

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

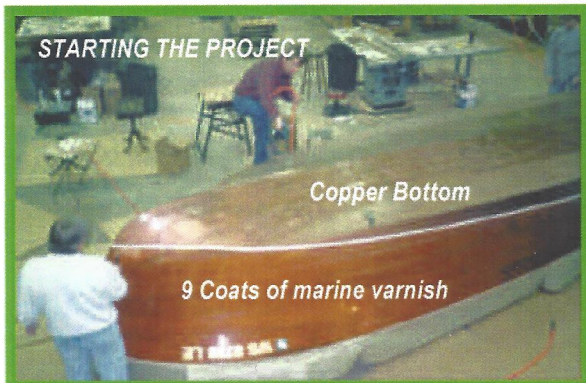


**THE BOATHOUSE** ®



**Vol. 29 No. 3**  
**Summer 2006**

STARTING THE PROJECT

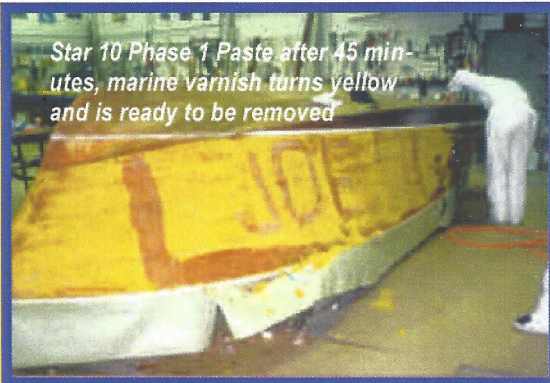


Copper Bottom

9 Coats of marine varnish

Star 10 Stripper  
Contains No  
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Or Methylene  
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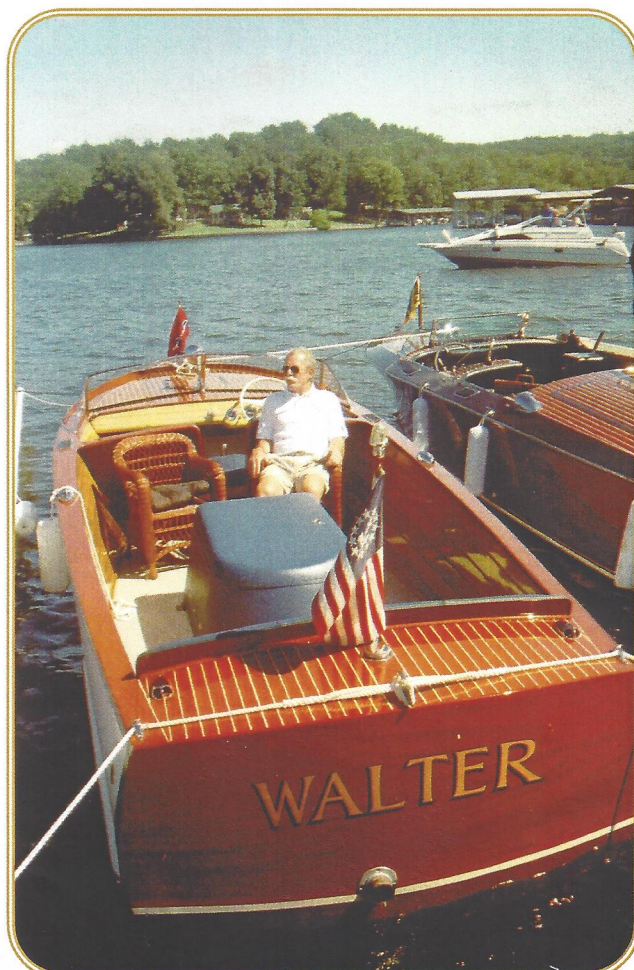
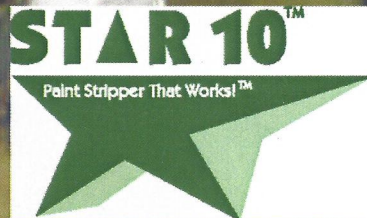
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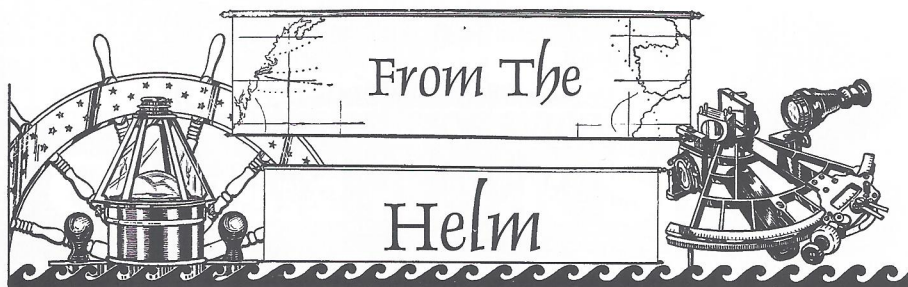
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Jim Camery  
 BSLOL President

Summer is here, boats are in the water, and the display and show season is in full swing. BSLOL has already had displays in Minnetonka, Long Lake and at White Bear. The White Bear display was an especially fun event with many boats in the water and a substantial shore display. Pat Oven stepped up to the plate and organized 100% of the event, which we would like to repeat next year. Thanks for your work, Pat!

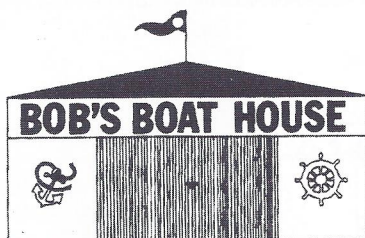
There are many more displays and cruises right around the corner. A key one is the Minneapolis Aquatennial display at Thomas Beach on Lake Harriet where we have the opportunity to meet thousands of people and distribute literature. Everyone is encouraged to stop by on July 16 and enjoy our show and other Aquatennial events happening that day.

Planning for the two big in-water shows continues. The Concours show at Bayport on the St. Croix will be similar to last year, but with a few more awards. If you haven't received an application packet, please contact Georgi Flory to get signed up.

We've decided to make a big change to the Rendezvous on Lake Minnetonka and have eliminated the admission charge. Although the fee generated some revenue, the Board has decided to request non-perishable food items for the local area food shelf instead. This work very well at the Bayport show last year. Please let everyone you speak to about the show know about it so we can make a much-needed contribution to this worthy cause.

Jim

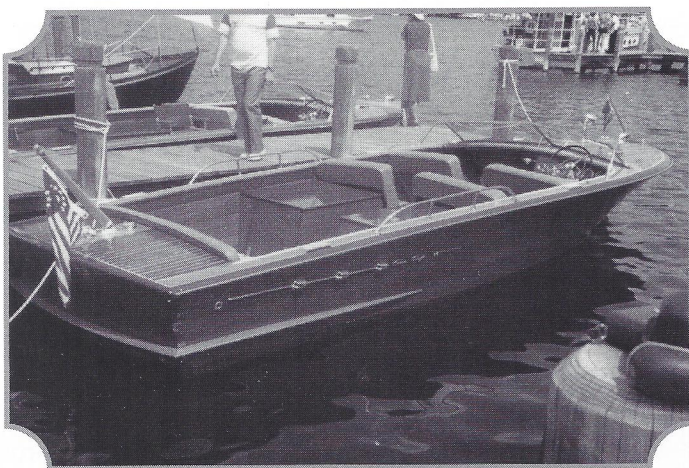
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Reflections of Bob Speltz from his personal photo album.



1955 26' Chris Craft Continental  
(2) 145 hp Chris Craft engine. "Re-Discovered"



1966 OldTown OTCA 17'. A "light weight" model with original Dacron covering. Original. (Owner:) Alan Lizee - 1988

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

#### MISSION STATEMENT

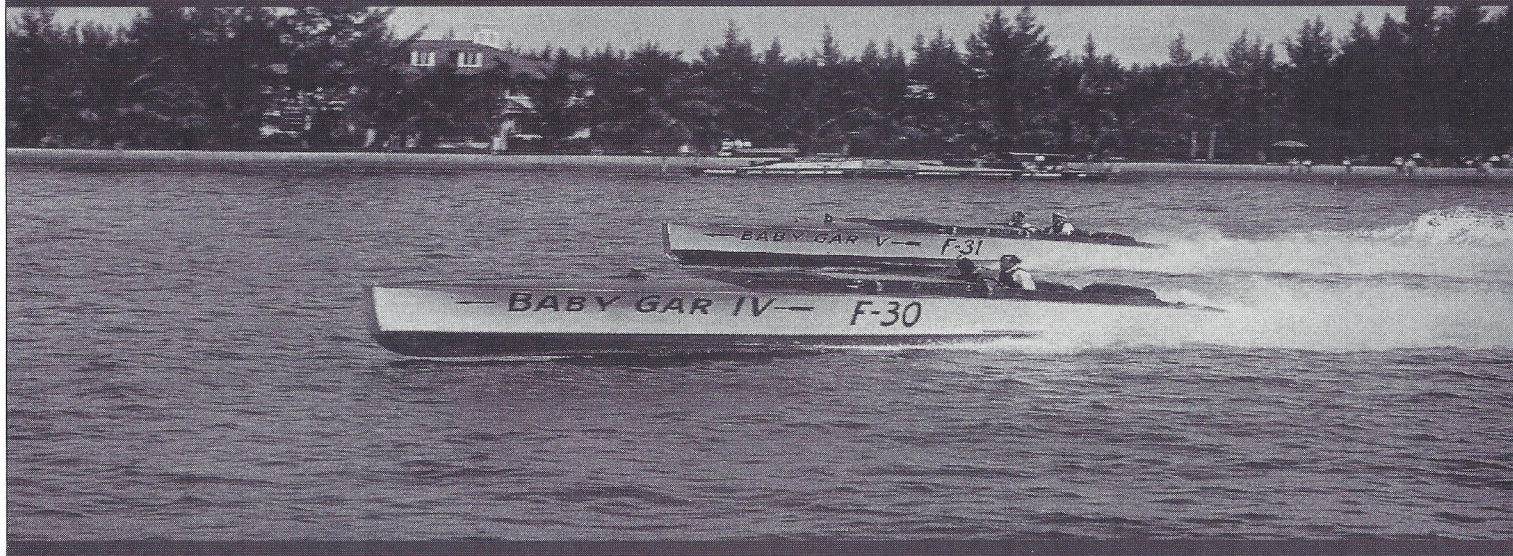
To promote the preservation and enjoyment of antique, classic and special interest watercraft of all types, both powered and non-powered by:

- 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.





# St. Croix Concours d'Elegance Antique & Classic Boat Show



Featuring the 1925 Water Speed record holders Baby Gar IV & V

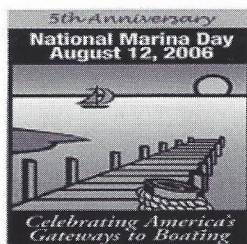
**Saturday, August 12, 2006**  
**9:00 am to 4:00 pm**

**Bayport Marina**

Exquisite Classic Boats  
Exhibits—Music—Food

St. Croix Valley Amphicar  
Club Display

Antique Cars



**Sunday, August 13, 2006**  
**9:00 am to 3:00 pm**

**Bayport, MN**

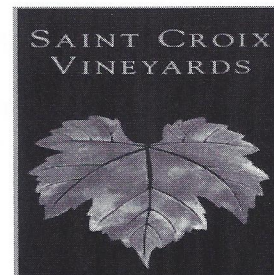
Donations will be accepted  
for the  
St. Croix Valley Food Shelf

For more information  
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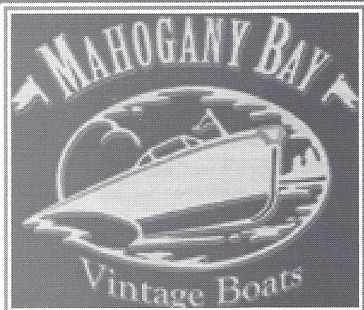
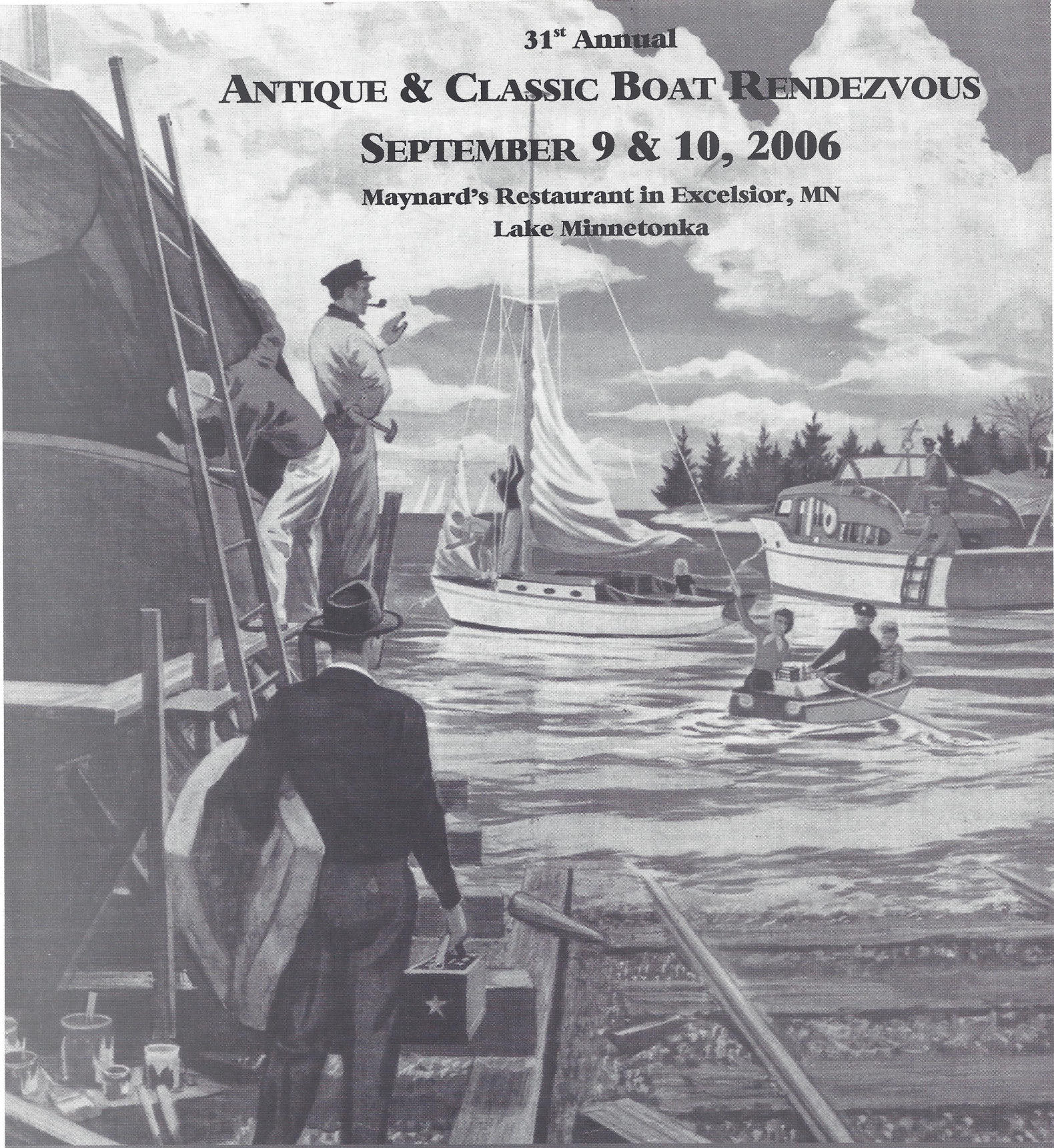


31<sup>st</sup> Annual

# ANTIQUE & CLASSIC BOAT RENDEZVOUS

## SEPTEMBER 9 & 10, 2006

Maynard's Restaurant in Excelsior, MN  
Lake Minnetonka



**MAYNARD'S**  
restaurant





# Welcome Aboard!

## St. Croix Concours d'Elegance August 12 & 13, 2006

FEATURING THE LEGENDARY BABY GAR IV AND V.

These two boats have not run together since 1925 in New York. Now owned by F. Todd Warner's Mahogany Bay, both will be side by side for all to see and step back in time to May of 1925.

These Gentlemen's Racers were an invention of Garfield Arthur Wood. Gar Wood was a multi-patent holder in American history, most known for the invention of the hydraulic lift mechanism. Through his many inventions and business sense, Gar Wood made millions and was able to explore race boats, a passion of his since childhood growing up in Minnesota. Born and raised in St. Paul, Gar's father was a ferryboat captain on Lake Osakis and he would often take his eldest of 13 (Garfield) to work as crew on the ferry. It was a common practice of the time for ferryboat captains to stage races among themselves. Gar realized at a very young age, speed on the water meant recognition and fame.

The birth of the Baby Gars were the result of the American Power Boat Association regulations. This upset Gar Wood but did not deter him — hence the birth of the Baby Gar Gentlemen's Racers. In opposition of the limitations of power, Gar Wood and his mechanic, Orlin Johnson, would show up to race in evening attire complete with top hats and of course, Gar Wood's Liberty V-12 powered Baby Gar's would always win.

The most recognized fame of the Baby Gars comes from the race between the Baby Gars and the Twentieth Century Limited Train. This was a race to prove Gar Wood's boats were the fastest in the world. A similar race was held and won by Wright powered TEASER in 1924. This did not sit well with Gar Wood, so a challenge to a race between the Baby Gars, Teaser and the Twentieth Century was made.

On May 26 1925, Gar Wood and his brother George were off to challenge the Twentieth Century Limited from Albany to New York. Richard F. Hoyt's TEASER declined the challenge. This event was huge. With broadcast coverage on the radio and thousands of spectators looking on, Gar Wood proceeded to win the race by 20 minutes over the train.

With their newfound fame style and power, the wealthiest gentlemen of the time, 60 in all, ordered the Baby Gars. Some of the note worthy names to own a Baby Gar were Edward Noble, William Randolph Hearst, and P.K. Wrigley. Baby Gar IV and V stats: 33' long, 500 HP Liberty V-12 engine, stepped V bottom Gold Cup Runabout

The 2006 St. Croix Concours d'Elegance again will be free to the public we are asking that you bring a nonperishable food item to benefit the St. Croix Valley Food Shelf. Last year we raised 300 pounds of food for the Shelf.

Food concessions will be run by the Mendota Ship Sea Scouts with proceeds benefiting the Sea Scouts projects. Saint Croix Vineyards will be on hand selling their best Stillwater vintages. Come join us and admire beautiful antique and classic boats, cars, and motorcycles and stay for great food, wine and music.

Charles & Lori Deremer  
Fargo ND

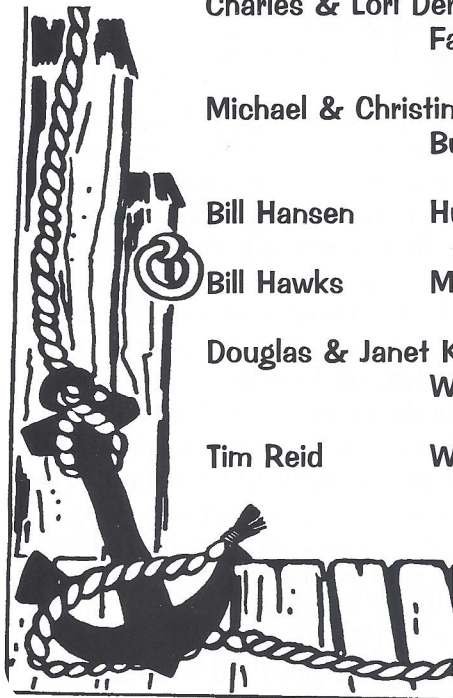
Michael & Christin Foss  
Burnsville MN

Bill Hansen Humbolt IA

Bill Hawks Minnetrista MN

Douglas & Janet Kraemer  
White Bear Lake MN

Tim Reid White Bear Lake MN



### Old Boats Make Display Signs

A number of old boats and motor shells are used as display signs along the Lancaster Pike (Pa.) that runs by the Pelican boat sales location. With all types of billboards dotting the main highway, Pelican management finds these signs stand out distinctly and have helped to bring traffic to the store. The display value of the old boats is said to be much greater than their resale value.



Old boats are mounted permanently with 4 in. steel tubing set in a concrete base.

One side of the boat tells the motorist the distance that remains until he reaches Pelican. The other side bears a message telling how short a distance it is to turn back to get to the store.



# GADGETS AND KINKS



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

## **SHEER CLAMP REPLACEMENT MADE EASY**

### **OR The Taming of the Sheer Clamp**

by Sherwood Heggen

One of the most difficult frame members to replace correctly on a wooden boat is the sheer clamp. It is basically a batten located at the top of the topside frames and at the junction of the sheer plank (the top plank on the topsides) and the covering board (the outer deck plank) on the deck. To remove the sheer clamp, the covering boards and sheer planks must be removed.

The sheer clamp runs from the stem to the transom and is made of white oak. What makes this piece so difficult to make correctly is that it not only bends around the frame against its flat side, it also bends against its edge - a compound bend.

The only way that shape can be obtained is by steaming it in a steam box and then bending it to shape. I have attempted to steam this part and bend it into shape using the boat as a bending jig. The result was a miserable failure using this method. The end result is a sheer clamp that bends around the frame of the boat and looks pretty good at first glance. However, the bottom edge twists outward resisting to lay flat against the topside frame. The problem then is that the topside planks don't have a fair surface to screw to. To overcome the bottom edge of the sheer clamp twisting out, I have tried clamping it to the frames fresh out of the steamer. Then, the sheer clamp did lay flat against the frames, but the bottom still twisted out between the frames.

How in the world did the factory get these pesky, simple strips of wood to lay fair along the length of the hull?! Well, I don't know, but I will tell you how I did it.

Maybe we should first establish why the sheer clamp would need replacing. If it is going to be such a big deal to replace, we better make sure it will be worth the effort.

The sheer clamp is located in an area of the boat that is subject to moisture and heat - the two main ingredients for wood's demise. The sheer clamp gets wet by moisture entering at the junction between the topsides and the covering board. Moisture gets trapped and with a little heat, the wood begins to deteriorate. These conditions affect the wood in a couple of ways. The wood can either turn to mush or it turns brittle. Why? We don't need to know, but under those conditions, the wood will not adequate to be used as a part to the boat. Check the wood for soundness by poking at it with a sharp object. If the wood is easily penetrated, it is bad and needs replacing. If the wood feels hard, it might be dried out, brittle and useless. Drill a small hole and observe the

drilling debris. If it is powdery, the wood is likely dried out and brittle. To further check, unscrew the sheer clamp from the frame and bend it. A dry, brittle piece will snap in two.

Thinking through this mystery of how to bend a new sheer clamp, I figured the freshly steamed blank for the sheer clamp had to be restricted from going where it

wants to as it is being bent to shape. Also, if only one of the bends was done at a time, there would be better control of its final shape. To accomplish this, I made a bending jig that restricts the sheer clamp blank to bend in only one direction. The first bend is done against the edge, the most difficult bend. The second bend is done on the boat.

Full length lumber for the sheer clamp is not necessary because the major bend is at the forward one-third of the part and is the only that portion needs to be steamed. The remaining aft portion, which is fairly straight, can easily be drawn into shape without steaming on most hulls. Boats with a lot of tumblehome, such as a barrelback, might be an exception to that. It will be necessary to splice pieces together to make up the full length of the sheer clamp. Splicing is done with a scab piece glued and screwed to the backside of the two pieces butted together end to end. The scab is made out of the same material as the sheer clamp and is of the same thickness and width. Do this before attempting to install it on the frame, making sure a splice doesn't line up with a frame.

Knowing the length of the major bend of the sheer clamp, the size of the bending jig can be determined. The picture below shows the simple jig that was built to restrict any twisting of the blank while setting the first bend. Clamps screwed to the base of half-inch scrap plywood hold the blank in place after it is steamed. The clamps are made with two pieces of wood. The one screwed directly to the base on the curvature line is just a little thicker than the sheer clamp to allow the sheer clamp blank to slide in place under the top piece. The top piece is screwed to the lower piece. It is long enough to lay completely over the width of the sheer clamp to keep it from twisting. The picture is worth those thousand words that don't need to be written. (Picture on page 10.)

How is the curvature of the sheer clamp determined? It is determined by laying the forward sheer plank, removed from the frame, on the plywood base and tracing the curve from top edge. Then, draw another line that has a tighter curve by about one inch on each end. The reason for this is that the steamed part generally springs back a little when it is removed from the jig.

Screw the clamps in place using the line for correct placement, spacing them about six inches apart. Checking out the picture, you will see one of the clamps on the far end is turned around. This holds the sheer clamp blank in place while it is being wrapped around the clamps in the jig. On the other end, have a block ready to screw in place to hold the blank from springing out of the jig.

Dear Dr. Motorhead - or should I say, Dr. Achinghead?

I never! How does such an esteemed and revered man of the motor get off by not only carrying on so, as written in your last article, but to admit to and boast of such debauchery. Now, it is one thing for persons like Lou Brisity and Cabo Bobo to party until the wee hours of the night without care or responsibility but you...you of all people. I'm not sure if I should write a formal complaint to the AMA (American Motorhead Association) or contact my US Senator regarding this deviant behavior you all promoted and relished. I had to shield my children's eyes from the article to protect their innocence. If they only knew what you had done with your ill-gotten gains. I know they, as all the children of the BSLOL Chapter, would remove you from the pedestal they so dearly hold you on. Don't you understand with fame and notoriety comes responsibility and the need to provide our youth a positive role model and upstanding citizenry? Did you forget about your accountability or were you suffering from a brain fart at the time. I know I speak for the whole coalition of Boating Decency when I write these words. In conclusion, I thought when you joined the *AMA* along with accepting the Hippocratic oath; you swore yourself to helping those in need and a life of decent and responsible behavior.

With that said, I need your help. My neighbor Binky thinks he knows everything; any time I am doing something to the boat, rest assured, he saunters down to my dock to lend advice and inevitably tells me what and how to do it, unsolicited by me. I know I need to deal with this butinski, but first I have a problem even my neighbor, Mr. Know-it-all, hasn't an answer for. Let me give you the scenario. I was giving my engine a tune up, as it has been some time. I replaced the points and condenser. I was just about to set the gap in the points when Mr. Fixit came to the rescue — or so he thought. I was trying to get the engine to stop at the right spot where the lobe on the distributor is in contact with the points. Well, my motor was not very cooperative at the time and would not do as I wanted. Mr. Coolguy standing over me says, "Why don't you do what the pros do — remove the distributor and do all this work on the bench; it's much easier". Ok, so I listened out of frustration and did what he said. We set the darn thing on the bench, set the points and made sure everything was operating smoothly and well lubed. I even made sure the timing advance was working properly. So, next I reinstalled the distributor, reconnected all the wires, installed the rotor, and was ready to listen to the sweet sound of success. So, you might ask, why am I so frustrated with Mr. Poopypants? My



darn boat won't start!!! Oh it will pop once in a while and back fire once in a while, but won't start. What have I done wrong. Old Binky, at the first sign of trouble, looked at his watch and said as he scurried away, "Oh look at the time", the first one to ditch at the sign of trouble, my pal. Why did I listen to the guy? Now I'm afraid I need to spend the big bucks and have my boat towed over to Tonka Bob. Oh the indignity of it all. Here I thought I was a Junior Motorhead. Can you help me or do you still have a headache? Is piston available or is he still in bed?

Signed,

Percy Sweetbottom

Dear Mr. Sweetbottom,

Well, if you were offended by what I wrote before then I probably shouldn't mention the conga lines till the wee hours of the night, or the many partygoers with lampshades on their heads performing their rendition of the hula dance. Security guards, toga parties, laughs and actually rebuilding a marine engine right there in the living room of our pupu hut. Oh it was fun and nothing you can say or do will make any of us feel guilty. Even Hypocrites himself would be challenged to do so. We all had fun, and if there is ever another reunion, you too will be invited. I won't discuss any more of this with you because what happens in Fiji stays in Fiji. Now, on to your problem — or should I say problems.

There are four things you can do for yourself in this situation. First is to ask Binky to assist you by fetching a tall cool one for the both of you while you are completing your task instead of acting like a sidewalk superintendent and know-it-all. The second thing you may have done for yourself was to put a mark on the distributor top edge so you might have a chance of reinstalling it in the position from which it was removed. The third would have been to loosen the setscrew on the distributor and turning it just slightly to find a lobe. And the fourth would be for you to install an electronic ignition. Next, my dear Mr. Sweetbottom, we will address each of these scenarios at length.

**First:** Ask Binky to fetch a couple of beers. Even if they come from your refrigerator. This will allow you to complete your work properly without his input and interruption. By the time he gets back, you should be lowering the motor box and wiping your hands clean. Then enjoy his

*Engine Checklist cont'd on page 11*



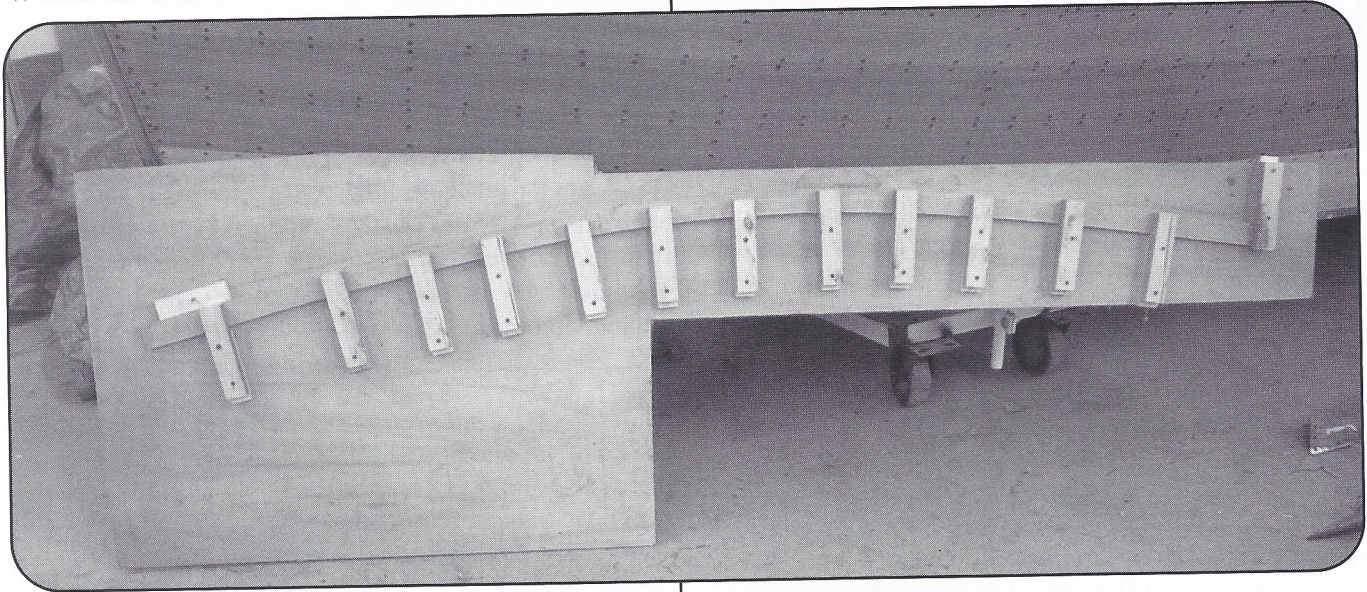
Now all that is necessary is to steam the blank and place it in the jig. (See a previous Gadget and Kinks article dated February 1999 on the BSLOL website regarding steaming wood.) Once the blank is cool and dry, perhaps a couple of days, remove it from the jig.

What is left to do is to install it on the frame. Prepare the

sheer plank.

That is basically it. Be sure to use common sense in determining if any related frame components require replacing at the same time the sheer clamp is replaced. It is a bad practice install a new part on related parts that are questionable.

If you need help with this process or have other questions about restoring your boat, I welcome your e-mails to [Heggensj@Centurytel.net](mailto:Heggensj@Centurytel.net) or telephone calls to 715-294-

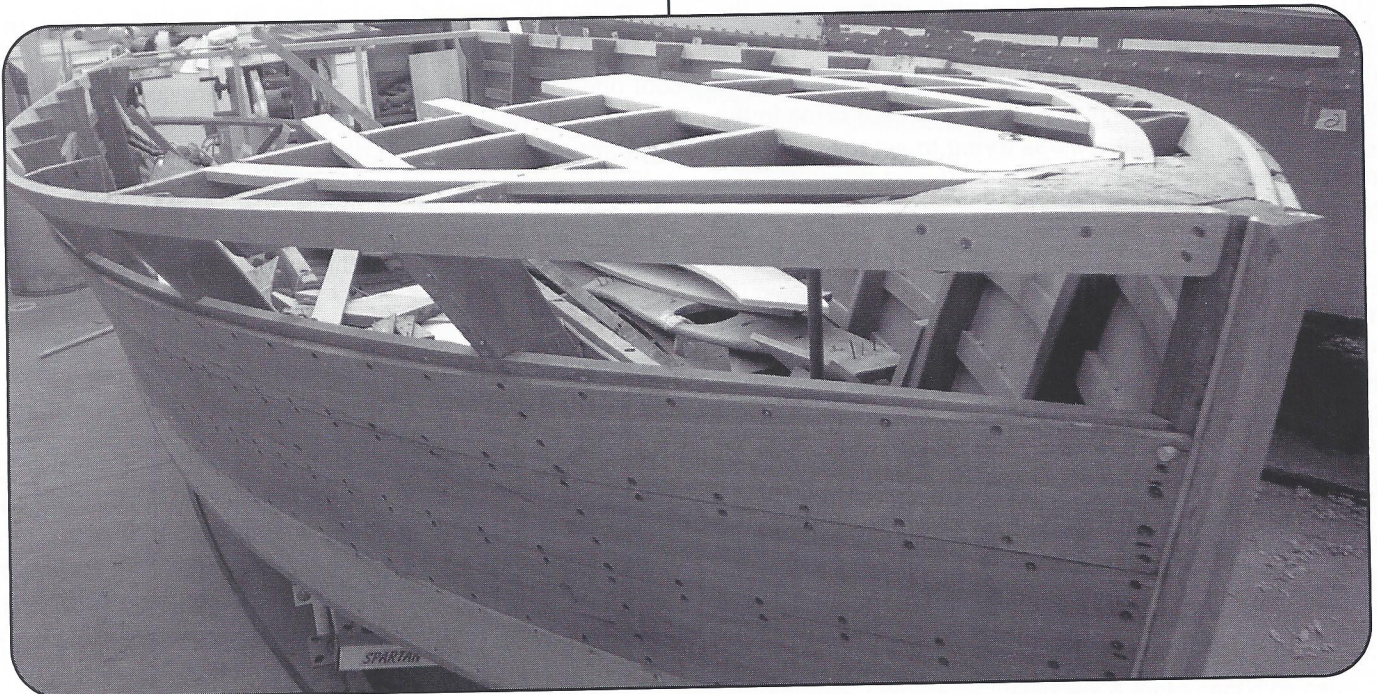


forward end that fits in the rabbet of the chine. Use a bevel gauge to copy the angle from the old sheer clamp to the new one. It is likely that there is a double bevel. Cut and fit it carefully for a tight fit in the stem rabbet. Splice on material to the aft end to make the sheer clamp full length. Be sure the frame is in good condition and then install it on the frame. The end result is as shown in the picture below.

Reinstall the sheer plank and the covering board after planing the top of the sheer clamp flush to the top of the

2415. I would rather help your restore it rather than have you destroy it for lack of knowledge of what you are doing. There is no shame in asking and your project will go more smoothly with better insight regarding what you are attempting to do. I sincerely look forward to communicating with you.

OK, now get back to your workshop. That boat isn't going to restore itself!





Remove all the spark plugs from the engine. My assumption for this example is you have a flat-head six in your boat. You need to remove the spark plugs so you have no compression in the cylinders, which allows you to turn the engine over by hand. Place your thumb over the spark plug hole closest to the flywheel — this is #1. Next, attach a socket and wrench to one of the flywheel bolts. With your thumb in place, turn the engine slowly counter clockwise or anti-clockwise, depending on the style watch you are wearing. This is for a standard rotating engine. The opposite direction would be true for an opposite rotating engine for those with twins. As your number one piston moves into the compression stroke, you will notice air pushing against your thumb. When this air stops, you have reached top dead center, or very very close to it — close enough for you to start your engine and reset your timing after all this. Next, either lift up the distributor to allow you to turn the rotor and align the rotor to the number one spark plug wire on the distributor cap, or move the number one spark plug wire to the new position of the rotor.

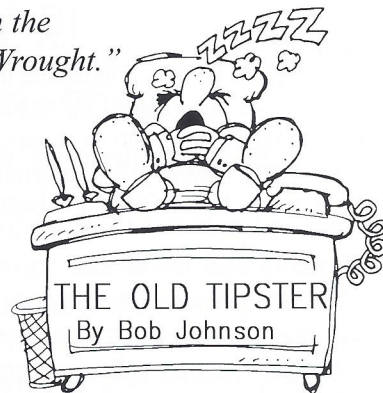
**Third:** If you loosen the setscrew on the base of the distributor, you can rotate the distributor in either direction to find the correct position to set your point gap. Again, make a mark somewhere so you can return to the correct spot for your timing. It is always a good idea to re-time your engine after such a maneuver in either case.

Give my best to Binky.

Dr. Motorhead

**Second:** Yes, the

Last summer the ‘Tipster’ reported on the use of ‘swing sets’ in moving boats and engines. A few additional points would be helpful.



The down side of the eight foot legs is occasionally you can't get the bow high enough to get some trailer under the boat and a lot of times the engine won't go high enough to pull the boat out from under it. Short of having a second set of longer legs you can block up the swing set by carefully putting each leg, up on some stable blocking. This is extra dangerous, so be careful.

One additional caution tip. Put a plywood pad under each leg if not on concrete or good asphalt, to prevent legs from sinking into the ground. One friend had an engine on the swing set when two legs on one side sank into the ground. The engine slid down along the top piece and smashed into the side of his truck.

Goodbye old boat buddies until next time!



## IS YOUR TRAILER ROAD-READY?

Trailers may be the most neglected item of boat-related gear, in spite of the fact that they open up vast horizons of exotic boating travel. We rarely give our trailers any attention until something breaks, which usually happens in the middle of nowhere. Rather than risk a nightmare breakdown with its association four-letter words, a few spares and some quick systems checks will help assure trouble-free and worry-free trailering. The beginning of the boating season is the best time to give your trailer a once-over, but if you haven't paid much attention to it, NOW is the best time.

### TRAILER FRAME INSPECTION

The trailer frame holds everything else together, so a thorough inspection is a good place to begin. Check every inch of the frame for buckling, cracks or corrosion damage. Pay special attention to any welds and the attachment points for fenders, bunks and rollers and the winch. If you find rusted areas, grind them down to bare metal with a brass wire brush and paint them with a corrosion-inhibiting primer. We have had good results with 6980 Rustlok Steel primer, even on a very old trailer.

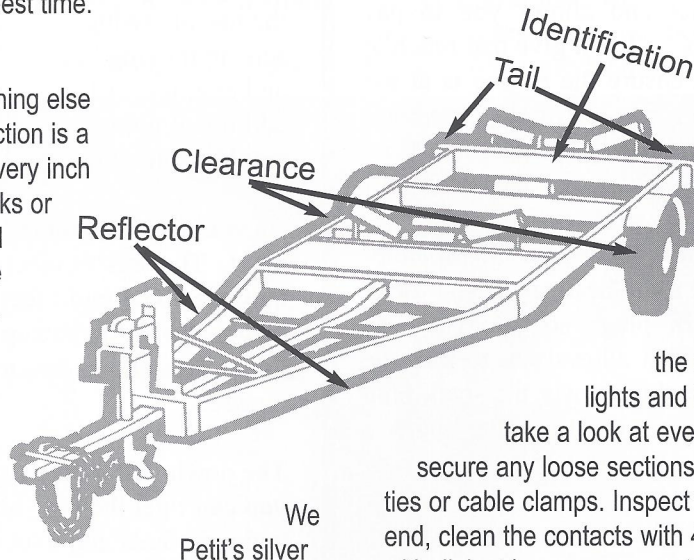
Check the U-bolts and nuts, which hold the axle(s) in place. Squirt a little WD40, Lcar Corrosion Block, or CRC Corrosion Inhibitor onto the threads, back the nuts off and lubricate the threads. When in doubt, replace the U-bolt assembly (having an axle work loose on the freeway is very bad.) Take a look at the trailer coupler, make sure the locking lever is in good condition and lubricate with light oil. If the coupler is badly rusted, consider replacing it, which is cheap insurance against a disconnected trailer. Be sure that the coupler safety pin is present.

### WINCH CHECK

Next, inspect the winch. Now is a good time to consider a replacement, either manual or electric, if your current winch is undersized or in bad shape. Unroll the cable or strap and check for chafe, broken wire strands or corroded swage fittings. When in doubt, get a new one. Take care of any rust on the coupler with the wire brush and metal primer.

While you're in the bow area, how is your trailer jack working? It should operate smoothly and the plastic wheel should be free of wear and have not flat spots. The caster is easy to replace and a good trailer jack is a real back-saver, so upgrade if appropriate.

The rollers and bunks on your trailer should be checked (possibly with the boat in the water or otherwise off the trailer.) Take a look at the carpet on the bunks which is simple to replace if worn. Lubricate the bunk pivot points with light oil, check the pivots for corrosion, grind out all rust and apply primer. Be sure the rollers spin freely on straight axles and are in good condition. If you decide to replace your rollers, we recommend



the yellow polyurethane rollers, which last longer than the black rubber type and do not leave marks on your hull.

### CHECK THE LIGHTS!

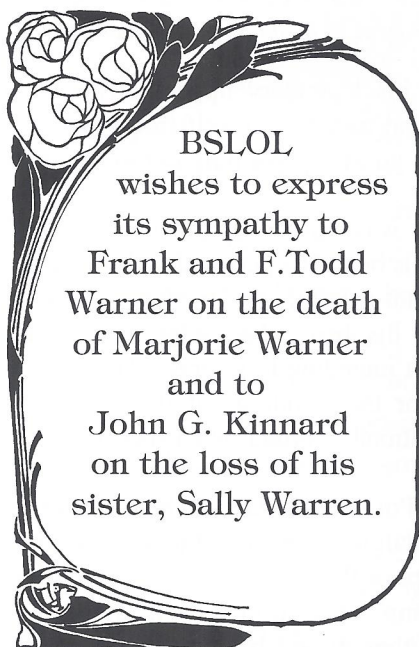
Checking the lights requires connecting the tow vehicle to the trailer with a helper to work the controls for the turn signals, tail lights and brake lights. Before hooking up, take a look at every inch of the wiring harness and secure any loose sections to the trailer's frame with wire ties or cable clamps. Inspect the wiring plug at the coupler end, clean the contacts with 444-grit sandpaper and lubricate with dielectric grease or contact cleaner. Because new light systems are relatively inexpensive, it's smarter to replace everything than to spend time tracking down bad connections. If you do purchase new lights, consider the new LED products. They are more reliable, lasting as long as you own your boat and provide extra safety because the lights illuminate instantly, which could give following drivers an extra second of stopping time.

### EXAMINE TIRES AND WHEELS

Statistics show that most trailering problems happen because of flat tires or bearing problems, so the following inspections are critical. Look at your tires. Inspect the treads for wear and replace them if the wear bars are visible. Check the sidewalls for spiderweb cracks which could be an early warning of a potential blowout. Make sure your spare is usable and well inflated and mounted securely with a spare tire carrier. Use an accurate pressure gauge and inflate the tires to the proper level and check your tire pressure before every trip (changing a tire on the freeway with a card whizzing past is scary and dangerous.)

Finally, checking wheel bearings is a messy job, but easier performed at home than stuck in the middle of nowhere. Block your trailer's wheels and/or connect it to the tow vehicle, jack up and remove one wheel. Perform wheel bearing inspection and maintenance as covered in the Wheel Bearing Maintenance article. Clean up the threads on the wheel studs with a wire brush and lubricate with light oil. Many experienced folks carry a spare set of bearings and some grease while on the road, just in case.





## 5<sup>TH</sup> THOMPSON ANTIQUE & CLASSIC BOAT RALLY August 11-13, 2006 NESTEGO MARINE IN MARINETTE, WI

This non-judged meet focuses upon the maritime heritage of boats built by the extended Thompson family. The Thompson Rally is a participant in National Marina Day and is one of the few antique and classic boat shows to be a charter player in this country-wide marina promotional and safety activity. An in-water boat parade takes place on Saturday afternoon with a flotilla of old boats heading down the Menominee River and plying the waters of Lake Michigan's Green Bay. The show is open to the public and there is no fee for spectators.

A registration fee of \$26.00 is required to display a watercraft. Further details can be obtained from Rally organizer Andreas J. Rhude at 612-823-3990 or via email: [thompsonboat@msn.com](mailto:thompsonboat@msn.com)

## POKER RUN SATURDAY, AUGUST 26

Plan on a 9:00 a.m. start. At 12 noon: we meet for lunch. Prizes at 1:00 p.m. Approximately five stops at highly recognizable businesses and landmark residences. A safe harbor will be found to host the festivities. More information will be provided soon, so save this date for some unique boating fun!

**If you've ever been on a Poker Run,  
you know how much fun it is. If  
you've never been on one, Keep this  
date open so you don't miss it!**

Any questions, suggestions, and/or help in planning - call Fred Goughnour at 952-472-7649.

### OOPS!

The five boaters in this picture in the Spring BoatHouse were incorrectly identified. They are: Clark Oltman, Dave Wiborg, Peggy Merjanian, Julie Wiborg & Maureen Valley. Our apologies to Dave & Julie Wiborg!!





## FDR's FLOATING WHITE HOUSE

(Reprinted from the June 5, 2002 issue of Peshtigo (WI) Times.)

FDR, for all his good and for all his bad, needed an escape from the rigors of his presidency, especially the Depression and the Second World War. He did so by fishing, playing poker, visiting with family, and working on his stamp collections.

pulleys. FDR used his legendary upper body strength to "man" the pulleys and transfer himself from deck to deck. He often startled his guests by popping out of the stack.

Although Roosevelt was raised in opulence, he preferred simpler settings on his boat. His personal bedroom consisted of a single and not much more. His dog, Fala, slept in a wicker basket near his bed. The dining room was also modest, certainly not intending to impress. The radio room, simple and small for the standards of that time, was the setting for a 1941 nationally broadcasted speech

In 1936, FDR found the perfect way to engage in all his escapes at once when he commissioned his presidential yacht, the USS Potomac. The 165-foot, 376-ton steel vessel was built two years earlier as the Coast Guard Cutter, Electra, but was commissioned by the president as a U.S. Naval vessel.

Roosevelt, a former assistant secretary of the Navy, hated to fly and used ships and trains as his preferred mode of transportation. The Potomac, of course, satisfied this need and so much more. On hot summer days, FDR preferred to cruise the Potomac River and the Chesapeake Bay rather than bake in the White House.

Crew members, armed with machine guns and pistols, stood guard while Roosevelt fished off the upper fantail deck or simply let the Atlantic sea breezes refresh him. If boaters came within 100 yards of the Potomac, they were warned via speakers. If they came closer, a warning shot was fired. If the vessel did not retreat, the sharpshooters were instructed to shoot to kill.

The lower fantail deck had bulletproof windows that allowed Roosevelt an unobstructed view of the outdoors. He often waved to passing motorists or visitors along the shoreline. It is here that his infamous cocktail and storytelling sessions with guests like King George VI and Queen Elizabeth occurred.

Roosevelt's predecessor, Herbert Hoover used a presidential yacht that was made of wood. Roosevelt would have none of this. A paraplegic, he was deathly afraid of fire. He even had serious concerns about fire on the Potomac, so he had a hand-operated elevator build in a false smoke-stack. This allowed him free movement between decks. The hand-operated, counter-weighted elevator was mounted on

*History was often made by decisions reached on the USS Potomac during the presidency of Franklin Delano Roosevelt. He often sailed on the yacht not only to make decisions and entertain royalty, but to also fish and relax.*

Touring the USS Potomac today is both thrilling and nostalgic. Touching the bed where FDR slept or the table where he played with his stamp collection is an embrace with another time. Imagining one attending informal strategy sessions on the fantail deck is only a fleeting thought away.

What might create the most intrigue however, is the history of the USS Potomac after Roosevelt's death. In short, the ship declined, falling into private hands. In 1980 it hit proverbial bottom when it was seized in San Francisco Bay as a "front" for a drug smuggling operation. The vessel's hull was pierced and it was sunk in the Bay, ironically, near Treasure Island.

Two weeks later the Navy raised the future museum from its temporary graveyard and sold it to the Port of Oakland for a mere \$15,000. It floated in obscurity until 1988 when a ton of volunteers worked to restore it at a cost of five million dollars. The National Historical Landmark now floats proudly in the Port of Oakland on one end of Jack London Square. Tourists (local school children are free) have visited or sailed on the "Floating White House" since its opening in 1995.

Standing in the radio room of the USS Potomac gives one a sense of nearness to an era when WW2 and the Depression gripped our planet. Sitting on a cushion in the fantail section, where kings and queens sat, was a memorable thrill. Even leaning over the rail of the boat's upper deck, where FDR often breathed fresh sea air, gave one a sense of connection to a time and place when the ruler of our nation dealt with bread lines and victory gardens. The National Historic Landmark is a floating treasure. For more information, log onto [www.usspotomac.com](http://www.usspotomac.com).



"Sweetness Too," a

wooden Chris-

Craft U-22, came

close to a triple play

at the recent classic boat show

in Alexandria, MN. Of the three awards presented, she received two of them! The 22-foot long 1952 Sportsman earned the "Best Chris-Craft" award in addition to "Skipper's Choice." The boat was meticulously restored by Brad and Chris Ernst with a little help from their two-and-a-half year old son Blake. Brad is the current Vice President of BSLOL.

The third award was "People's Choice" and went to James & Anita Conn for their 1931 Chris Craft 18' Deluxe Runabout "Clairandria" with Chrysler Marine 85 hp.

A number of Twin Cities area folks traveled with their boats to the show, including: Mark Tompkins, Eric, Sandin,

## SNAPSHOTS FROM SHOWS IN THE AREA!

Dave Doner, Bob

Johnson and Beth

Kessler, Andreas J.

Rhude and Aaron Albu.

The Chain of Lakes Classic

Boat Show this year honored professional boat restorer **Tom Juul**. Mr. Juul has been restoring antique and classic boats for the past two decades. He was bestowed a special plaque at the show noting his contributions to the Alexandria show and to the antique and classic boating movement in general. Quite a number of boats he restored were on display at the event.

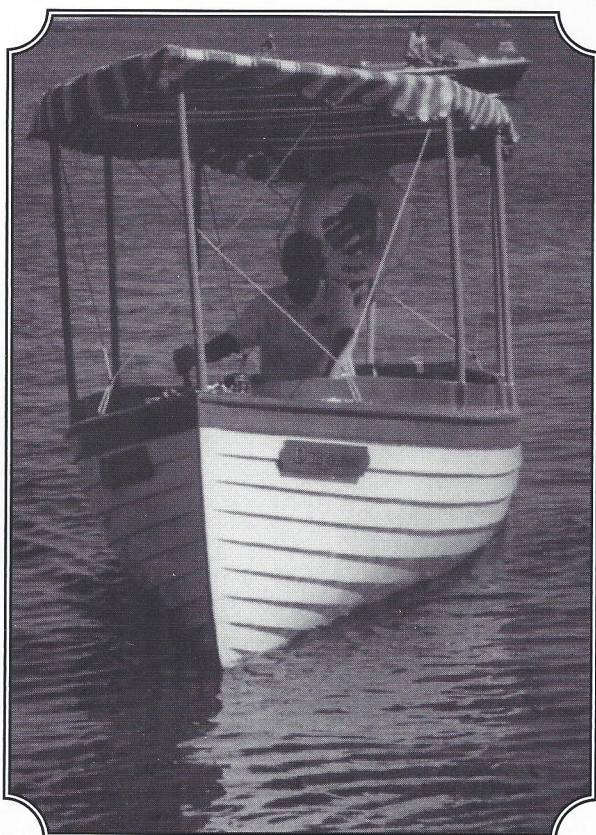
The show is sponsored by the Minnesota Lakes Maritime Museum at Alexandria. Their new museum facility will be open by late summer and should be made a must-see for anyone interested

in old boats and the history of

the lakes and resort areas.

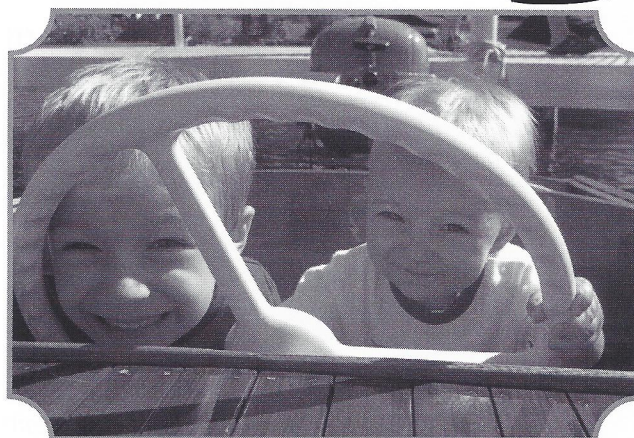
[www.mnlakesmaritime.org](http://www.mnlakesmaritime.org).

## Alexandria



BSLOL member, Carl Mammel in his 1894 Elco 21' launch "Dungeness"

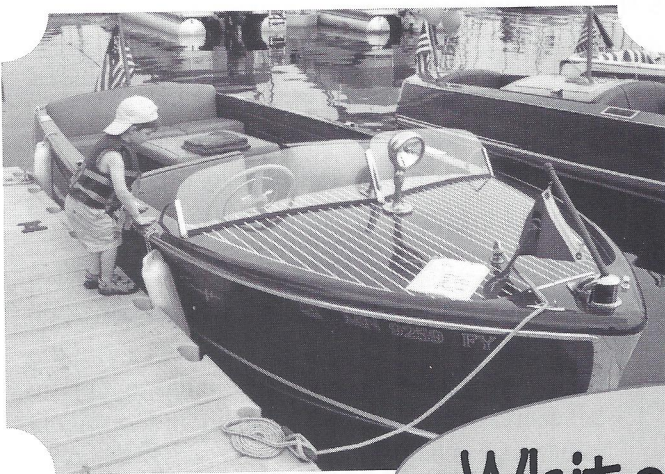
*We start 'em Young!*



Six year old Tucker and 11 month old Riley Sandin in the family's 1954 Pen Yan Swift. Dad, Eric says, "They were very excited for the "fly-by" at the Alexandria Show. The weather was great, the boat displays were beautiful and the hosts from the Maritime Museum were wonderful "

Boat Show Snapshots ~ Cont'd on page 16

## Alexandria



## White Bear Lake



## Clayton, NY

(see inside back cover)



## WHAT'S IN A NAME?

BY ANDREAS JORDAHL RHUDE

The Rhude family speed boat was obtained in May 1965. She was an 18-foot 1964 Breakers model, built by T & T Boats, Inc. of Wausaukee, Wisconsin. At the time she was christened with the name "My Five Sons." There were five sons of Morrie and Margaret Rhude and they logically used the kids for the inspiration of the name.

Was this not when the popular (at the time) Fred MacMurray television program "My Three Sons" was airing? The Rhude boys and the TV show helped to cinch the name!

Two years after obtaining the boat, Rhude child number six was on the way. Luckily, for the boat's sake, this was another boy! So all that had to be done to the boat was to change the digit from five to six. She has been called "My Six Sons" ever since! The boat is still owned by the Rhude family and is providing joy to the third generation of the clan!

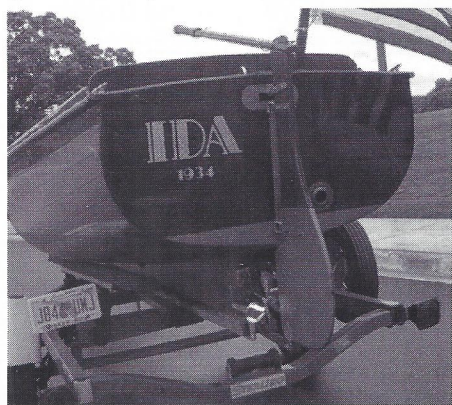
Andreas Jordahl Rhude (son number 6) owns a number of vintage boats. The favorite is a strip-built 1955 Thompson 14-foot Thomboy called "Thommy." The name is derived from the model name of the boat. Note the "h" in the model name and also in the boat name.

Andreas has a user boat that is also a Thompson. This 1957 lapstrake Sea Lancer is called "Valhalla," referring to the Nordic mythology of his Viking ancestors. Valhalla is the place where the Nordic gods feast each evening after their daylong battles. It is, in essence, their heaven. This boat is a little piece of heaven for Andreas!



BY DAVE DONER

I came across IDA a few years ago in Mount Dora, Florida. It was on a Thursday morning in March as I was helping set up for the upcoming Sunnyland ACBS show at Gilbert Park. Needing a much-deserved break, I decided to check out some of the early-arriving vendors who were setting up their displays. In doing so, I came across a bulletin board of sorts which had a photo and brief description of a few boats Gary and Ingrid Sherb of the Old Time Boat Co. were intending to sell. I was drawn to a photo of cool little yacht tender that was going to be available and thought this might be a great project for me. The price was right, the boat unique, it had lots of neat brass hardware, and seemed to be in rather good condition. After a little time thinking things over, I did a quick survey and decided to take the plunge. I felt that



within a few hours or certainly by the next day, thousands of visitors to the show would be aware of IDA and she would have been swept off her feet by someone other than me! I could not, and would not, allow this to happen!

IDA is a 16' yacht tender manufactured by the Young Boat Co. which was once located somewhere on the east coast during the late 20's or 30's. Various documents list 1931-1934 and 1937. She has oak ribs and keel, cedar plank hull sides, and mahogany decks, seats, gunwales, etc. and could well have been close to a one-off boat. The early history of the boat is unknown

but in 1985 its owner donated IDA along with several other boats to the Antique Boat Museum in Clayton, NY. In 1994 IDA was sold to The Old Time Boat Co., then of Sarasota, during the museum's annual boat show and auction.

Several old photos I have reveal that the name of the boat was once "Wind Fall". When I was in the process of removing the old varnish from the transom, I was very careful to insure I didn't disturb a previous name which may have been buried under years of successive coats of stain and varnish. No name was found which I took to mean gave me with the green light to come up with something new!

I chose the name IDA as IDA happens to be the name of my paternal grandmother, Ida Doner. She was born in 1881 and died in 1944 which indicates she and her namesake overlapped for a few years.

I have spent various amounts of time restoring IDA over the past couple of years. For all intents and purposes, this was pretty much a standard strip, stain and varnish project although there were a few things which had to be considered and evaluated along the way. When I



Aaron & Ida

acquired the boat, the hardware had been removed and each removable piece of wood stacked in the bilge. I was not at all familiar with how these little yacht tenders were constructed and how all of the individual pieces fit together so it was more or less a jig saw puzzle when I started though certainly the photos helped. Good advice for all of our projects: take

*What's In A Name - Cont'd on page 18*



*What's In A Name - Cont'd from page 17*

lots of photos!

Gary Sherb of The Old Time Boat Co. was very helpful throughout the restoration project as most of the work was done by myself at his shop near Mount Dora, FL. There is nothing like having restoration experts available to offer guidance and assistance at critical times. Incidentally, IDA was sans engine when I acquired her but Old Time had a nice little 10 hp, two cylinder Kermath Sea Twin engine that I could have. The engine was somewhat Rube-Goldberged during its previous existence and I was somewhat concerned that getting things straightened out was going to be a challenge since I don't have much experience with more than routine engine matters. However, a local by the name of Mike Yobe stepped into the picture and was able to straighten things out for me, which included a trip to Daytona during Bike Week in order to obtain some needed electronic Harley ignition parts at the flea market. Mike is a very talented member of Sunnyland and I have seen some remarkable things he has accomplished regarding boat building, reconstruction as well as marine engine and drive train installations. Jim Aamodt and his knowledge of Kermath engines was a big help to me as well as his making available to me the perfect Kermath gauge panel, replacing the Gray Marine panel found in the boat.

I have enjoyed bringing IDA back to its' current condition and I look forward to the enjoyment gained by having her on display at the various shows in the BSLOL area. As a final note, those of us who enjoy our hobby to the extent we do, can always expect help from others regardless of where we are located or the ACBS chapter we belong to.

### BY CLARK OLTMAN

Prior to about 1983 my boats were not named. The first ones were just fishing boats and when I first moved to a runabout I didn't think of naming it. During the summer of 1983 I owned a 1977 Silverline 26' cruiser.

At that time most of us used marine radios to communicate. Cell phones were not common. I had been thinking of names for a call sign and had been rejecting them as fast as I could think them up. One was boring, another I had seen before etc. One day while tied to the island at Lord Fletchers a friend of mine kicked back with a cool one in his hand and said, "I wonder what the poor people are doing today?" Looking over the size of the boats tied up there, I decided we were them. I did feel like the kid from the poor side of town. But the name stuck. Keep your eyes out for **Po Folks**. See you on the water.



**Editor's Note:** This story began with an email received in January from Tom Budgen in Australia. It confirms that our passion for boats is alive and well even a half a world away.

Dear Peggy,

We operate a boatbuilding school in Salisbury, Brisbane, Australia. At the school we have three groups of participants. We have young, unemployed people doing a vocational course in boatbuilding.

These folk are usually with us for 12 to 18 weeks and we have a 90% result in finding good new jobs for them in the local boat-building industry. This is an important part of our work, as we are a community-based organization. The second group are those who are completing a 12 month, full-time Diploma in Boatbuilding. The third group are retired cabinet-makers, woodworkers and boatbuilders, our 'grumpy old men', who work one-on-one with our vocational participants in a 'skill-share' environment.

Although the principal demand from the marine industry (Riviera, etc.) is fibreglassing skills, our main training is done in wooden boatbuilding and our focus is on classic boats and traditional skills. We have a clinker Herreshoff 28 in mahogany and a Carvel 32 foot Fife in our shed for restoration in 2006, as well as a 33 foot cruiser and number of smaller sailing craft. It is important that we build boats that are interesting and exciting to our young trainees, whenever possible.

We are commencing a classic 15 foot strip planked hydroplane on 16 January '06. That boat will be completed by May '06 and I am presently considering the next project, for a May/June start. We would love to build a Bullet (as seen on the internet), as it could be completed within a 12 week period. To do so we will need a set of drawings, a table of offsets, and an 'authorization' to construct the boat. We would respectfully request that you pass our request to Mr Bob Switzer, or the current owner of the plans. It is highly probable that he may protect these drawings and offsets, as he would not wish to be copied in the US.

Given that we are a very long way from you and that we are a community-based boatbuilding school, I am going to be very bold and ask if you would provide them for us to use. We are quite

passionate about building classic wooden boats, but without proper authorization there is little joy. Seasons' Greetings you all and I will await your response....

Sincerely,

Tom Budgen, Director

New Enterprise Incentive Scheme

Queensland Boatbuilding School

Career Employment Australia

Building 6 460-492 Beaudesert Road

SALISBURY Q 4107 AUSTRALIA

PO Box 215 Salisbury QLD 4107

Ph: 61 07 3710 8100 Fx: 07 3710 8110

Mobile 0419 717 719

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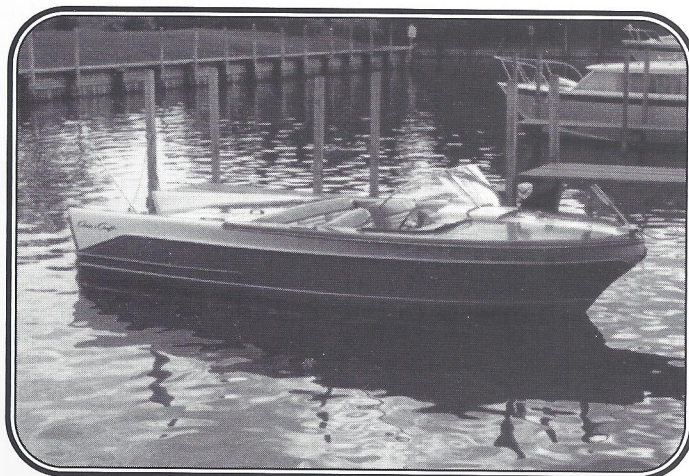


## Remembering . . .

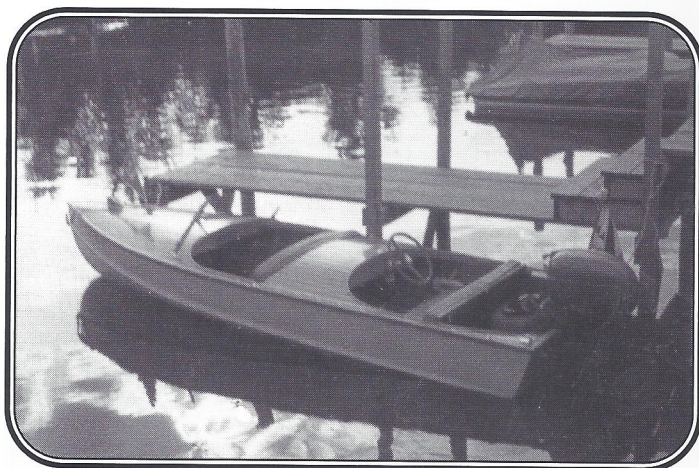
We're going back to the early years for a look at Rendezvous winners. We've dusted off the old albums and we'll be printing some memories from our archives every issue.



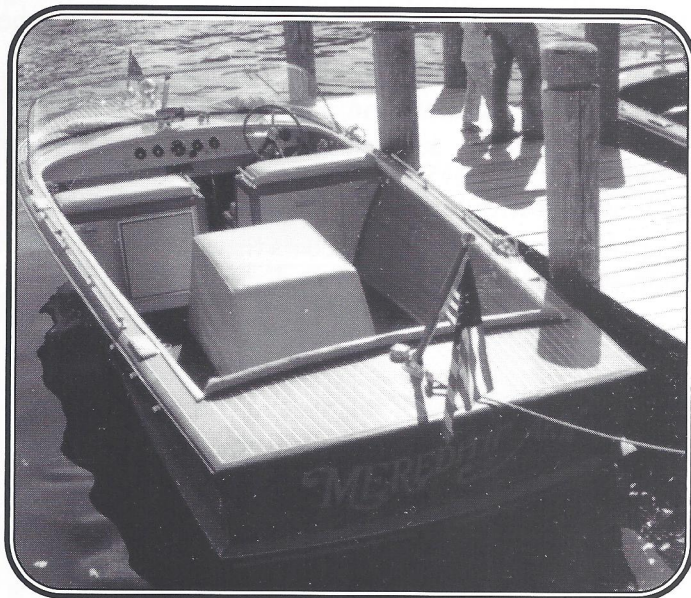
From our second Rendezvous after becoming an official chapter of ACBS ~ 1977.



1957 Chris Craft  
Best Post WWII Runabout  
Owner: Steve Meyer



1951 Chetek  
Best Outboard  
Owner: Bob Speltz



1956 Chris Craft 23' Continental  
Best Post WWII Utility  
Owner: Jim Betlach

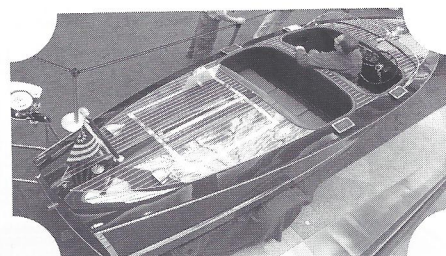
# BOATS NEEDED



Although the Minneapolis Boat Show is half a year away, now is the time to get boats lined up. The BSLOL display of six to eight boats and canoes will be a part of the Show in January 2007. We have been very lucky to be invited back year after year to promote our hobby and educate the public about antique and classic boats and boating. Our thanks to the show owner(s) for this wonderful opportunity.

The watercraft in our display must be high quality, show boats or in good original condition. From a canoe or small fishing boat to large triple cockpit runabout, a little bit of everything is needed to make a good display. There is a size limitation due to the location of our booth.

Can you help out and provide your boat? Not only is it a wonderful opportunity to promote BSLOL, it is a lot of fun for the owners of the boats. Contact president Jim Camery or past president, Andreas J. Rhude, (*contact information on page 3*) if you are interested in assisting your club.



*A view of just a few of the many boats displayed at the Minneapolis Boat Show over the years.*

Continued from page 18

Editor's Note: I forwarded this request to our Board of Directors, knowing for sure someone would respond to Tom. I then followed up with Tom to see how he was making out. I asked if he got help; did he finish in May as planned; does he have another project pending? I also asked that he write a report for us, as we we would most certainly be interested. On July 8, I received this email:

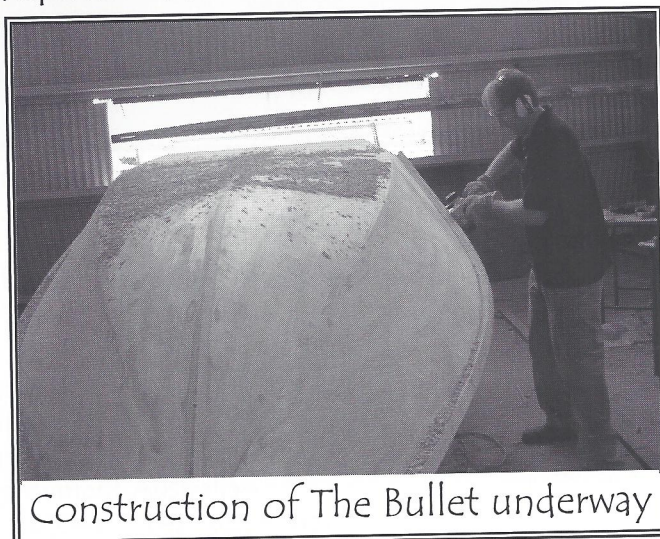
Dear Peggy,

Good to hear from you. We have had wonderful support from Bob Switzer with lots of old drawings. All of the Bullets we made from templates and it seems that no two were the same AND there were no plans. Our naval architect in Melbourne, John Georgalis kindly offered to do a set of 3D plans for Bob and ourselves.

Bob now has his copy of the file and (I understand) he is looking forward to building another Bullet soon. John does wonderful work and we have been able to cut the frames, etc. for our build from his CNC plan files. The boat is constructed of multiple laminates of 12mm marine plywood with

Australian hardwoods. We use some rather special Western Queensland hardwoods that are extremely hard, but beautiful 'streamers'. Please tell me what you need and I will be pleased to contribute.

Kind Regards,  
Tom



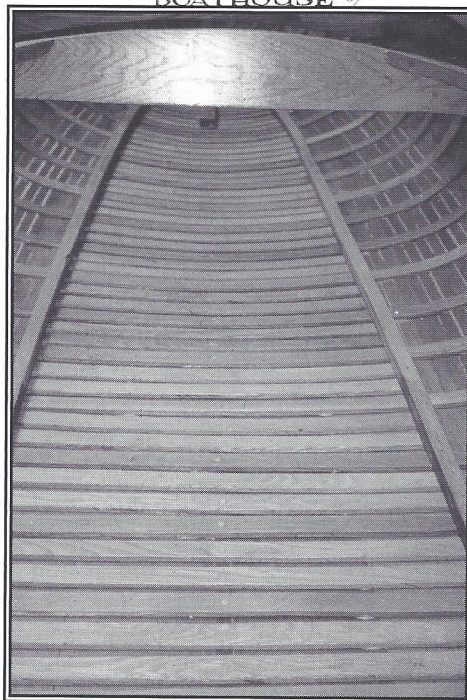
*Construction of The Bullet underway*

Anyone wishing to connect with Tom, I'm sure he would love it. Address, email, phone, etc. are on page 18.

It has been several months since I sent an update on the Speltz 15' Chetek Aqua Flyer. (The two photos show the Chetek's progress.)

In recent months, most of the bottom has been replaced. It was both interesting and fun to make the pieces which comprise the bottom. It was made of red cedar planks cut to 3/8" x 1 1/8", then shaped to bead and cove on our shaper. Fiberglass cloth was placed over the entire boat on the outside, impregnated with West System Epoxy. After fairing, several coats of Awl-Grip primer was applied and sanded prior to applying three coats of Interlux...one part epoxy white and yellow paint. The transom is original (with all of its scars), has been sanded, stained and varnished.

The rubrails were in pretty good shape, with one on the port side near the bow needing a scarf joint attached to replace the damaged wood. These have now been installed and given one coat of Interlux Jet Speed varnish. The



interior has received the last coat of Schooner varnish (total 7coats.)

In the near future I plan to run the cedar through our planer to desired thickness, then cut on table saw to desired width for the decks. They will be applied to the deck using bronze round-headed nails.

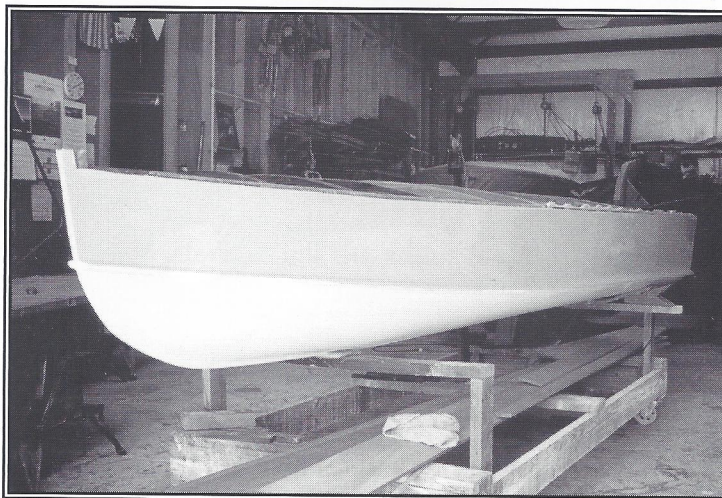
I'm still looking for the various parts, bowlight, three-piece windshield brackets, steering wheel and mechanism, stern pole, chocks and cleats which were removed while the boat was in Minneapolis. Perhaps someone has these items but is not aware of it. Please check your storage boxes in your garage. That's it for now. More later when there is progress to report.

### SPELTZ 15' CHETEK AQUA FLYER UPDATE

This is the same Chetek that was awarded "Best Outboard"  
at our second Rendezvous in 1977 (See page 19.)  
from Stan Petersen ~ Mt. Dora, Florida

*Editor's note: If you have ever had this boat in your possession at any time – or know someone that*

*has – we ask that you look through your garage or basement – even though you may have done this before. With all the effort being spent on this wonderful treasure of Bob Speltz, it is very important that these items be found to complete the project.*

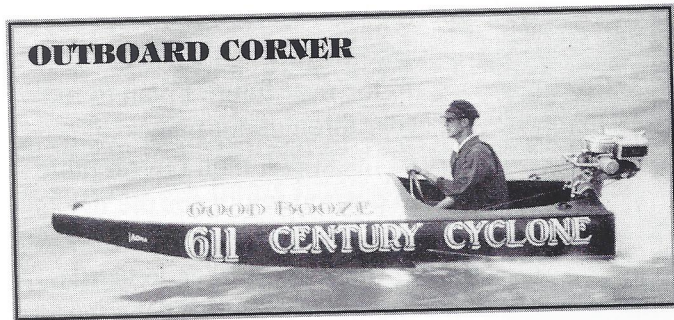


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Our thanks to the **TORO COMPANY** for their continued support of our Rendezvous over the past several years!



What do you do with that old outboard when you're done with it?



## "4 CYLINDER THUNDER" PART II

by Chuck Petersen

The one step in the process of building an outboard motor powerhead from the ground up that absolutely can not be done in a leisurely manor is the final assembly of the short block. Each individual component can be prepped in small, easy steps when time permits. Once you are ready to marry the piston/crank assembly to the block and button things up, allow for a long, uninterrupted session in a quiet shop.

I like to clean the shop area in general, with particular attention to the bench surface. Lay out all sub-assemblies in a neat manner, and be sure all tools are clean and readily accessible. Step one involves the rod-piston assembly. New roller or "needle" bearings are preferred, but clean used versions are fine for non-racing applications. I keep likely candidates in oiled 35mm photo film containers, and then sort one at a time prior to final assembly. Rod bearing surfaces are coated with a grease specifically made for this process (Vaseline will work). After the bearings have been "glued" in place, press the piston pin into the center just enough to fit the initial rod spacer.

Then, with the other spacer stuck to the rod end, press through all the way. If you get hung up with loose needles, start over. By the third or fourth assembly, you'll be an old pro. Rings can now be mounted on the pistons. If the bores are in fairly good shape, I use new rings on the top, with two low-mile used rings on the #2 and #3 positions.

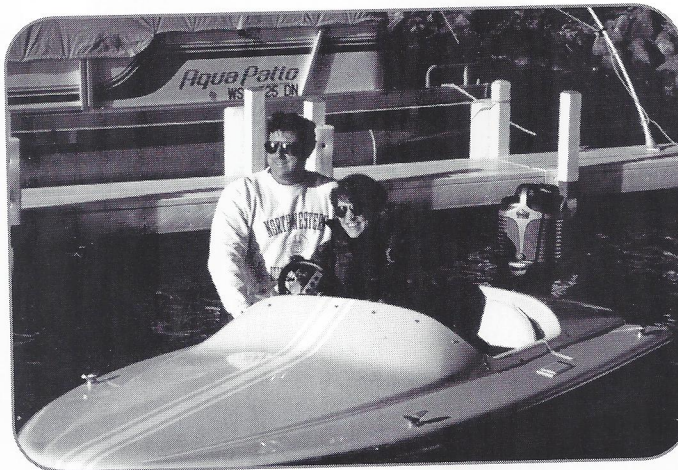
In the factory, techs would mount all the rod/piston assemblies to the crankshaft journals and use ring compressors to drop the whole mess into the oiled block cylinders. An alternate method I have used with success is to drop each separate assembly into the cylinder bores one at a time. This can be done by hand, or with the help of a single ring compressor. The trick to this process is that the final assembly involves gluing the needle bearings for the larger rod ends to the crank journal and then attaching one

rod at a time to the crank. This is accomplished by laying the crank into the crankcase area and carefully raising the rod ends up the bore until the cap can be inserted - automotive style. Wood spacer blocks located in the center and ends helps stabilize the situation. Rod nuts should be tightened snug with a drop of Loctite 242.

When the rod/crank assembly is done outside the block (a stand made from an old drive shaft in a bench vise help here), the rod bolts are then torqued to factory spec using a torque wrench in a two step process. This is not possible in the "piston first" method since older Mercury motors use a nut-bolt assembly with the nuts on the bottom end of the rod cap. My "arm wrench" has worked well over the years to approximate the torque with a 3/8 inch box wrench. I do rotate around each set 3 or 4 times to be sure.

Once all this is done, get a cold refreshment and check the piston rings one last time through the port openings for proper float. Add some additional 2 cycle oil to the rings in the same manner. The hard part is done!! Reed blocks, center main bearing and end bearing caps can be added later.

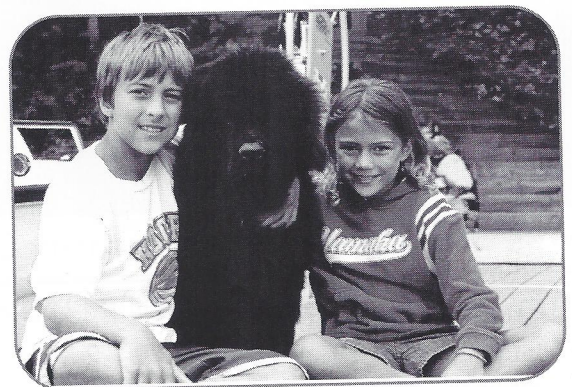
I know this all sounds intimidating, but just take your time and it will work. Part III will wrap up the short block assembly process.



Chuck & Amy Petersen in their 1969  
GW Invader - pre-restoration. MK 50hp Mercury Power

One sad note to my BSL0L friends. My lifetime friend Scott Anderson passed away recently. His hearty laugh and love of boats will be missed. Scott attended my first Rendezvous Show in 1989 and always looked forward to cruising the Minnetonka Chain and listening to Bob Johnson's stories. Many of you may have seen his 1951

Switzer Craft race boat at the last Red Wing event.



Nick & Allie Petersen with "Annie", their  
Newfoundland pup in Three Lakes, WI.

## 'CILICIA' ELUDES DISASTER

The building of the sailing ship 'CILICIA', replicated from a 13th century Armenian merchant vessel, was reported here in

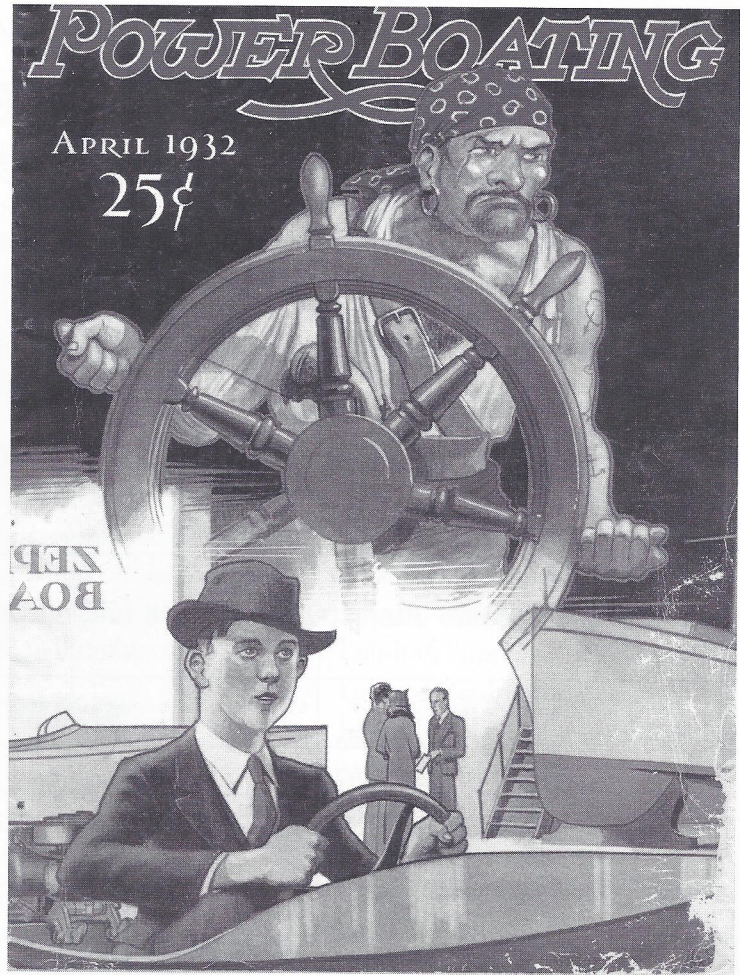
The BoatHouse chronicled her construction and maiden voyage in July, 2004 and on to 21 countries. Here is the latest news:

AZG Armenian Daily  
30/06/2006

Unofficial sources informed daily Azg that on Wednesday-Thursday overnight "Cilicia" sailing vessel was on the edge of disaster. A sequence of mighty waves filled the vessel with water and threw two of the crewmembers into the sea.

Fortunately, the sailors were rescued, and a Lithuanian fishing boat nearby saved the vessel from foundering.

The accident took place in the neutral waters of the Baltic Sea between Sweden and Lithuania. We could not get in touch with the crew yesterday but reportedly the crew is doing well now and "Cilicia" is heading to the Lithuanian harbor.



*The boats listed below were reported in the process of being restored. If your boat is on this list, we'd love to know how you're coming along. Call the editor at 952-473-4936 or email [datamerj@aol.com](mailto:datamerj@aol.com).*

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

**THE 1955 NOESKE CEDAR STRIP BOAT RESTORATION IS COMPLETE.** The restoration on the 1955 25 hp Johnson will be finished tomorrow. I plan to take this boat to the Alexandria, Tom Juul, boat show. I will also show it at the Cross Lake boat show. The official re-launch will be August 5<sup>th</sup> into Fish Hook River which connects to Fish Hook Lake - the same lake my brother launched it in 51 years ago. Location: Hartland Park, Park Rapids, MN.

We have had alot of interest in the boat and the story. The story is worth more then the boat. A article was run a month ago in the Senior Perspective, published in Glenwood, and the Park Rapids Enterprise is planning a article on it before the re-launch. Channel 11 is coming up to do a story on it next week.

I am looking for another boat project. I get nervous without a boat in my shop.

- Ed

# 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 the others? How many times have you met someone and during a brief conversation (probably about boats) and discover you've found a friend? In this feature, we'd like to start that brief conversation. Just answer the few questions below and either email your end of the conversation to [editor@acbs-bslol.com](mailto:editor@acbs-bslol.com) or drop it in the mail to BoatHouse Editor, 18275 Hummingbird Road, Deephaven MN 55391 so we can *Get Acquainted*. Feel free to elaborate as much as you wish. Questions? Call me at 952-473-4936.

Your name(s): \_\_\_\_\_

When did you become interested in antique and classic boats?

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Do you own one now? \_\_\_\_\_ What kind is it? \_\_\_\_\_

What is your home port? \_\_\_\_\_

Have you visited other shows – with or without your boat? \_\_\_\_\_

What led you to BSLOL?

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What activities would you like to see?

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## CALENDAR OF EVENTS

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

#### **JULY**

##### **12 ~ BSLOL**

SUMMER CRUISE & pot luck meal on Lake Minnetonka. Meet at Wayzata Depot Docks at 6:30 p.m. Don't have a boat? Come anyway...there's always room for you.

##### **16 ~ 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).

##### **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.

**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. (See Details on page 24.)

**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 [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.

##### **26 ~ BSLOL**

POKER RUN ~ Saturday, 9:00 a.m. Full details on page 22. Questions? Call Fred Goughnour, 952-472-7649.

#### **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.

##### **7&8 ~ BSLOL**

PRE-RENDEZVOUS Mini-Cruises on Lake Minnetonka, Excelsior. contact [rendezvous@acbs-bslol.com](mailto:rendezvous@acbs-bslol.com) or call the hotline at 952-934-9522.

##### **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.

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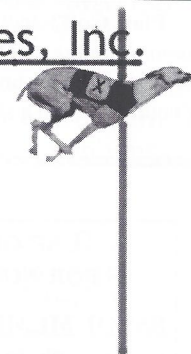
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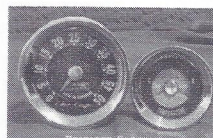
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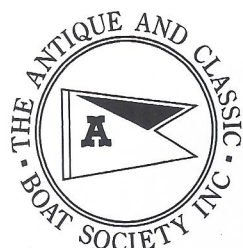
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## SEE THE SCENIC SIERRAS ACBS ANNUAL MEETING AND BOAT SHOW ~ LAKE TAHOE 2006

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 lakeside 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)

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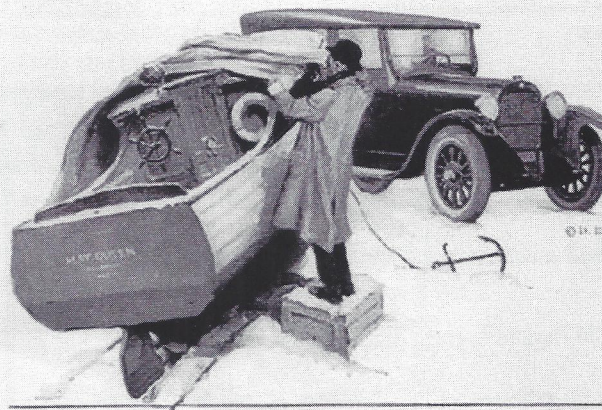
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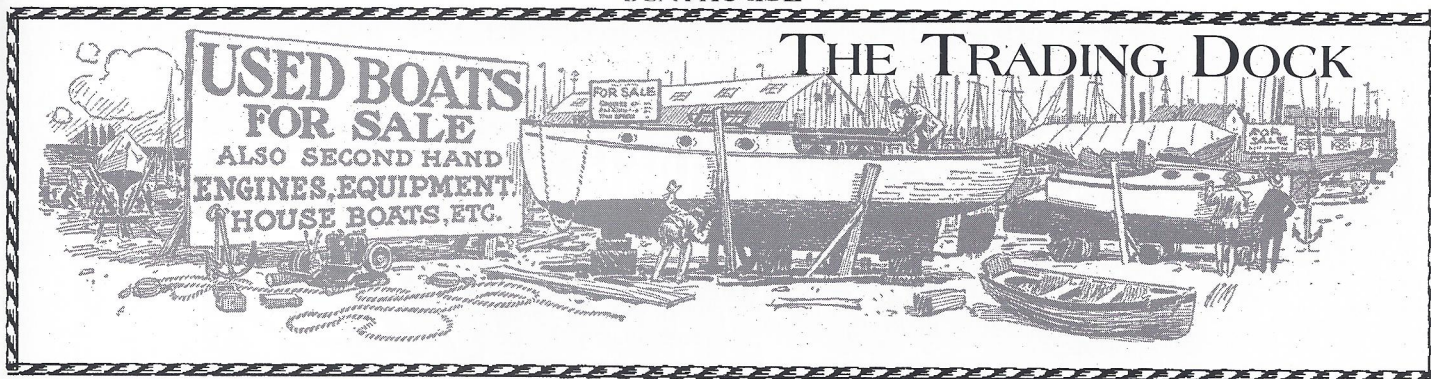
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●1956 LARSON FALLS FLYER - Call Steve, 715-394-4481 (M0603)

●1972 LYMAN 26' CRUISETTE - 318 motor inboard. Bought this spring in hopes of redoing, but budget didn't allow. Complete interior taken out for inspection/cost estimate. All parts have been saved. The Lyman sits on a triple axle Loadmaster trailer. Can deliver to Twin Cities area for expenses. This is NOT a grey or pattern boat. Boat and trailer: \$3,500. Boat only \$2,500. Don Johnson, Toddville, IA 319-393-2561/home or 319-551-1525/cell. (M0603)

●1967 CHRIS CRAFT 28' CAVALIER - Twin 327 Gray marine engines. 2 seasons on rebuild. Velvet drive transmissions, 1 halon, 2 dry fire ext. Tandem axle trailer w/elec. brakes. New cushions & water system, microwave, 2-burner stove, porta-potty. AM/FM cass. Meticulously maintained, exc. cond. Set for Great Lakes fishing w/ downriggers, 2 anchors, electronics, loran, graphs, marine radio. Archival info & Tech engine manual. \$18,900. Email for more info or pictures: [crawdad@cheqnet.net](mailto:crawdad@cheqnet.net) or call 715-372-5168 (M0603)



●1971 CENTURY 17' MARK II - Original red gel coat. 318 Chrysler V8 inboard, V-Drive. Rare model, with trailer. \$3,500 or best offer. Call 712-330-2951. (M0603)

●1966 THOMPSON 16' THOMBOY - In need of major restoration. Boat was to be late husband's retirement project. Included are: 1971 Balko trailer, 1900 lb cap. & 1966 Homelite Grand Prix 55 hp, 4 cyl motor. Must sell. Best offer accepted. Samantha Newcomb, Prescott WI 651-491-6057 email: [kickstanddown@comcast.net](mailto:kickstanddown@comcast.net). (NM0603)



●1961 CRUISERS, INC. 16' SEAFARER LAPSTRAKE - Original Johnson 40 hp OB, original canvas convertible top. Never restored-only paint & varnish. No rot. Holsclaw trailer. A BEAUTIFUL BOAT. Asking \$3,500. Will email photos on request. Peter Collins, Wilmington IL 815-476-0677. email: [bennelbend@comcast.net](mailto:bennelbend@comcast.net). (NM0603)



●1956 LARSON FALLS FLYER - Steve, 715-394-4481 (M0603)

●1963 CENTURY 17' RESORTER - 238 Graymarine. Velvet Drive, 220 hours, spare 225 hp GM and VD. Nice original boat, engine, interior, ski ring, sun top. Waterline cover. Bunk trailer. \$13,500. Dave Jr., 906-932-0400 (M-F, 9-5) MI. (M0602)

●1931 CHRIS CRAFT 16' DELUXE - complete rebuild: planking, rechromed, engine, electronics/wiring (6 volt), instruments, upholstery in 2001. New trailer and complete cover. Excellent condition and ready to go! \$10,000. Larry 952-229-1608. (M0602)

●1947 CENTURY 17' RESORTER - Project boat, Graymarine 6 cyl engine, complete boat. All hardware except stern light pole. Comes with trailer. \$2,000. Email: [mbnjagn@charter.net](mailto:mbnjagn@charter.net) for more info and photos. (M0602)

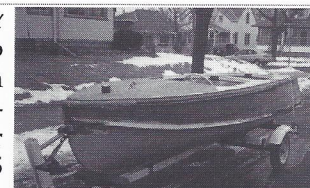
●1964 CHRIS CRAFT 36' CAVALIER TRI-CABIN- T-283, Onan Gen. restored, inside storage, runs good, looks great! Must see to appreciate! Call now: Cell 651-380-4584 or eves 651-385-8158 (M0602)

●BOW AND STERN THRUSTER SYSTEM - "Power Dock" brand - "jet thruster." Complete system - could be used for bow only. John Bergstrom, Duluth MN 218-729-8734 or [jbnh@earthlink.net](mailto:jbnh@earthlink.net). (M0602)

●TWO ROWBOATS FOR SALE - One is original condition, structurally good, cedar strip Shell Lake (WI) from the 1950s. You may have seen it in January at the BSLOL display at the Mpls, Boat Show at the Convention Center. Other is a boat manufactured at the Sam Vivant boat shop in Onamia, MN during the late 1930s or '40s - the shop which, in 1952, became the Hugo Boat Works. Very few of this make still exist since the exterior construction was of northern white pine and not durable. Both boats equipped with period trailers. Call Dave at 612-532-1187. (M0602)

●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. (M0601)

●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. Call 612-823-3990 or email [thompsonboat@msn.com](mailto:thompsonboat@msn.com). (M0601)



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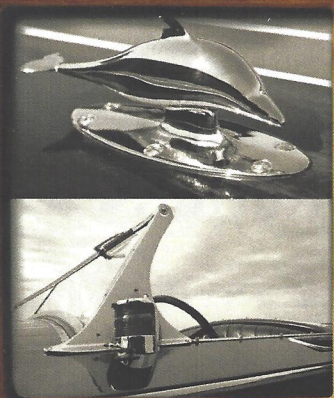
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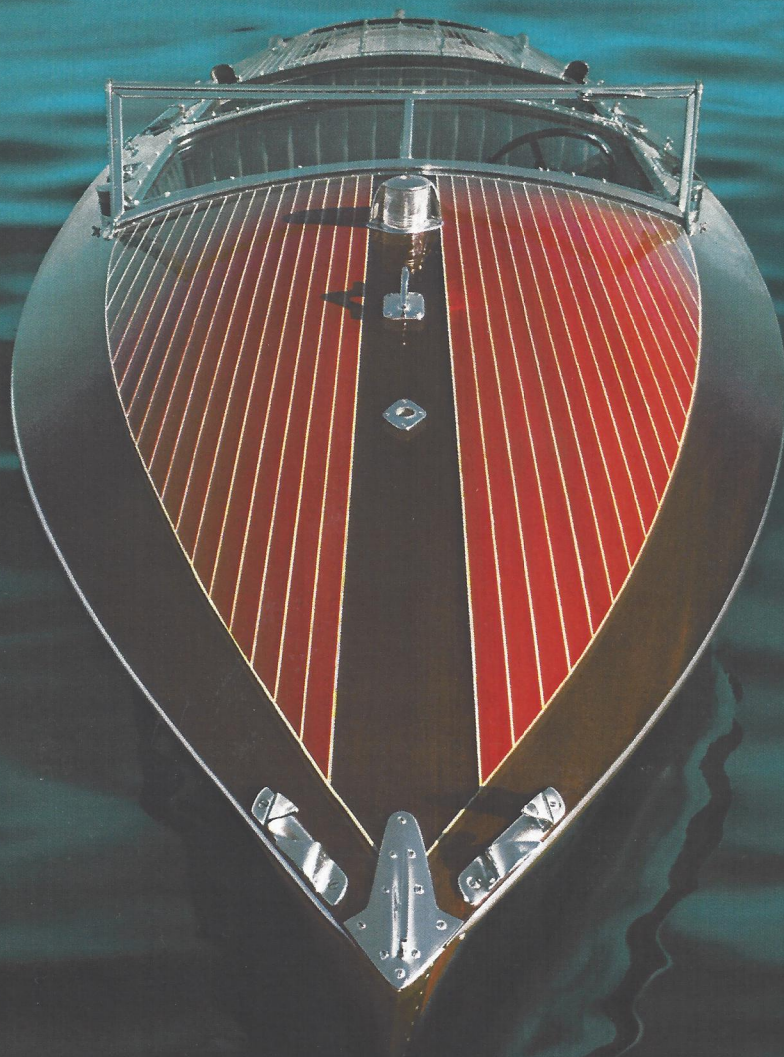
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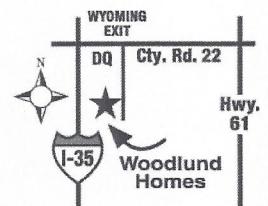
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