

The Quarterly Publication of the

# Bob Speltz Land-O-Lakes Chapter

Antique & Classic Boat Society

Vol. 29 No. 1  
Winter 2006





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THE BOATHOUSE is published quarterly - January, April, July, October. All articles, ads, etc. must reach the editor by the 15<sup>th</sup> of the month prior to the desired issue.

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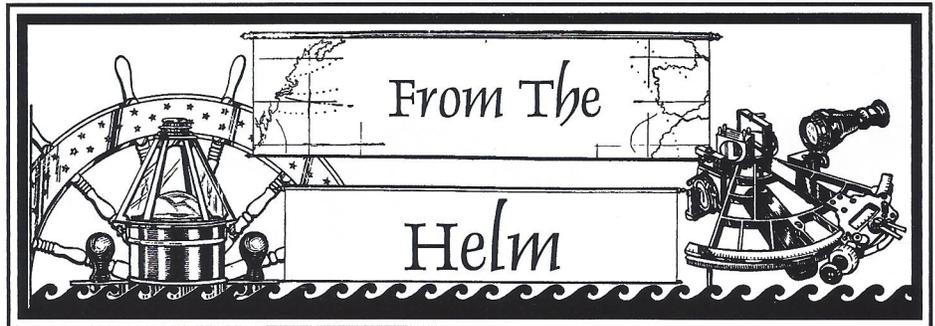
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**W**elcome to the 2006 vintage boating season. We're all excited about the imminent early spring and a full slate of activities. The plan for now is to have at least one BSLOL event every month with the usual mix of how-to workshops, informal cruises, and the two big shows at Bayport and Maynard's.

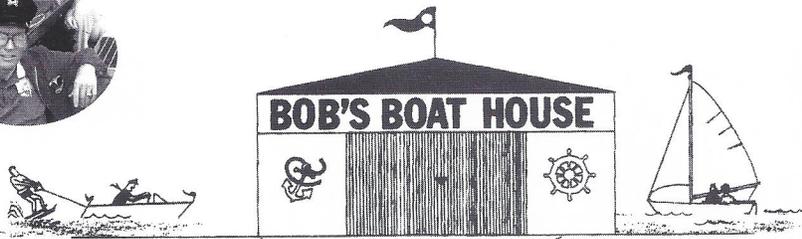
One of the ongoing events we would like to reconsider are the monthly cruises on Lake Minnetonka and the St. Croix. Traditionally, these have been held on Wednesday evenings. Participation has been waning, however, and we're unsure if it's because the timing is inconvenient or the events have become stale. Some alternatives might include moving the events to Saturday or Sunday morning, incorporating a "poker run" or similar event, or moving the event to other locales such as Prior Lake or White Bear on occasion. If anyone has any ideas about the cruises or alternatives, please let me know at [president@acbs-bslol.com](mailto:president@acbs-bslol.com) or call me at 715/220-7643.

There are several transitions on the Board of Directors, as there are in most years. John Tuttle and Mark Setterholm have ably fulfilled their commitments and moved into semi-retirement. John Kinnard has moved out of his role as membership coordinator and will be more active in other aspects of the club. New on the board are Fred Goughnour, Joel Lemanski, Dave Lindberg and Dick Mickelson. Greg Benson, Jeff Stebbins and Ray Garin are old friends back in the neighborhood.

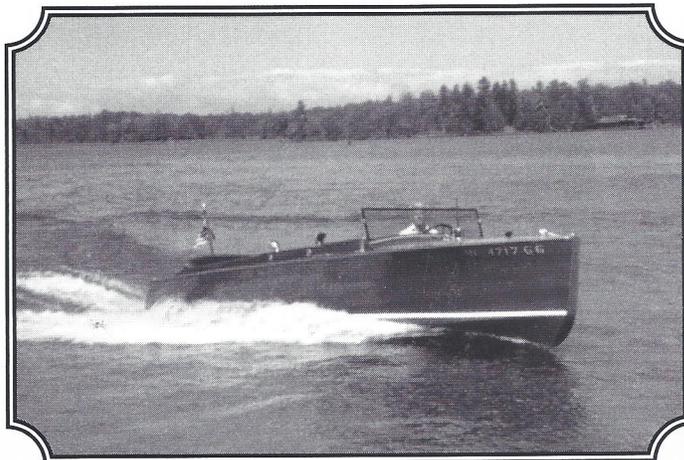
My focus for 2006 centers on issues relating to membership. The BSLOL's rolls are strong but could be improved. Membership is influenced by a number of issues: Are the events convenient and interesting? Are communications such as the web site and Boathouse relevant? Is there a dollars-and-cents value for membership? I hope to provide more information on these issues in coming months.

Jim Camery

BSLOL is an incorporated non-profit entity registered with the IRS as a 501(c)3 educational institution. Contributions may be tax deductible.



Reflections of Bob Speltz from his personal photo album.



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### 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 to 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.



## FALL COLORS CRUISE

by Andreas Jordahl Rhude

Our annual Fall Colors Cruise on Lake Minnetonka took place on a beautiful Sunday, the second of October. With our unseasonably warm weather, the fall colors just were not out yet. Although the spectacular reds, oranges, yellows and other autumnal foliage were not present, BSLOLers had a great time.

A smaller than usual group had brunch beforehand at Lord Fletcher's Old Lake Lodge. After a great buffet meal, everyone headed to the docks. Quite a few additional folks joined us at that time for the cruise. There were plenty of large cruisers participating, plus a few smaller runabouts and utilities. The larger open bodies of water were a bit choppy, but nothing too rough for the "old girls" to handle. After a cruise through Crystal Bay and the Lower Lake and a fly-by of downtown Wayzata, the fleet headed for Excelsior. A pit stop was made at Maynard's Restaurant for beverages. A bass fishing tournament was being held at Maynard's, so it was fun for some of us to watch the dozens of bass boats heading into the docks and to look at the catches of the day. It was "freeway" gridlock as the bass boats were jockeying for dock space while at the same time, most of the classic and antique boats were attempting to depart!

We could not have asked for a better day. This put to bed our club boating activities for another year. I hope you were able to join us on one or more of our on-water activities. If not, plan on it next year - being on a boat (old or new) with friends is what makes being a part of this group special. We look forward to your joining us next October!



Bob Johnson's 2002 Chris Craft 27' Custom with Ray & Margo Garin's "Luv Is" - the ever present "mother ship" close behind.



A 30' Commander - yet another cruiser at this year's Fall Colors.



Brad & Chris Ernst's 1947 Chris Craft 22' Sportsman

## BSLOL 2005 YEAR-END REPORT

by Andreas Jordahl Rhude, President

It has definitely been an interesting three years in the history of this chapter. I leave the presidency hoping that I did my part to further the mission of BSLOL and antique and classic boating in general. I hope that I have made it clear to our community that this is a group not of wooden run-about boaters, but one that encompasses ALL antique and classic boats no matter the hull material, size, means of propulsion, or perceived value. By far, the best part of my involvement over the many years I have been on our board, are the friendships I have made. I truly desire that these shall continue the remainder of my insignificant life.

For the past two years at this time, I reported that our group had the most number of events in her history. Well, believe it or not we have surpassed that record and had even more club activities in 2005. We had 21 official BSLOL activities. That's nearly two events per month! and 12 of them on the water! We also had several non-club activities where many members were participants.

January kicked off with our excellent display at the Minneapolis Boat Show.

Three winter educational workshops occurred, again with record participation.

Our annual Spring Mixer was held at Al and Alma's on Lake Minnetonka in May kicking off the boating season.

We had four mid-week club cruises also on Minnetonka during the summer.

The Aquatennial Torch Light Parade and Lake Calhoun Beach Bash saw club participation. This was some of the best exposure we have ever had with literally tens of thousands of spectators.

We had an impromptu land display at Rockler Woodworking near Ridgedale Mall with excellent participation.

Leading up to our annual Rendezvous we had three "Nice-N-Easy" mini-cruises, all on Minnetonka.

Our 30<sup>th</sup> annual Rendezvous was once again held at Maynard's and it was a success.

In mid-August we had our St. Croix Show as part of National Marina Day at Bayport Marina along with two pre-event mini-cruises.

Our official boating season came to a close with the Fall Colors Cruise in October. Now with our holiday party, we are laying to rest our events for the year.



### Meet your 2006 **BOARD OF DIRECTORS**

President: Jim Camery  
 Vice President: Brad Ernst  
 Treasurer: Dan Schlegel  
 Secretary: Mark Nelson  
 Paul Brunswick Joel Lemanski  
 Fred Goughnour Dave Lindberg  
 Scott Hawkinson Peggy Merjanian  
 John Kinnard

### **DIRECTORS AT LARGE\***

Ray Garin ~ Bob Johnson ~ Dick Mickelson

### **PAST PRESIDENTS**

Andreas J. Rhude ~ Greg Benson ~ Jeff Stebbins

*\*The position of "Director at Large" is defined as a Director with voting rights and privileges. He or she is appointed by the President, but needs confirmation and approval by the Board. The position is used to either give a person an opportunity to see if they may want to continue as a Board Member in the future without making a three-year commitment today or they are there for their sage advice and knowledge of the organization. The appointment is with the hope that as the meetings evolve, he/she will become more interested and involved as they see the others are.*



Retiring Board member,  
 John Laidlaw  
 & Andreas Rhude

Sandy & Mark  
 Setterholm



## BSLOL 2005 AWARDS

YOEMAN'S AWARD: This award is presented to those that continuously work on numerous projects.

- ℞ Bob Johnson, Dave Lindberg,
- ℞ Dan Schlegel, Georgi Flori

ROOKIE(S) OF THE YEAR: A person that is new to the organization but continually lends a hand to make things happen.

- ℞ Michelle & Joel Lemanski

BOATHOUSE® AWARD: The prestigious *BoatHouse®* award is reserved for that special person(s) who is dedicated to making our award-winning magazine the top-notch publication that it is.

- ℞ Dr. Motorhead

PRESIDENT'S CUP - 2004: This award comes from ACBS headquarters. It is presented at the discretion of the chapter president, to honor a person whose dedication to the aims of ACBS was exemplary during the past year.

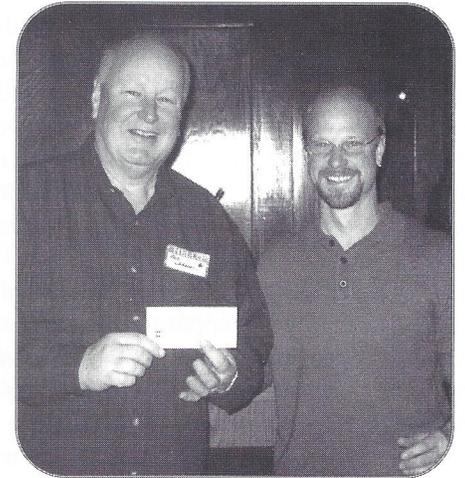
- ℞ Jim Camery

### RETIRING BOARD MEMBERS

John Laidlaw, John Tuttle, Mark Setterholm



Dan Schlegel, John Kinnard, Dave Lindberg,  
 Brad Ernst, Jim Camery, Joel Lemanski



Bob Johnson & Joel Lemanski



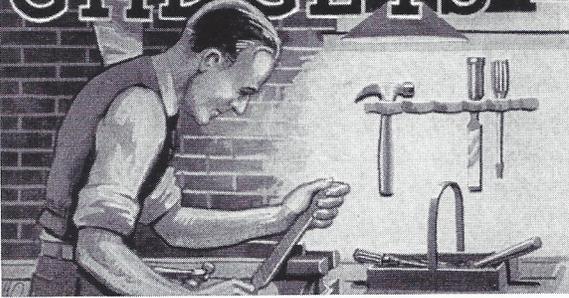
Scott Howell, Deb Benson & Megan Benson



Dave Lindberg receiving his  
 Yeoman's Award from  
 President Andreas Rhude

AND HERE'S  
 DR. MOTORHEAD  
 WITH THE  
 PRESTIGIOUS  
 "BOATHOUSE" AWARD

# GADGETS AND KINKS



*A Department in which  
Readers of Power Boating  
Swap Useful Ideas*

## STRIPPING A BOAT or

### THE BEGINNING OF A FRESH START

by Sherwood Heggen

Restoring boats involves some very dirty, messy jobs. Fairing a boat comes to mind as one of those horrible jobs. That is the job where you create endless clouds of dust with sanding machines and sandpaper with the by-product being a boat that is fair and smooth. Also, being covered in wood chips while routing new topside planks is not the most pleasant experience. But, the dirtiest, smelliest, and most disagreeable job of all is that of stripping the finish off of a boat.

Let me walk you through the typical stripping process. The effort involves slapping on a slimy, smelly, semi-thick liquid to the topsides, deck, and/or bottom of the boat, waiting for it to soften the finish and stain below, and then scraping the resulting mess off. Generally, the stripper will soften perhaps a few of the top coats of finish with additional stripper required to get to the finish coats below. While it is softening the finish, you notice that the stripper is also drying up and not working anymore, so more stripper must be constantly applied. You have to scrape off the softened finish before it dries up and keep up with the stripper that still needs attention. That process goes on until all that remains is the stain. More stripper is necessary to get the stain to leave, but it just won't go away easily. You will notice that the stripper has a very strong overwhelming odor. If you did not wear a chemical charcoal mask, you will notice that you become used to the odor. If you were to step outside to get some fresh air, you would notice that the air has an ammonia-like odor to it. You realize then that your body has been permeated with the fumes from a methylene chloride based stripper that is not considered friendly to the body. The warning on the back of the can mentions something about the possibility of damage to the nervous system, cancer, and some other stuff like that is probably as serious as the first two just from using the product. Also be sure to have a bucket of water and a clean rag to wash off any stripper that might contact the skin because it is, again, not friendly to the body. You will know what that means the first time you feel the burn as it eats away at the skin where it landed. Rubber gloves are a good idea, but they make your hands clumsy.

Here is a quick, true story about the dangers of using methylene chloride based strippers: It was after supper one cool, fall evening and I was determined to completely strip

the bottom and topsides of a sixteen foot utility during that evening. With the boat upside down in my two-car garage, I poured the stripper on all over the boat and spread it around with a cheap bristle brush. The stuff smelled pretty strong but soon I was used to it and it no longer bothered me so I kept on working. I didn't want to open the overhead garage door because I didn't want to be cold and I was making great headway. I kept working for many hours, determined to finish the task. I looked up at the clock to see the time and was confused by what appeared as light blue air in the garage. Was there smoke coming from somewhere? Or, wait, maybe I am being asphyxiated by the fumes from the stripper. I headed outside and couldn't smell the fresh air for the stench of the stripper. It wasn't until the next day that I could smell fresh air again and my headache subsided. Why the air appeared light blue is unknown to me other than my body was definitely being overcome by the chemicals in the stripper.

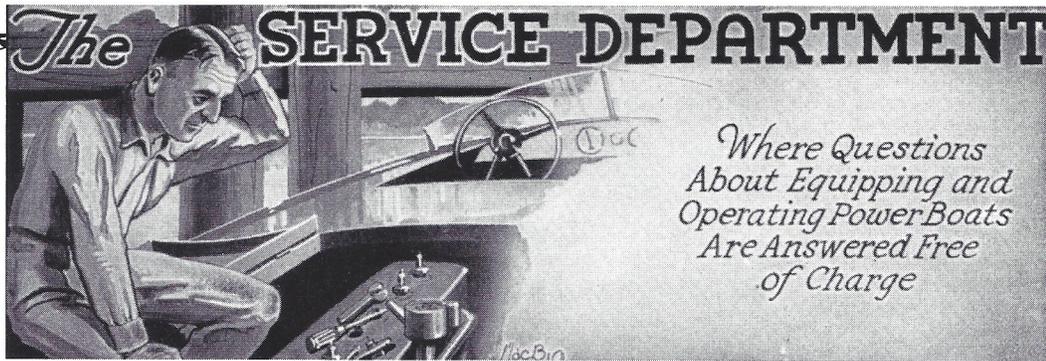
I have continued to use this type of stripper more cautiously after that but have not enjoyed the process. I have tried the "safe" strippers with poor success for various reasons. Some of the advertised "miracle" strippers might do the job but have adverse effects on the part being stripped.

What would be ideal is to have a stripper that works quickly, has no effect on the project being stripped, and doesn't destroy your body during the process of stripping the finish.

Last summer at a boat show, a gentleman was in a booth demonstrating a methylene chloride-free paint stripper. Having an interest in the stripper because of business needs, I started asking questions about the product. He made the product look so easy to use and effective, so I was a little skeptical how easily his product would take the finish off. He had applied some of his product earlier to an old stained and varnished dashboard and it was eating away at the finish. With a scraper, he easily removed the finish. Then he sprayed a thin liquid on the area he had just scraped clean, scrubbed it with small scratch pad, and wiped the loosened stain with a cloth. The area was clean! Wow! My interest was piqued! As I asked some more questions, I saw he had stripper on his hands with no immediate ill effect. Now that is something you don't want to do with a methylene chloride stripper unless you enjoy chemical burns! But, that is not the case with this stripper. It does not burn the flesh. Before I left he had a sample kit of his stripper in my hands.

Long story short - a few weeks later, I arranged to have this gentleman, the owner of Star 10 stripper, Phillip Pennington, come to demonstrate his product on a boat in my shop. I had to see this product under shop conditions. I had a runabout, with a finish that could not be repaired, serve as a perfect test subject. On one side we would use the

*Continued on page 18*



Dear Doctor Motorhead,

I must confess I am, by most standards, not a wealthy man. I enjoy vintage boating and the camaraderie that follows. It seems at times our collective hobby requires so much money to purchase a boat or boats and maintain them in their original state to show and enjoy - a task to show we all so love and endure. We are proud of what we have and want to share, certainly by the mere fact we pay to participate in these shows. This is so evident with the many shows across the country and truly here in Minnesota. It is with this personal commitment and participation by all of us, we can encourage the perpetuation and involvement in the era of antique and classic boating. I see in writings of the *ACBS Rudder* and the *BoatHouse* that confirms this is what we are all about. So many - or should I say so few - in our own organization work very diligently to organize, manage and provide us all opportunities to have fun, enjoy and, most importantly, promote this fine hobby and our chapter. With this in mind, I appreciate your involvement and advice as well for us, the "do it yourself kind of guys." A "penny saved is a penny earned", said some notable. Maybe it was the guy who is on the penny himself. Unfortunately, I don't have a penny in my pocket at the moment to refer to. To you and the readership I am only offering my observations and in this particular case, my concerns or needs for a healthy and functional motor without a ton of money or work on my behalf. I realize that at this time you don't know what my needs or concerns are; you only know my observations. To that end, here is the deal:

You respond to the many problems and writings diligently, for this I appreciate and thank you. I am certain through your lab work with Piston, you have devoted much of your time testing and evaluating the many additives to feed our vintage watercrafts' engines, crankcases and gas tanks. There are so many "As seen on TV" in writings and through flyers and promotions at your local gas dock and auto parts store. Is it important for me to consider any of these additives to prolong my engine's life? Will it save me money in the long run? Can I expect a longer running, better and safer engine in the future? I guess, like my predecessors, I have so many questions and so few answers. What do you say, Doc, can you help me solve these mysteries for my fellows in arms and me? Which reminds me.

Signed,  
Lester Prairie

Dear Mr. Prairie,

Thank you for your kind words and observations. I have a question for you. It is kind of like, "which came first the chicken or the egg?" Were you named after the town or was the town named after you, or by some strange coincidence, none of the above? My observation of the cost of vintage boating remains as it has always been. Boating is and will always be somewhat of an expensive hobby. However, take a look at the cost of a new boat which depreciates the day you make the purchase. When I was at the Minneapolis Boat Show last week, and oh, by the way, another nice display by the BSLOL Chapter, I found that \$20,000.00 buys you nothing more than a putt-putt fishing boat. You can certainly get involved in our hobby with a lot more boat on an entry level for something very close to that. As some fine notable once said, "you can get into a boat that you appreciate, while your asset does the same;" a far cry from the new watercraft of today. I'm not sure exactly who said that - perhaps he is on the nickel or a one dollar bill. As I have said in the past, "do as the good Doctor does", get involved in our hobby; it's a no-brainer. In addition, get involved with the club and ACBS as a whole. Your \$60.00 goes a long, long way. Besides you just might have some fun. Not such a bad deal after all.

Now on to your question regarding additives. There are many - in fact too many - to list. I will not get into listing them, as my one comment will address them all. Save your money and do one simple thing - change your oil frequently. Most older engines, do not have oil filters, and those that do only do a partial job of filtering the oil. Engines wear out first and foremost due to a lack of lubrication. Your engine is your friend and does not want to give up the ghost prematurely. It will only do so if you have a tendency to neglect it. Pay a little attention to the needs of your motor and it will be your friend for life. In all my writings regarding repairs, this is the most important thing you should know. All inboard engines were designed to last and last. They are simple, basic and reliable. Only when you decide to screw with them, will you find trouble.

Basic fact: oil additives proclaim to, and many do, increase engine life by giving you more lubrication and less wear. The problem here is, it will also affect your transmission. Why? The crankcase oil lubricates your transmission as well. If you put something slick and slimy into your oil,

*Dr. Motorhead continued on page 11*

## BOB SPELTZ 14' CHETEK RESTORATION PROJECT

By Stan Petersen

November 16, 2005

Peggy Merjanian, Editor  
The BoatHouse  
18275 Hummingbird Road  
Deephaven MN 55391

Dear Peggy,

You may recall the fact that in 1996, a 1954 14' Chetek, formerly owned by our good friend Bob Speltz, was brought to the BSLOL Chapter to be restored as a chapter project. Upon completion, it was the intent that it be placed on loan at the Mariner's Museum, Lake Okoboji, Arnold's Park, Iowa. In addition to being displayed at the museum, it was intended to be available to the BSLOL for display at their annual boat show. After several years of being stored, I believe it was the year 2000 when work was started.

According to your BoatHouse article entitled "Bob's Boat House," progress reports regarding the restoration process appeared on a regular basis. In August, 2003, I wrote to Andreas Jordahl Rhude, President of BSLOL, expressing that I had noticed in *The BoatHouse* that restoration had stopped and other storage was needed. I mentioned that my wife and I were planning a trip to Minnesota and if the BSLOL board of directors agreed, we would then return the boat to Florida where I would complete the restoration.

Well, my three year project, a 1947 U22, is now complete. And now the Chetek is in our shop, The Temple of Reconstruction, where I have recently resumed the restoration process.

As an expression of my appreciation for all those who worked on the Chetek, I am enclosing a letter to the general BSLOL membership, bringing them up to date of the progress, thanking those who gave of their time and talent and asking for help in finding the various hardware parts, steering wheel, windshield glass and frames, which were not included when I receive the boat. They are probably in a box in someone's garage.

Thank you for the splendid job you and Steve do in putting together such a fine magazine as *The BoatHouse*. You deserve whatever awards and accolades you might receive.  
Sincerely yours,  
Stan Petersen

In August 2003, my wife and I attended the BSLOL Annual Rendezvous at Treasure Island. Prior to that time, I had written to Andreas Jordahl Rhude, President of your chapter regarding the fact that I had noticed in *THE BOATHOUSE* that work had halted on the restoration process of the Speltz Chetek. I asked Andreas to ask the BSLOL Board of

Directors if this was a good time for us to have the boat brought to Florida where I would finish the restoration. Your board agreed.

Now that my 1947 U22 is finished, I am pleased to tell you that the Speltz Chetek is now at The Temple of Reconstruction here in Mount Dora and the restoration has been resumed. I would like to recognize those of whom I am aware who gave of their time and boat-building talents to work on the Chetek while it was in your care. From what I have read, Larry Quinn and Yvonne Duperon deserve a special thanks for providing the work space and putting up with the noise, sawdust, cars parked in the driveway and any other nuisances that are experienced during such a project. Others who helped include: Lewis McGonagle, Mike Loisel, George Mitchell, Bob Buttery, Andreas Jordahl Rhude, Bob Clark, Fred Boss, Sherwood Heggen and John McCurry. Jerry Valley restored the 25 horse Johnson motor and tank with Dave Doner sandblasting the TeeNee trailer, giving it a coat of primer and preparing it for transport to Florida. I am sure I have missed others who helped and I apologize for that. Thanks to all of you.

I do need to ask one last favor of you. When I unpacked the boat prior to bringing it to our shop (The Temple) I did not find the bow light, windshield glass and frames, steering wheel and instruments. Could they be in someone's garage? If they are found, I would appreciate giving me a call at 352-383-6095 or our email, [sndminbil@aol.com](mailto:sndminbil@aol.com). I will then arrange for the missing parts to be brought to Florida.

Again, thank you. I hope I will do justice to the restoration of this boat, a boat that once belonged to our good friend, Bob Speltz.

See you in Mount Dora in March.

Sincerely,  
Stan Petersen



The Chetek at a Rendezvous workshop display.

*The* **SERVICE DEPARTMENT**



*Where Questions About Equipping and Operating Powerboats Are Answered Free of Charge*  
*continued from page 9*

your clutch plates in the transmission will become slick and

slimy. You need some friction for them work properly. If you use additives, your next letter will ask me, how do I repair my slipping transmission? So, unless someone out there knows of a product that will only treat the crankcase and not the transmission, leave it alone. Alas, someone out there may proclaim, I have a velvet drive and/or a hydraulic Paragon transmission - this won't be my problem. Yes, this is true, as these transmissions do not get their lubrication from the crankcase. To that I add, **Change Your Oil**; there is no substitute to what I have just said.

So, how often should you change your oil? A little story first. When I was an undergraduate at the university studying quantum mechanics, it was the "in-thing" to drive Volkswagen beetles; They were cheap to buy, easy to fix and very reliable. For those uninitiated, that little air-cooled engine held slightly less than three quarts of oil with no oil filter. Many of my underclassmen felt changing oil was for sissies. Their engines lasted as short as 25,000 miles. Those who changed their oil with some frequency, could expect 45,000 to 50,000. I changed my oil every 1,000 miles and when I sold my little car after graduation, I had over 110,000 miles on it, and still running strong. Back then a quart of oil was less than a dollar — you do the math — pretty cheap insurance; true story.

Your vintage engine has no oil filter and no air filter. At least my VW had an air filter. Back to the original question -- how often? I change the oil every 30 hours and every fall, regardless of the number of hours, when I pull out and lay up.

What is the best type of oil to use? Petroleum-based, synthetic-based and combinations of the two are your choices. There is no question the synthetic-based and/or combination is the best. However, because our old boat engine oil gets so dirty so quickly, I depend on the old standby petroleum-based, and save some money and change it often.

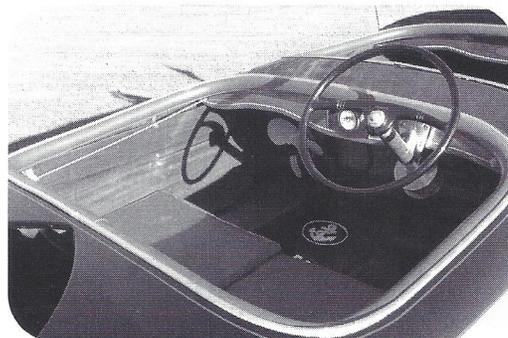
What about gasoline additives? With one exception, leave these on the shelf as well. If your engine's carburetor is not well tuned, or engine not timed well, you might encounter a build-up of carbon in the combustion chamber or on the valves. If this is the case, shame on you. After all my articles in the last six or seven years: **keep it tuned!** Remember, your engine is your friend. Simple maintenance like changing your oil, maintaining your carburetor and keeping your engine well timed and tuned will prevent all of this. If, for some reason, you forgot to keep up with any of these tasks because of your kid's soccer game, carbon may set in, especially if you putt about rather than going fast from time to time. There is a product called "SeaFoam" which works very well to eliminate this carbon. Don't become a "SeaFoam" junkie; use it once, and if it does not cure your ailment, then fix the cause.

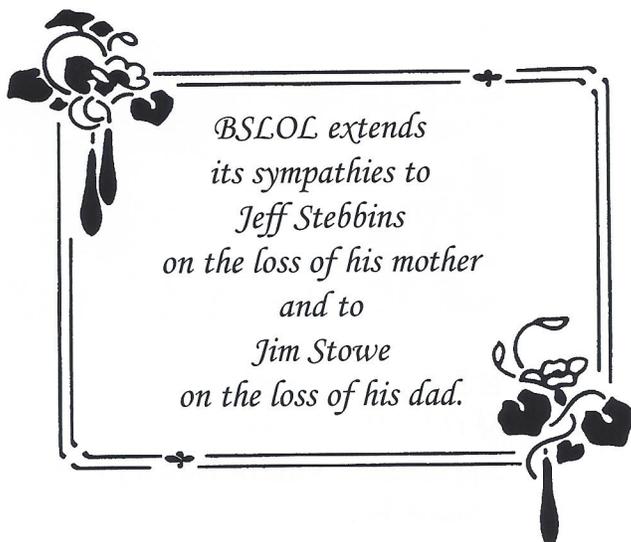
So gang, I'm off now on my annual trek to the hockey tournament in Fiji. Stay warm and live well.  
 Dr. Motorhead



**BSLOL members ROSS AND PAT PFUND, of Ada, Minnesota, attended last September's Fourth Annual Antique and Classic Boat Society's International Boat Show at Lake of the Ozarks, Missouri.**

*They towed and showed their 1955 Larson Falls Flyer, and captured first place in the Outboard Division, competing against show winners from around the country. Although an older restoration, the Pfund's rear-steer Flyer still turned heads at the show, as many had never seen Paul Larson's creation. The Flyer is powered by a all original 1957 Johnson Javelin.*





## BSLOL GOES INTERNATIONAL!

If you're a member of BSLOL and have read *The BoatHouse* anytime in the last 10+ years, the name Sherwood Heggen is very familiar to you. He's in the category of needs no introduction, but we'll do it anyway. Sherwood is the author behind *Gadgets and Kinks* in every issue. His articles are terrific reference material to anyone working on a wood boat to any depth.

Over the years, we've received many emails from members and others who have read his column. The verbal feedback at our shows accentuates his valuable contribution to this publication and wood boat restoration.

Thanks to today's electronic highway, his fame has reached "across the pond" and we're now getting emails from other countries who have been to the BSLOL website. The latest was from *Wooden Classics* in Amsterdam, The Netherlands requesting permission to reprint Sherwood's articles. You might be interested in checking it out. Their website is [www.woodenclassics.com](http://www.woodenclassics.com)

## Welcome Aboard!



Tom Addis  
John & Rebecca Allen  
Kerry & Donna Ames  
Jim Biersach  
Bruce & Mary Bildsten  
Bill & Nick Charboneau  
Charles and Lori Deremer  
Douglas Fell  
Michael & Christine Foss  
Chauncey & Ethel Griggs  
Dave Grinnell  
Carl & Caroline Gruelund  
Robert Hemming  
Bill & Mary Hermanson  
Bill & Kathryn Holaday  
Therese & Mike Hovland  
Mike Klein

Douglas & Janet Kraemer  
Robin Kukas  
Jeffrey Larson  
Dan Lorenz  
Daniel & Cory Lynch  
Roger & Sharon Montague  
Erik Paulsen  
Mark Peterson  
Rick & Kathy Prusator  
Herb Sellner  
Eugene & Kathleen Severens  
Brad Such  
Greg & Lisa Templeton  
Richard Thompson  
Phillip Williams  
Mark Willis

**THE YEAR WAS 1980. THE PLACE: LAKE MINNETONKA. THE EVENT: ANNUAL RENDEZVOUS**

Our thanks to Jimmie Holtz for sharing these pictures for a nostalgic look back. Do you recognize any of the boats? The People? If you do, we'd love to hear about it. Email [editor@acbs-bslol.com](mailto:editor@acbs-bslol.com) with the description(s) and we'll reprint the picture and who remembered it, in the next BoatHouse.



*(1980 Rendezvous continued on page 24)*

Tens of thousands of people braved the cold of Minnesota's January to view a bit of summer. The Minneapolis Boat Show took place January 18-22 in at the Minneapolis Convention Center and BSLOL once again had a stunning display of antique and classic boats. Always a hit of this "new" boat show, our classic beauties are a step back in time for show spectators. Included amongst the boats was a display of six vintage outboard motors, courtesy of the Gopher Chapter of the Antique Outboard Motor Club (AOMCI). The nine watercraft were:

## MINNEAPOLIS BOAT SHOW

By Andreas Jordahl Rhude

Thompson, and Bonnie Schuenemann of NMMA can be singled out for their special efforts.

Thanks once again to all those BSLOLers and Gopher Chapter AOMCI members that made it happen. You are the lifeblood of our family! A special note should be made thanking Paul Mikkelsen and the Mikkelsen Collection at Wilmar for loan of five outboard motor stands.



<u>Owner</u>	<u>Boat</u>
1. Brad, Chris & Blake Ernst	1952 Chris Craft Sportsman 22'
2. Dave & Paula Lindberg	1952 Chris Craft Holiday 19'
3. Mike Hunziker	1947 Century Sea Maid 17 1/2'
4. F. Todd Warner	1929 Chris Craft Model 15 Sedan Hardtop 28'
5. Dave Doner	1940s Shell lake Fishhawk 14' with Champion outboard
6. Howard Lehman	1966 Chris Craft Special Ski Boat 17'
7. Jeff & Nancy Stebbins	1889 Gas & Power Engine Co. Fantail Launch 22'
8. Ron & Esther Martens	1927 Chris-Craft Model 3 triple 24'
9. Mark Mathiesen	1966 Amphicar Model 770 14'

For the first time we had an amphibious automobile in the display. It was a big hit!

The six outboard motors were:

<u>Owner</u>	<u>Motor</u>
1. Bill Sparrow	1955 Johnson Seahorse 5 1/2 HP
2. Bill Sparrow	1947 Johnson Seahorse 2 fi HP
3. Bill Sparrow	19 Mercury Mark V 5 HP
4. Bill Sparrow	19 Sea King Midget 1 HP
5. Bill Sparrow	19 40 Johnson Seahorse 2 fi HP
6. Gene Church	1956 Mercury Mark 30 30 HP for racing

Many, many questions were answered about the motors as interested visitors viewed the displays. They were also referred to [www.aomci.org](http://www.aomci.org) as an additional source of information. A million thanks must also be extended to the dedicated BSLOL volunteers that selflessly took time to get boats into the Convention Center, set-up and tear down our display, be a part of our booth during show hours, and to plan the activity. Many hundreds of hours were spent by this group to make it all happen. It was one of the best displays ever and the set-up went without a hitch thanks to careful planning and the extra ordinary efforts of the National Marine Manufacturers' Association, owners of the Minneapolis Boat Show. Darren Envall, Jennifer

### *Editor's Note:*

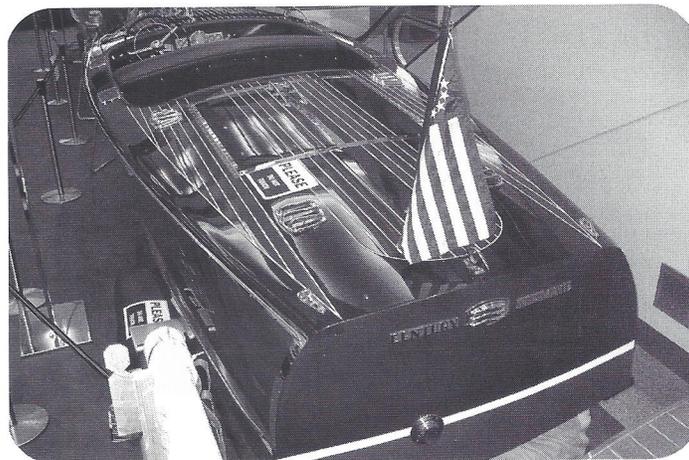
*Here's an unsolicited commentary from MN BSLOLers Lowell & Marcia Arnold who have abdicated to southern climes. They recall how much they enjoyed being a part of the annual Minneapolis Boat Show.*

"Every winter show is a total blast. I volunteered a maximum amount of time just to interface with the public. The questions are a real HOOT!

I had a real good one the year Jeff (Stebbins) brought the Ice Boat. There was a fellow that just couldn't fathom how any sail boat can run faster than the wind. I tried to explain that the sail is really a wing and just how that works. It was truly apparent that the gentleman had either never remembered basic high school physics or slept through that part of the class.

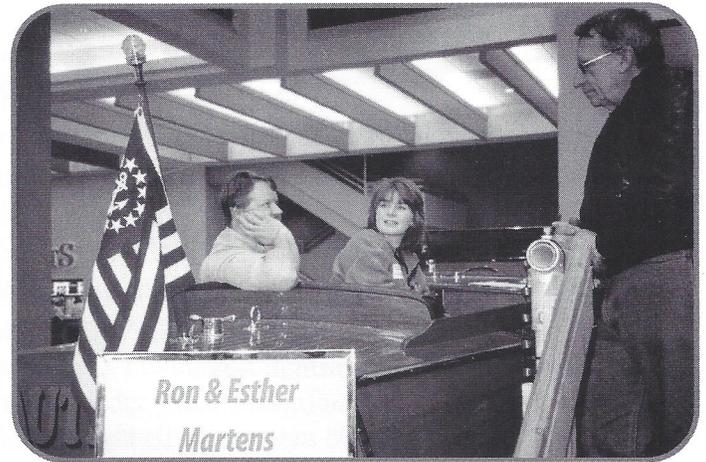
Other great questions: How come the steering wheel on that boat is on the left, where the other boat has it on the right?

Gee! How do you get the fiberglass to look so much like real wood? You don't really use these old boats any more do you?" 

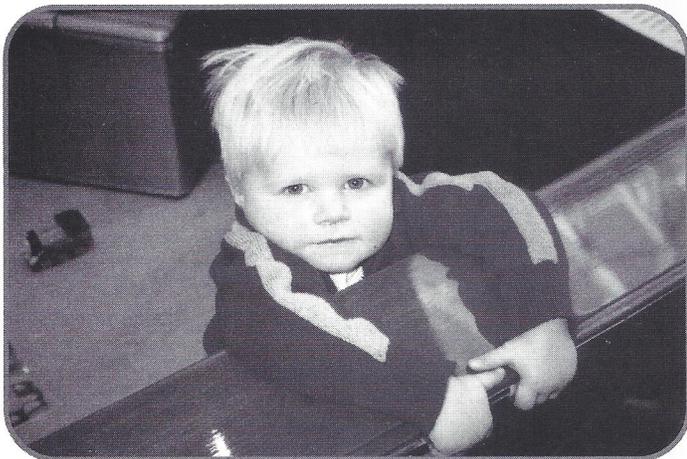




Great seeing Jan, Mark & Aaron Gjerde now living in New Hampshire - here for the boat show.



John & Suzanne Laidlaw in Martens' 1927 Chris-Craft 24' triple.



Two year old Blake Ernst hanging onto "his" 1952 Chris Craft 22' Sportsman



1952 Chris Craft 19' Holiday owned by Dave & Paula Lindberg



1927 Chris Craft 24' Triple Cockpit owned by Ron & Esther Martens



1966 Amphicar Model 770 (7 mph on water, 70 mph on land) owned by Mark Mathiesen

# Sea Scouts, B.S.A.

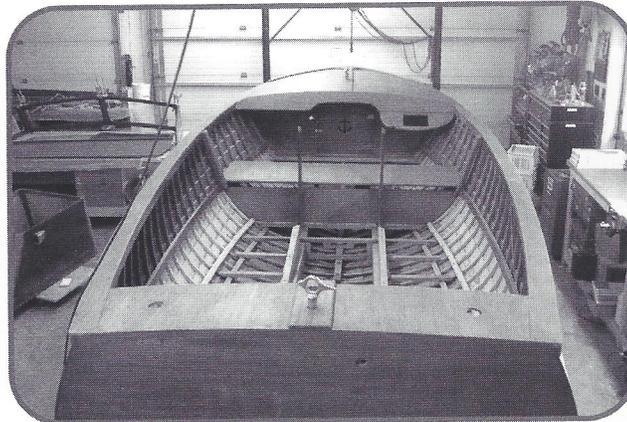
A very big "Thank You" from SSS Mendota to the BSLOL for allowing us to be part of the display of beautiful and rare boats at this year's Minneapolis Boat Show.

The Sea Scouts that were able to attend enjoyed visiting with the boat show patrons that passed through the display. Being situated next to the 1928 Commuter, the 1889 Launch and the Amphicar placed them in the path of many individuals walking around with their mouths open. It was easy to start a conversation about boating in that setting.

One of the goals of the Ship was to introduce people to the role Sea Scouts could play in the lives of their youth. Many were asked if they knew about the Sea Scouts. Usually the answer was "no", followed by a short explanation by the Scout as to the history and benefits of being part of Sea Scouts. In some cases the answer was "yes", and then the question of "were you in Sea Scouts" followed. In this way we met many who had been in Sea Scouts, had a grandfather, father, or uncle who were in Sea Scouts, or themselves had some distant memory of Sea Scouts. The Scouts did their best to rekindle a desire to know about

present activities in those that had a past relationship, and to also offer the program to those youth with an interest in boating that stopped to listen.

The Scouts took some brief trips into the main display area. Along with seeing the beautiful new boats and equipment, they were



stopped by others staffing the booths and were asked if they were Sea Scouts. In this way they managed to meet some of those that could not come by the BSLOL display, which may prove to be beneficial to the Ship.

One contact was with a charter captain with past experience as a



Sea Scouts leader stationed at Sea Base, a Boy Scouts Adventure site located in Key West, FL. He is now located in Bayfield, WI and may be an important contact for sailing trips on Lake Superior.

One of the most lasting impressions of the Scouts at the show was in listening to their conversations about their current restoration project, the 1955 Lyman donated by Mr. Stanley S. Hubbard. Something like, "We are restoring a boat similar to that one (pointing to the closest display of a 17' Chris Craft), and we hope to have it in the water by the Bay Port Marina Boat Show in August. Come back and see it!" They know that BSLOL members are active in helping them with the restoration, and they are excited to complete the project and go boating!

*Editor's Note: Our thanks to Jim McKie and the Sea Scouts for being such a great compliment to our show!*

For those not familiar with Sea Scouting - it is a branch of scouting, not a separate organization. It is based on the same fundamental Scouting Aims and Methods. Sea Scouts follow the core balanced program for their section, but then add a nautical twist to the program and activities, such as developing nautical skills and seamanship training.



## WHAT'S IN A NAME?

by Dave Doner

In the last issue of *The Boathouse* we inaugurated a new feature in which BSLOL members would have an opportunity to share with others how the name resplendent on the transom of their boat came to be. What in the world were you thinking when you came up with that particular name, causing all those looking at your behind to scratch their heads? r. This issue will focus on "Shingobee II" owned by newly-elected BSLOL president Jim Camery and his wife Tammy.

In approximately 1996, I purchased my 1956 26' Chris Craft semi-enclosed day cruiser out of cold storage from Jon Menth. Too many BSLOL members have suffered through my explanations of how "I thought I had the only wooden boat in Minnesota" and how three weeks of light painting and varnishing turned into two years. I don't think I have a monopoly on optimism when it comes to dry rot and leaky head gaskets, though.

I had been using my future father-in-law's cabinet shop on a farm near St. Charles as a home base for the renovation work. I was living in South Minneapolis and on Friday afternoons, as soon as I could get my boss' attention diverted, I'd slip away. Along with my dog Buster, and sometimes my girlfriend Tammy, we would pile into my old VW Bug convertible with cases of paint and caulk and beer and not come home until Sunday night.

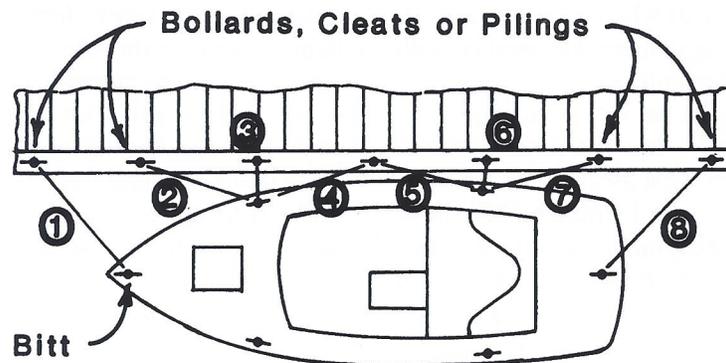
Dean the cabinet maker was as much of a champion of lost causes as any pure-bred Norwegian. He fixed me up with a storage area and put in hours and hours of effort at the bandsaw and I'm sure he made some trips to NAPA and the lumber yard without telling me.

When I was sanding the transom (with 40 grit on a belt sander, of course), I found some small nail holes that looked like they might have been for three-inch or so letters or numbers; I filled them in and went on with varnishing. When it came to naming the boat, I gave no thought to history and stuck on the first thing that occurred to me -

*Rediscovery.* It vaguely sounded like something Nelson might have called one of his frigates at Trafalger and that's as deep as my interest in history went. I did try to acknowledge Dean's contribution in rehabbing the beast by adding the home port as "Clyde, MN" which was more or less an intersection down the road.

Later, I finally got to look at some snapshots that Jon had provided. They clearly show my boat on stands (well, barrels, at least) with the name "Shingobee" in two-inch mailbox-quality letters on the back. A bit of research revealed that while the boat was delivered to Minnetonka Boat Works in Wayzata, it lived most of its life as a basic fishing launch at a resort on Shingobee Bay on Leech Lake. A friend revealed that Shingobee is Chippawa for a cople of aspen. A number of features near Walker are named after Shingobee. The research meshed perfectly with the boat - the nail holes fit the name, the boat's design is excellent for fishing (at least for that era) and Menth had mentioned that he had acquired it up north.

When the original transom finally gave out a couple of years ago, I decided to rename the boat back to "Shingobee II." The myths about bad luck coming from renaming a boat haven't come true yet (other than being elected President of the BSLOL) and "Shingobee" provides a level of purposeful mystery that invites conversation. It lives its life now out of a slip in Wabasha.



- |                         |                           |
|-------------------------|---------------------------|
| 1. Bow Line             | 5. Forward Quarter Spring |
| 2. Forward Bow Spring   | 6. After (Quarter) Breast |
| 3. Forward (Bow) Breast | 7. After Quarter Spring   |
| 4. After Bow Spring     | 8. Stern Line             |

**GADGETS AND KINKS**



*A Department in which Readers of Power Boating Swap Useful Ideas*  
**Cont'd from page 8**

Star 10 product and other the other side we would use the methylene

chloride based stripper. This would give a good comparison of what we would experience regarding time required, effort, and effectiveness of each product.

The morning of the demonstration, I prepared myself with proper dress of the oldest shirt, jeans, and pair of work shoes I owned. There was no sense ruining better clothes before their time was truly up. Phillip showed up that morning dressed in a casual oxford long-sleeved shirt and dress slacks. He unloaded his clean equipment and set up to do this "messy" job. At least, I was dressed for the job and figured I would be doing most of the work. But, no, he said he was comfortable with his dress and would show me how clean and easy a job this would be. Yeah, right!

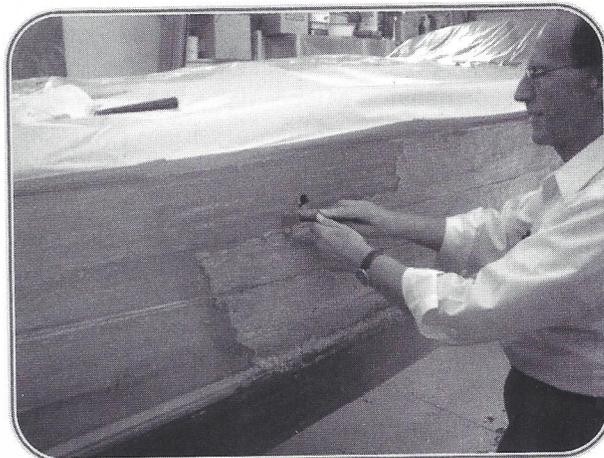
We proceeded. I had prepared the boat by masking off the areas not intended for stripping. Phillip loaded his airless sprayer with his product while I got the camera out to record the process. Moments later, Phillip was spraying the first part of the product called Phase I stripper onto the side of the boat to a thickness of about a dime as seen in the picture below.



Phase I has the consistency of whipped cream and clings to the surface. Though the stripper was applied with an airless sprayer, it can also be applied with a large disposable bristle brush. After he coated the side of the boat, we did the opposite of watching paint dry. There was nothing more to do than wait and watch it eat away at the finish. Now, if this were the typical stripper I would be very busy keeping the stripper wet by reapplying more stripper and scraping that area that was ready to scrape. The stink would be nearly unbearable and I would be wishing the horrible job was finished. Phillip and I talked about the product while we stood there watching the varnish begin to crinkle creating a yellowish appearance. I learned that the product does not have to be reapplied to strip down to the wood. It stays wet and eats the finish down to the wood. In fact it stays wet for hours. You can go in and have lunch while the stripper is working without fear of it drying out. The lack of methylene chloride makes it a "safer" stripper. There were

no overwhelming fumes. Yes, the product does have an odor, but nothing really unpleasant to most users. Ventilation and other health protecting precautions are always wise as with any product of this nature as you see fit.

Given sufficient time, the finish had crinkled and softened so it was time to remove it. My method is to use a four inch wide putty knife. Phillip recommends a small scraper with a very sharp edge to it. With that, he proceeded to remove the finish right down to the wood!



What remained was some filler stain in the wood. He then he sprayed the surface with Phase II stripper using a hand-held spray bottle. Keeping the surface wet with the Phase II, the remaining stain was scrubbed out of the wood with a small Scotch-brite pad and wiped clean with disposable terry cloth towels. No rubber gloves were used, although you might wish to use them if your skin is sensitive to any chemicals and if there is prolonged exposure to the stripper. With a little effort the wood was "clean and dry and ready for the new finish! In most cases you might want to sand the surface to give the surface good "tooth" for the new stain and varnish.

The process was amazingly clean and pleasant. It was fun to take the scraper, which Phillip recommends and sells, and remove the finish right down to the wood. It took less than an hour for the stripper to soften the finish enough where it could be scraped off. It took about another hour or so to scrape and scrub the surface clean of varnish and stain. Phil's and my clothes stayed clean. We used about 1 fi gallons of Phase I stripper and less than a gallon of Phase II for the one side. With two people working, it is reasonable to have a nineteen-foot runabout stripped in about four hours.

As a comparison to the Star 10 product, I later did the other side of the boat with the typical methylene chloride based stripper. The stink was horrible even with an open shop door and ventilation. I was constantly busy applying more to keep the surface wet and working. After scraping off the softened finish, it was disappointing to see I wasn't down to wood and had to apply additional stripper and do

*Cont'd on page 19*

Cont'd from page 18

the scraping process again.

Compared to Star 10, things did not go well although I did get down to the stain eventually. I tried my usual method of a thin coat of stripper to soften the remaining filler stain followed by a wash of 50/50 mix of denatured alcohol and lacquer thinner scrubbing with Scotch-brite. About halfway through the job of removing the stain, I was frustrated with how slow things were going and got out the spray bottle of Star 10 Phase II stripper. The job went quicker from that point on. I spent between three to four hours of constant effort from start to finish on one side. It was not a pleasant job.

The advantages of using Star 10 stripper products were obvious. I hadn't been overcome with stripper fumes, I was clean, the wood was clean and dry, and it was almost fun! There was some mess on the floor, but the next day I scraped it up and disposed of it in the garbage. The cost is a bit more than methylene chloride based stripper, but who cares? When something works this well and is considered safer, I can't help but want to use it again.

If you would like to know more about this product you can go to the web-site at [www.starten.com](http://www.starten.com) or call 800-726-4319. Also, check out the Star 10 ad elsewhere in the *Boathouse*.

Restoring our old boats should be fun. There is a lot of hard work involved in any restoration project so it is good to find a way to make things easier and safer. Star 10 is a product that fits the bill.

So, as I have said many times before, don't destroy it; restore it. Also, protect yourself in the process by using equipment and products that are more user friendly. If you have any questions regarding restoration of your project boat, don't be afraid to call me at 715-294-2415 or e-mail me at [Heggensj@Centurytel.net](mailto:Heggensj@Centurytel.net). I would be glad to discuss your project concerns with you.

Now get out to the shop and get to work. Your boat is calling you.



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

## WINTER WORKSHOPS

**FEBRUARY 11 ~ SATURDAY, 10:30 a.m.**

### PAINTS & PAINTING

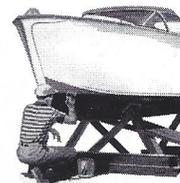
Mahogany Bay

1000 1<sup>st</sup> Ave. No, Lester Prairie MN

Lunch served: \$5.00/person

Reservations required by 5 p.m. Wed., Feb. 8

Call Brad Ernst at 320-395-2854



**MARCH 11 ~ SATURDAY, 10:30 a.m.**

### DECK INSTALLATION

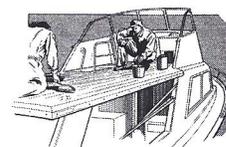
Surewood Boat Restoration Co.

2013 35<sup>th</sup> Ave., Osceola WI

Lunch served: \$5.00/person

Reservations required by 5 p.m. Wed., Mar. 8

Call Brad Ernst at 320-395-2854



**APRIL 9 ~ SATURDAY, 10:30 a.m.**

### POWER POINT Presentation on an original-condition 1941 Chris Craft 19' Custom Barrel Back

Dan Nelson, Nelson Boat Works

8241 Co. Rd., 15, Minnetrista

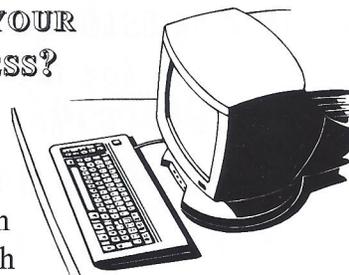
Lunch served: \$5.00/person

Reservations required by 5 p.m. Wed., April 9

Call Brad Ernst at 320-395-2854

### DO WE HAVE YOUR EMAIL ADDRESS?

Due to timing, many of our announcements and notices do not make The BoatHouse in time for an event. To assure we reach as many members as possible, we often utilize use the internet with last-minute changes and events. If you have not been getting "Evites" or other commu-niques from us via email, contact us at [president@acbs-bslol.com](mailto:president@acbs-bslol.com). We'll then have your address and you'll be kept informed!



All activities are on our website:  
[www.acbs-bslol.com](http://www.acbs-bslol.com)

## Let's Get Acquainted!

Our BSLOL chapter has approximately 500 members at any one time. It's safe to say none of us knows everyone. We meet many depending on the events we attend, and get to really know others over time as we frequent the various activities. But, what about those who may live "just around the corner?" How many times have you met someone, and during a brief conversation, (probably about boats) discover you've found a friend? In this feature, we'd like to start that brief conversation right here and get to know a bit about you.

We begin with Jeff Stebbins who, admittedly, is well known to a vast number of us, but how many have never even heard the name? Jeff agreed to get acquainted via this brief introduction.

*I have been boating all my life - I love it - it is my life. When I started as a young boy, our boats were just boats. They hadn't become classics, nor were they collectable. We took for granted what we had and used them accordingly.*

*When I was old enough to purchase my own boat, it was wood because that was the cheapest. They still weren't collectable, although our boats were more cherished and less taken for granted.*

*Today, 30 years after the formation of ACBS, and about the same anniversary of my first boat purchase, I am happy and thrilled to continue being a part of the hobby and this organization. I was Vice President of BSLOL for two years, President of BSLOL for three years, ACBS Director for two years, ACBS Vice President for five years and President of ACBS for two years. Now, happily, I'm back to BSLOL as director at Large.*

Here are Jeff and his dad enjoying a day on the lake in Jeff's 1928 Antique Hackercraft 24' Baby Dolphin, "Sadie."

We're asking all BSLOL members to have this little conversation so we can

*Get Acquainted.*

Send your end of the conversation to [editor@acbs-bslol.com](mailto:editor@acbs-bslol.com).





## **ACBS 2006**

**Follow Me To Tahoe, Tahoe Give Away**

**ONE \$50 TICKET GIVES YOU THE CHANCE TO WIN A  
2007 TAHOE LT**

**Or**

**\$40,000.00 Cash Prize**

**Only 2,000 Tickets Will Be Sold.**

**YOUR ODDS ARE TERRIFIC!**

**All Proceeds Benefit The Antique & Classic Boat Society's  
Scholarship Endowment Fund.**

**Drawing to be held September 16, 2006**

**at the ACBS Annual Meeting and**

**5<sup>th</sup> Annual International Boat Show at Lake Tahoe.\***

**Tickets are available for purchase from your local chapter  
or through ACBS Headquarters. The chapter that has the  
best percentage sales will win \$1,000.00. \*\***

**\* Not necessary to be present to win.**

**\*\* Based on ratio of number of primary chapter memberships to total sales at time of drawing.  
Second and third place prizes of \$750 and \$500 will also be awarded.**

## BOATS STILL IN PROCESS

- ☞ 1925 Dodge Watercar 22' Long Deck Runabout
- ☞ 1929 Hacker Craft 26' Triple
- ☞ 1930 Chris Craft 38' Commuter
- ☞ 1940 Chris Craft 23' Triple Cockpit
- ☞ 1946 Elco 27' Sport
- ☞ 1946 Garwood 17'6" Runabout
- ☞ 1947 Century 16' Sea Maid
- ☞ 1947 Chris Craft 25' Red & White Express
- ☞ 1948 Mays-Craft 23' Utility
- ☞ 1948 Ventnor 21' Racing Runabout
- ☞ 1948 Chris Craft 17' Deluxe Runabout
- ☞ 1949 Chris Craft 22' Sportsman
- ☞ 1950 Chris Craft 17' Special Runabout
- ☞ 1950 Chris Craft 18' Riviera
- ☞ 1952 Higgins 17' Speedster
- ☞ 1952 Chris Craft 22' Sportsman
- ☞ 1955 Chris Craft 19' Capri
- ☞ 1955 Century 16' Seaflyte Runabout
- ☞ 1955 Noeske 16' Utility (Speedboat)
- ☞ 1955 Dunphy 12' Perch
- ☞ 1956 Chris Craft 18' Holiday
- ☞ 1956 Chris Craft 18' Sea Skiff
- ☞ 1956 Correct Craft 15' Atom Skier
- ☞ 1957 Thompson 16' 7" Sea Lancer
- ☞ 1957 Trojan 17' Sea Breeze Deluxe
- ☞ 1958 Century 19' Resorter
- ☞ 1958 Chris Craft 21' Capri
- ☞ 1959 Chris Craft 21' Continental
- ☞ 1960 Lyman 15' Runabout
- ☞ 1960 Chris Craft 25' Cavalier
- ☞ 1960 Shell Lake 16' Runabout
- ☞ 1961 Century 19' Resorter Square Nose
- ☞ 1961 Chris Craft 23' Sea Skiff
- ☞ 1961 Chris Craft 25' Constellation
- ☞ 1961 Owens 29' Express Cruiser
- ☞ 1963 Lonestar 23' Cruiser
- ☞ 1963 Century 21' Resorter
- ☞ 1966 Century 17.5' Fibersport
- ☞ 1966 Chris Craft 48' Constellation
- ☞ 1968 Alumacraft 16' Fishing Boat
- ☞ 1954 Chetek Twin Cockpit

Where in The Process are you?

Call: 952-473-4936  
Email: [datamerj@aol.com](mailto:datamerj@aol.com)

Dear BSL0L Members

You are cordially invited to  
Maureen & Jerry Valley's

### 4<sup>th</sup> Annual Pre-Boat Show Kickoff



Date: Thursday, March 23, 2006

Time: 5 PM - 'til someone falls in the pool

Place: 2430 W. County Road 44  
Eustis, Florida 32726

Beer, soft drinks, tonic & water provided.  
BYOB

We'll have food again, too.

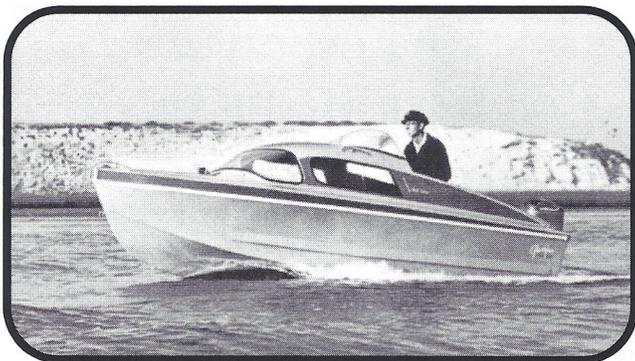
We look forward to seeing our Minnesota friends join  
our Sunnyland friends for the 4<sup>th</sup> year in a row for  
good food, good times and the best of camaraderie.

RSVP please.

Email: [maureenvalley43@comcast.net](mailto:maureenvalley43@comcast.net)

Home phone: 352 357 9382

This event is a private affair and not sanctioned  
either by ACBS or the Sunnyland Chapter of ACBS.



## TAIL FINS AND TWO-TONES: THE GUIDE TO AMERICA'S CLASSIC FIBERGLASS AND ALUMINUM RUNABOUTS

by Peter Hunn

Both a complete history and a detailed presentation of restoration techniques involving the fiberglass and aluminum runabouts that were wildly popular between 1950 and 1970, this detailed guide features runabouts from mild to wild—the latter with automotive-inspired tail fins and colorful paint schemes.

With an examination of the restoration process, including details on specific outboard motors, accessories, and add-ons, this guide to the boats that revolutionized family boating following World War II offers practical advice for both casual boaters and aficionados. Listing nearly 600 aluminum and fiberglass runabout builders, their contact information, company histories, and the boat models they offer, this manual is essential for anyone wanting to authentically restore, equip or purchase a vintage runabout.

Author, Peter Hunn is recognized throughout the United States and Canada as the foremost expert on antique outboard motors and post-war, outboard-powered boats. He is the author of *Beautiful Outboards*, *The Golden Age of the Racing Outboard*, *The Old Outboard Book*, and *The Vintage Culture of Outboard Racing*.

## CLASSIC ALUMINUM BOATS

A brand new resource has been born for those with interests in classic aluminum boats. The new website [www.alumiclassics.com](http://www.alumiclassics.com) has just arrived on the Internet. It was started by Kelly Wood, the founder of [www.fiberglassclassics.com](http://www.fiberglassclassics.com), the website for old fiberglass boats. Although the new aluminum site is in its infancy, it will surely become a major reference spot for people with interests in old aluminum boats.

The Upper Midwest has played a major role in the development of aluminum boats and Minnesota is home to some of the earliest aluminum boat builders. Minnesota firms Crestliner, Lund, and AlumaCraft were formed immediately after World War II and can be considered pioneers of this boat technology.

## SOMETHING WE WOULD NOT TOLERATE TODAY!

In 1962, old worn-out boats were abused. Here is one marina's solution to getting rid of the relics.

They mounted 'em on poles and used 'em for signs! I'm sure they got the attention of drivers. But, boy oh boy – wouldn't it have been nice to have gotten those boats into the hands of some antique and classic boat hobbyists? This way, they potentially could have been saved from a slow, painful death!

Let's turn on the "way-back machine" and step back in time to save these beauties!

*BSLOer Dave Doner had the rare opportunity to sail the Mississippi from Minnesota to Florida. This is his on-the-spot account of that trip.*

I left the St. Croix aboard the 52' Grand Banks yacht "Summer Song", on October 13. The trip so far has been great to say the least. We traveled the length of the approximately 800 mile upper Mississippi River in seven days, ending in Cairo, IL. We then spent part of the next day on the Ohio River to Paducah, KY and then on to the Tennessee River which we are still on. At the moment we are at a marina/condominium complex located near Pickwick, TN, an area on the Tennessee near the Alabama - Tennessee border. We arrived yesterday evening and decided to spend the day here hanging out and getting fueled (500 gallons @ about \$3.00 or so - about 1300 gallons so far) putting on about 250 gallons of water and washing the boat exterior which took the four of us about three hours. We are opting to take our time getting to Mobile Bay due to the hurricane but should arrive there in three or four days via the Tennessee-Tombigbee Waterway. Then it will be a couple of days on auto-pilot heading across the gulf to Ft. Myers and the trip thru the river, lake and canal connecting the gulf to the Atlantic. I will probably jump ship near Sarasota and get a ride with friends up to Mount Dora rather than staying aboard to our ultimate destination of Ft. Lauderdale.

The weather was great for the first week, then a day or two of rain off and on and today gray and cool. We travel from 80 to 150 miles or so a day and stay at marinas, docks connected to some sort of service (beer, food, gas, etc.) or a place that might be the only place we will encounter before it gets too late in the day. We eat on board about half the time or walk to a restaurant as we did in Hannibal, MO or via a car the marina lets us use.

That's about it for now. I'll try and get some pictures off in the next day or two. Luckily, the captain-in-training is a 23 year old from Ft. Lauderdale who knows his way around computers and showed me how to get connected to a wireless service. The primary captain lives in Jacksonville. They are two of the three employees of Mr. Hubbard who live in Florida and are responsible for taking care of and moving his various boats to and from Minnesota to destinations in Florida and elsewhere where they will be used for short lengths of time by family members. There are 8 people back in Minnesota who are strictly employed to look after boats as well.

After about 2000 miles down the upper Mississippi, Ohio, Tennessee, Tombigbee and Black Warrior Rivers to Mobile Bay and then 300 miles across the gulf, we arrived in Clearwater Saturday evening some 16 days later. Jim and Joyce Jurgens, former Minnesotans who now live near Sarasota, picked me up this morning and delivered me back to Mount Dora. All is well. The trip went smoothly.

Dave

*Editor's Note: We're hoping to get some pictures of this trip from Dave which we'll publish for all to enjoy.*



## 1980 RENDEZVOUS ON LAKE MINNETONKA

*(continued from page 13)*



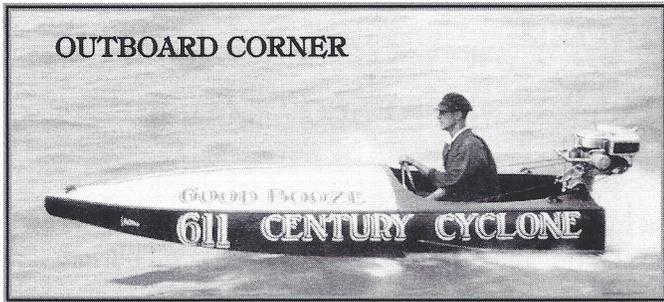
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8



9



**OUT OF THE BARN AND ONTO THE LAKE**  
 by Chuck Petersen

Some of the best stories involving classic boats concern boats that have remained with their original buyers' families since day one. My dad recently wrote an excellent article about his 1953 Switzer Bullet racer that he ordered from the factory and still uses at his Lauderdale Lakes home in southern Wisconsin.

In the article, he mentioned a 12' Baby Bullet owned by his best friend Stu Anderson. This boat was restored in the 1980s with a transom replacement the primary structural issue. A small hull by any standards, Stu's son, Scott and I never really felt comfortable running on the rough waters of our families' home lake. Another issue concerns the power plant. The original Mercury Mark 20H is intact including factory-original paint. The downside involves the need for a bulky metal fuel tank to accommodate the pressure-feed fuel system. With space and weight a key consideration, I chose to build a more practical "user" motor.

From a cosmetic standpoint, I really like the green "melon on a stick", late 1940s - early 1950s Mercury KG models. The hottest looking of the bunch was the 1950-1952 "Super 10 Hurricane" model. The problem here, from a mechanical standpoint, was hard-to-service electronics package and the gravity feed fuel tank. The fuel system is messy and put the wight in the worst possible place from a performance/handling standpoint. The replacement for the gravity KG series and vacuum MK20 series was the MK25 with a crankcase-activated fuel pump. For racers, this offered the ability to mount a simple light weight fuel tank anywhere it made sense in the boat. Well I thought, I have a few of each model, why not mix and match! So I kept the 20H on display as an historic piece and built a hybrid user.

I started with a blueprinted MK25 short block with all the tricks. I purchased a nice KG-7H tower with matching bolt pattern. The innovative step involved mounting the old style tank and starter to the MK25 power head. This was

accomplished by bolting the older style rear water jacket cover and front mounting package. The real beauty here is that the KG-7 looking motor uses the original fuel tank and starter while adding the flexibility of an outboard fuel tank. The motor tank stays dry and basically acts as a home for the recoil starting mechanism. Spark advance is made using the traditional front lever, while carb butterfly adjustment is linked to a racing "dead man's" throttle.

We tested the complete package the Fall at my Three Lakes, Wisconsin cottage. While in 6'4", 240 lb. frame barely fit in, the Switzer planed and performed fairly well with original two blade Mercury prop. My son, Nick, 10, will be ready to try his hand in two years. What a nice starter ride for the young racer. My thanks to Scott Anderson for his support of the project.



I hope my friends at BSLOL had a great off-season. Please consider a trailer to the Three Lakes chain in 2006. With 20 lakes and 110 miles of water, it is a classic boater's paradise. Lots of first class accommodations and waterfront dining with minimal traffic to worry about. I would be glad to join you for a cruise.



## CALENDAR OF EVENTS

### OFFICIAL BSLOL EVENTS & UPPER MIDWEST CLASSIC BOAT SHOWS & DISPLAYS

#### FEBRUARY

**11 ~ BSLOL ~ EDUCATIONAL WORKSHOP** at Mahogany Bay, 1000 1st Ave. No, Lester Prairie, MN. **Topic:** PAINTS AND PAINTING. Reservations required. \$5.00/person, includes lunch. For more information, email Brad Ernst at [vp1@acbs-bslol.com](mailto:vp1@acbs-bslol.com) or call him at 320-395-2854.

#### MARCH

**11 ~ BSLOL ~ EDUCATIONAL WORKSHOP** at Sherwood Heggen's Sure-Wood Boat Restoration Co., 2013 35<sup>th</sup> Ave., Osceola WI. **Topic:** DECK INSTALLATION and with Sherwood, probably, clever solutions to difficult woodworking situations. Reservations required. \$5.00/person, includes lunch. For more information, email Brad Ernst at [vp1@acbs-bslol.com](mailto:vp1@acbs-bslol.com) or call him at 320-395-2854.

**17-19** – Boating Life in the Sinatra Era. 2006 Boating History Symposium held at the Antique Boat Center in Cincinnati, OH. Sessions on: the preservation vs. restoration debate; Chris-Craft boats of the 1950s; Up and coming collectible boats; Early fiberglass boats; Century boats of the 1950s; Glaspar, Glastron and other masters of fiberglass; "Contemporary Classic" wooden boats; and Hard or Soft: the Choice in Bottoms. For more information visit [www.abm.org](http://www.abm.org) or call 315-686-4104.

**23-26** – Mt. Dora (FL) Antique Boat Festival hosted by the Sunnyland Chapter. For more information, email [fiest@cubic.com](mailto:fiest@cubic.com) or call 407-514-1529.

#### APRIL

**8 ~ BSLOL ~ EDUCATIONAL WORKSHOP** at Nelson Boatworks on an ORIGINAL-CONDITION 1941 CHRIS CRAFT 19' CUSTOM BARREL BACK. Seminar given by Dan Nelson, Nelson Boat Works, 8241 Co. Rd., 15, Minnitrista, MN. The tour of Dan's shop is worth the trip itself. Reservations required. \$5.00/person, includes lunch. For more information, email Brad Ernst at [vp1@acbs-bslol.com](mailto:vp1@acbs-bslol.com) or call him at 320-395-2854.

#### MAY

**21 ~ BSLOL ~ NEW MEMBER MIXER** at Al and Alma's on

Lake Minnetonka. Dinner in the restaurant followed by a cruise on the lake. Details to follow, for more information contact Jim Camery at [president@acbs-bslol.com](mailto:president@acbs-bslol.com) or call the hotline at 952-934-9522.

#### JUNE

**2-4** – Minnesota Messabout at Lake Pepin held at Hok-Si-La Municipal Park & Campground, Lake City, MN. A gathering of mostly homemade boats, including kayaks, canoes, sailboats, and powerboats. Camping, picnics, camaraderie. For camping reservations call 651-345-3855 or 651-345-5383. For more information on the event contact organizer Bill Paxton at [Bill@PaxtonConsulting.com](mailto:Bill@PaxtonConsulting.com) or visit the event website at [www.paxtonconsulting.com/2006\\_MN\\_Messabout.html](http://www.paxtonconsulting.com/2006_MN_Messabout.html)

**16-18** – North House Folk School Wooden Boat Show and Summery Solstice Festival. Displays, boat and tool auction, restoration and crafts demonstrations. North House Folk School, 500 West Highway 61, Grand Marais, MN. For more information, call 218-387-9762 or email [info@northhouse.org](mailto:info@northhouse.org)

**17-18** – 2<sup>nd</sup> Annual Eagle River Antique and Wooden Boat Show held at the Wild Eagle Lodge, Eagle River WI, from 9:00am – 5:00pm. All proceeds for this event will benefit Special Olympics. For more information, contact Jo Daniel at the Wild Eagle Lodge at 877-945-3965.

**17-18** – Lakeshore Festival of Small Boats held at the Manitowoc Yacht Club, Manitowoc WI in conjunction with the Wisconsin Maritime Museum. Boats and motors from the Museum and from private collectors will be on display. For more information, call 920-684-8226 or email [galleryeast@milwpc.com](mailto:galleryeast@milwpc.com).

**24 ~ BSLOL ~ ON-LAND DISPLAY OF BOATS AT CITY OF MINNETONKA SUMMERFEST & 50<sup>th</sup> ANNIVERSARY**, Minnetonka, MN. Free to public. Details to follow, for more information contact Jim Camery at [president@acbs-bslol.com](mailto:president@acbs-bslol.com) or call the hotline at 952-934-9522.

**24** – City Dam Days Celebration held in Little Falls, MN. Display of antique and classic boats. Non-judged with emphasis on fun. For more information call the Little Falls

## CALENDAR OF EVENTS

### OFFICIAL BSLOL EVENTS & UPPER MIDWEST CLASSIC BOAT SHOWS & DISPLAYS

Convention and Visitors Bureau at 800-325-591.

#### JULY

**8** – Minnesota Lakes Museum Classic Boat Show held at the Arrowwood Resort, 2100 Arrowwood Lane Northwest, Alexandria, MN. For more information call 320-762-1124 or email to [resort@arrowwood.com](mailto:resort@arrowwood.com)

**14-16** – 10<sup>th</sup> annual Clear Lake Antique and Classic Wooden Boat Rendezvous held at the Sea Wall/City Park Area, Clear Lake, IA. Displays, fun, free admission. For more information, contact Thomas Smidt at 641-823-4310 or email [smidcrp@iowatelecom.net](mailto:smidcrp@iowatelecom.net).

**19** ~ BSLOL ~ MINNEAPOLIS AQUATENNIAL TORCHLIGHT PARADE, featuring a boat provided by BSLOL.

**22** – Whitefish Chain Antique and Classic Boat Rendezvous, Cross Lake MN. Displays, awards, dinners. For more information, email to [info@explorebrainerdlakes.com](mailto:info@explorebrainerdlakes.com) or call 800-450-2838.

**23** ~ BSLOL ~ MINNEAPOLIS AQUATENNIAL CLASSIC BOAT DISPLAY at Thomas Beach, Lake Calhoun. Details to follow, for more information call the hotline ~ 952-934-9522 - or contact Jim Camery at [president@acbs-bslol.com](mailto:president@acbs-bslol.com).

**28-30** - 15<sup>th</sup> Annual Minocqua Antique & Classic Wooden Boat Show, Bosacki's Boat House, Minocqua, WI. Woody car display, live music. For more information, call 715-356-5266.

**29** – 8<sup>th</sup> 2006 Lake Superior Wooden Boat Show at Barker's Island Marina in Superior, WI. The show is the largest wooden boat show on Lake Superior featuring vintage and new wooden boats of all kinds - pulling boats, runabouts, sailboats, canoes and kayaks. Informally judged. Boat parade on St. Louis Bay follows the show, weather permitting. Free to the public. For entries call 218-722-7884 or email [paulvg@vgvh.com](mailto:paulvg@vgvh.com); for general info call 800-942-5313. Event website is [www.woodiesonthewater.com](http://www.woodiesonthewater.com).

**29** – Lake Okoboji Wooden Boat Show hosted by the Jerry Dyhrkopp/Iowa Great Lakes Chapter. Arnolds Park,

IA. For more information, please contact Michael Hagen at 712-330-6506 or email to [mike@hagangroup.com](mailto:mike@hagangroup.com).

#### AUGUST

**5-6** - 16<sup>th</sup> Annual Door County Maritime Museum Classic & Wooden Boat Show. Maritime Museum, Sturgeon Bay WI. Classic boats, Sikaflex Boat Building Contest, demonstrations, maritime exhibits. Games for kids, food & fun. For more information, contact 743-5958

**12-13** ~ BSLOL ~ ST. CROIX CONCOURS d'ELEGANCE Antique and Classic Boat Show, Bayport Marina, Bayport MN (St. Croix River). Pre-event mini-cruises, displays, vendors, rides, evening events. For more information, please contact [bayportshow@acbs-bslol.com](mailto:bayportshow@acbs-bslol.com) or call the hotline at 952-934-9522.

**11, 12, 13** – Thompson Antique and Classic Boat Rally at Nestegg Marine, Marinette WI. Boat rides, in-water boat parade, picnic, lapstrakes. For more information, contact Andreas Rhude at [thompsonboat@msn.com](mailto:thompsonboat@msn.com) or at 612-823-3990.

#### SEPTEMBER

**3** – Lake Vermilion Antique and Classic Boat Show hosted by the Lake Vermilion Resort Association at the Landing Supper Club, Cook MN. For more information, contact [boats@lakevermillionresorts.com](mailto:boats@lakevermillionresorts.com) or call 800-648-5897.

**9-10** ~ BSLOL ~ 31<sup>ST</sup> ANNUAL ANTIQUE AND CLASSIC BOAT RENDEZVOUS, Maynard's Restaurant, Lake Minnetonka, Excelsior, MN. Pre-event mini-Cruises, dinners, displays. For more information, please contact [rendezvous@acbs-bslol.com](mailto:rendezvous@acbs-bslol.com) or call the hotline at 952-934-9522.

#### OCTOBER

**TBA** ~ BSLOL ~ FALL COLORS CRUISE on Lake Minnetonka, MN. Fun and camaraderie. Details to follow.





**SEE THE SCENIC SIERRAS  
 ACBS ANNUAL MEETING  
 AND BOAT SHOW  
 LAKE TAHOE 2006**

The Hyatt Regency Lake Tahoe, Incline Village, Nevada, will be your meeting headquarters, with the Sierra Boat Company hosting the annual boat show. Arrive on September 10 to insure your spot in the pre-events. The Northern Calif./Lake Tahoe chapter is now planning your pre-events for Monday, September 11, Tuesday the 12<sup>th</sup> and Wednesday the 13<sup>th</sup>. The annual meeting will take place Thursday, September 14 and the boat show the 15<sup>th</sup> and 16<sup>th</sup>.

Lake Tahoe was first visited by the Washoe Indian tribe 10,000 years ago. They are still present here at the lake. Captain John Fremont was the first Euro-American to see the lake in 1844 followed by gold seekers in 1849. Lake Tahoe's elevation is 6,225, its length is 22 miles and its width is 12 miles. The surface area is 192 square miles; the maximum depth is 1,645 feet and has a shoreline of 72 miles. You are invited to come FLOAT YOUR BOAT on 37 trillion gallons of water.

**Play Golf?** Incline Village is home to two golf courses, The *Mountain Course* and the *Championship Course*, a Robert Trent Jones Sr. creation. Both courses offer spectacular lake views. There are other golf courses within a short drive of the hotel too numerous to list.

**Like heights?** Visit Squaw Valley USA and take the tram to High Camp, Elevation 8200 for a view without end. While there, have lunch, take a dip in the swimming pool or try ice skating at 8200 feet.

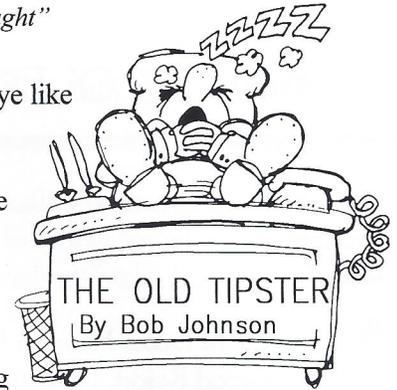
**How do I get there?** Book your flight for Reno International Airport and pick up your rental car. When leaving the airport, head South on Highway 395 to Mt. Rose Highway (431). The views will be spectacular as you climb the Mountain and the descent will afford breath-taking views of Lake Tahoe. Be sure to stop at the scenic outlooks. Turn left at the end of Highway 431 and continue until you turn right at Country Club Drive. This will take you to the hotel.

**RESERVATIONS REQUIRED!** As of September 29, 34% of our room blocked was booked. Call 800-233-1234 now. On line visit [Laketahoe.Hyatt.com](http://Laketahoe.Hyatt.com), click rates&reservations, group/company ACBS. Single/double occupancy is \$179. Guest rooms available up to a two-bedroom lake-side cottage for \$800.

**WILL YOU BE JOINING US FOR DINNER?** When the meeting reservation forms are published, do not delay in registering. The Saturday night dinner will have limited seating; don't be left out, register early. Tom O'Rourke, chairman  
 2006 Annual meeting  
[Toro101746@aol.com](mailto:Toro101746@aol.com)

Reprinted from the "Dry Wrought" newsletter, November, 1989.

"When the moon hits your eye like a big pizza pie...." That's my musical lead in for another fantastic "Old Tipster" article that I hope my writing idd, Joe Soucheray (Saint Paul bookwiter & newspaper columnist) will be proud of.



Today we're not talking about the moon hitting your eye but the rain hitting your eye. Have you ever been out in your boat for a ride, picnic or a swim when suddenly you notice a rainstorm is about to hit? You tear back towards the launch ramp or your boat dock when it breaks loose with rain and thunder all around and you're caught in it. Remember how those little innocent raindrops stung your eyeballs as you tore down the lake. You put your sunglasses on but you couldn't see through them so you stuck your head right up to the windshield which took stinging rain bullets out of your eyes but you couldn't see thru it either because the drops just stayed there.

Well fear not, the "Old Tipster" has the solution for you. Its an old product which I rediscovered. Its labeled 'RAIN-X'. You meticulously clean your windshield and apply the "RAIN-X" magic fluid as directed on the bottle. This stuff does not allow the water drops to stick to the windshield, so you can see thru it amazingly well even in a heavy rain.

It works just as well on your towing vehicle especially for bugs. I recently towed a boat across country and had occasion to clean my windshield off about 30 times. Those night-tine bugs can be difficult to remove but I found a couple of quick swipes were all I needed after the RAINX" treatment. A note of caution to those dumbos among you! I'm sure this would prevent your varnish from sticking on a recoat, so don't put it on the varnish work please!

Ah yes, the last tip, Mrs. Menth wherever you are and for all other queens of the laundry room. Those dock and anchor lines get dirty and stiff as time goes on but it doesn't have to be that way. No, not with help from me! Just tuck those dirty stiff ones in the Maytag for a good cycling clean then let them sit over night on a soak cycle with a cup of 'Downey' fabric softener in the water. In the morning, after you have made the captain breakfast, just slip away and spin the water out of the lines and hang out for all the neighbors to marvel at. If you want to keep your agitator from getting all tied up put the lines in one of those mesh laundry bags for delicates.

Gotta Go, See Ya Next Time



## NEW CHRIS-CRAFT ANTIQUÉ BOAT CLUB FORUM IS ONLINE

To all CCABC Memberclicks list members:

We have been working diligently to build a discussion architecture as a replacement for the Memberclicks system that we have been on for a number of years. As we asked all of you for your thoughts, several "wishes" immediately came to the surface:

1. Better spam control
2. Archiving capability
3. Keyword search across all posts

The overwhelming majority (upwards of 95%) of you voted for a web- based forum. To that end, our new forum, Boat Buzz, is located here:

<http://www.chris-craft.org/discussion/>

When you load this page, you will see what the general public sees. The public will see that the club has an online discussion board. As well, they will be able to see the general categories and the post activity (date, time, poster, etc). But, the information traded in Boat Buzz, is for members only and is only accessible with a user name and password. There is an option on the forum to automatically log-in. For those of you who are not on a public computer, you can choose this option if you desire.

Once you load the Boat Buzz home page, you will see a "REGISTER" link at the top of the page. Click on this link and fill out the member profile form. I would like to encourage you all to use your actual preferred name as your log in name. I think that it will help us all get to know each other...a bit more so than "riv55007". Of course, if you are a bit more cautious about putting your name out there, go ahead and use your preferred handle.

**A COUPLE OF FAIRLY IMPORTANT THINGS:** On the profile form, under "Timezone" you will see a pull-down...labeled GMT -X or +X. This stands for Greenwich Mean Time and each of us lives in a GMT zone...otherwise known as Eastern Time, Central Time, etc. Eastern Time: GMT -4 , Central Time GMT -5, Mountain Time GMT -6, Pacific Time GMT -7.

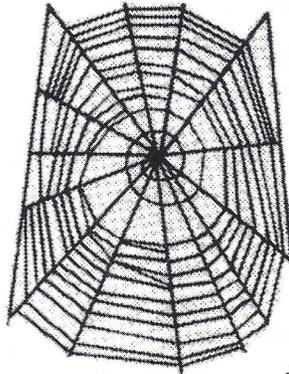
This is a fairly important thing to get right if you want your posts to reflect the correct time. What you cannot see on this message is the list of 500 or so other names that have blind carbon copied on this message. This list of email addresses has been provided to me from Wilson Wright, who got it from the memberclicks database. Since I have no way of associating email addresses with specific users, (and if there are spammers on this list for that matter), there is a hoop that we put in place to double check identities. When you fill out your member profile form, the request will generate an email to me, personally. I will compare the request with Wilson, to verify that the request is coming from a club member. If it is a valid club member request, I will do my best to keep up with the traffic and to "allow" all of the real members in. You will get an email response from the system when you are "cleared".

You can click the "FAQ" link at the top of the page if you have questions. Everything that you might need to know is there. Also, if you click the "Digests" link, you will be notified by email via a daily digest. This digest will be sent to you at the time of your choosing.

Again, It is my goal to post an instructional PDF for those who are a little more confused by these issues. I will do my best to have this posted by the end of this week.

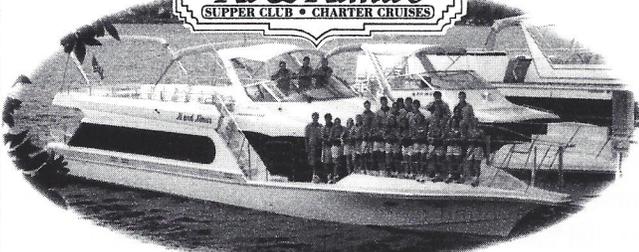
**DISCLAIMER:** In the web development/software programming world, this iteration of Boat Buzz would be referred to as Beta. That is to say, "we know that there will likely be some bugs or glitches to work out." But we cannot test effectively without generating some traffic, so go ahead and create some traffic for us. Unfortunately, you are all our guinea pigs here. Enjoy.

Bill Basler



Daryl Geyen  
Owner

Jay Soule  
Manager

5201 PIPER ROAD, MOUND, MN 55364 + 952-472-3098  
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 to give you  
**\$17,000.**

*(Guess that's why they're called insurance adjustors.)*



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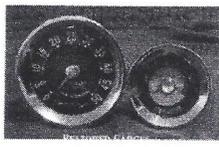
Contact Jan Nielsen for a Quote  
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[www.westwindhardwood.com](http://www.westwindhardwood.com)  
 1-800-667-2275

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**Dale Kocian**

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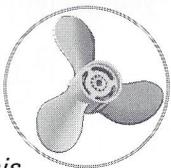
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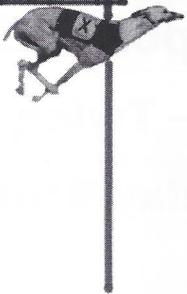
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# THE TRADING DOCK

●**1958 RICHARDSON 35' SEDAN CRUISER** - Twin Chrysler Crown gas engines. Completely refinished inside & out. Fully equipped. Sleeps six. A fun family boat to use or to show. \$25,000 For complete specs & additional pictures, email [rhsail@juno.com](mailto:rhsail@juno.com)



(M1005)

●**1955 THOMPSON 14' THOMBOY** very rare mahogany/cedar strip outboard runabout (less than a dozen known to exist) two-toned decks. Needs major restoration, comes w/1995 Shoreland'r trailer & rare appropriate small "Thompson" chromed logos. No motor \$2,000.



(M0805)

●**1958 CHRIS CRAFT 18' CONTINENTAL** - A great original-condition boat. Upgrades include ceiling panels removed & refinished, interior flooring replaced w/Armstrong Marmolex linoleum. New fuel pump, fuel tank sealed & new sending unit installed. New oil/water separator, motor mounts. All gauges work &/or restored. Twin updraft carburetors on 131 hp KFL engine rebuilt. Upholstery in good condition. Prop restored to factory specs. Includes mooring cover and Karavan trailer. Winterized. Stored inside - Burnsville MN area. \$16,500. Call Dave 952-835-2549.



(M1005)

●**1965 THOMPSON 18' SEA LANCER** - outboard lapstrake recently restored w/varnished decks, water-tested & ready to go. High freeboard great for family boating, dry clinker ride. 1967 Mercury 110 hp outboard. No trailer. \$6,999 or best offer. A.J.Rhude: 612-823-3990, email: [ajrhude@aol.com](mailto:ajrhude@aol.com)



(M0805)

●**PRIVATE COLLECTION OF OLD WOOD BOATS** - Outboards, runabouts, canoes, duck Skiffs and row boats to restore. 952-476-4364.

(M0805)

●**1968 CENTURY 19' RESORTER** - Gray Marine V8 Runs and floats. Needs a couple planks a Strip stain and varnish Great starter boat \$5,000. Joel 651-248-7314



(M1005)

●**1940s RHINELANDER 16' PILOT** - model 50 guide boat. Good condition, needs paint. Owned since 1949, stored near Fountain City, WI for past 20 years. \$5,000.00. Dan Lorenz, 10754 Santa Fe Dr., Sun City AZ 85351 Phone: 623-435-9223.

(M0106)

●**1967 CENTURY 15' RESORTER** - 289 Ford interceptor, Boat is all original very dependable and water ready. Great ski boat!! \$10,000. Joel 651-248-7314

(M1005)

●**1964(?) THOMPSON 16' SEA COASTER** - one-owner boat, original condition. Has been stored indoors & shows only normal wear from minimal use. Clean & in good condition. 85 hp Mercury recently refurbished & in very good condition or would be an easy restoration. Additional photos available. \$2000. Call Jim 715-386-2558.



(NM1-06)

●**WANTED: CHRYSLER OUTBOARD MOTOR** 3 to 8 hp, in good original running or complete, fixable condition. Long tailshaft preferred. Must be a Chrysler, not Sea King or off-brand. Reasonable price please - wife has me on a strict budget! I'll give your old Chrysler a good home. Bob at 612-202-5471

(M1005)

●**1963 CENTURY 17' RESORTER** - Gray Marine V8, Excellent condition, new bottom, New upholstery. Just a beautiful little boat that is water ready. \$10,000.00 Joel 651-248-7314



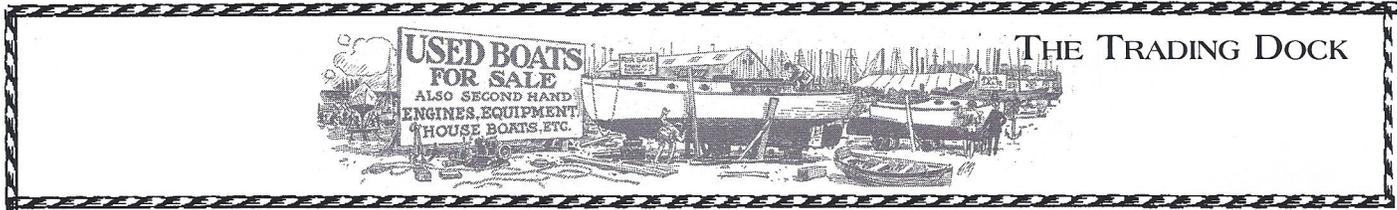
(M1005)

●**1960 CHRIS CRAFT 20' SEA SKIFF** - very good condition, covered slip in summer, indoor storage in winter. Re-manufactured Chris Craft 283 V8 Engine - 423 hrs. Completely refinished 2005. Single Axle trailer. Complete equipment list & pictures available. Appraised by marine appraiser Call 218-224-2505 for further information.



(M0805)

*Trading Dock continued on next page.*



●1959 CHRIS CRAFT 26' SEA SKIFF - Call Clark Anderson 952-918-0543 . (M1005)



●1947 CHRIS CRAFT 17' DELUXE RUNABOUT - 95 hp engine, 5200 bottom, 12 volt, Petronix ignition, very reliable user boat! \$15,000 or BO. Ron Martens 952-471-3487 or email: [ronm@abm-highway.com](mailto:ronm@abm-highway.com) (M06+3-05)

●1965 CHRIS CRAFT 17' SUPER SPORT - very low hours, good condition, storage trailer - \$13,000. Call Tom 612-868-8977. (M0805)



●1949 CHRIS CRAFT 22' SPORTSMAN - Very good condition with new bottom. Re-powered with CD & AM/FM. Single axle trailer with brakes - \$29,900. Call Mitch at 952-471-3300 or see photos at <http://www.classicboat.com/classicboats-22-sportsman-37dhtm> (M0805)

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*Questions? Contact the editor at [editor@aol.com](mailto:editor@aol.com) or call 952-473-4936.*



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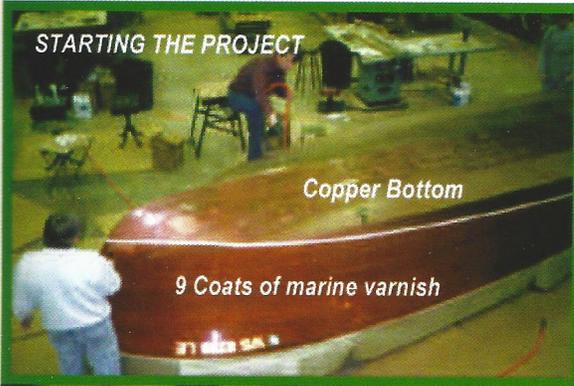
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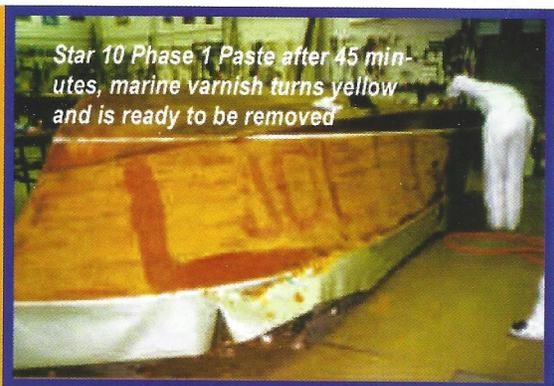


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