was so innocent - buying tools for their men - thinking that perhaps these tools were really unneeded or perhaps useless. How could something seem so unnecessary but so highly desired. These women candidly mentioned their thoughts were, "Oh, I'm just a girl, what do I know about these things, I guess it's OK." Christmas and birthday present ideas were made very easy when you were given a lengthy list of much-needed tools, meters and gauges. "I feel so bad now," one desperate woman wrote. "I had no idea I was fueling this insidious disease." Women of the world, please don't despair, there is help for the man in your life. Education, awareness and support groups are on the way. Keep a steady course and support your man's wellness. Read the following and you will understand what is needed and what might be considered an addiction.

As I promised from last month, this is my follow-up on the required toolbox that carries the Dr. Motorhead "Seal of Approval." Once again, here are the basic tools required to perform almost every repair on our classic engines.

- ⇒ One set of wrenches - open and box end combination 3/16" to 1 1/2".
- ⇒ One large crescent wrench for bolts in excess of 1 1/2"
- ⇒ Assortment of phillips and slot head screw drivers.
- ⇒ One large channel locks or Robogrip pliers.
- ⇒ One low voltage test light.
- ⇒ One jumper wire about 12" long (piece of wire with an alligator clip on each end)
- ⇒ One set of 3/8" sockets, ratchet and 6" extension (many of these socket kits come with 1/2" sockets as well...nice to have)
- ⇒ Roll of professional strength duct tape (leave the cheapo stuff at home)
- ⇒ Standard and needle nose pliers. (or is it noodle neese pliers)

- ⇒ One 13/16" spark plug socket.
- ⇒ Roll of electricians tape.
- ⇒ Feeler gauge.
- ⇒ Magnet on the end of a telescoping wand (for retrieving dropped screws and bolts in the bilge)
- ⇒ Some spare parts for emergency repairs (points, condenser, a module if you have an electronic ignition, rotor, distributor cap, spark plug, one spark plug wire)
- ⇒ Point's file or an emery board fingernail file.
- ⇒ One small hammer (when all else fails)
- ⇒ Combination wire stripper and crimping tool and assortment of solder-less connectors.
- ⇒ Small flashlight
- ⇒ Set of allen wrenches (or hex keys)

#### **Optional equipment - yet recommended:**

- ⇒ Tach and dwell meter.
- ⇒ Timing light.
- ⇒ 9/16" valve adjustment open-end wrench.
- ⇒ Tubing cutter
- ⇒ Compression gauge.
- ⇒ A Uni-Syn carburetor-synchronizing tool (for your multiple carburetor engines).
- ⇒ Torque wrench.
- ⇒ A bottle opener for the non-twist-off type bottles of beer.
- ⇒ Disposable lighter.
- ⇒ Cell phone. (for calling BoatUS for a tow when all else fails.) Don't forget, membership to BoatUS is 50% less with BSLOL discount program.
- ⇒ Tapered pine dowels.
- ⇒ One high voltage test light.
- ⇒ Remote starter switch.
- ⇒ ACBS official tool bag.

I highly recommend that you have a tool bag and not a toolbox for working in and around your boat. Toolboxes have a tendency to dent and scratch our old wood boats. ACBS Ships Store has a great bag equipped with a padded

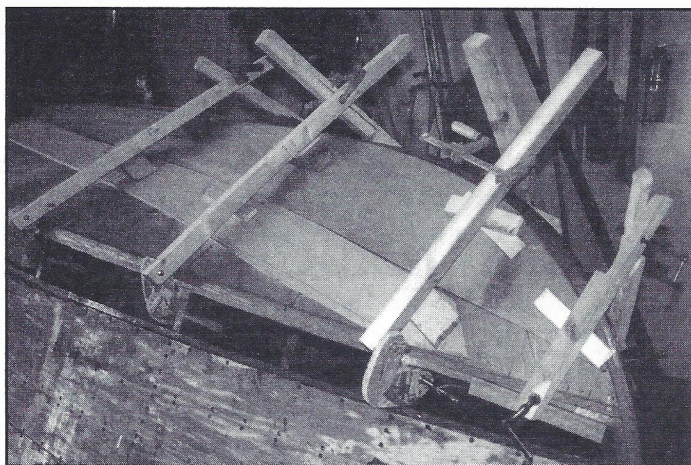
*Dr. Motorhead - Cont'd on page 11*



Gadgets & Kinks cont'd from page 8

It is, however, much more versatile because the ends can be attached by looping the wire/cable around the parts being "clamped", or through a frame by means of a hole drilled. Placement of the "clamp" can be in an infinite number of positions to suit the need.

Another way to clamp something is to wedge it in place. This method is useful in holding bottom planks in place while fitting, gluing, or fastening. It requires some imagination to design the fixture to allow the wedges to do their work. The fixture is a two-by-two bolted to an end plate of three quarter inch plywood which is clamped to a frame. One is made for each side of the hull and both are clamped together at the middle. Wedges are cut from scrap stock to hold the planks in place as shown. The picture below fills in the details.



Innovative clamping is accomplished by recognizing where you want the clamping pressure to be and from what point you can apply it. The attachment point of the "clamp" may be no where near or in line with the point of pressure.

Good luck in your innovative clamping, and as always, don't destroy it; restore it.



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Annual Meeting - Continued from page 7

President Jeff Stebbins were among those who tightened up the screws to seal up the capsule for the next 25 years. A fine end to a fine idea and a fine committee. Congratulations Jack Lynett! The time capsule will reside at the ACBS Headquarters for the next 25 years.

Sunday was everyone's time to get ready to pack up and leave. Although the planning committee led by Jeff Stebbins and the budget committees still were working, it was time to go when Don & Eleanor Babcock packed up the Ship's Store. Lively sales had been the order of the meeting, with several new items on display that will soon be available from ACBS headquarters. The trip back was certainly lighter than the trip there—especially from the sell-out of Tony Mollica's new book.

What a wonderful meeting! Hats Off to organizers Susan Wilson and Shirley Brown for all their hard work in putting together a truly memorable event.

*On a more somber note, all of the events at the 2001 Annual Meeting were affected by the terrible tragedy of the cowardly terrorist incidents of September 11, 2001. There were some who were unable to attend the meeting due to uncertainties of travel and the times. Meeting events were continually touched by personal stories from our New York members, with several significant prayers and moments of silence preceding the events of each day. A September 11, 2001 Wall Street Journal was placed in the time capsule as well as the wonderful essay by the Canadian journalist expressing thanks to Americans and America. That a copy of this essay was signed by all the Canadian members of ACBS present was a tribute to the brotherhood that exists within the ACBS and the true international nature of our organization.*

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Dr. Motorhead - Cont'd from page 9

bottom, lots of pockets, a brass tag for your initials and a shoulder strap for easy carrying.

O.K. kids, raise your hands if you are ready to learn how to use these optional tools.

**Tach and dwell meter:** The tachometer portion of this meter lets you know with great precision the revolutions of your engine. By connecting this to your motor you know precisely when there is an increase or decrease in engine speed while adjusting carburetor high speed and low speed jets. You will also probably notice how inaccurate the tachometer on your dash is. This can also be used to set your timing if you like to set your timing while you are underway at full power. (This is the method Steve Merjanian describes in his tune up article) Again, it allows you to set engine revolution adjustments with great precision. The dwell portion of this instrument is to measure the dwell angle of your contact points in the distributor. Or, in other words, how long the points are allowed to be in the closed position. This provides you great accuracy in adjusting your point gap. Much more accurate than what you achieve with a feeler gauge.

**Timing light:** If you have a timing mark on your flywheel (some engines don't) you can adjust the timing precisely while idling at your dock. Connect the timing light and it will flash precisely when the number one cylinder fires. If the mark on your flywheel is in alignment with the pointer on your engine, your are perfectly timed. If it is not, twist your distributor either way until they are matched up. It will be easy for you to know which way to twist your distributor. If the marks get further apart, you are going the wrong direction; turn it the other way.

**Valve adjusting wrench:**

Most of these open-end wrenches have a fi" on one end and a 9/16" on the other end. These wrenches are thinner and allow you to hold the lifter while you adjust the clearance between the lifter and valve. Once adjusted, you can then clinch the lock nut. You will need two open-end wrenches - one normal size and one thin one (valve adjusting wrench) to complete this task.

**Tubing cutter:** Never cut a gas or oil line copper tube with anything but one of these. Get one at any store with a plumbing department. I like the little ones, as they are easier to get into tight places. They come in two sizes.

**Compression tester:** This tool allows you to test the compression of each cylinder. Remember, when the cylinder comes up with the fuel and air mixture, it compresses this mixture just before the spark ignites it all. If you have poor compression the engine will not run at its best performance. The poor compression can occur from a poorly seated valve or leaking compression at the cylinder rings (blow by). Compression on the Chris-Crafts should be between 90psi to 120psi. The higher the better. Most importantly, all cylinders should all read about the same. This gauge helps you determine how healthy an engine is. A

Dr. Motorhead - Cont'd on page 12



Dr. Motorhead - Cont'd from page 11

very useful engine test prior to making your next purchase for instance. This is a pretest however, and should never replace actually looking at the valves rings or even bearings.

**Uni-syn carburetor synchronizing tool:** I don't know where else to buy one of these tools any more except through ebay. I have had mine for years. They run about \$25.00. You fit this little gauge over the intake portion of the carb. It will measure how much air is passing through the carburetor at idle. Place it on the first carb and see where the little ball is positioned. Set it on the second carb and match the two by adjusting the throttle linkage between the two carbs, or the idle adjustment screw, so the vacuum is equal between each of them. This little gem will allow you to adjust the throttle plates on your carbs without having to remove the carbs from the engine manifold. Removing them is the only way I know how to adjust them visually.

**Torque wrench:** This long handled ratchet wrench will allow you to measure how much pressure you are applying to the nut or bolt you are tightening. This is mandatory if you are rebuilding your own engines. All bolts must be tightened to a specific setting (foot pounds) - good to have when checking the engine head bolts from time to time, especially after a recent engine rebuild. The bolts have a tendency to loosen up at first.

**Bottle opener:** Goes without saying. When I was much younger we used to measure the length of time it would take to complete a job by the equivalent number of beers it would take to drink. You know, like a one or two beer job.

**Disposable lighter:** Used to heat shrink tubes or light a cigar; take your pick.

**Cell phone:** Keep it out of the bilge. Take it from me they don't like the water at all! Call BoatUS if you need a tow. Also handy for ordering a pizza to go when all is going well.

**Tapered pine dowel:** One of the cheapest forms of insurance on the face of the planet. I think they sell these in packages of three in varying sizes at boat supply stores. Use

them for emergency purposes. Any hose that originates from below the waterline has a potential to break, get cut or just wear out. Once they do, you have an instant hole in your boat. Tap one of these tapered plugs in the through hull fitting and you have instantly sealed the hole in the bottom of your boat. Being tapered they fit any size hole and swell up to give you a nice tight fit. As Jeff Stebbins will attest, a whittled down stick from the woods will work too, but not quite as well.

**High voltage test light** is one of the greatest little inventions. In fact, this might even be apart of the standard tool kit list. This light allows you to test sparkplug wires and coil wires without getting shocked. Plug one end into the sparkplug wire and the other onto the plug; the light will flash on if you are getting power. Easy way to test for ignition problems.

**Remote starter switch:** This is a real handy tool. You connect one lead to the small post on the starter solenoid and the other to the positive (power) post of the solenoid. This will allow you to start you engine or just bump it forward without always running up to the dashboard to turn the key. Take your jumper wire; connect one end to the positive terminal on the coil and one end to the positive cable on the starter solenoid. You have just bypassed your key switch. You can turn the ignition on and off by connecting or disconnecting this jumper wire to the distributor. Turn the starter on with this remote switch. A regular piece of wire or even a screwdriver work to connect the two posts on the starter, but the starter switch is a lot easier and creates fewer sparks.

When I was a kid, sometimes my dad would take away the keys to the boat for various reasons. I'm sure you can guess why. One thing he didn't think about however: two wires from the garage, use the description above and...who needs keys!

That being said, I'm outa here.  
Dr. Motorhead.



# Twin City Outboard

## OUTBOARDS

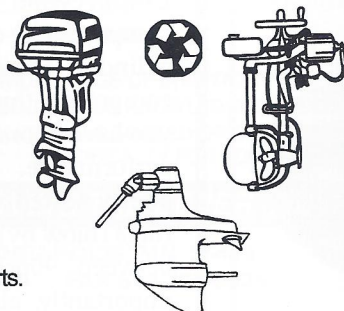
Scott Atwater  
Scott-McCulloch  
Seaking  
Waterwitch  
Champion  
Neptune-Muncie  
Elgin  
Majestic  
Voyager  
Bendix-Eclipse  
Buccanneer  
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Sea Bee  
Homelite  
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Eaton  
**INBOARDS**  
Chris Craft  
Gray Marine  
etc...

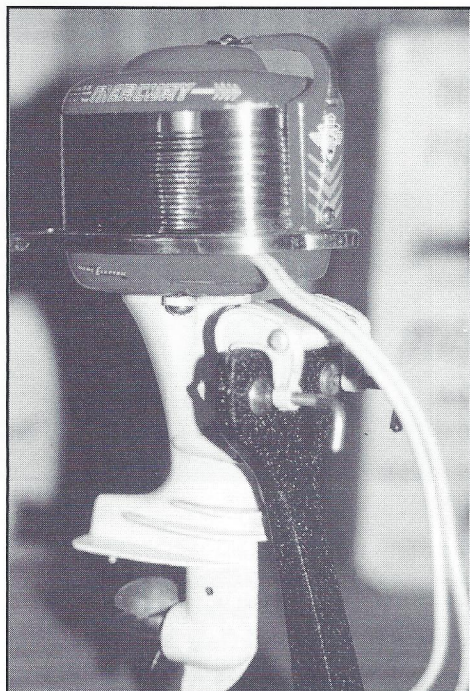




## TOY OUTBOARDS

By Chuck Petersen

The first battery-powered motors produced to resemble classic outboards were made in the late 1940's and early 1950's by IMP (International Models, Inc.) of New York. They were not made to represent a specific brand but



1956 Mercury MKSS by K&O

were very well made. Most were Japanese imports and included an adjustable steering setting to run a circle course. The all silver model I own was a gift I received last year. It still runs and looks a little like an early Mercury "Hurricane". Many other firms copied the IMP design but construction and material quality often fell short.

The true climax of toy outboard design began in 1954 when a small toy importer in Van Nuys, CA called K&O, Inc. produced a scale model of the 25h.p. Evinrude Big Twin engine. Dealers loved the idea of

displaying a toy replica of "Dad's" big motor. In 1955 K&O offered both OMC (Johnson and Evinrude) and a Mercury mk55 Green and Silver beauty. The 1955 through 1957 Mercury models were extremely accurate die cast metal versions of the original motors. Details like paint color, cowling shape and even propeller design were faithfully replicated. The models pictured here belong to my friend Jerold Wienandt. They were delivered in cardboard "shipping crates" with a two piece white plastic motor stand. After-market metal stands are now sold to represent original factory display models. As the major manufacturers broadened their product lines, K&O followed with V-4 OMC and in-line 6 cylinder Mercury models. The most sought after version by collectors today is the 1962 Merc 1000 Black 100 h.p. model. The early 1960's also saw examples of Scott Atwater, Oliver and Gale-Buccaneer models.

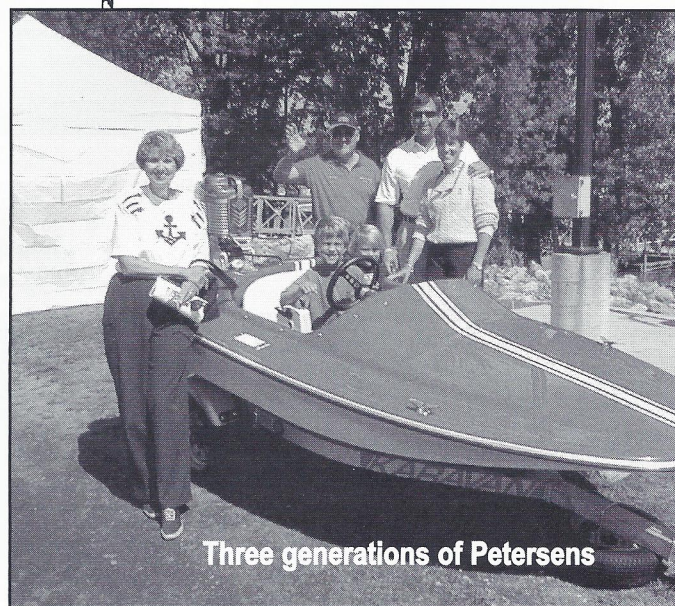
Unfortunately, I missed out on the "Golden Age" of toy motors. My own early models were all plastic 1970's versions

*Toy Motors - cont'd on page 22*

## PASSING THE BATON

Classic Boating is frequently a family affair. However, in the case of the Petersen family (BSLOL members from southeastern Wisconsin), it has become a three-generation commitment. Jerry Petersen (67) has brought both of his GarWoods to the Rendezvous over recent years. His 1939, 19 foot GarWood utility, won best of class at the 2000 Rendezvous. His article in the August, 2000 BOATHOUSE described his efforts to bring this boat back from a "pattern boat" wreck. Jerry is now rebuilding the 1954, 24 foot Shepherd hard top he acquired from Floyd Homstad on Minnetonka a year ago. Jerry's son, Chuck Petersen (40) writes the Outboard Corner column in THE BOATHOUSE. Chuck has restored a mahogany Century Palamino, and currently owns a Larson long deck outboard runabout, an AristoCraft, a couple wooden outboard race boats, and a classic Donzi. Jerry's grandson, Nick Petersen (5), has been introduced to classic boating at a very early age, and has his own GW Invader to grow into as he becomes an operator. Nick's Invader was entered in this year's Rendezvous. The photo below shows all three Petersen generations with the Invader, as displayed on-shore at the Treasure Island show site this August.

Jerry Petersen  
(1st generation)



Three generations of Petersens

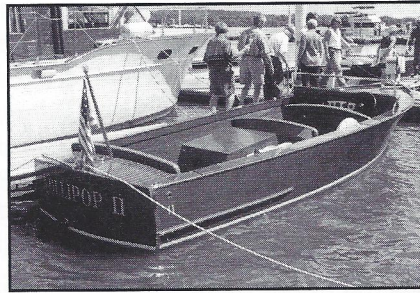


# 2001 Rendezvous Winners

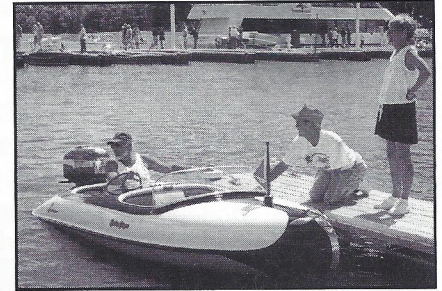
**ANGE SRELZ AWARD**  
Andreas Jordahl Rhude  
1955 Thompson 14' Thomboy



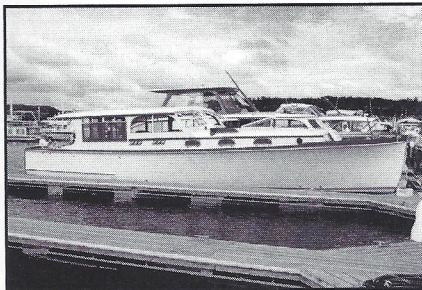
**BEST ANTIQUE UTILITY**  
Mike & Sue Favilla  
1938 Chris Craft 21' Deluxe



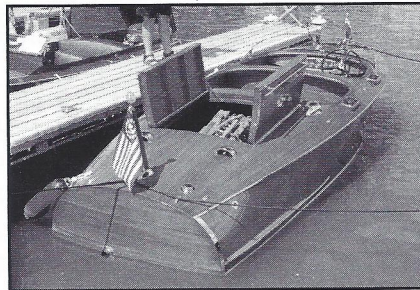
**BEST DISPLAY**  
Bryan Fennick  
1956 Larson 14' Falls Flyer



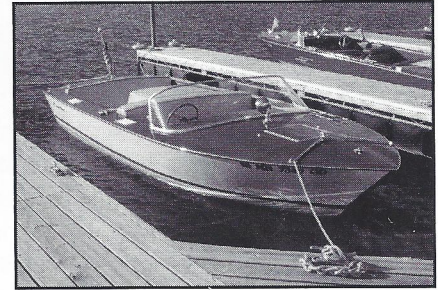
**BEST ANTIQUE CRUISER**  
Dave Dickson  
1940 Elco 44' Cruiser



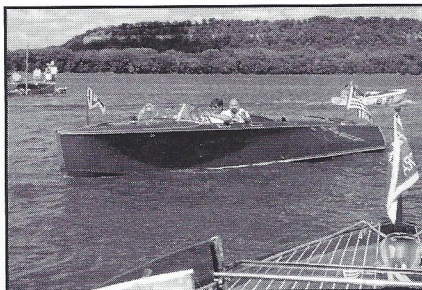
**BOB SRELZ AWARD**  
**BEST AMATEUR VARNISH**  
Ray Ellis & Carol Watanabe  
1942 Century 17' Sea Maid



**BEST CHRIS CRAFT ENGINE**  
Chris & Brad Ernst  
1966 Chris Craft 17'  
Custom Ski Boat



**BEST ANTIQUE RUNABOUT 23'**  
Tim & Joanne Ashenfelter  
1929 Hackercraft 26' Dolphin



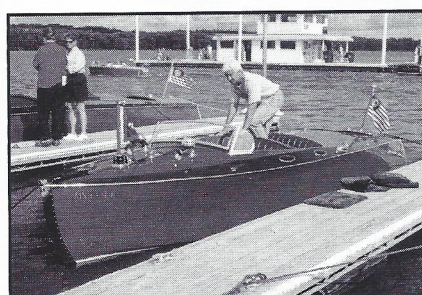
**BEST INSTRUMENTS**  
**DRY WROUGHT AWARD**  
**FARTHEST DISTANCE**  
Stan & Darleen Petersen  
1946 Chris Craft  
25' Red & White Express



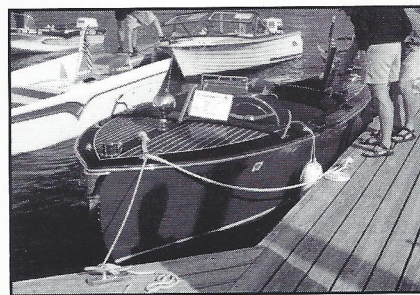
**BEST CLASSIC RUNABOUT**  
Mitch LaPointe  
1950 Chris Craft  
19' Racing Runabout



**BEST ANTIQUE RUNABOUT 23'**  
Dr. Larry Coppola  
1929 Dart 23' Triple Cockpit



**BEST CENTURY AWARD**  
John & Anna Gallagher  
1947 Century 17' Seamaid



**BEST PROFESSIONAL RESTORATION**  
Greg Benson Owner  
Dan Nelson Boatworks  
1955 Chris Craft 19' Capri



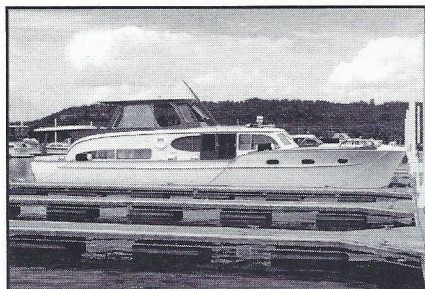


# 2001 Rendezvous Winners

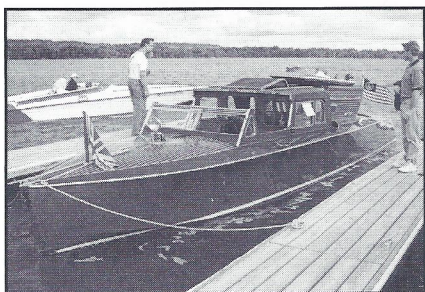
**BEST OUTBOARD ENGINE**  
Dan & Marilyn Jones  
1955 Larson 18' Cabin Special



**BEST AMATEUR WOODWORKING**  
Jenny Martyce Koshovich  
1951 Chris Craft 50' Catalina



**SKIPPER'S CHOICE**  
**BEST ORIGINAL CONDITION BOAT**  
**BEST INBOARD ENGINE**  
Frank & Marjorie Warner  
1930 Hackercraft  
30' Limosine-Town Car



**BEST HISTORIC BOAT**  
**BEST CANOE**  
Jim Kluck  
1914 B.N. Morris 17' A Type 1



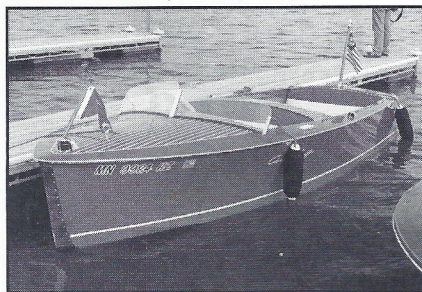
**BEST CLASSIC CRUISER 31'-41'**  
Mike Hillensheim  
1969 Chris Craft 35' Sea Skiff Cruiser



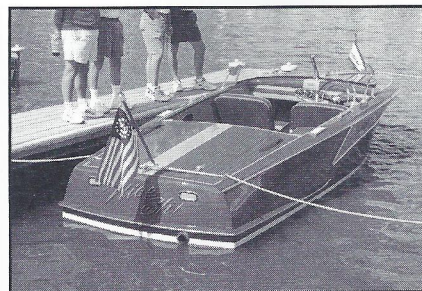
**BEST CLASSIC CRUISER 41'**  
Eric & Diana Lomen  
1955 Chris Craft 42' Commander



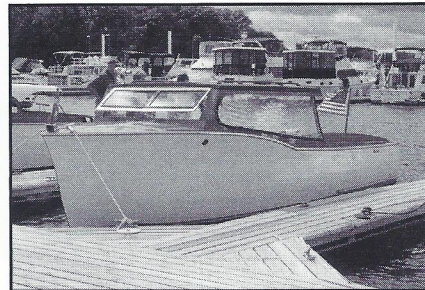
**PEOPLE'S CHOICE**  
**BEST CLASSIC UTILITY 19'**  
Frank & Nancy Lewanovich  
1950 Chris Craft  
17' Special Runabout



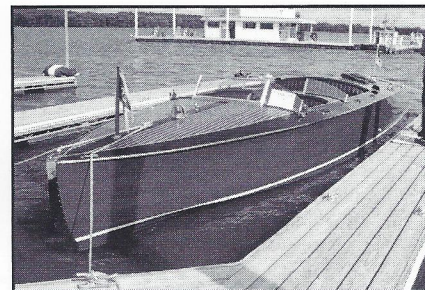
**BEST CLASSIC RUNABOUT 19'**  
Lynn & Chris O'Connor  
1956 Shepherd 18' Runabout



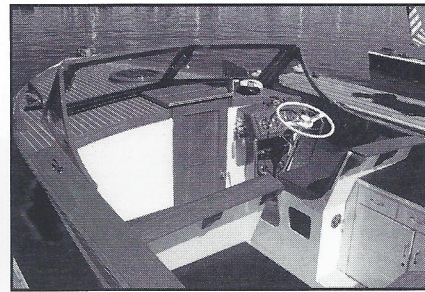
**BEST CLASSIC CRUISER 31'**  
Mark & Sally Ludlow  
1947 Stancraft 26' Day Cruiser



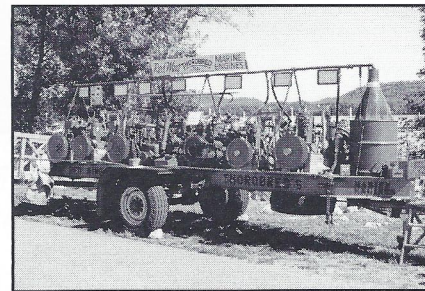
**BEST CONTEMPORARY CLASSIC**  
Mike & Nancy Domaille  
1989 Morgan Hacker  
36' Triple Cockpit Runabout



**BEST CLASSIC UTILITY 19'**  
**BEST CHRIS CRAFT**  
Jeff & Nancy Stebbins  
1954 Chris Craft  
28' Sportsman



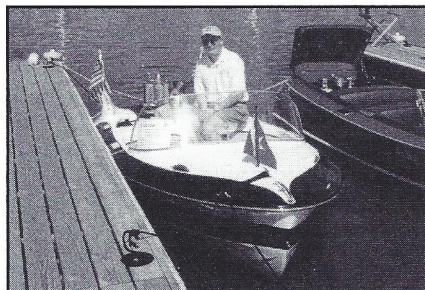
**SPECIAL PRESENTATION AWARD**  
Harry Munson & Virgil Mischke  
Red Wing Engine Display



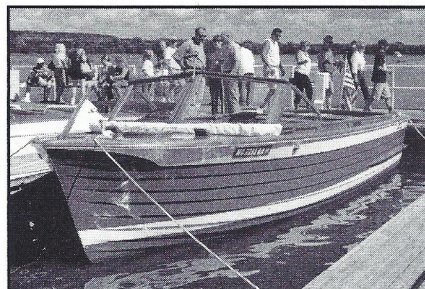


# 2001 Rendezvous Winners

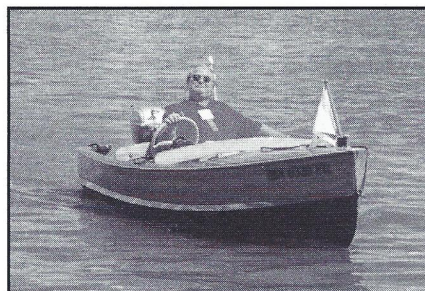
**BEST FIBERGLASS 1966/OLDER**  
 Blaine & Lisa Walnitz  
 1957 Larson 15' Thunderhawk



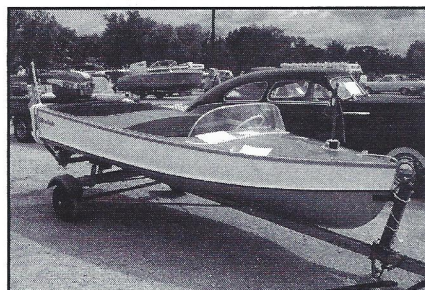
**JUDGES' CHOICE - BEST OF SHOW**  
 Chris Smith  
 1961 Chris Craft 27' Sea Skiff



**BEST OUTBOARD BOAT 14'**  
 Eric Gustafson  
 1955 Henry 13' Runabout



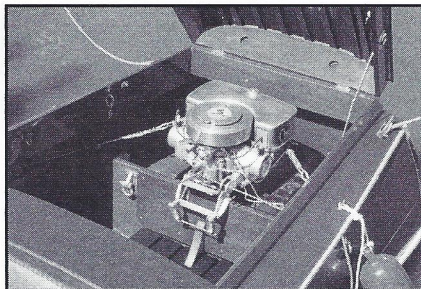
**BEST OUTBOARD BOAT 14'-16'**  
 John Pole  
 1957 Chetek  
 14' Aqua Flyer Runabout



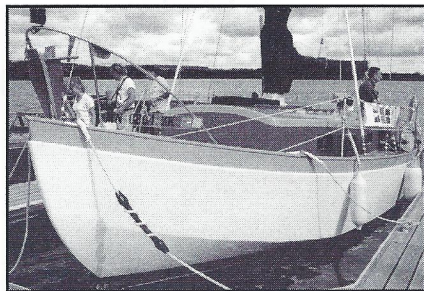
**BEST ROWBOAT**  
 Jerry Reed  
 1950's Pen Yan 12' Car Top



**BEST OUTBOARD BOAT 16'**  
 Pete & Thora Allen  
 1929 Dee Wite  
 16' Outboard Runabout



**BEST SPECIAL INTEREST BOAT**  
 F. Messick  
 1966 Hanna 34' Custom  
 5/4 Gulfweed



**WIERDEST BOAT**  
 Carol & Chuck Roum  
 1960 Dorsett 17' Catalina



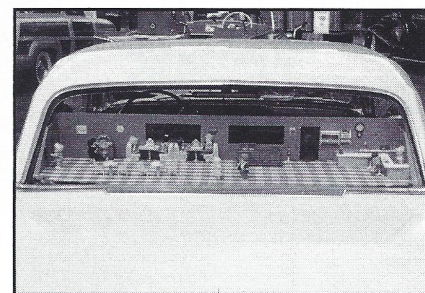
**TREASURE ISLAND'S CHOICE**  
 Lanny & Kathy Lange  
 1951 Chris Craft 23' Holiday



**BEST CAR - SATURDAY**  
 Milo & Louise Falk  
 1957 Chevrolet Bel Air  
 2-Door Hardtop



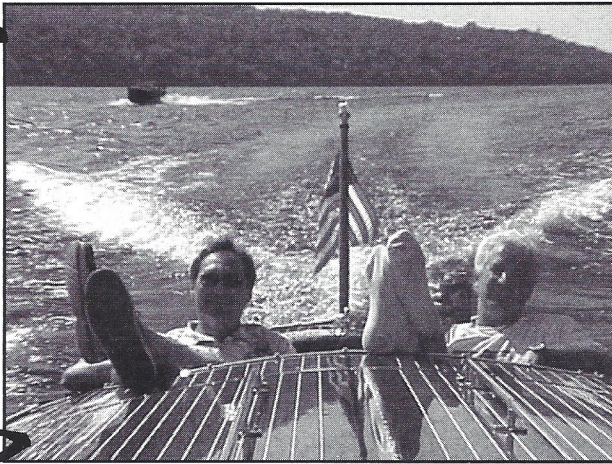
**BEST CAR - SUNDAY**  
 Dirk & Sharon Gunder  
 1962 Chevrolet Impala



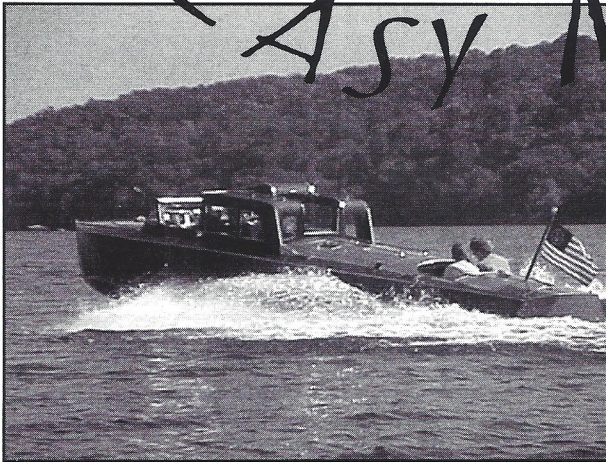
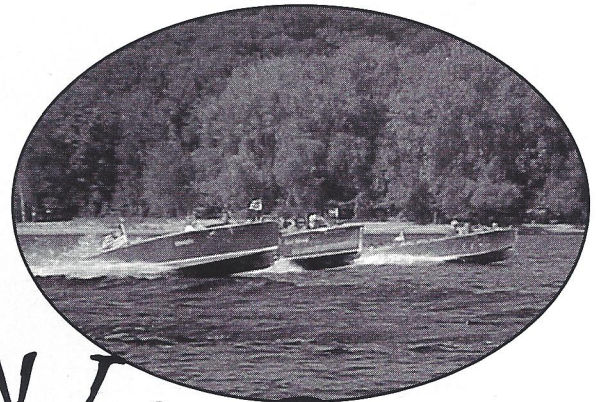
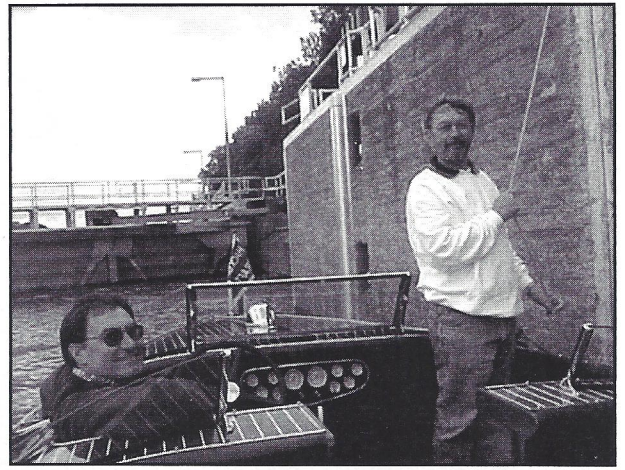
The rear deck of the Chevy was a complete '50's-'60's soda shop in miniature. It sure drew a lot of attention.



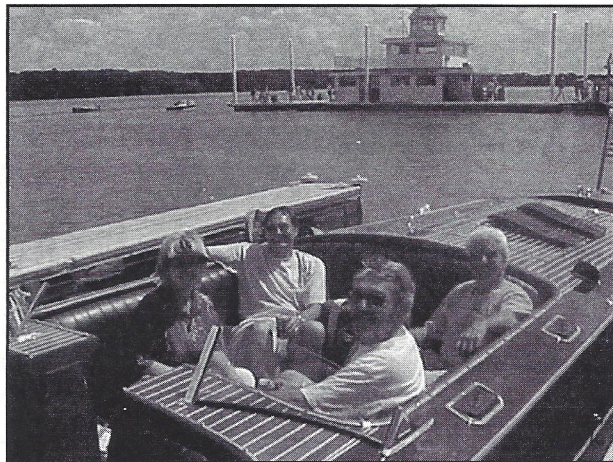
NICE AND



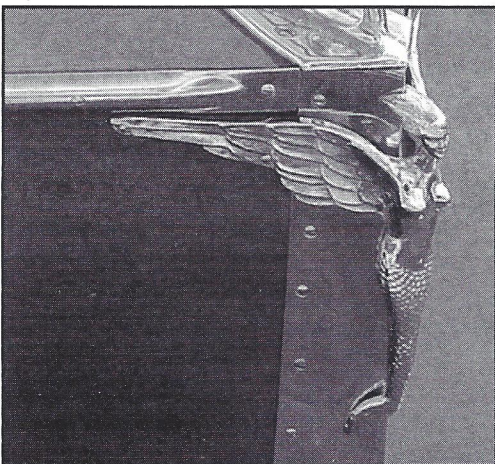
*Wednesday to St. Paul  
11 boats - 20 boaters*



*Thursday to Lake Pepin  
14 Boats - 39 boaters*



*Friday to Stillwater  
21 boats - 66 boaters*

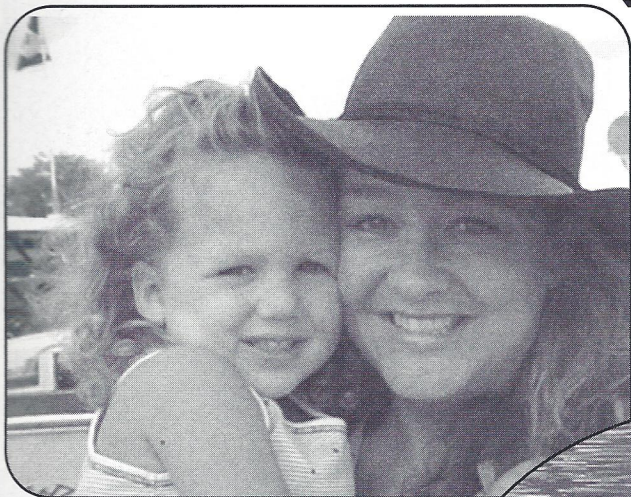


EASY MINI-CRUISES

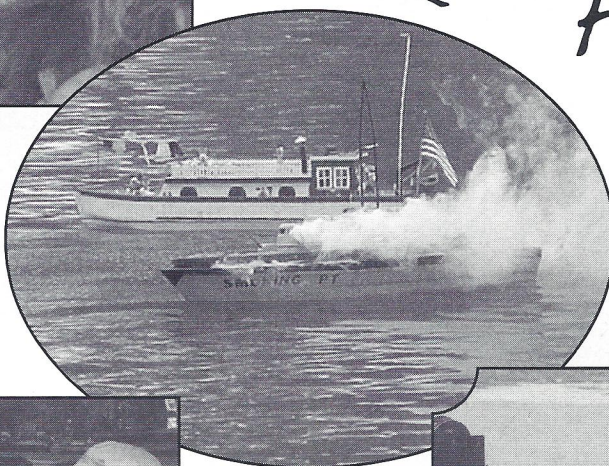
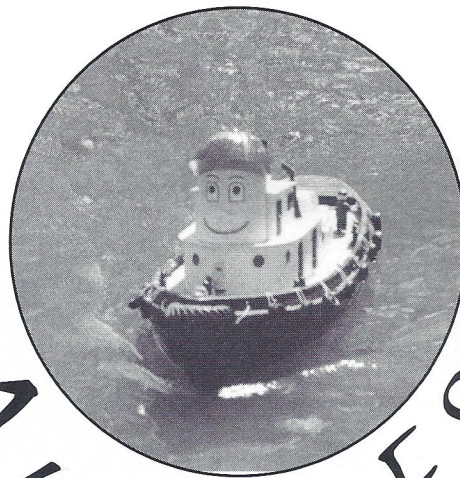
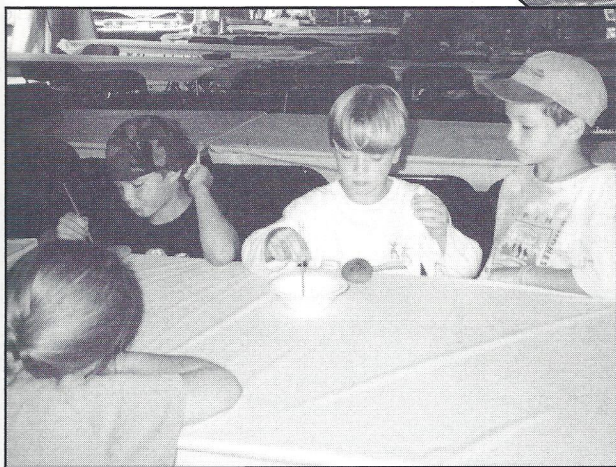


# FUN FOR

# ALL AGES!

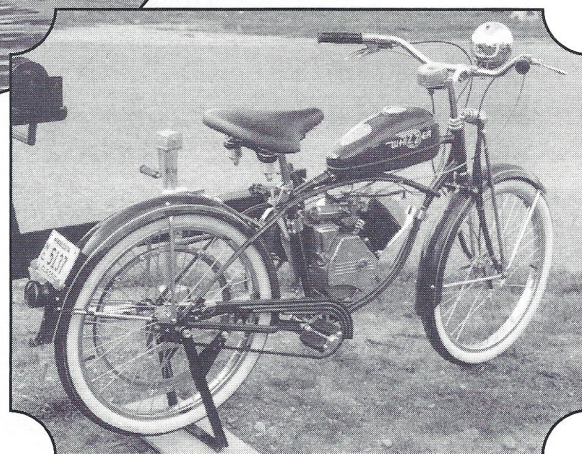


*Arts and Crafts  
for the young set*

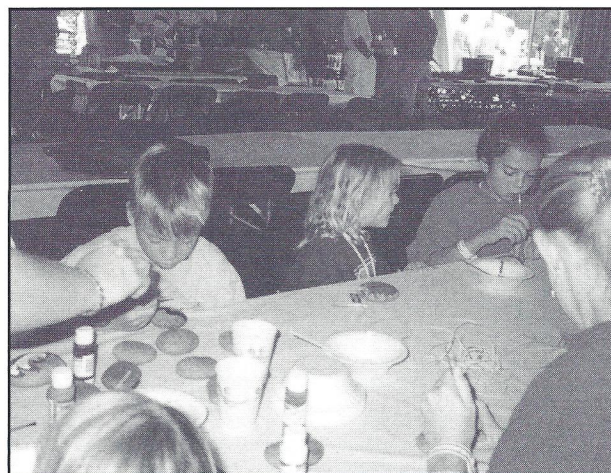
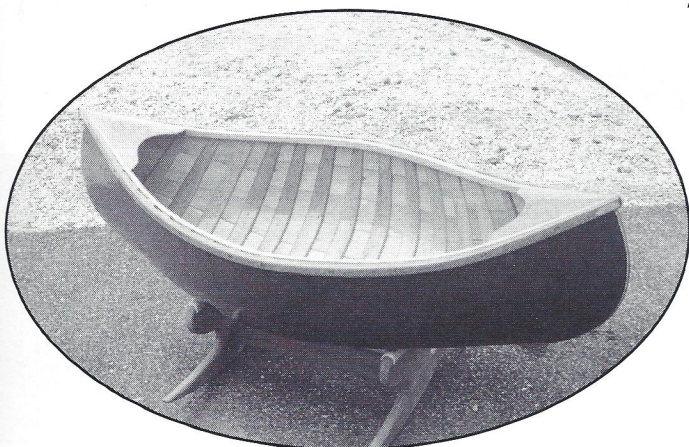


*Edina Model Yacht  
Club displays and  
demonstrates their  
awesome boats!*

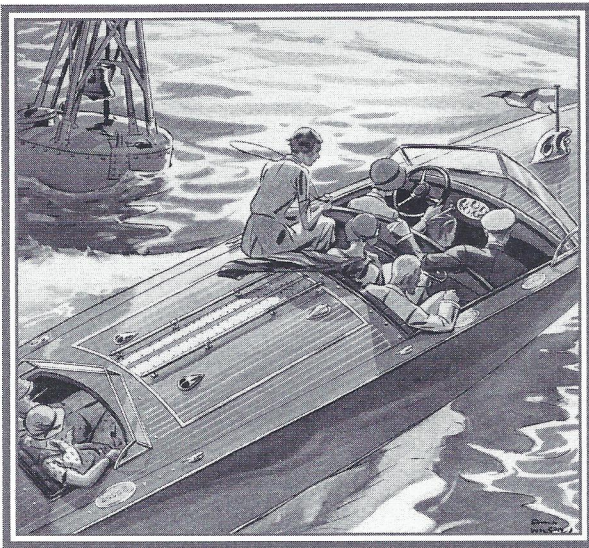
*Whizzer  
motor bike*



*More fun  
for  
the kids*







## RENDEZVOUS EPILOGUE

by Clark Oltman

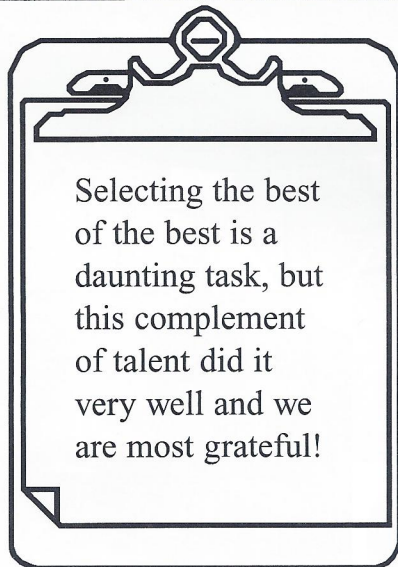
Show Boss and Committee Chairperson

As I write this, the 26<sup>th</sup> Rendezvous is behind us. The committee recently got together to discuss what went well and what didn't work the way we wanted. While the final figures are not in, we are estimating that we will be under budget. If we can control expenses in a similar manner next year, we have some ideas of ways to provide a more memorable event for those who participate.

We know we need to be more organized in coordinating volunteers. We had people who would help, but did not do a good job of matching them up with where they were needed. Between the communication difficulties (problems with the PA system) and the early morning rain that pushed the schedule back, we were never quite able to get back on schedule. We recognize that we need a fall-back plan in the event of rain and to make sure we can communicate any schedule adjustments.

On the bright side, both the Casino and the committee feel that the show came off well. Attendance was not as great as we would have liked, but as it rained most of the weekend in The Cities, many would assume it was raining just as hard in Red Wing. *(Some things even my co-show boss Eric Gustavson cannot fix.)* A special thank you to the committee captains and volunteers who worked so hard. Thank you to all brought boats, motors, displays and to the vendors. You are what the show is about – what the spectators come to see. Thank You! Thank You!

We will be gathering for our first meeting to discuss the 2002 Rendezvous on Monday November 5<sup>th</sup> at St John's Lutheran Church in Mound, starting at 6:30 PM. We welcome your ideas for next year. Please feel free to leave a message on the BSOLO hot line or drop a line to the attention of the rendezvous committee. We will collect any and all comments for the planning team. Thanks again to all our participants and visitors. We will be even better next year.



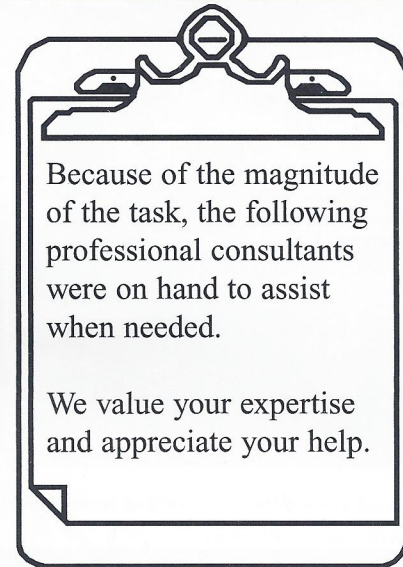
Selecting the best of the best is a daunting task, but this complement of talent did it very well and we are most grateful!

### OUR JUDGES

Dane Anderson  
Steve Beck  
Greg Benson  
Bob Clark  
Dick Cole  
Dave Doner  
Ray Ellis  
Mike Favilla

Bob Johnson  
Mary Keating  
Jim Kluck  
Ron Martens  
Gordy Millar  
Kathy Newman  
Stan Petersen

Ferry Petersen  
Chuck Petersen  
Lee Pfeilsticker  
Eric Richards  
Joe Soucheray  
Ferry Valley  
Terry Young



Because of the magnitude of the task, the following professional consultants were on hand to assist when needed.

We value your expertise and appreciate your help.

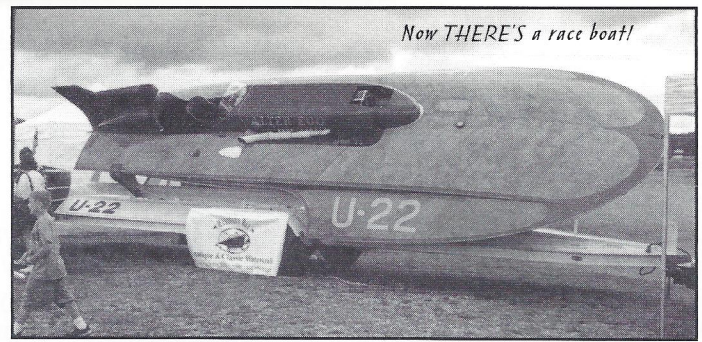
### PROFESSIONAL CONSULTANTS

Fred Goughnour  
Tom Juul  
Dan Nelson  
Mark Sauer  
Todd Warner

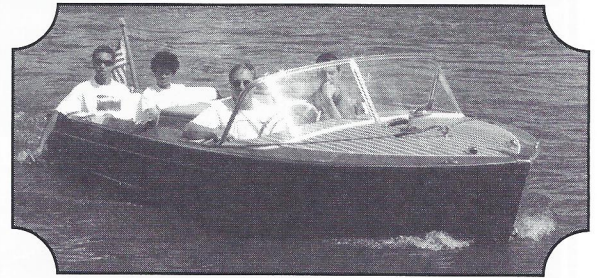




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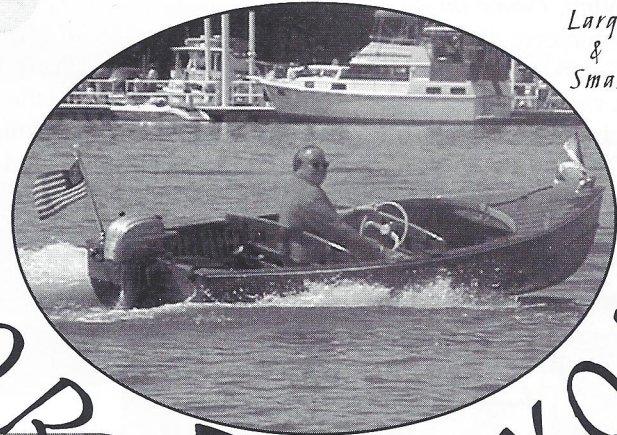


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SOMETHING

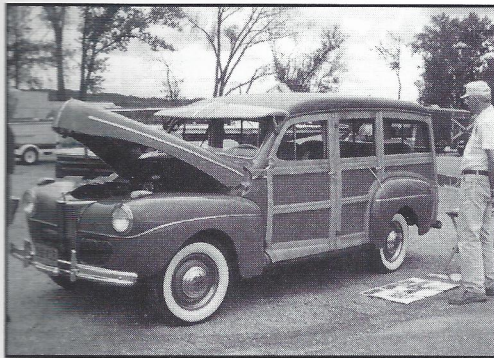


Big & Little



Large  
&  
Small

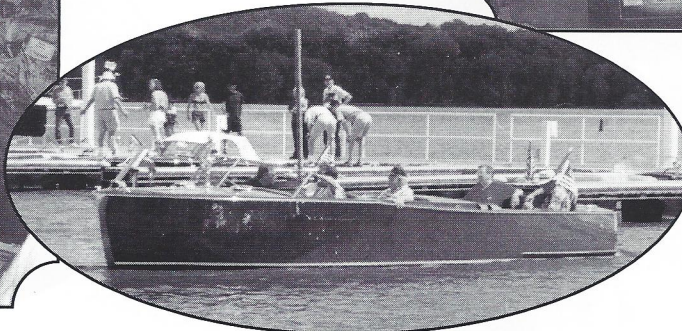
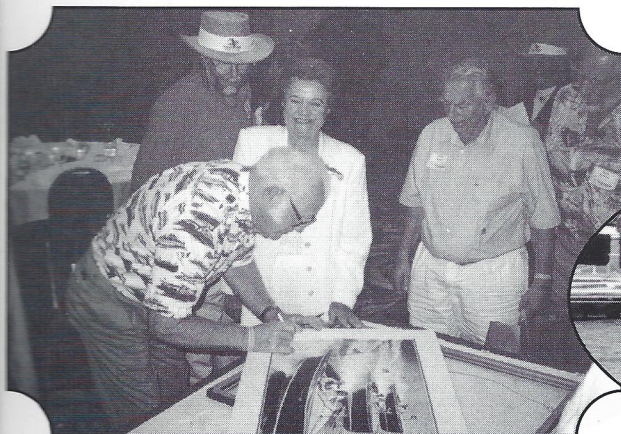
FOR EVERYONE



A committee of 40 worked more than seven months and it showed!



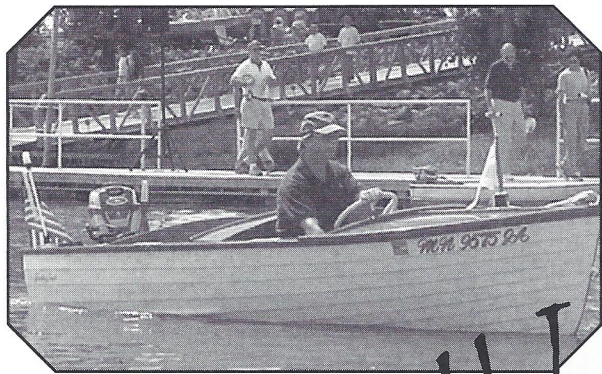
Chris Smith autographs  
photo for Marjorie Warner



An Awards Program  
culminates  
the weekend

Visitors experience  
elegant boating

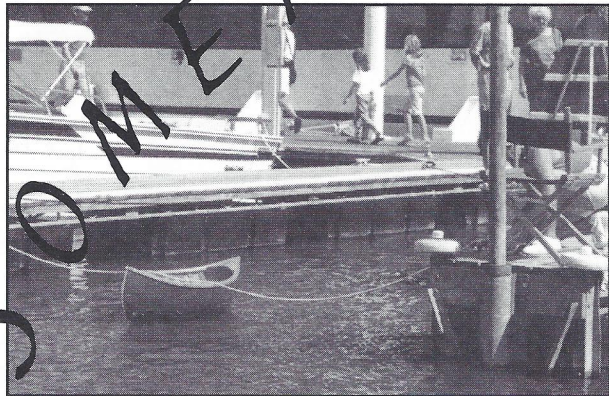




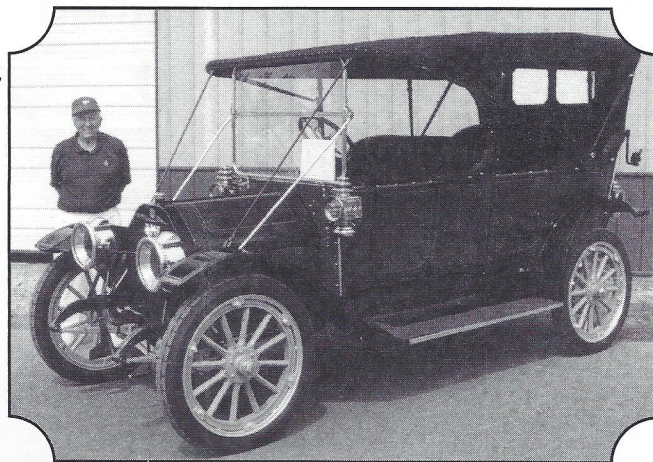
53 types  
of watercraft!  
11 Centuries,  
2 Dingles,  
4 Shepherds,  
36 Chris Crafts...  
and on and on  
and on...



SOMETHING

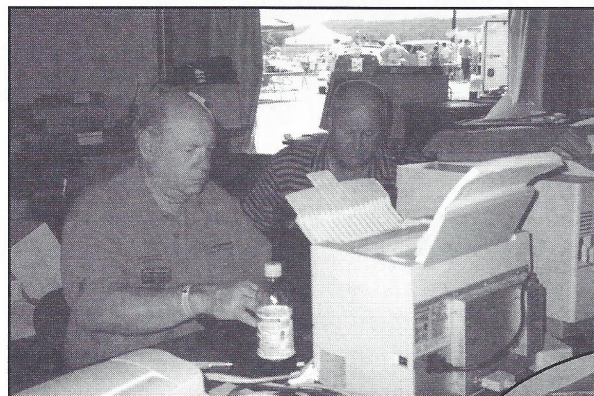


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unique  
cars



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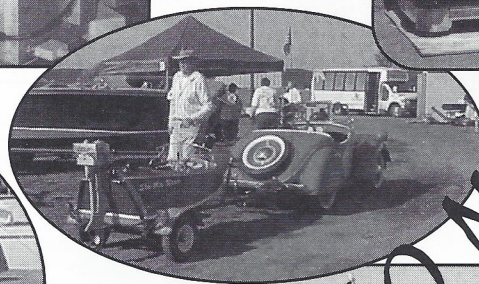
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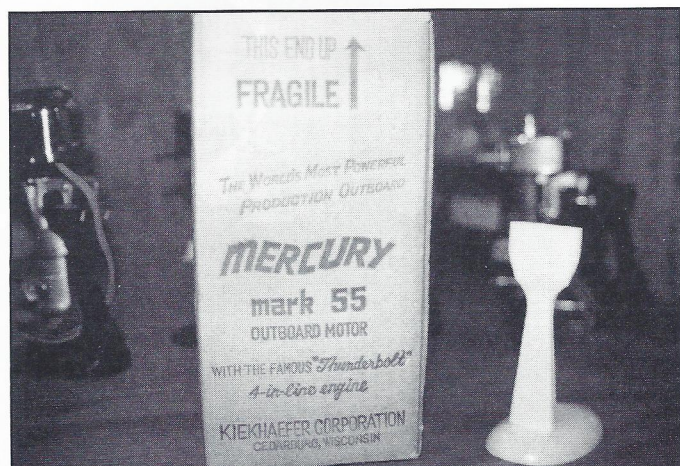
*Toy Motors - cont'd from page 13*



*1954 Evinrude  
"Big Twin" in my shop*

called Fleet Line were produced by the Craft Master Corporation of Toledo, Ohio.

K&O sold the Fleet Line name and went out of business in the early 1960's. It seems the cost of producing their high quality motors simply was not competitive with popular car racing and scientific toys of the day. I cherish the few plastic bodied, wood decked boats that survived my youth. Many bathtub races were held during the winter months to keep my boating interest alive until summer returned. Bob Speltz was an avid collector of these little gems. Many antique outboard restorers enjoy having a few of the old models around the shop as decoration to complement their "full scale" versions.



*Original 1955 box & motor stand by KO.  
Courtesy of Jerold Weinandt, Fox Point WI*





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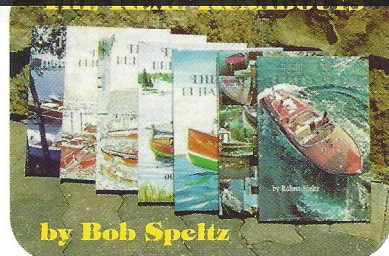
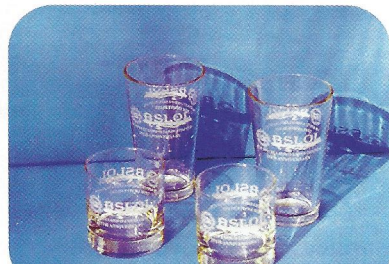
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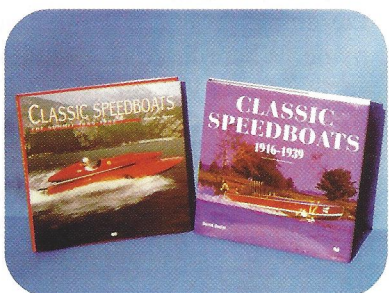
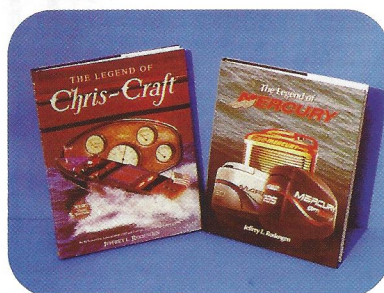
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## BOB SPELTZ LAND-O-LAKES - 2001

Gordon Millar

For the past several years Gina and I have taken one of our boats to the Bob Speltz Land-O-Lakes Boat Show at Treasure Island just north of Red Wing, Minnesota on the Mississippi River. Treasure Island is an Indian-owned casino with a marina that can hold several hundred boats. Sturgeon Lake, a tributary of the Mississippi River, keeps the boating activities slightly out of the main channel river traffic, and for this weekend, the water patrol officers suspend the "No Wake" restriction.

This year Stan Petersen, an exalted member of Sunnyland, came home with three of the more than forty awards given out by BSLOL. Two of these awards were already the property of Sunnyland for our trip last year, but the third award for "Best Instruments" is a new addition. The "Dry Rot" award was won in a more than casual manner, as Stan Petersen chose to take on a 5 x 3 tow with the nose of his beautiful Red and White Chris Craft.

The "Longest Distance" award was won by Stan in a somewhat dubious fashion. The straight line distance from Treasure Island to either Daytona Beach or Mount Dora is 1,218 miles. Stan, however, took the long way to get there by going north through New York and eventually over to Red Wing. The judges' committee, populated primarily by Swedes, felt that driving 4,000 miles to achieve a 1,218 net distance was a typical Norwegian approach to the problem. Nice job, Stan - it all counts.

The BSLOL gives out over forty awards for various elements of antique and classic boating excellence, and these awards are supplemented by another ten or more awards from the Antique Outboard Motor Club, the Casino, and various sponsors of the classic car people. Although it may seem that this award program is a bit excessive, in the words of Doctor Bob Johnson, Chief Judge, it keeps everybody happy and makes for an exciting, if not somewhat long, awards program.

It is well worth mentioning that Bob Johnson has developed what this writer believes is a viable alternative awards program to the negative-based traditional ACBS system. Bob assembles a team of about twenty judges and then divides this cadre into smaller teams of two-three judges each, to subjectively judge a specific class of boat or accessory. Bob chairs at least three meetings during the judging process where the results of teams are viewed by the entire group, and in some cases, modifications are made. Where there is a deadlock, a professional restorer, such as Todd Warner, is brought in to pass judgement on the selection. Good job, Doctor!!

One of the more interesting events at the BSLOL Show is the Sunday afternoon Gentleman's Fly-By, which has traditionally been won by Bob Johnson in his 22-foot

Sportsman with the turned-up Chevy small block. For reasons unknown to this writer, Bob chose not to participate this year, and the writer's 19 foot Continental with the 400 cu. in small block with son, George, at the helm nosed out (in our judgement) Todd Warner in his 1929 31 foot, 700 HP Rolls Royce-powered Dingle.

Now, according to Todd, and a Gentleman's agreement, the face-off was entered into the unofficial record books as a dead heat. Turns out, however, the the GPS on the Dingle (our spies tell us) showed 49.9 MPH, whereas the onboard GPS in the Continental showed an even 50 MPH. No prizes, no awards, no checkered flag, but Todd better bring something to next year's show with a little more muscle.

One of the highlights of visiting the BSLOL is the St. James Hotel in Red Wing. Built almost 100 years ago, it offers one of the finest dining experiences anywhere in the upper midwest. If you like popovers, which I dearly love, don't miss the St. James, and you do not need a boat show to do it. Actually, it is only a short trip by boat from the Treasure Island venue of the BSLOL to the St. James. Unfortunately, Lock and Dam #3 is between these two facilities, and if you have ever been in a lock at night, you get some feel of what Jonah must have felt like inside the whale. It is easier to go by car, even if it is a pickup truck.

Congratulations to BSLOL!! We look forward to coming back next year.

*Editor's Note: Gordy, who now resides in Sunnyland, Florida, has been a member of BSLOL since it began 26 years ago. It says a lot that he makes the effort to come to our show every year. Our thanks to Gordy for his loyalty and kind words*



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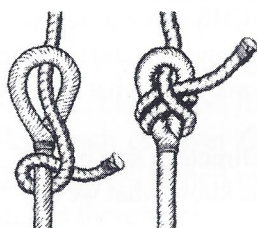
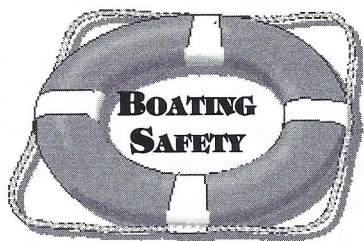
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### THE BECKET KNOT

The sheet bend is the basic knot most often used to join two lines end to end, but when one line has a loop or eye there is only one end to work with, and that is when the single becket bend (left) is used instead. The end of one line is threaded through the loop as shown. If the lines are uneven in size, or if the lines are slick so that the knot is more likely to slip, then the double becket bend (right) is more secure. In either case, draw the knot tight before applying tension.

the single becket bend (left) is used instead. The end of one line is threaded through the loop as shown. If the lines are uneven in size, or if the lines are slick so that the knot is more likely to slip, then the double becket bend (right) is more secure. In either case, draw the knot tight before applying tension.

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From the Helm - cont'd from page 3

- ◆ More Event Chairpersons for activities are needed who are not Board Members.
- ◆ A system of welcoming new members (Mentor System) and helping them get involved is needed.
- ◆ Direct contact or liaison persons with outside groups (marque clubs, MTM, Minnetonka Yacht Club, Power Squadron, etc.) are needed.
- ◆ Regular contributors (to write or locate articles, report on events) and helpers (to assist in mass mailing) are in need for "The BoatHouse."
- ◆ Educational activities and gathering archive materials are important functions which we need help to organize.
- ◆ Financial budgeting and long-range planning needs review.
- ◆ Re-evaluation and definition of our long-range organization goals and priorities needs attention.

Your ideas can help provide the maximum value and enjoyment to our entire membership. Please call, write, or email any Board Member or myself with your

input. The next two months is the best time to set new ideas in motion.

It's Membership Renewal time again. This is when we realize the value of the club with all of its pleasures, opportunities and discounts. It is one of the greatest bargains available. Refer to the value list on the mailing jacket of this issue.

They did it again! Yes, Peggy and Steve Merjanian have again been recognized by the ACBS in the production of "The BoatHouse," as the Best Magazine for 2001! Thanks again to them and their extra efforts into what we know always to be the best!

From the entire Board of Directors and myself, we hope you had "Fun in '01" and let us know what we can "Do for You in '02."

Jim Aamodt



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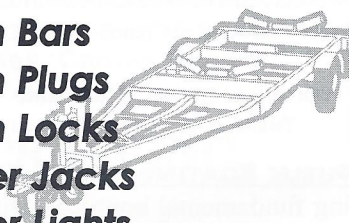


Chevy Venture

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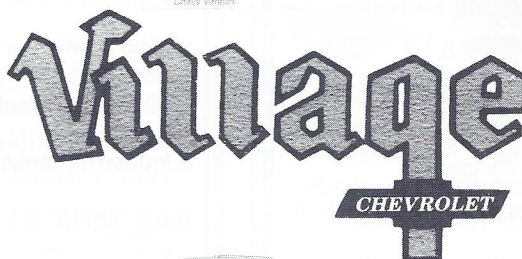
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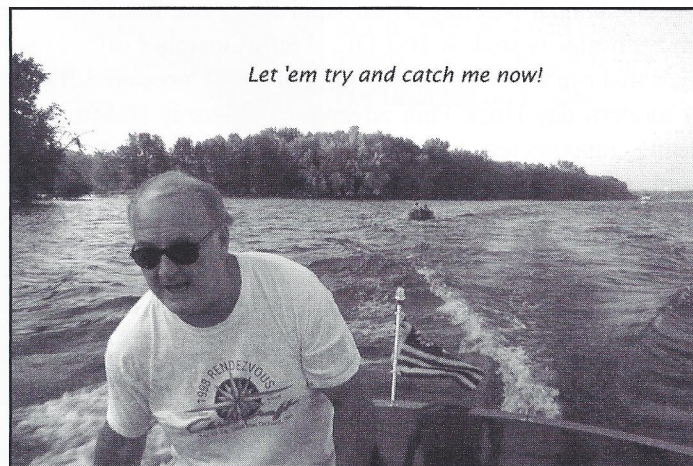
## CLUB CRUISE NIGHT(S)

By Steve Merjanian

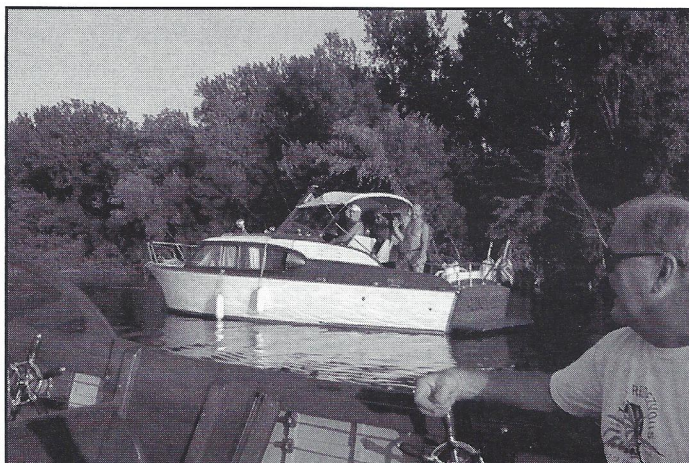
On Wednesday evenings during the boating season, BSOOL members and friends gather for a cruise on either the Mississippi River or Lake Minnetonka.

August 8, 2001 was scheduled for the river and I managed to hitch a ride with Carl Weisser and family. All the boats left from their respective marinas or launch ramps and met in a large slough about three miles south of Inver Grove Heights. At this point the three cruisers lashed up and the runabouts tied off the cruisers thereby creating a mahogany island. Now the stories, food, jokes and visitations from one boat to another began in earnest. A few hardy souls took a swim as the light was fading. All in all it was an idyllic setting and a great memory.

Next year, mark your calendars for the club cruise nights, bring something to share, turn off the damn cell phone, and relax.



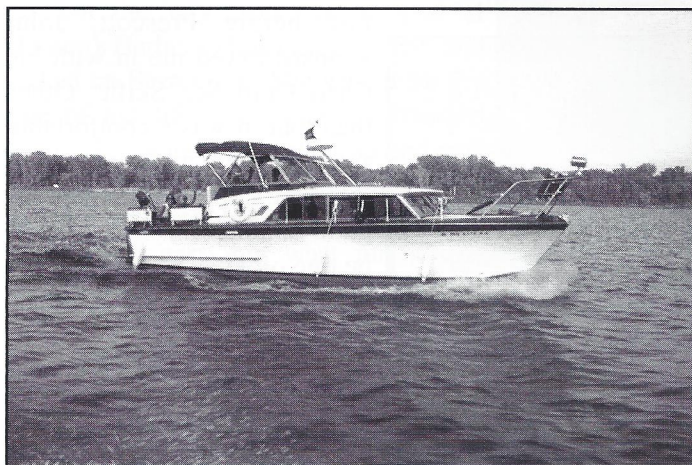
Dave Doner at speed in his 1954 Lyman 18' Islander  
"Sidewinder"



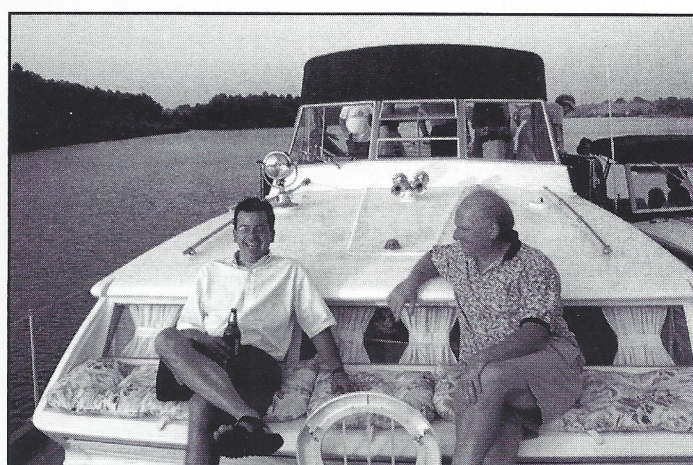
Carl Weisser pilots his 1955 Chris Craft 28' Sedan  
"Sonja II"



1956 Owens 40' Aruba owned by  
Dan & Marilyn Jones



"Luv Is" - Ray & Margot Garin's  
1963 Owens 30' Cruiser



Steve Beck & Bob Buttery trade stories  
on the bow seat of the 40' Aruba





## THE NOT-SO-NICE-AND-EASY MINI CRUISE

by Greg Benson

This was a long anticipated cruise for me and I couldn't wait for the day. I had my first taste of a river cruise at the 1999 ACBS Annual Meeting Mississippi River run from Dubuque to Stillwater hosted by BSLOL. Unfortunately I only caught half that run from LaCrosse, but it was still awesome! It's like a modern day Huck Finn adventure. There is always something unexpected happening with a boat, a skipper, a passenger, or the weather. This three-day, three-leg trip is in and out of Treasure Island each day, which makes it so, and I quote the notable Dr. Bob, "nice and easy." It's the adventure of the run that makes it not so nice sometimes. This one was no different.

### Day One

The first morning a began with a meeting conducted by our host, Dr. Bob Johnson. This guy is a class act! He's been doing this cruise for about three years now and has it down to a science. There were no details or instructions undone or warnings left out in his brief. I guess that's why he's a doctor: a very entertaining and thorough skipper!

It looked like rain from the get-go, and by the time we were out of Sturgeon Lake, which took about five minutes, we were in the rain. Some of the more fortunate boaters were in cruisers with tops. Not me though! I finally had my 1955 Chris Craft Capri running and was just glad to be there. I had already enjoyed numerous trips to Lake Minnetonka, a week at Lake Vermillion, and three boat shows. This mini cruise and our Rendezvous were the grand finale of the summer; I wasn't going to miss it for the world!

We got the impression the rain would be with us for

awhile, but to our surprise, we cruised through it very quickly. It was cloudy, a bit cool, but awesome cruising up river with a half a dozen or so boats. Our first day, Doc had us going to beautiful downtown St. Paul. This city is unique, and cruising into it on the river gives you a whole new perspective of life in the heart of a metropolis. We all arrived at

the Mildred Pierce Houseboat Cafe for lunch without incident. That first leg was special because we had a unique guest traveling with us. Chris Smith, the grandson of Christopher Columbus Smith of *Chris Craft* fame, had brought his boat to Minnesota for our cruise and show. Every time I went by his boat I couldn't believe I was cruising with him. It was something special for me!

The weather held and traveling down river after lunch was much dryer, but not uneventful. Stan Peterson's engine died shortly after leaving the restaurant and he drifted into an oncoming barge. Fortunately, he eventually got going and no one was hurt. Some of us had pulled out and missed the event, but soon heard about it and knew he was in the running for the dry rot award.

Returning home I racked up a few points myself for the award by running out of gas just before Prescott. John Kinnard towed me in with his Chris Craft Sea Skiff. Other than that, it was a comfortable ride home and everyone returned safely after a not-so-good-looking day turned out to be one of adventure for all.

### Day Two

Dockside briefing again at 9:00 a.m. and we were off to the town of Pepin, Wisconsin, on the south end of Lake Pepin. As the day before, we

*Not So Nice & Easy - cont'd on page 29*



Chris Smith and the gang at Dan's Pepin Marina



Steve Beck with Dirk & Sharon Gunder, Suza Gosh, her daughter Laura, and granddaughter, Kim.



Dave Doner, Brad & Chris Ernst, Beth Kessler, Bob Johnson, & Terrence Williams enjoying the day & each other's company.



Not So Nice & Easy - cont'd from page 28

had a lock to go through just south of Treasure Island. Doc has set the cruises up so we encounter only one lock a day on the first two legs and on the last day. This is because you can get stuck waiting hours for a barge to go through! We lucked out both days with only having to wait a short time for one barge to complete his pass. Then it was on to beautiful Lake Pepin. I've only been on this lake a couple of times in my life and it was wonderful every time. The cliffs run about 500 feet high and it is a site to see. I have flown the river at cliff height and it is a thrill too. The people in those homes along the bluff must get a weird perspective when they see an airplane fly by their picture window.

The town of Pepin is small and quaint. One good size marina surrounded by a rock jetty, protects the whole area from high winds and waves that roll off the lake from the

northwest. For lunch that day we split into two groups. One ate at the Harbor View Inn and our group ate at the Pickle Factory. They had about 30 beers to pick from and the food and service was great! What more could you ask for from a little town in Wisconsin?

On the way back we stopped at Hansen's Harbor in Lake City, got gas, and picked up Suza Gosh. She was in for the ride of her life from there to Treasure Island. The wind had picked up and was blowing 30 plus knots and the waves were at least four feet! Needless to say we took it slow and easy, but what fun it was pounding those waves almost all the way home. Suza kept warning me about a sand bar on the east side of the lake and kept instructing me to stay on the west shoreline. Dave Doner should have had Suza on board his 18 foot Chris Craft Continental. He cruised to the east shore and got hung up on that infamous sand bar. Seemed as



Darleen & Stan Petersen & Bob Johnson "holding them together."



Chris Smith & "company" in his 1961 Chris Craft 27 foot Sea Skiff

This was by far our best weather day. I was looking for a perfect run up the river to Stillwater with; no locks, no rain, no wind, no running out of gas, and the sun shining all the way! Unfortunately that wasn't our fate - as is the case so often on the river!

I suspected a bad fresh-water pump pulling into the marina the night before. I told the crew that morning, if we didn't over heat idling out from the marina, we should be okay. We didn't, so off we went, trying to catch the fleet. We had only passed two boats by the time we hit Prescott. Idling through the no-wake area, we started to overheat and even after acceleration, the temperature gage wouldn't return to normal. We had to shut down the engine and Steve Beck gave us a tow back to Prescott Marina.

I thought my luck had run out, but by the time we pulled up to the dock,



Dave Doner hanging on in the lock.

though they wanted to take the Wisconsin side back! Fortunately, Dave and his passengers got free and made it home safely. Everyone else again had a great day and returned safely to get ready for our final leg on Friday.

### Day Three

I was running late on Friday and caught the tale end of our last briefing. I had to get gas and was the last one off the docks that morning. I wasn't worried though, I had the fastest boat and knew I could catch them. Being last out, I picked up a gentleman who was also running late by the name of Dave Thompson. He had called John Kinnard that week to put his name on the passenger list for the cruise. That day I had Suza's daughter Laura and granddaughter, Kim riding with me, and a fourth passenger made the boat load perfect. It turned out to be more perfect than I could have ever imagined.

Not So Nice & Easy - cont'd on page 30



Not So Nice & Easy - cont'd from page 29

our rider, Dave Thompson, had about 30 minutes to fiddle with the engine and came to the conclusion he could fix what was wrong. With a few tools on loan from the marina and Steve Beck, Dave had the pump apart in 15 minutes. We needed an



Brad & Chris Ernst with Dirk & Sharon Gunder  
in Brad's 1966 Chris Craft 17' ski boat,

impeller for a 40-year-old water pump. I said no way would we find one here, but Prescott Marina actually had one left. Within about one hour, with a leaky gasket and no bearings in the water pump, we were on our way. I was worried the pump would burn up, but Dave suspected that pump had been running a long time with about three ball bearings, and he wasn't worried about a short ride to Stillwater and back.

We finally caught up to everyone in Stillwater and had a great lunch. The trip home had smooth water, the sun was shining and it was awesome. As it turned out, that day was the best of the three – it could have been worse. I believe it was destined to happen that way. For me it was a real adventure – a modern day Huck Finn river trip! Sometimes things just don't turn out so "nice and easy." But you know, I think there are reasons for that. Looking back on those kinds of days, most of the time I wouldn't want it any other way!



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## 2002 IN BRIEF...

Details in upcoming issues of  
**The BoatHouse**

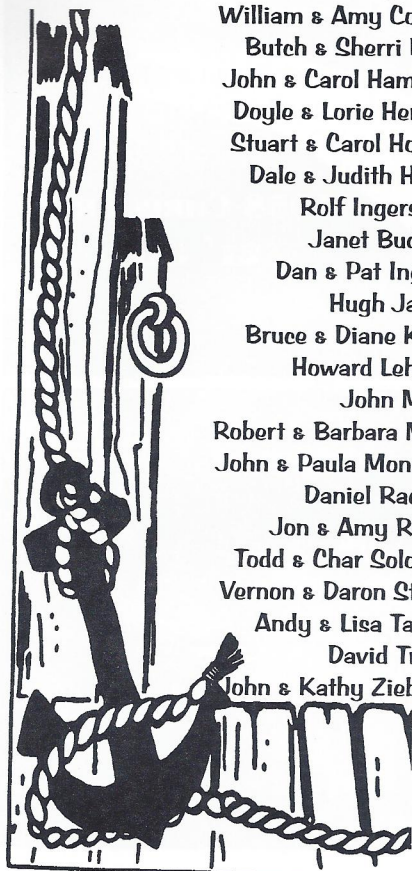
January	Mpls Boat Show
February	Winter Workshop
March	Winter Workshop
April	Winter Workshop
May	Member Mixer
June	Club Cruise Nite
July	Club Cruise Nite
August	Rendezvous
September	Club Cruise Nite
October	Fall Colors
November	Mixer
December	Holiday Party

**Note: One workshop will focus on how to build safety into your boat during restoration.**





# WELCOME ABOARD!



Chris Butzow	Wayzata
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Butch & Sherri Essig	Watertown
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Stuart & Carol Holmer	Plymouth
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Bruce & Diane Kokal	Long Lake
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John Major	St. Paul
Robert & Barbara Merker	Arkansas, WI
John & Paula Monahan	Little Falls
Daniel Raether	St Louis Park
Jon & Amy Rhode	Faribault
Todd & Char Solomon	River Falls, WI
Vernon & Daron Starke	Rochester
Andy & Lisa Talbott	Hudson, WI
David Traver	Onalaska, WI
John & Kathy Ziebarth	Big Lake



## Holiday Party

It will be a feast for the eyes and the body at the Wayzata Country Club on Sunday, December 2, 2001.

Our BSLOL Holiday Party and

Annual Meeting will be at this elegant his-

toric family club near Lake Minnetonka in Wayzata.

Join us for the Social Hour and Silent Auction beginning at 5:00 p.m. A lovely dinner will be served and a delightful evening will follow. The annual presentation of awards and election of next year's Board of Directors will take place. It's a special time to close out the year.

Ho, Ho, Ho! See You There!



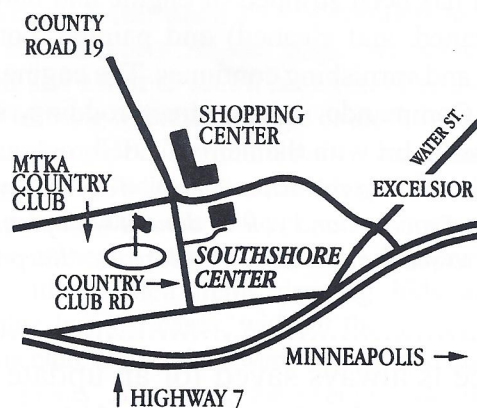
**BSLOL**  
BOB SPELTZ LAND-O-LAKES CHAPTER

## CLUB CALENDAR

### NOVEMBER

**5 - MONDAY** First 2002 Rendezvous Meeting  
St. John's Lutheran Church, Mound  
Help us lay the groundwork for the 2002 Show  
*Pizza will be served, so please  
let us know if you plan to attend to be there.  
Leave a message on the HotLine.*

**10 - SATURDAY** Member Mixer  
A Pot-Luck Social at The Southshore Center  
5735 Country Club Rd, Shorewood (see map)  
Watch your SNAIL OR E-MAIL for a reminder.



### DECEMBER

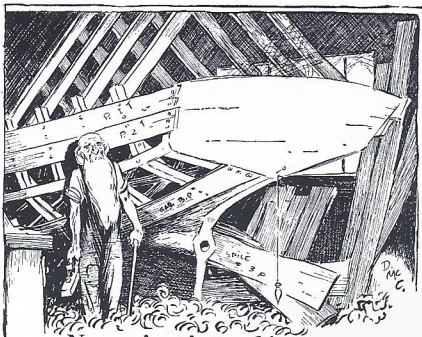
**2 - SUNDAY** Holiday Party  
Election of 2002 Officers  
Wayzata Country Club  
**RESERVE THIS DATE!!**  
Your invitation will be in your mailbox soon!

**BSLOL HOTLINE**

**952-934-9522 METRO AREA  
877-636-3111 TOLL FREE**



## BOATS IN PROCESS



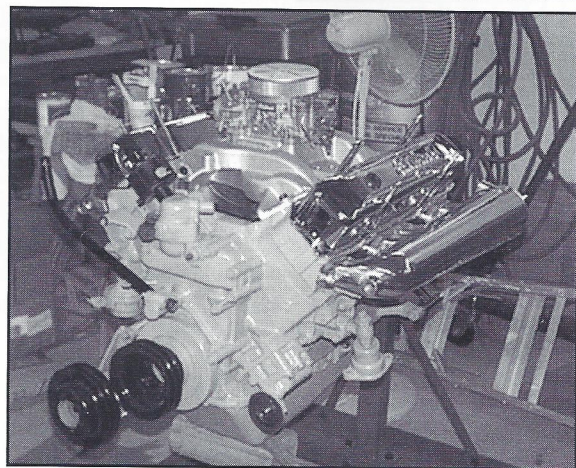
*No project is too big...  
if you live long enough.*



**1958 CHRIS CRAFT  
21' CAPRI**

Seen here is a photo of a 1958 Chris Craft 21' Capri owned by Ross Pfund of Ada, MN - a "Boat In Process." Writes Ross: This fall marks the beginning of the third year of "spare time" work, and hopes are to have it completed by the summer show season. The boat's hull is all original as there is not a new piece of wood in it. The hull has been stripped of engine and hardware, bilge cleaned (and cleaned, and cleaned) and painted, bottom refastened, and painting and varnishing continues. The engine is a 413 c.i. Chrysler Golden Commando. I love street rodding, so had to tweak the engine just a bit with the help of Edelbrock and Glenwood.

*Thanks for sharing this with us Ross. We're always anxious to report on "Boats In Process" and you've done it with pictures added. Sure hope we'll get to see it at the 2002 Rendezvous. Keep us posted!!* — Editor



Space is always saved for an update on **YOUR** "Boat In Process." Just let the editor know how you're doing - if you'd like some help, advice - whatever. Let's hear from you!

**gopher**  
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## DISTANT SHORES

### Red Wing Boat Show at Treasure Island

by Kathy Lange, Editor of "The Bilge Pump"

Rocky Mountain Chapter, ACBS

Sea planes to submarines...antique cars to motorcycles to bikes...two-foot model boats to 50-foot cabin cruisers and houseboats, and everything in between...they were all there at the Bob Speltz Land-O-Lakes Chapter Rendezvous in Red Wing, Minnesota. This show was a true adventure from start to finish. The week started with day cruises up and down the Mississippi. Several boats participated, including our own Chris Smith and Chris and Bob Braaf. They met a lot of people and made some new friends along the way.

On Saturday morning, the day began with a gray drizzly rain that threatened to put a damper of the plans for the day, but by the time we got there at 7:00 a.m., it was clearing and the covers started coming off.

There were antique cars, bikes, and motorcycles from every era. Todd Warner showed up with nine boats including a 30 foot Baby Gar, a Chris Craft triple, "Alter Ego," the huge hydroplane, and a limousine that belonged to his dad in original condition, with even the original mohair interior. The great part was that week was the first time it had seen the water in 30 years! There were gentlemen's racers, a Falls Flyer (one of my favorites), Tonkacraft, Shepherds, Lymans, Elcos, DeWites, GarWoods, tugboats, houseboats, cabin cruisers, dinghys...what an education we got! There were well over 100 wooden boats at the docks and on land. There was a display and demonstration of antique inboards and one of numerous outboards. One of the outboards was off of a captured German boat from World War II.

Demonstration of a restoration in progress was held at 1:00 p.m. each day for those who were interested, and they

had a roundtable discussion and exchange of restoration tips, questions and answers. There were vendors of every kind from antique soda shop stools and counters to custom t-shirt vendors, to vintage advertisement vendors, to a manufacturer of the new, improved Ventnor...something for everyone. There were daily activities for the kids, rides on the sea plane, the Falls Flyer, the racers and, of course, rides for everyone on the beautiful runabouts. "Ugh the Tug" was giving rides as well and was one of the most popular because it was so cute. The old swing music playing in the background just added to the relaxed atmosphere and a feeling that we had stepped back in time to an era gone by.

The Ship's Store was a thing to admire. They offered the standard t-shirt with their BoatHouse logo on them, but also had denim shirts, polo shirts, jackets, towels, caps, tote bags, fleece pullovers and a variety of sweatshirts, all with their logo or the ACBS logo embroidered on them. There were also books, pictures, postcards and many other items offered and the place was packed with people for most of the day.

The evening dinner was a great opportunity to meet several of the members of the club. We were warmly welcomed and asked to return next year. The meal was a delicious offering of either walleye or steak with potato or rice side and veggies. Complimentary wine, dessert to die for, a rose for the ladies and a souvenir little wooden boat for each person made our \$30 per person investment well worth the money. There was also a silent auction that evening with donated items drawing bids above the actual value in most cases, with all the money going to benefit the club. Door prizes were also handed out to some lucky recipients. All in all, the evening was one to be remembered for some time.

We ended our evening with Chris Smith addressing the group and sharing some of his great stories with all of us. He is truly a legend in his own time, and we are fortunate to know him and his family.

The Red Wing show was truly remarkable in the variety and quantity of activity offered to all who attended. The show, held at Treasure Island Casino on the Mississippi River will see us again...hope you can join us.



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1/2 page (Color)	n/a	\$800	\$ 900
Full page (Black & White)	\$ 450	\$800	\$ 900
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. Ads must be camera-ready and paid when submitted. Send **PAYMENT TO:** Jim Camery, W11860 County Road FF, River Falls, WI 54022. Direct questions regarding ad rates to Dave Doner at 952-835-2549 fax 952-831-5074 email: [ddoner9289@aol.com](mailto:ddoner9289@aol.com)

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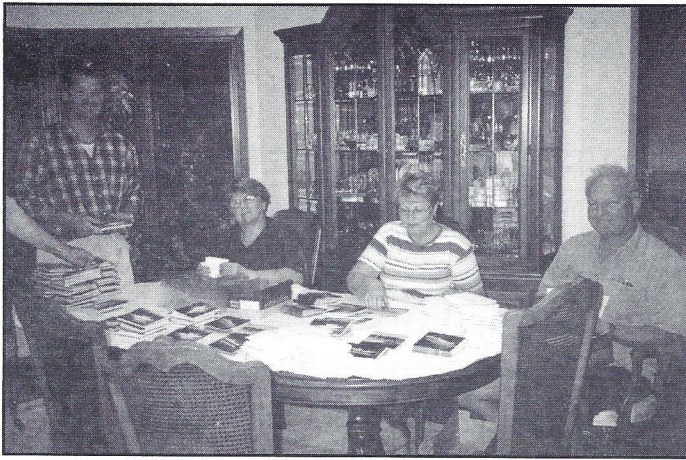
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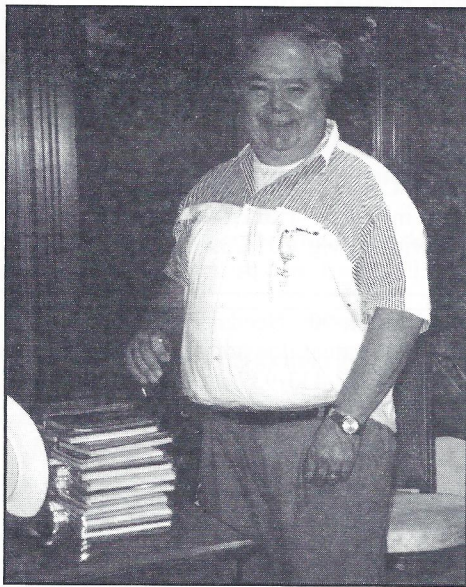


Jayme Hines keeping the assembly line of  
Peggy Merjanian, Karen Buttery  
& Bob Buttery well supplied

**A fun  
evening  
at the  
Aamodts.  
Oh - and we  
also packaged  
950 sets of  
our note cards.**



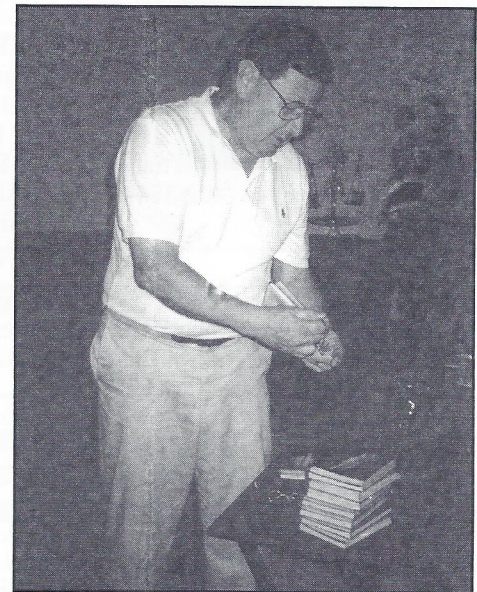
Peggy Merjanian sorting & stuffing.



Steve Merjanian packing & stacking

**Not in camera range  
(because she was  
taking the pictures)**

**was Marcia Aamodt  
who did just about  
every job during the  
course of the evening  
(and then some!!)**



Jim Aamodt wrapping & tying

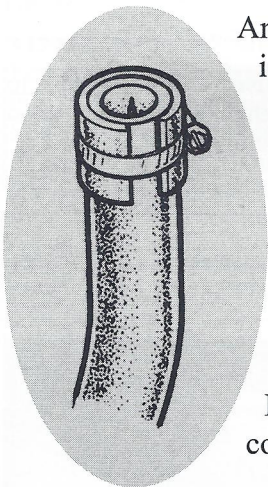
### COOLING HOSE REPAIR KIT

An old timer once showed me a neat way to fix a leaking cooling hose offshore. The secret is to assemble and maintain a "geyser-taming" kit in the spare parts locker. It consists of old, yet still-supple, inner tube patching material held solidly in place by two hose clamps. The size of the patch is determined by the size and location of the leak, and the hose clamp diameter is dependent upon the thickness of the hose to be patched.

The way it works is simple. Shut down the engine and cut a patch that covers the hole or crack in the cooling hose and extends beyond its perimeter by an inch or two. I also spread a think coat of RTV silicone around the leak. Then tighten the clamps on both sides of the leak.

It also helps to remove the cooling reservoir cap so there is minimal pressure inside the cooling system. That reduces the stress on the patch and helps it seal better.

—Warren Smith

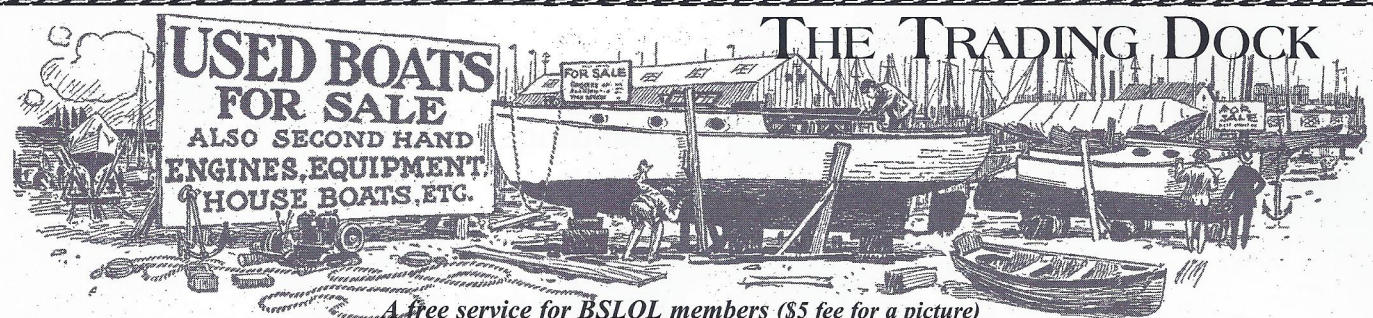




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- **1950 CHRIS CRAFT 19' RACING RUNABOUT** - Mint condition, complete restoration by Jim Burdock, Boat show winner. 158 hp MBL, trailer & cover \$39,000.

Carl Mammel, Omaha, NE 402-384-8500 or Alexandria MN 320-846-0953 (M0601)

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 ● **1969 BRITISH SEA GULL FOUR H.P.** Rare collectors item in like new original condition with tools, spares. \$425.00.

Contact Chuck Petersen @ 262-242-0783 (M1200)

- **1959 CHRIS CRAFT 23' CONTINENTAL** - Complete restoration required. MCL engine, convertible top \$6900.  
 ● **1952 CHRIS CRAFT 22' SPORTSMAN** - #1852, great project boat with MBL, convertible top and 3/4 seat \$7800  
 Call John at 952-474-6406 (M0201)

### TOO-MUCH-STUFF BIG SALE:

- **1952 CHRIS CRAFT 22' SPORTSMAN** - a beautiful original boat, "M" 130 hp, 50 hours on engine, trailer included \$18,500  
 ● **1948 CHRIS CRAFT 22' SPORTSMAN** - white sided, needs refinishing "M" 130 HP, new engine \$6,500.00, trailer available  
 ● **195? TONKA CRAFT FISHERMAN** - Totally restored with restored "60" Martin, \$3,500.00 includes trailer  
 ● **195? TONKA CRAFT FISHERMAN** needs restoration, \$200.00  
 ● **1969 MELGES 28' E-SCOW SAILBOAT** - new sails, ready to go, with trailer, \$2,500.00; Misc. Chev. small block parts, manifolds, 1-block with paragon transmission, etc. etc. sold as one lot \$750.00  
 ● **1940 OLD TOWN SAILING CANOE** with complete rigging, needs restoration \$750.00; Chrysler "straight 8", \$1,200.00  
 ● **OUTBOARD MOTORS** - too many to list.

Contact Jeff Stebbins for more details  
 952-474-2954 jstebbins@gentry.ac

(M1001)

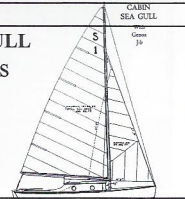
- **FOR SALE** - Montgomery Ward 8" contractor's table saw. Cast iron table 27"x40" 3/4 hp motor and stand....\$200 Sherwood Heggen @ 952-432-4345 (M1200)

- **WOLVERINE 12' DELUXE RUNABOUT** deck & front steering, cedar strip...cute -- \$1,700  
 ● **1955 CHRIS CRAFT BARACUDA** good shape but needs deck work. Neat boat to finish. On a Chris Craft trailer, rare -- \$1,000  
 ● **GLASPAR 13'8" SPORT LIDO** - complete but no front seat. All fittings & '62 Johnson Elect 40 on trailer -- \$1,000  
 ● **1956 TO 1959 SPEEDLINERS, 14'** - On trailers  
 Ray Stockwell 816-587-7484 (M0201)

- **1955 CHRIS CRAFT 18' COBRA** - KBL engine, Hull #41, Total restoration completed in 2000. Trailer and cover included. Pictures available. David Selvig 701-232-1625 Fargo, North Dakota (M1001)

- **GRAYMARINE FIREBALL FOUR-90** - Needs rebuilding. Complete engine with reverse gear and dual downdraft carbs. Also some V8-60 parts. Larry Crilly 507-433-9394 Austin, MN (M0601)

- **(circa) 1930s THOMPSON 18' CABIN SEA GULL SAILBOAT** - with genoa jib, cotton sails, canvas deck, bulkhead doors, bought from original owner. Asking \$1,450.00  
 Jack Amdal 952-475-3904 (M0801)



- **WANTED** ~ Windshield wiper assemblies, six volt, chromed brass, for through deck mounting. G. Petersen 262-742-2367 (M1001)

- **1947 CHRIS CRAFT 16' RUNABOUT** Call Scott 715-247-3526 days or 952-937-5775 eves (M1200)

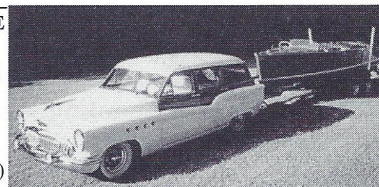
- **1966 OWENS 37' WOOD CLASSIC CRUISER** - Must sell due to health reasons.... Two 225 Flagship V-8 engines, low hours, good condition, slip available. \$12,000 or best offer.  
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### CEDAR STRIP BOATS FOR SALE.

- **1957 Larson 12' runabout** - needs some work.  
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 Quality restorations - "good to go" Contact Denny Smith @218-246-8868

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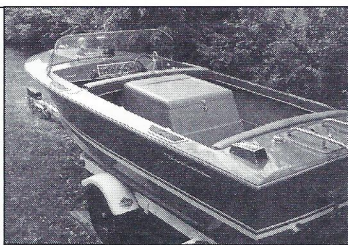
Trading Dock continued on page 37



Trading Dock continued from page 36

**•1963 CENTURY 16' "CHETAH" FIBERGLASS**

**RUNABOUT** - Chrysler V8 210 hp hydraulic transmission, mounted stern ladder & tow ring for skiing. Spare wheel & prop. Trailer & all support equipment. Low hours. Very good condition. Comes with



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- 1939 CHRIS CRAFT 19' CUSTOM ~ \$52,000 mint
- 1946 CHRIS CRAFT 25' SPORTSMAN ~ Waterline cover and trailer included. \$60,000
- 1959 CHRIS CRAFT 18' CAPRI ~ 283 Corvette engine. Waterline cover and trailer included. \$35,000
- 1963 CHRIS CRAFT 30' CAVALIER ~ 25 hours since refinish. Rebuilt twin 283 V8 engine. Trailer included. \$40,000
- 1967 CHRIS CRAFT 21' SUPER SPORT ~ 429 Ford V8. Trailer included. \$25,000

*Prices reflect the quality of the restoration.*

Tom Juul, 20936 Sunrise NW, Evansville, MN 56326, 320-834-4569

(M0601)

•1956 SWITZER-CRAFT "SHOOTING STAR" - Flawless restoration. West System with PPG Deltron paint. 75 hp flying Scott "custom" (quickie gear case) New trailer. Estate sale \$12,500 Located in Miami FL Gary 954-443-9031 email: carsboatsstuff@aol.com.



(NM1001)

•FOR SALE - Parts for 327 ci Gray V8, std rot. flywheel fwd, starter, alternator, regulator, fuel pump, Rochester 2bl carb, sherwood water pump, oil coolers, Velvet Dr tran, exhaust headers and tubes, brass fittings. Dental cabs for tool chests. Call Fred at 952-927-9269

(M1001)

•1963 CENTURY 17' RESORTER - 327ci - 238 hp Gray Marine. Low hours. Velvet Drive. Good boat, original condition including interior, w/optional ski ring, suntop and waterline cover. Some wood repair needed. Bunk trailer. Includes additional 327ci-225 hp Gray Marine & Velvet Drive for parts. \$8,500 obo. 906-932-0400 (9-5) MI

(M0601)

•HOMEBUILT STORAGE TRAILER - straight bunkers, single axle, 3000 lb appx. 16'-17' boat \$100.00 Mark Pottenger 763-287-6505

(M0601)

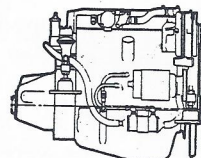
•1937 DINGLE - A definite challenge. Best offer.

Contact the editor 952-473-4936 (M0801)



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## SUCCESSFUL THOMPSON ANTIQUE & CLASSIC BOAT RALLY HELD

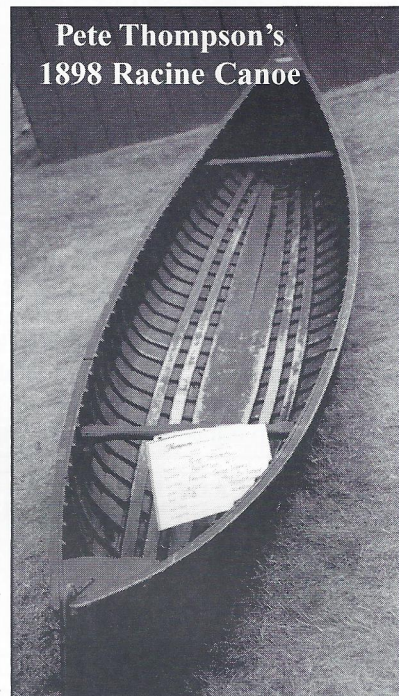
**1957 Thompson Sea Lancer**



Sixty-one (61) boats and canoes were on hand at the first ever **THOMPSON ANTIQUE & CLASSIC BOAT RALLY**. The fun-filled event took place August 10,11,12 at Marinette's Nestegg Marine. The area was buzzing with folks interested in the old boats. A number of former Thompson employees stopped by to take a look at their handiwork and see how it was holding up.

Duck boats, canoes, rowboats, runabouts, and utility designs were on hand. The oldest watercraft at the Rally was an 1898 wooden lapstrake canoe built at Racine Boat Works of Racine constructed by Peter Thompson while he worked there. Six years later, in 1904, Peter and his brother Chris, formed Thompson Boats near Peshtigo. At the Rally were boats made by Thompson Bros. Boat Manufacturing Co. Cruisers, Inc. of Oconto; and T & T Boats, Inc. of Wausaukee.

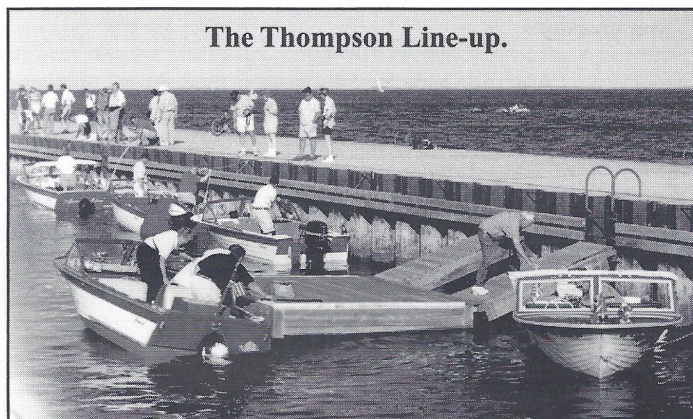
**Pete Thompson's  
1898 Racine Canoe**



Clayton and Betty Ford had the distinction of bringing a boat the furthest distance. They hauled their 17-foot Thompson Sea Lancer all the way from New Mexico. Quite a number of boats from the greater Peshtigo-Marinette-Menominee area were exhibited.

A slide-illustrated presentation on the history of the Thompson Marine Endeavors was made by Andreas J. Rhude during the show. Tours of Marinette Marine Corp. and Peshtigo's Sentinel Structures, Inc. were offered on Saturday. The M & M Yacht Club hosted 150 Rally participants in a corn and bratwurst picnic at their facility at the Menominee Marina. An in-water, 17-boat parade took place late Saturday afternoon down the Menominee River from Nestegg to the waters of Green Bay and over to the Menominee Marina. A "Down & Dirty Boat Building Contest and Race" took place. The father and son team of Doug and Benjamin Stukey of Wichita, Kansas won the race and were presented an award.

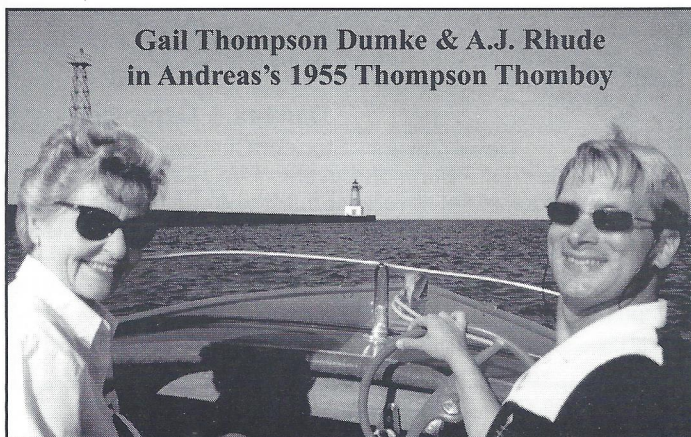
**The Thompson Line-up.**



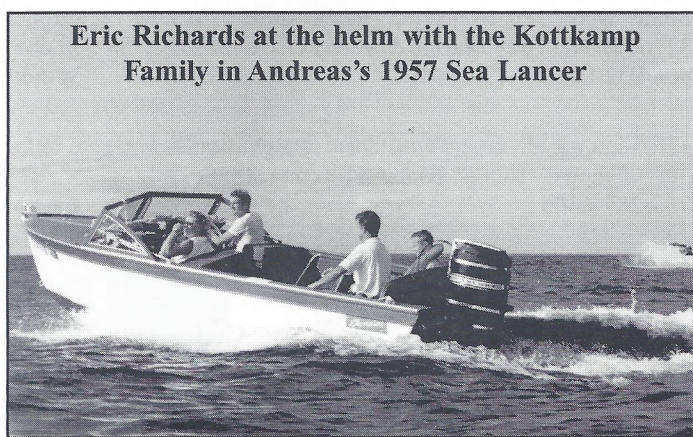
The Rally was organized by Andreas J. Rhude of Minneapolis, a native of the Marinette area. He had two of his old, wooden Thompson boats on display. The second annual Rally will take place August 9,10,11, 2002, again at Nestegg. For additional information contact: Andreas Jordahl Rhude, 4054 Wentworth Ave. So., Minneapolis, MN 55409-1522 Phone: 612-823-3990 Email: [ajrhude@aol.com](mailto:ajrhude@aol.com)



**Gail Thompson Dumke & A.J. Rhude  
in Andreas's 1955 Thompson Thomboy**



**Eric Richards at the helm with the Kottkamp  
Family in Andreas's 1957 Sea Lancer**







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