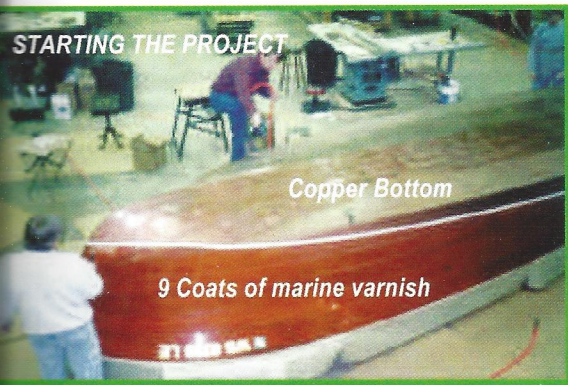


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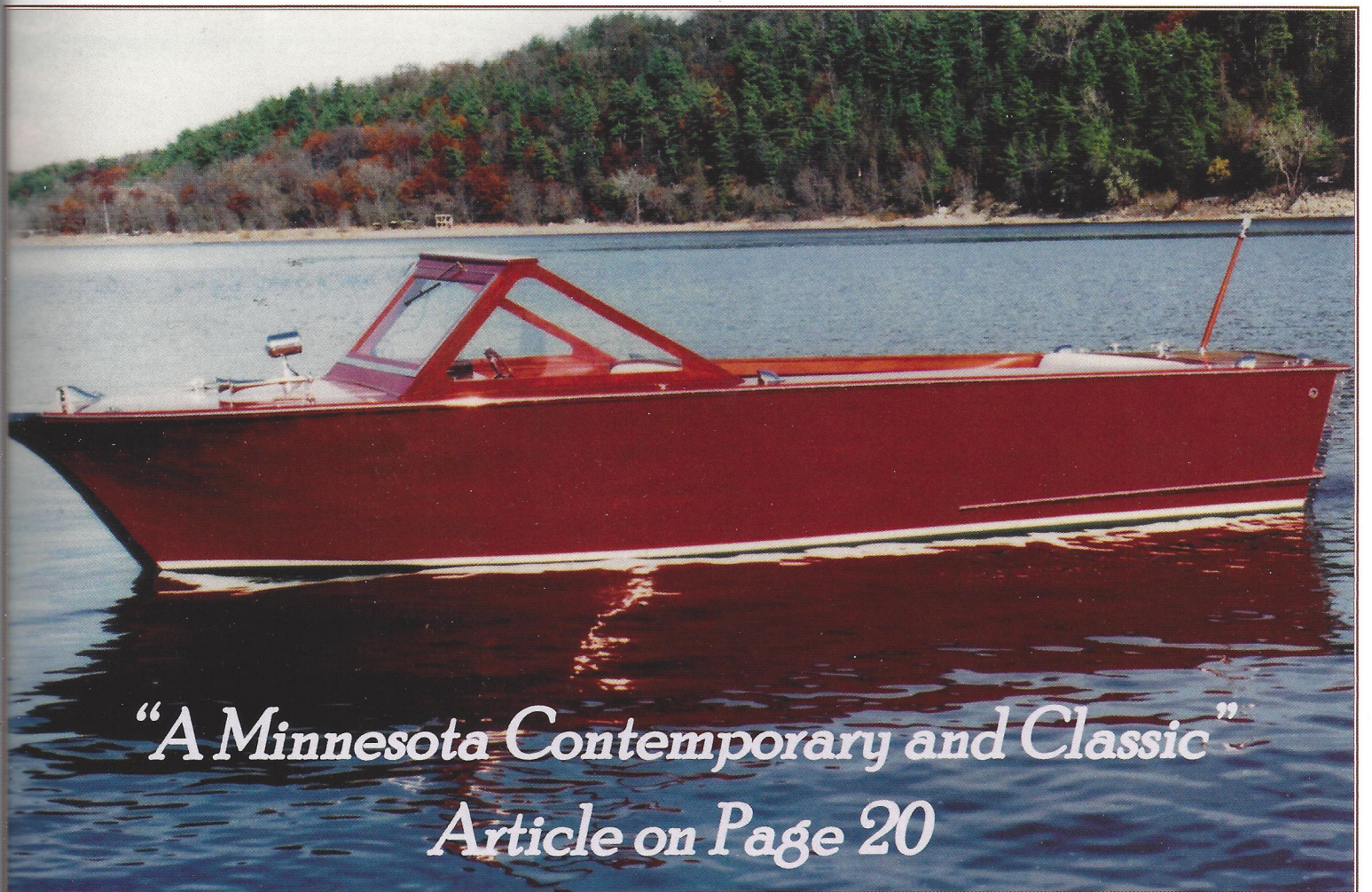
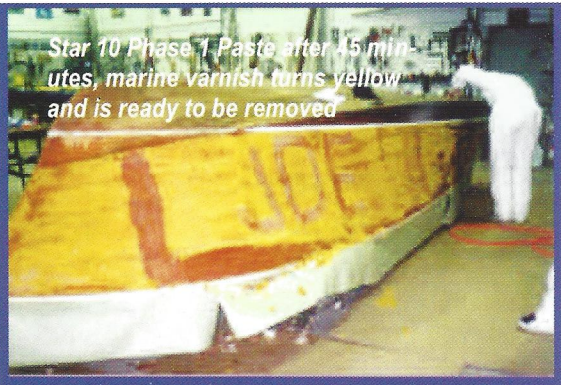


The Quarterly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society



**Star 10 Stripper
Contains No**

- ? Acids
- ? Caustics
- ? Or Methylene Chloride



THE BOATHOUSE is published quarterly - Winter (January), Spring (April), Summer (July), and Fall (October.) All articles, ads, etc. must reach the editor by Dec. 01, March 01, June 01, Sept. 01 prior to the desired issue.

MANAGING EDITOR: ANDREAS JORDAHL RHUDE
EDITOR: ERIC RICHARDS
 Photos: Steve Merjanian
 Mark Setterholm
 Mark Brown
 Clark Oltman
 Dave Doner

BOARD OF DIRECTORS

PRESIDENT Brad Ernst
 320-395-2854
president@acbs-bslol.com
bcernst@embarqmail.com

VICE PRESIDENT Joel Lemanski
 651-248-7314
joel@classicboathardware.com

VICE PRESIDENT John Kinnard
 612-229-2498
ccseaskiff@aol.com

TREASURER DAN SCHLEGEL
 651-351-7650
treasurer@acbs-bslol.com
daniel@e-schlegel.com

SECRETARY MARK NELSON
 763-241-4959/h
secretary@acbs-bslol.com
mbnjagn@charter.net

Jay Diebold 952-465-7964
jay.diebold@supervalu.com

Fred Goughnour 952-472-7649/h

Scott Hawkinson 763-476-9492/h
 763-370-3569/cell
hawkstest@usfamily.net

John Laidlaw 952-926-9088
slaidlaw@comcast.net

Dave Lindberg 612-581-7819
dlindberg@mchsi.com

Peggy Merjanian 952-473-4936/h
 952-473-6601/w
datamerj@aol.com

Susan Zemke 651-464-6813
sfinicky@yahoo.com

DIRECTORS AT LARGE

Ray Garin 952-495-0012/h
 612-201-6918/c
mrcusapt@aol.com

Bob Johnson 952-380-1505
kesslerjohnson@earthlink.net

Dick Mickelson 763-545-1181
dickmick@juno.com

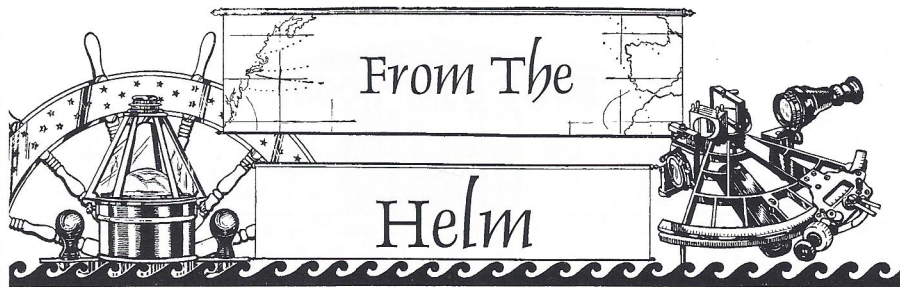
Andreas J. Rhude 612-823-3990
thompsonboat@msn.com

PAST PRESIDENT

Jim Camery 715-426-2022
jimcamery@msn.com

CONTACT BSLOL: 952-934-9522 or 877-636-3111
 or Email: president@acbs-bslol.com

BSLOL web site: www.acbs-bslol.com



As the fall leaves are starting to turn, I always look back on how short the summer feels. BSLOL had jam-packed activities every month, starting with the poker run, a great wine cruise, and numerous mini-cruises. I would personally like to thank everyone who made these fun memories possible.

August & September held two great boat shows at Bayport Marina in Bayport and at Maynard's in Excelsior. The Bayport show was able to raise over \$3,000.00 in the silent auction for the Minnesota Valley Outreach Food Shelf. It is great to see that our organization can step up and help others! The show in Maynard's was also a great success in a large attendance in both boats and people coming to see why we love our antique and classic boats!!!

This winter will also hold several winter workshops – these are extremely popular, & it is a great to see people we usually meet during the summer. Also, there will be our annual Holiday Party in December. Look on our website to check out the dates.

Have a pleasant Fall and I hope to see you at one of our Winter activities!

Brad Ernst
 President
 Bob Speltz Land-O-Lakes Chapter
 ACBS



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

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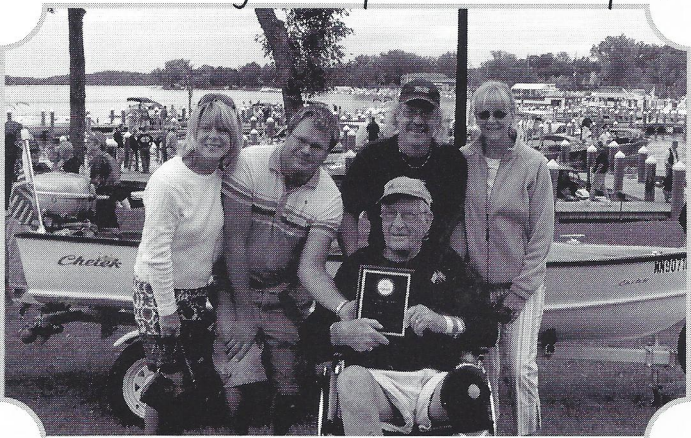
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BOB'S BOAT HOUSE



2007 Bayport Lunch

From Left to right: Steve Shoop, Dave Feris, John Baumhoefner, Jim Camery, Bob Johnson, Terry Williams, Sue Zemke, Tammy Tollefson, Daver Doner, Carolyn Thompson, John Thompson



2007 Rendezvous

Carl Weisser and Family with President Brad Ernst

Photos from 2007 Boat Shows

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.

On Our Cover

**Sue Zemke in her 1959
 Chris-Craft 21 ft.
 Continental.**



BSLOL Rendezvous Recap

by Jay Diebold

September 8, 2007 was more than just a beautiful late summer day. The sun and the warm inviting climate was only matched by the magnificent boats, motors and camaraderie that made up the 32nd annual Lake Minnetonka Antique & Classic Boat Rendezvous.

Set on the shore and docks of Excelsior's Maynard's Restaurant on Lake Minnetonka, 56 of the areas finest vintage boats were on display in the water and on land. In addition to the wonderful assortment of Chris Craft, Lyman, Century, Thompson and other remarkable wooden and fiberglass boats, there were over a dozen wonderful antique outboards.

As a partnership with the Antique Outboard Motor Club, the BSLOL welcomed a diverse assortment of antique outboard motors, several mini-most sport racing boats, and a wonderful mix of men, women and children who share interest and expertise in antique boats and motors. Fourteen percent of the boats displayed were classic fiberglass, reflecting a trend of the increased interest in non-wood vintage boats. A whopping thirty-five percent of the boats at the show were outboard powered.

As a thank you to the weather, the committee who set up this event made sure we had a fantastic assortment of boats, motors and other watercraft that captured a diverse cross section of examples that make up our hobby. The crowds, estimated to be a record turn out for this event in the last five years, were heard to remark about the wonderful boats, the beautiful level of detail and shine, as well as the warm and inviting boat owners who shared their stories of how these antique items came into their lives. Nothing like a beautiful summer day to bring out the crowds and the interest in these glimpses into the past.

Dr. Bob Johnson and the judges had the difficult job of picking the best of the best from this exceptional assortment of boats. Awards were granted to the finest examples of each of the major marques, the top boats of the overall show, the finest outboards from two distinct time periods, as well as the finest motorized and non motorized craft.

Several hundred pounds of non-perishable food and \$60.00 in cash was collected for the local food shelf. For the second year in a row, we have waived a spectator

EVENTS

As an additional treat, Classic Boating magazine came to the event to cover it for their national publication. Keep your eyes peeled for some shots of boats you know and people you saw at the show.

Special thanks also need to go to the Rendezvous committee for all their hard work to pull off this event. Next time you see Clark Oltman, Andreas Rhude, Dave Doner, Ray Garin, Steve and Peggy Merjanian, Dave Lindberg, Dick Mickelson, Bob Johnson and Brad Ernst please make sure you join me in thanking them for all they did to make this year's event such a success.

So make plans for next year's Rendezvous. While we can't guarantee the weather will be as fantastic as this year, we promise to do everything we can to meet and hopefully exceed the fantastic examples of our hobby that made this year's show. See you soon!

Classic Boating Magazine at Rendezvous

Thanks to Classic Boating magazine for selecting our 32nd annual Rendezvous as one of their handful of shows to cover this year. Norm and Jim Wangard came to Lake Minnetonka for an early morning photo shoot. A great cross section of participants hit the lake just after sun up to be photographed.

It was a clear and calm morning and conditions were excellent for the shoot. Clark Oltman graciously provided his Carver boat as the Wangard's photo platform. Thank you Clark!

Watch for coverage of our Rendezvous in a future issue of Classic Boating. It is available on a subscription basis only. You will not find it at bookstores or magazine stands. Classic Boating deserves a big gracias for their efforts here on Lake Minnetonka!

St. Croix Concours d'Elegance

Joel and Michelle Lemanski did it again. They pulled off a spectacular boat show and social event for the club. Thanks to them and their planning and implementation committee, the Bayport show was successful. See stories elsewhere in this issue for reports on the particular activities of the event.

ST. CROIX SHOW

by Joel and Michelle Lemanski

What has 30 boats in the water, eight on land, five Amphicars, five Ford Model A autos, and many spectators? The 2007 BSLOL St. Croix Concours d'Elegance Antique & Classic Boat Show.

We started out with the first Speed Boy's Endurance Run. This was a speedy ride from Bayport Marina to St. Paul Yacht Club, a distance of fifty miles. This event proved to be quite a challenge for the participants; especially when it came to the Hastings Lock. The event was won by Steve Shoop (see more in depth report by Dave Doner).

On Friday a nice and easy cruise to Stillwater's Dock Café occurred. About twenty people enjoyed lunch, cocktails and camaraderie. The Friday night party included music by Trip Trio, hors'dourvrs by Brines, and hospitality among BSLOL members and Bayport Marina Members.

Saturday, show day.....continental breakfast, boats, people, Sea Scouts serving lunch, awards and the Gala dinner on Berenberg point. Can you say rain? It rained and rained at the party, enough that several BSLOL members did a little mud stompin'.

Sunday cleared up and allowed us to have a beautiful St. Croix River cruise to brunch at Catfish Saloon in Afton. This event was very well attended, with at least 24 people bellied up to the tables.

Well this year we tried the one day show as suggested by participants. It was much easier to put together. However it seemed it was not very well attended by our members.

Summer seems to get booked up quickly with all the great boat shows and personal engagements we all have. It is difficult to make it to all the shows.

BSLOL has a wonderful venue at Bayport Marina. Do we want to expand this show? Do we want to go to one show for the BSLOL? As always, Michelle and I look forward to feedback from our fellow members. Feel free to drop an email to joel@classicboathardware.com or a phone call 651-248-7314 with your thoughts and ideas.

For now..... we'll see ya on the water.

POKER RUN

In addition to the three shows, we have had some other on-the-water activities this summer. Fred Goughnour once again made the Poker Run a reality on Lake Minnetonka. A beautiful Sunday morning was reserved for July 22. Boats, skippers, and passengers met at Lost Lake in Mound to receive charts. Five locations disbursed around the lake's nooks and crannies held the playing cards. Boats took off in all directions and the run was on! By about noon all the boats had returned to the start point. Fred and Beth Goughnour prepared a perfect picnic lunch for all. After lunch, the poker hands were revealed and winners announced. Prizes were given out for the top three hands. A bit of confusion ensued and a number of people were disqualified. Some of the boats were combining their cards to make a best hand for the boat. Sorry guys, this was an individual event!! A number of prospective new "vintage boaters" came along for rides. I think we got 'em hooked!

Boats that participated were: Ray Garin's Owens Flagship "LuvIs"; Jeff Stebbin's Chris-Craft "Pokey"; Steve Shoop's Beisemeyer; Susan Zemke's Chris-Craft "Finicky"; and John Laidlaw's Shepherd "Miss Peggy IV". A.J. Rhude's Thompson "Valhalla" had a catastrophic engine failure on the way to the gathering, so he motored back to the launch (luckily the boat has twin motors) and he hopped a ride with another willing captain.

Those who have participated in BSLLOL boat shows over the years have come to realize that the mini cruises organized by Bob Johnson are an anticipated highlight. Generally comprised of those with boats entered in the show, the cruises are relaxing affairs. Held at a dockside launching off spot, Bob starts the cruise with a short meeting. He explains the day's itinerary and lets us know what to expect and what to be on the lookout for. While there may be a few unexpected occupancies during the day, we all know that food is going to be a certain part of the cruise.

While free to travel in groups or solo, the captains are encouraged to arrive at the designated eating establishment at a particular time so that help with docking can be provided and dining as a group possible.

During these cruises, Bob can often be seen tearing off in his boat while the rest of us just amble along, doing our thing. Soon however, he returns to see that his flock is safe and away he goes again. To say that Bob likes to go fast in a boat might be an understatement. He challenges others to some sort of race he wants to put together at an upcoming chapter event and he is tireless when it comes to extracting every mph out of his boat. He is quite secretive in this regard.

What amuses many of us after some of these races are the excuses that seem to come from any number of participants. Either they had the wrong prop or the spark plugs were fouled. It might have been a very damp, humid day which caused poor performance or it could have been the stale gas left in the tank from the previous boating season. Some suspect that saboteurs were at work; operating under the cloak of darkness the night before, turning ever so slightly the carburetor adjustments of rival boats.

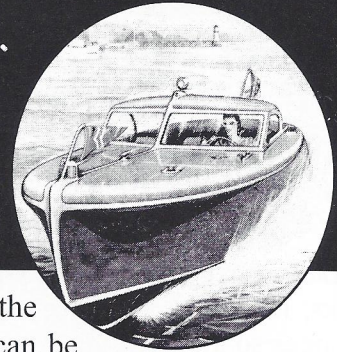
Ask Todd Warner sometime to spin a tale or two about his racing exploits. Once, as we were all waiting for the flag to drop signaling the start of a particular race, the engine in his big, black and kind of scary boat would do nothing more than sputter and belch. It would not start despite his frantic antics and Todd was left dockside. Another time Todd showed up in a beautiful and very long, sleek Hacker Craft. This one he had brought out of the barn and dusted off especially for this event. He was not to be denied this year. Everyone was off and away and eventually Todd eased into the lead and was soon within grasp of a sure victory. But alas, the Hacker convertible top began to come loose from its moorings and Todd had all he could do to hold onto the flapping fabric with one hand and steer with the other. Unfortunately, in the name of safety and self preservation, Todd was forced to back off on the throttle just a bit. This was all that was needed for several other boats to breeze by en route to the finish line.

This year Bob came up with a new twist for one of the 2007 BSLLOL St. Croix Concours d'Elegance mini cruises. The show was on Saturday, August 11 but Bob would organize for the Thursday prior to the show, the first annual "Speed Boys Endurance Run." How better to combine cruising with a fast gallop? To make things fair, Bob explained that the slower boats, those which could not sustain at least 35 mph, would depart last and the fast boats (which of course included Bob) would leave first. This way Bob explained, the faster boats wouldn't have to contend with the nasty wakes put up by the slower entries.

"Speed Boys Endurance Run"

2007 BSLLOL St.
Croix Concours
d'Elegance

by Dave Doner





GETTING FRAMED IS NO FUN (BECAUSE IT IS HARD WORK) BY SHERWOOD HEGGEN

Before we get into the topic of this Gadgets and Kinks, let's have a story about stupid boat restoration practices so all can learn what not to do.

It was a bright and sunny day when this beautiful antique runabout came into my shop. The owner had just purchased the boat and had noticed the keel had a couple of soft spots. That was a little odd as the boat had reportedly just had a new 5200 bottom put on it a couple of years previously. I explained to the owner that the boat would have to be turned over to cut away the garboard planks and the adjacent inner plywood planking to get the keel out. It was agreed to proceed with the work. It was odd that the keel should be bad if all new planking and inner planking had been installed. As work proceeded, I noticed the frame screws in the garboard planks were not coming out. Rather, they were spinning in their holes. Certainly they couldn't all be broken.

Now curiosity took over where it should have been in the first place. Why was there a soft keel in this recently re-planked bottom, and, what else was soft below the handsome paint job in the bilge? I crawled inside the upside down hull with a sharp chisel and started probing. To my surprise, every frame I poked at was soft! It was no wonder the screws were spinning in their holes! A few of the screws were extracted. They were oversized screws, so someone knew the frames were soft. Why was there a brand new bottom and inner planking on these frames!? These were the original frames! Not only did this boat need a new keel; it needed new frames and keel. Amazingly, new chines had been installed. But wait! Another surprise! The inner planking was cabinet grade plywood, not BS1088 rated plywood, and it was delaminating! It was obvious the new bottom planks would have to be removed to be able to replace all of the rotten frames. Disassembly began and it was noticed that the frames had been removed, probably cleaned and then reassem-

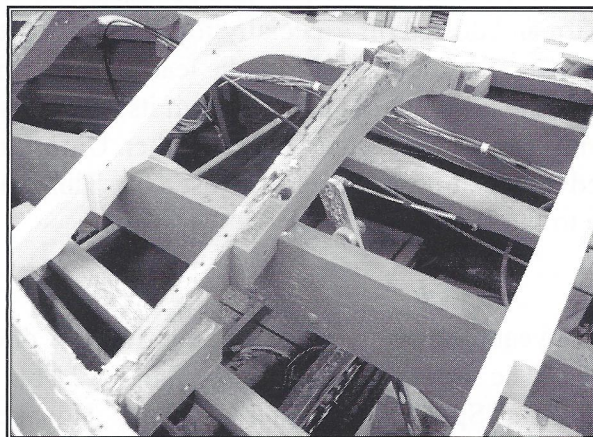
bled, glued, re-screwed and painted. In other words the old frames were in hand and new ones could have been made to replace the questionable original frames with only a little more effort. But now, for the lack of effort on someone's part, all of the new bottom planks would

have to be removed and replaced. Since everything was glued together with 3M 5200, nothing could be disassembled without destroying it. The bottom and frames would have to be cut apart with a router and a Sawzall and all new parts would have to be made.

I think the lesson is obvious here. If a part is questionable while things are taken apart, replace it!

Now on with the topic that was inspired by this fiasco: how to make new frames.

First, we should understand what a bad frame is. If a boat is fifty or sixty years old, or even less, and it has original frames, more than likely the frames should be replaced. Why? Because they have been affected for a few decades by anything that can destroy wood, and in the bilge of a boat, there is a lot. Inspection of the frames revealed cracks, oil soak, splitting by the bottom screws, and wood that could easily be pared away with a chisel like hard cheese. Once removed from the hull, some frames broke in two in my hands. These were bad frames. Take a look at a bad frame in the picture below.



White Bear Lake Classic Boat Show

by Pat Owen

An absolutely perfect summer day greeted the second annual White Bear Lake Classic Boat Show on Saturday, June 23rd. The show capped White Bear's week-long summer celebration, Manitou Days.

Forty-three boats were on display along Lake Avenue and in the water at the adjoining docks of boat show sponsors White Bear Boat Works, Tally's, the Docks of White Bear and Wolfgang's Bistro. Thanks go out to the show's key sponsor, the White Bear Shopping Center and Auto Glass Express, who sponsored the music of the popular guitar group Trio Tipo.



BSLOL was well represented with 30 boats and the Club's booth, manned by a staff headed by President Brad Ernst.

Special this year was a kit boat building event sponsored by Home Depot Maplewood. Seventy kids constructed and decorated their own sailboats – with a little help from Mom or Dad. Beaming smiles were evident in the photos given to each participant.



With a very close vote, the People's Choice Award for 2007 went to Del Van Emmerik and his 1957 Herter's El Dorado Rocket. Del's pink Herter's, perched on its yellow Tee Nee trailer, has been a fixture at several area boat shows this past summer.

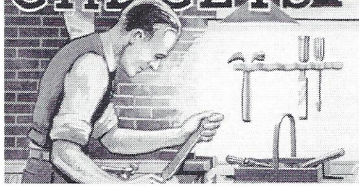
BSLOL members came forward with a number of great post-show suggestions for next year.

One for sure to be included in the 2008 show will be a boat parade to key areas around White Bear Lake so that folks at the parks and beaches can see and hear the classics of the past.

Mark your calendars for Saturday, June 21, 2008, for the third annual White Bear Lake Classic Boat Show!



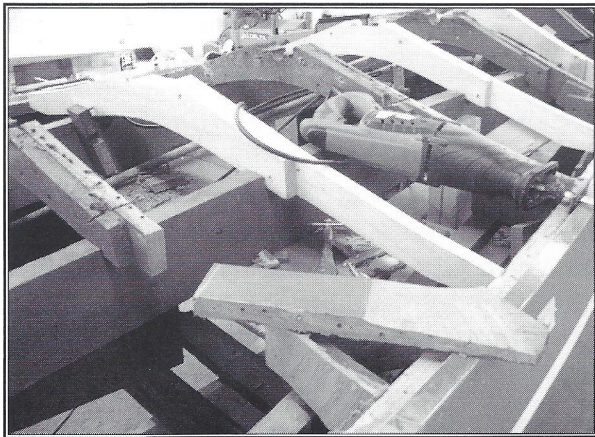
GADGETS AND KINKS



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

Continued from page 8

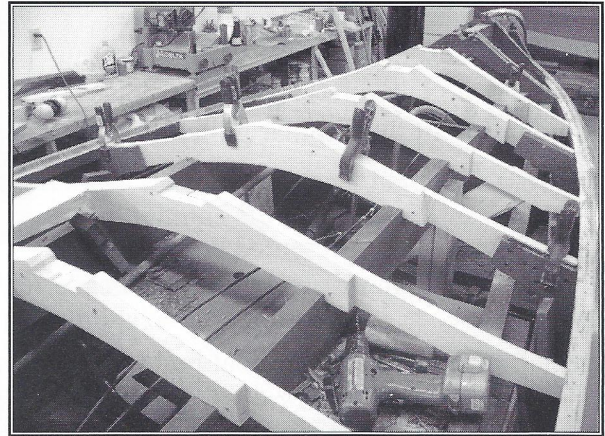
Taking the frames out is usually a pretty basic job, but if you should run into a boat that is glued together, as this one was, more than a good screw driver will be necessary. A saber saw was used to remove the bottom planks. A chisel and a mallet was used to remove the remaining wood glued to the frames. The picture below shows that a Sawzall was used to cut the knees and the stringer/frame carriage bolt to get the frames out. Because both the frame and bolt will be replaced, it was the quickest way to remove it. The frame was cut in two to allow clearance to remove the frame.



Additional tools required to clear out all of the 3M5200 and remaining frame wood and will be a heat gun to soften 3M5200, a chisel and mallet, planes, and whatever tools you can find to get the frames clear of debris.

With the keel removed, the frames can now be removed. If a number of frames will be replaced, choose to replace an auxiliary frame first. They are the ones that sit between the frames that are attached to the side frames. Doing so will allow correct alignment with the main frames that presumably are still in the correct position. Be sure to check that they have not shifted from their original position. If they have for some reason, do what would be necessary to correct the condition before installing the new auxiliary frame.

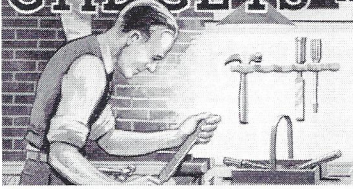
Assuming new lumber is available for the new frames, trace the shape of the old frames on the lumber. The old frame might have rough or missing spots, so draw a fair line over the rough or void areas. Now using a band saw or saber saw, accurately cut out both frame halves to the line. Cut the bottom joiner oversize so that it can be trimmed to perfect size to the frames which will be explained later. If the new frames are a match to the old ones in shape, place them in their respective positions and clamp them in place.



Use a fairing batten, check that the new frames maintain a fair line with the existing frames. If there is any inconsistency with the fair line, correct it as close as possible. Final fairing will take place after everything is bolted in place. Now take the new bottom joiner that was cut oversize and clamp it in position against the new frames. Secure it with a couple of screws through each frame half. Also, outline the frame on the joiner with a pencil. This will help reposition the pieces after you have taken them apart to apply glue before reassembly. Remove the frame and trim the excess material from around the frame with a band saw or saber saw and then trim it flush with a router and laminate trim bit. See the pictures below.

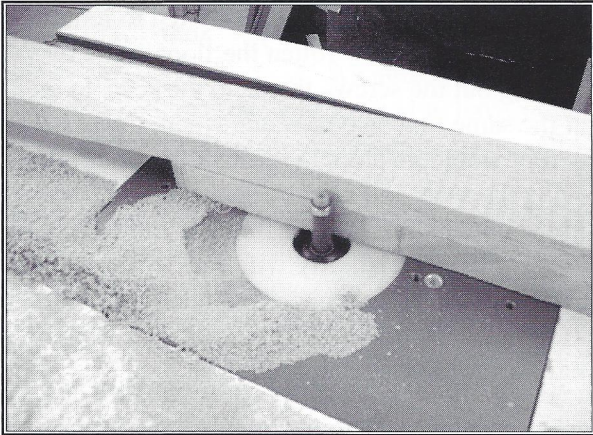


GADGETS AND KINKS



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

Continued from page 10



Position the frame in place again to be sure all is right including the keel notch. It too should have a fair line from frame to frame. If all is well, glue, bolt and screw the new frames and joiner together.

That is the basics of replacing frames. Proceed using your good judgment as to what needs to be done according to the conditions present. It is not an easy job but can be done by anyone with some woodworking skills, some decent tools and determination.

I hope this gives you courage and incentive to try to restore your own boat. What is important in restoring a boat is that you do it correctly. What was done with this beautiful, very expensive boat in the true story above was shameful. Sure, it looked good, but seaworthy – I think not. I could show you a garboard plank I removed from the keel without removing any screws. I am sure the bilge pump, which was lying loose in the bilge, was running a lot.

Don't destroy it; restore it and do it correctly. It is as easy as doing it wrong; it just might take a little more time and money but it will be worth it in the long run.

As always, if you have any questions regarding the restoration of your boat, I am here waiting to answer them.

**You can reach me at 715-294-2415 or
Heggensj@Centurytel.net.**

THANKS to Rental Research

A big BSLOL THANKS to Rental Research Services and Paul Mikkelson and son Lee Mikkelson. Their office conference room has been the home to BSLOL Board of Director and miscellaneous meetings for the past decade. They recently made a move and no longer have a large conference room. We are super grateful for the free use of their facility all these years. It is truly appreciated!


Want to WIN a Boat?

Here is your chance to win a boat! BSLOL is raffling off a newly built OUTERBANKS DORY. The sixteen-foot wooden boat was built by students at the North House Folk School in Grand Marais, Minnesota several years ago. BSLOL member Scott Hawkinson of Hawkinson Wooden Boats finished the rowing boat and donated it to BSLOL. As a fund raiser, we are selling raffle tickets. The drawing for the winner will be held at the Minneapolis Boat Show on Sunday, January 27, 2008. The winner will get a one of a kind Dory, typical of what was used by Coastal Fisherman in New England in the nineteenth century.

The winner does not need to be present to win. The winner must pick up the boat in the Twin Cities Metropolitan area. A trailer is NOT included. Must be 18 years or older to purchase tickets. Cost is \$5.00 per ticket or three tickets for \$10.00.

A ticket is printed on the back cover in this issue of the magazine. If sending a ticket(s) and payment (checks made out to "BSLOL"), make certain it is sent no later than January 21, 2008.

See the Boat on the Inside Cover

Name _____ Address _____ Phone _____ Email _____	BSLOL Member - OUTERBANKS DORY	 PO Box 11, Hopkins MN 55343-0011 RAFFLE - OUTERBANKS DORY A classic rowing workboat. Lapstrake construction. Painted in traditional dory colors. Oars are included. <small>A one-of-a-kind boat built in 2000 by students at the North House Folk School in Grand Marais, under the instruction of Bob Elliot, an experienced and professional boat builder from Massachusetts.</small> Drawing: 3:00 p.m., Sunday, January 27, 2008 Minneapolis Boat Show, Minneapolis Convention Center \$5.00 per ticket 3 tickets for \$10.00 <small>Winner need not be present to win. Winner must pick up boat in the Twin Cities metro area. Trailer not included. See Official Rules. Must be 18 years old to purchase ticket.</small>
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**Look for this Ticket on the Back of the
Mailing Jacket to Register to Win**

1966 Larson All American 146 Boat Restoration

By Mark Nelson

Well, how many times have you driven down the road and seen an old fiberglass boat for sale and wondered what it would take to make it look brand new? Not long ago the roadways were lined with old wooden boats looking for new owners. There was an excitement of restoring an old wood boat and reliving a little of our past boating history. For many of us we have that exact same feeling when we see a piece of early fiberglass boating history.

My wife and I have traveled this “road” over the last year. Our journey started with a bargain bin classified ad in the late summer of 2006. We saw an ad for an old 14-foot Larson fiberglass boat with engine and trailer for \$250. We had to go take a look. We were looking for something small and cheap that we could use up at the lake until we finished our 1948 Century wood boat. What we were about to see would change our lives.

When you go to look at an old fiberglass boat you never know what you are going to see. Everyone has heard the rumors about rotted transom, rotted floor, etc... Well this boat was no exception. When we walked up to this cute little blue and white boat we were immediately excited at the appearance of the boat; nice simple lines and design. We walked around and found the transom and floor to be rotted. We also saw things like incorrect flooring and seats that had been replaced over the years. The Johnson outboard had been badly beaten up but still worked and the trailer was lucky to make the trip home, but we had been bitten by the fiberglass bug and nothing was going to stop us.

So, we drove home with a “new” boat and backed it into the garage that night. The following night I was so excited I had to get started on the boat. I removed the engine from the transom and then started to remove the seats only to realize how rotten the floor really was. I was pulling out the screws that held the seats to the floor and at the same time had to watch where I was stepping as my foot would go straight through the floor. After removing the seats and literally scraping out 2 layers of wet plywood with my hands I filled up our large garbage can twice with material. My wife Jackie just had that look of “what did we get ourselves into.” But with any restoration you have to look past what is in front of you and have a vision of the finished boat.

Well, after I did all I could to the boat we finally sat down after I realized I knew nothing about restoring a fiberglass boat. I had started to call around to some



restoration places in the Minnesota area and started asking questions about transom repair and gel coat repair only to get many different recommendations on restoration. We were stumped.

The following day we talked with a co-worker of ours who had purchased a small Larson boat the year before. We talked with him about his boat which was a freshly restored

1959 Larson Playboy. He had purchased the boat from a gentleman who had someone up in Pequot Lakes, MN restore the boat. I had one more restorer to call after seeing this boat which looked awesome.

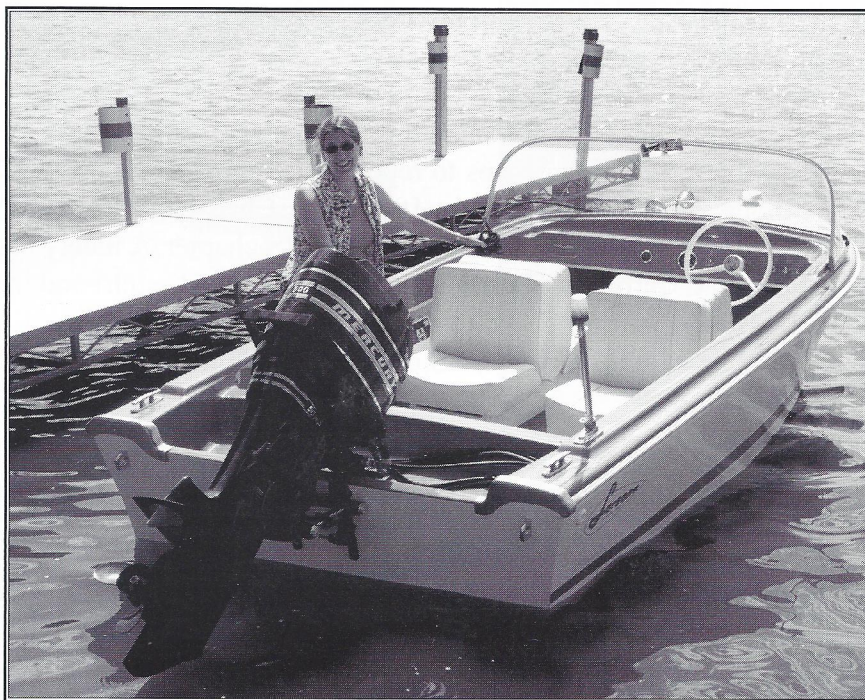
Continued on Page 13

The following day I called Greg Raasch, owner of Greg's Boat Repair. I spent at least 20 minutes talking with him about the 1959 Larson we had seen that he restored and let him know of our recent purchase of a 1966 Larson All American that needed some TLC. After this talk we were certain that Greg would be the person to restore our boat. All we needed now was to drive the boat up to get a quote on the work. I believe we made the drive up on Labor Day 2006. We met with Greg and he let us know what would be involved. We agreed for him to start that winter on the boat. He was excited to have something smaller to work on versus all the larger boats he and his sons work on constantly over the year. After a down payment the waiting game and excitement started.

As we made many trips over the following months to talk with Greg and take photos of the restoration I also prepared for an outboard motor restoration which I wrote about in the previous issue of the Boathouse. So I kept very busy just working on the outboard and researching and buying all the little parts like gauges and seats.

While Greg and his sons replaced and rebuilt the transom and floor in the boat we found out things like the foam that had been in the bottom of the boat was saturated with water and adding at least 400 pounds to the light 600 pound boat. We had all that foam replaced with a newer product and the new floor and stringers were done in no time. It was already taking shape and we were getting even more excited. That day that Greg called and said he was going to start the priming and painting of the boat made us realize that the end was in site.

We had seen the nice white primer finish and looked forward to Greg and his wife color matching the original blue tone of the boat. What we saw after the first coat of blue just blew us away. It was amazing! The Awlgrip paint system that Greg had recommended us use instead of gel coat had us sold. It would only be a couple more weeks now until we had our new boat.



The day that Greg and his wife delivered the boat to us was a great day, but I knew there was still work ahead. That afternoon, I think, I had the gauges in and was working on the seats. I ended up building custom bases for our new vinyl lounge seats because they sat too high and I also ended up adding a gas gauge to the dash. There are many more details to talk about but that would take up too much space in this article.

I have one piece of advice for all of you. Be careful where you drill holes! The night before we took the boat out for the first time we had to mount our fire extinguisher. We thought it would look just right on the floor next to the driver's seat. Well, 2 pilot holes went right through the bottom of the boat which made me just thrilled to say the least. I patched those holes up with epoxy and we were on the lake the following afternoon. Needless to say the boat gets another trip up to Greg to get a couple of holes fixed in the bottom of our boat this Fall.

We finally got the boat into the water for the first time in June on our local lake here in Elk River. We had a great first ride. We were ecstatic that we finally had our "new" 1966 Larson boat. The topper for the summer was finally getting to water ski behind the boat over Labor Day. I had even more fun finally having a boat at our local vintage show at Lake Minnetonka in September. I was shocked to take home best the "Best Fiberglass Boat" award at the show after seeing the great turnout of restored fiberglass boats.

Thanks to all my fellow board members and club members for putting on such a great show. I would also like to thank Greg Raasch and his family for a great job on the boat restoration.

**Feel free to email me or call me with questions,
mbnjagn@charter.net or 763-458-4036.**

I now have to work on that Century wood boat this winter. See you on the water and don't be afraid of those fiberglass restoration projects, we hope to see more in all the shows.

The run was to begin at the Bayport Marina, the boat show site, along the St. Croix River near Bayport, MN. Bob held his customary meeting with the captains at 9:00 and explained the day ahead. We were reminded of the need for safety, the "no wake" zones and to be on the lookout for barge traffic and floating debris. Those unfamiliar with these waters were provided charts and reminded to keep between the buoys marking the channel.

We were going to travel south down the St. Croix to the point where it flows into the Mississippi River at Prescott, WI, a distance of 20 miles. From there we would head northwest up the Mississippi another 34 miles until we reached Harriet Island, directly across the river from downtown St. Paul. The spot we would all congregate for lunch was the River Boat Grill, a floating restaurant moored among several paddlewheel excursion boats, a few cruisers, some houseboats, a floating B & B, and the University of Minnesota Showboat.

The race was on at about 9:45 and we were all off in good shape. The weather was sunny and warm and the scenery all along the way among the most beautiful in this part of the country. The fast boats had the added advantage of leaving first which kind of tilted things in their direction early on. But alas, Lock and Dam #3 seemed to provide an equalizer of sorts. As the slower boats came up on the dam, they noticed with a certain amount of glee that the early arrivers were driving around in slow circles having to wait for the lock to open up. Soon we were all together and happily entered the locks together. Upon exiting the lock however, Bob in his 1948 Chris-Craft U22 and Steve Shoop in his 1959 16 ft. Biesemeyer Flat Bottom were out of the gate fast, on their way to St. Paul. They drove 'em like they stole 'em!

In time however, everyone arrived at the restaurant and the boats were secured along the city docks. Everyone had made it in good shape with no mishaps to report. Sue Zemke in her very nice 21 ft. 1959 Chris Craft Continental was there along with Dave Doner in a 1969 19 ft. Chris-Craft Lancer. There was a Cruisers, Inc. I/O brought by John Baumhoefner of the Clear Lake (IA) ACBS chapter. A nicely restored Thompson Super Lancer belonging to John and Carolyn Thompson of Marshfield, Missouri and the Heartland Classics chapter participated too. And no they are not related to the Thompson family of Thompson Boat. Along with the BSLOL'ers, we had representation from three ACBS chapters which was terrific to see and appreciated by everyone.

During a nice leisurely lunch, Bob tabulated the scoring and announced that Steve Shoop was the overall race winner in his very fast 16 ft. (reportedly 63 mph) fiberglass Biesemeyer. Bob in "Cowboy" was the winner of the wood hull division, Sue Zemke the winner of the female-owned category, and Dave Doner first in the I/O division. The Thompsons from Missouri were the first place winners of the lapstrake division.

After lunch, the boats headed out according to what the captain's wanted or needed to do. Some headed up river a few miles although due to the 35W bridge collapse a few days earlier, there were limits as to how far they could travel. Some needed to top off their fuel and others wanted to take a nice and easy cruise the 54 miles back to the home base. In time, everyone reported back safe and sound which was a fitting end to a very spectacular and fun-filled day on the water with others who share our passion for boats of an earlier time.

Bob awarded each of the captains a keen yellow "SPEED BOYS" shirt although he was quick to explain that, as Sue Zemke was very much all woman, she nonetheless had to try and get over the fact that there was no girl version shirt and don one of the boy shirts. As Bob mentioned, there will never, ever be a "SPEED GIRLS" shirt produced so long as he has anything to say about it.

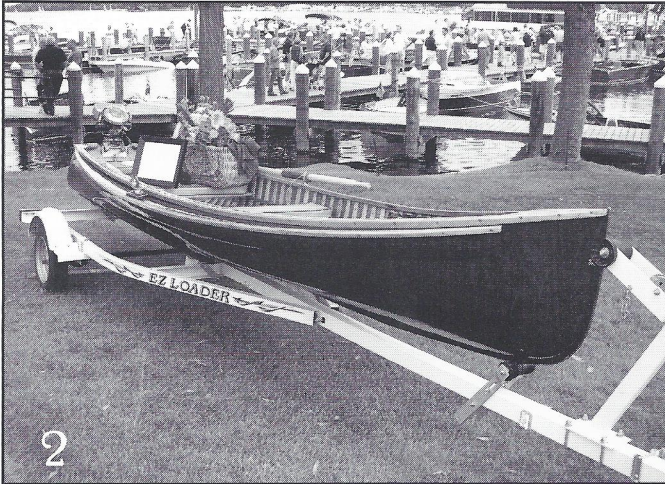
Bob thanks everyone for their participation and we thank Bob for creating what will be a nice addition to future BSLOL pre-show cruise events.

32nd Annual Antique and Classic Boat Rendezvous Winners

1. Best Antique Utility
2. Best Non-Motorized Boat
3. Best Special Interest Boat
4. Best Fiberglass Boat
5. Bob Speltz Award
6. Best Contemporary Classic

Dwain Schutte
 Sandy Jackson
 Del VanEmmerik
 Mark & Jackie Nelson
 Stan Petersen
 Jim Russell

1936 Chris-Craft Deluxe Utility 18'
 1926 Old Town Canoe 16'
 1957 Herter's El Dorado Rocket 14'
 1966 Larson All American 14'
 1954 Chetek Agua Flyer 14'
 2006 Modified Hacker 22.5'



Isabelle Stelter poses in front of the Minnehaha on Lake Minnetonka in the 1920s. She was the aunt of long time BSLOL member Rosie Basta. The photo had never been published prior to it appearing in this and the last issue of the Boathouse.



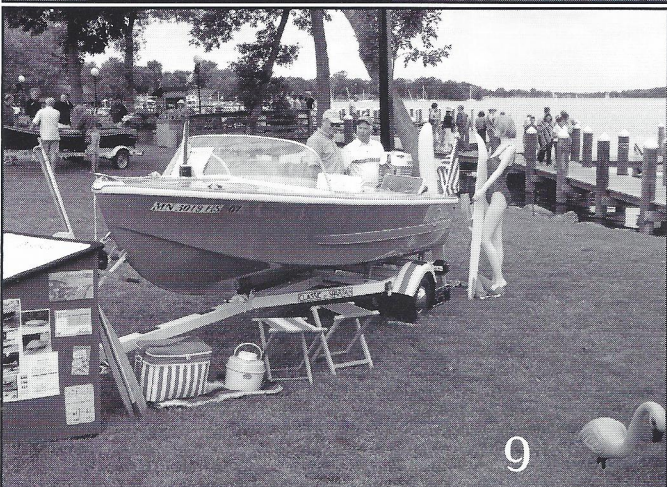
Thanks Rosie for thinking of us!

32nd Annual Antique and Classic Boat Rendezvous Winners

- 7. Best Amateur Woodworking
- 8. Best Amateur Varnish
- 9. Best Display
- 10. Best Antique Runabout
- 11. Best Classic Runabout
- 12. Best Cruiser

- Jim Kluck
- Chris Albertson
- Dick Mickelson
- Mitch LaPointe
- Rob Hemming
- Tom Menken

- 1949 Chris-Craft Special Runabout 17'
- 1967 Lyman Sportsman 30'
- 1957 Glasspar Club Lido 14'
- 1940 Chris-Craft Special Race Boat 16'
- 1947 Chris-Craft Deluxe 17'
- 1967 Chris-Craft Cavalier 30'



32nd Annual Antique and Classic Boat Rendezvous Winners

13. Best Outboard Boat

14. Best Century

15. Most Original - Best Preserved Boat

16. Best Post-War Outboard Motor

17. Honorable Mention - Outboard Motor

18. Special Recognition

Bob & Renee Clark

John Humphrey & Ron Haberkorn

Tim & Joanne Ashenfelter

David Wiborg

Leah Stasieluk

Carl Weisser & Family

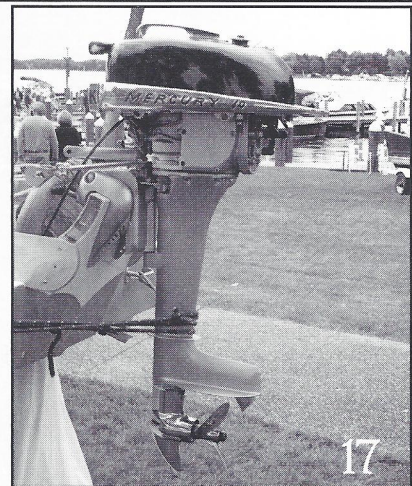
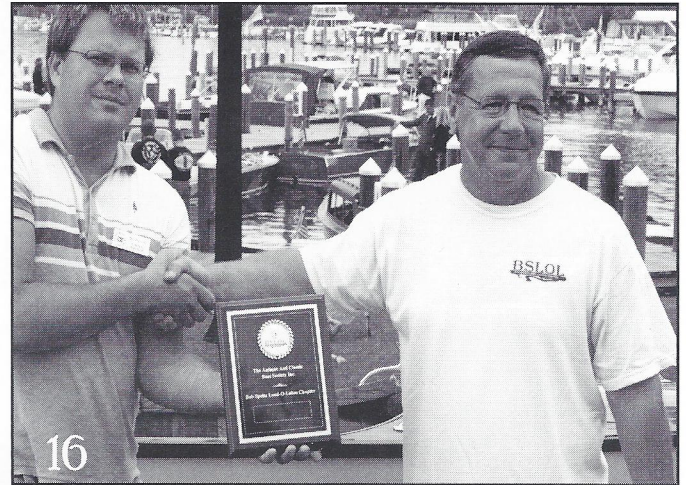
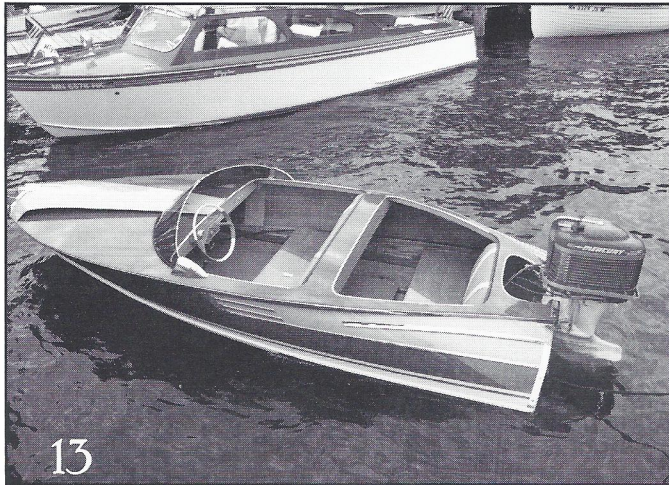
1957 Aristocraft Torpedo 14'

1967 Century Resorter 19'

1929 Hacker Dolphin 26'

1954 Mercury Mark 20

1949 Mercury KF7 Super 10



32nd Annual Antique and Classic Boat Rendezvous Winners

19. Special Recognition

20. Best Classic Utility - 22' & Over

21. Judge's Choice

22. Best Chris-Craft

Bob Johnson

Chris Albertson

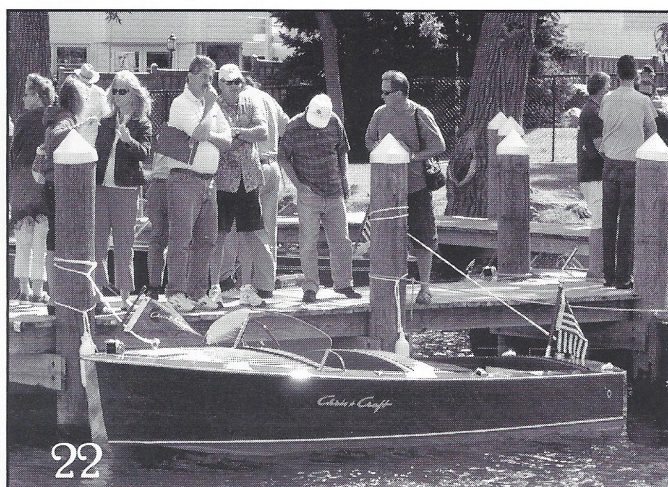
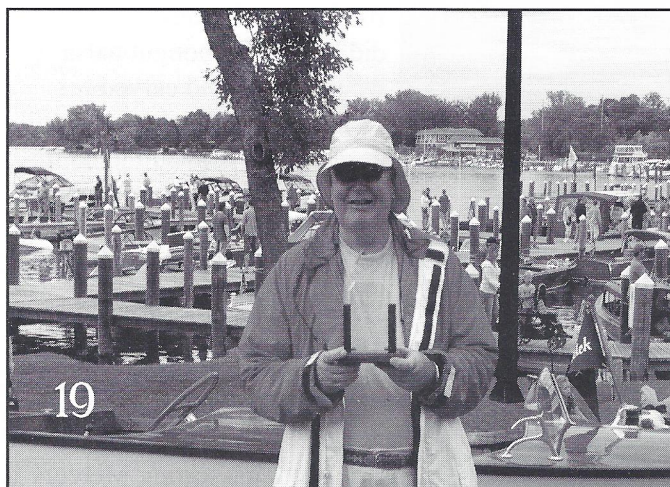
Chris Albertson

Jim Kluck

1967 Lyman Sportsman 30'

1967 Lyman Sportsman 30'

1949 Chris-Craft Special Runabout 17'



BSLOJ
ANTIQUE & CLASSIC BOAT RENDEZVOUS
 SEPTEMBER 8, 2007

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 484 Rochester Blvd., Hopkins, MN
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A Minnesota Contemporary Classic

By Andreas Jordahl Rhude

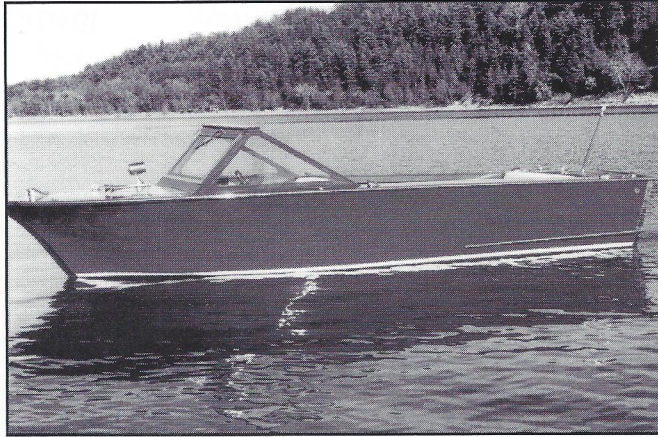
When thinking of contemporary classic wooden boats, names such as Grand Craft, Morgan Hackercraft, and Van Dam come to mind. The name Classic Craft Boatworks is little known. The great idea which was Classic Craft never made an impact on the world of contemporary classic boats. It was however, a passion that created several beautiful vessels.

Classic Craft Boatworks was located in Rosemount, Minnesota. It was headed by Bob Oellerich, a visionary who started the endeavor to make himself a Great Lakes fishing boat. Along the way the effort evolved from a fishing boat to an inboard utility watercraft. The result was a highly varnished wooden masterpiece.

The boat was displayed at both the 1991 and 1992 Minneapolis Boat Show in January those years. It garnered a great deal of attention; however, circumstances in the topsy turvy world squashed the company in her infancy.

Oellerich was born and raised at Appleton, Wisconsin, the son of a German immigrant. His father, John, left Germany after the First World War at the urgings of his mother (his father had been killed in a logging incident when John was a boy). She felt that the opportunities in America far outweighed the uncertainty of Europe at that time. Did they see the handwriting of the National Socialist German Reich on the wall? John Oellerich became a patriotic American even receiving a draft notice into the US military during World War II. Would he have fought his own German brothers and sisters? Yes, he said, I am an American now and will defend my adopted country. As it turned out, the conflict ended soon after he had received the draft notification.

Although John was in the meat business as an avocation, he had a great deal of wood working skill. This love of wood working was instilled in Bob from his dad. Growing up near numerous lakes and rivers, it was only natural that Bob would spend much of his time fishing and boating.



He could not afford to purchase the Hedden lures for his fishing expeditions, so what did he do? He bought balsa wood blanks and carved his own lures! Lead weights were used and he painted them himself. All this at a very young age and this was the start of Bob's passion for handcrafting wooden items.

In high school Bob worked at Charlie Pond Sporting Goods in Appleton, Wisconsin stocking shelves and working on outboard motors. They were a dealer for Evinrude. One summer at the age of 17 he got a job testing Mercury outboards for Kiekhaefer Corporation. He and a crew of young guys were the "destructors" of Mercs. Their job was to burn up the motors! Can you image a young kid having such a job – it was a dream! They tested them on Lake Poygan on set courses. The rookies got the low horse power motors and as they gained experience they worked their way up to bigger motors. 40 HP was the biggest. Bob spent one week testing a Merc racing motor. He was hooked on boating at the ripe age of 17!

Adulthood brought him to the Twin Cities in Minnesota thanks to Uncle Sam. He enlisted and was billeted at the Snelling Air Force Station with NORAD (Nike Herc missiles). He was on high alert during the Cuban Missile Crises in 1962. He was a cryptographer and helped to decoded President Kennedy's cable for battalion headquarters giving the Soviet leader Nikita Krushchev a twelve hour notice to turn around their Cuba bound ships. After departing the military he worked for US Plywood Champion Papers International in a sales capacity for thirteen years.

As an adult Oellerich restored two wooden boats. They were fourteen-foot long wooden lapstrake Thompsons. He could only handle a fourteen-footer because that's the space he had available. Each was a fairly simple restoration with no major wood replacement necessary.

Continued on Page 21

They were done for his own personal use. His brother John of Burnsville, Minnesota is today an avid collector and restorer of outboard motors. As a young man Bob purchased a small Evinrude from Charlie Pond Sporting Goods. He still has it proudly displayed in his home workshop.

There has been a trend in the family to marry their high school sweetheart! Bob married Kay in 1960 – they were high school sweethearts. Their son Michael married his high school sweetheart Kathy as did their daughter Teri, marrying Kevin Barns!

The boat building bug hit him in his middle years and he did a great deal of investigation into boat design and construction. Bob spent time at the Smithsonian in Washington, DC studying plans. The intent was to make a heavy-seas fishing boat which was very seaworthy. This evolved into a Hacker looking inboard utility. Bob's friend Jack Nyenhuis was a big influence for the evolution from fishing to speed boat. Major influences for the final design were John Hacker, Garfield Wood, Chris-Craft, Thompson boats, and the Grand Banks trawler owned by his friend Jack.

His friend and mentor Earl Otto helped with the design and creating the jig. The work was conducted in Earl's shop near Thunder Bay, Ontario. There was no fancy tooling to create the jig. Plump lines used lead fishing sinkers for weight. Bob cruised the forest near Ellsworth, Wisconsin to find a tree of the proper shape and size to cut a single-piece keel and stem. The framing was layed and the hull was planked prior Canada's untimely trade regulations made the move to the United States a necessary decision.

The hull was cold-molded Honduras mahogany, seven-eighths inch bottom and three-quarter inch thickness topsides. It was West System epoxy encapsulated and the design was of a hard chine configuration. Framing was white oak. Teak was utilized for the cockpit sole. The point of entry was derived from Norwegian fishing boats.

All hardware with the exception of the windshield frame, breast plate, and cutwater came from an old Chris-Craft boat. The steering wheel was secured in Italy with the assistance of Windsor Craft in Little Falls, Minnesota. The dashboard instruments were custom made and reminiscent of those used in automobiles of the fifties and sixties.

At twenty-two and one-half feet in length, she weighed 3,800 pounds. She was similar in size and general appearance of the well known Chris-Craft U-22 Sportsman. Twelve coats of Epifanes varnish were applied to the topsides along with three coats of Interlux bottom paint.

A number of individuals were major contributors to the creation of the boat in addition to Earl Otto and Jack Nyenhuis. Joe Murphy of Old Langdon Inboards specified the power plant, built the exhaust system, and put the power train together. Marine Associates in Hudson designed, built, and installed the prop and shaft. Bob's oldest son Mike, Cory Snyder, Mark Sauer, Dr. Kevin Burns, and John Rantala helped out with many aspects of the project.



The power plant was a 350 cubic inch Mercury Bluewater, velvet drive, with 260 horse power. The fourteen-inch bronze three-bladed propeller was attached to a one and one quarter-inch stainless steel shaft.

Oellerich is a meticulous person and he made certain everything was "right" on the boat. He lined up all the slotted screws in the rub rail and used a fishing line stretched taut to make certain they were all level. Snyder and Sauer did calculations to establish the waterline using weights of the hull, motor and equipment. It was scribed on the wood and when the boat was launched for her first time, the water line was perfect.

Welcome Aboard!

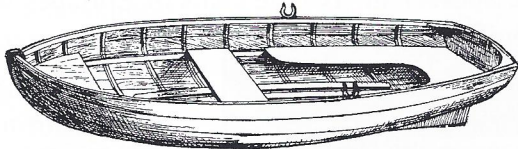
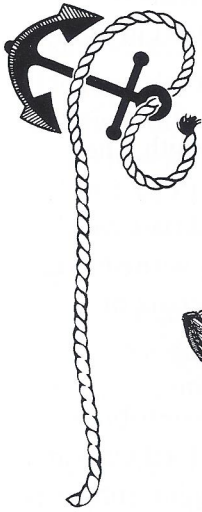
William & Karin Rush, Stillwater, MN

Dean Weisser, Golden Valley, MN

Jim Mans, Brainerd, MN

Mark & Sonja Brown, Minnetonka, MN

Don & Jackie Knauff, Prior Lake, MN



2007 Calendar of Events



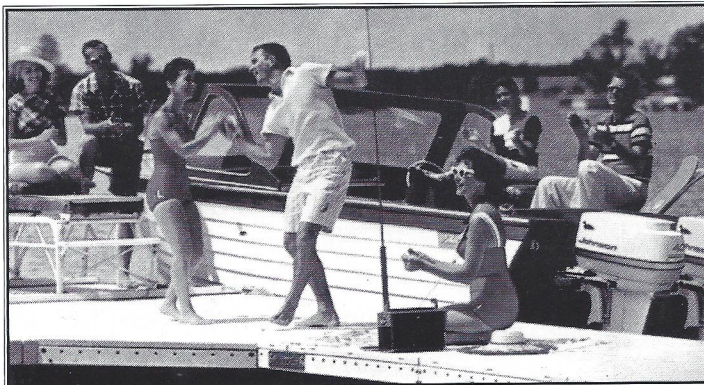
Dec. 2 Holiday Party & Election of Officers Reservations required

All events are open to members and non-members alike.

Please Note: On any event where reservations are required, BSLLOL reserves the right to refuse entry without reservations.

Events subject to change

For more information on BSLLOL events, visit our website: www.acbs-bslol.com or call 952-934-9522



VINTAGE BOATING NEWSMAKERS

A beautiful Cruisers, Inc. classic wooden boat was prominently pictured, in colour, in the Minneapolis Star-Tribune on Sunday June 24, 2007. The 1962 lapstrake vessel is owned by Ludlow's Island Resort on Lake Vermilion, Minnesota. BSLOL members Mark and Sally Ludlow are proprietors. Sadly, the photo's caption mis-identified the boat as a Chris-Craft. A scrutinizing Andreas J. Rhude immediately noticed the mistake (he helped find the boat for the Ludlow's).

Another frequent participant in BSLOL activities, John Baumhoefner, had his picture on the front page of the Globe-Gazette of Mason City, Iowa on July 21, 2007. He was piloting his 1966 Cruisers, Inc. boat at the Clear Lake vintage boat show.

The Forest Lake (MN) Press on July 18, 2007 had a feature article on boat builder and restorer Tom Moravec. He operates Sunrise River Boatworks in Wyoming, Minnesota.

KSTP TV's Jason Davis and film crew spent plenty of time in the Alexandria, Minnesota area in July. The Chain of Lakes Classic Boat Show, Minnesota Lakes Maritime Museum, and Tom Juul's restoration shop were featured "On The Road." It aired on channel 5 on August 12, 2007. You can watch the footage at kstp.com under the "On The Road" icon.



**Peggy and Steve Merjanian
 at the Rendezvous**

Oellerich called his boat "Classic Craft." It reflected the "classic" nature of the design and aura of the boat and "craft" was a salute to predecessor firms prominent in the boating industry such as Chris-Craft and Hackercraft. It was a struggle to obtain the name, but in the end it became a registered trade name of his firm. When it came time to order the chromed hullside "Classic Craft" logos, he had to order a minimum of 500 units. One boat received two of the logos. Several of the key workers on the project received some as memento's and the rest are in storage with Bob.

In the Autumn of 1990 the boat was splashed in the St. Croix River. It performed with the perfection of a Swiss time-piece. Photos and film were taken to document the final step in getting a boat built and operable. As it turned out, those three hours of sea trials are the only time the boat has ever seen the water.

Interestingly, the photo boat used to take the still shots and video footage, was Bob's 1950s

AlumaCraft Queen Merrie. The boat met her maker a few years after that. Bob wishes he still had it, considering the increased interest and respect for classic aluminum boats these days.

The resulting boat was reminiscent of a Hackercraft. Business friends prodded Oellerich to go into the boat building business. With this in mind, the boat was unveiled to the public at the January 1991 Minneapolis Boat Show. The display was prominently featured on the "Good Company" television program and KSTP Sports. During the Boat Show, the Gulf War broke out. The war, combined with the loss of his major lumber source put Classic Craft on hold.

They did, however, display once again at the Minneapolis Boat Show in 1992. A price tag of \$79,000.00 was set and thirty-five solid sales leads were obtained. Oellerich estimated it would take eleven months to complete a boat.

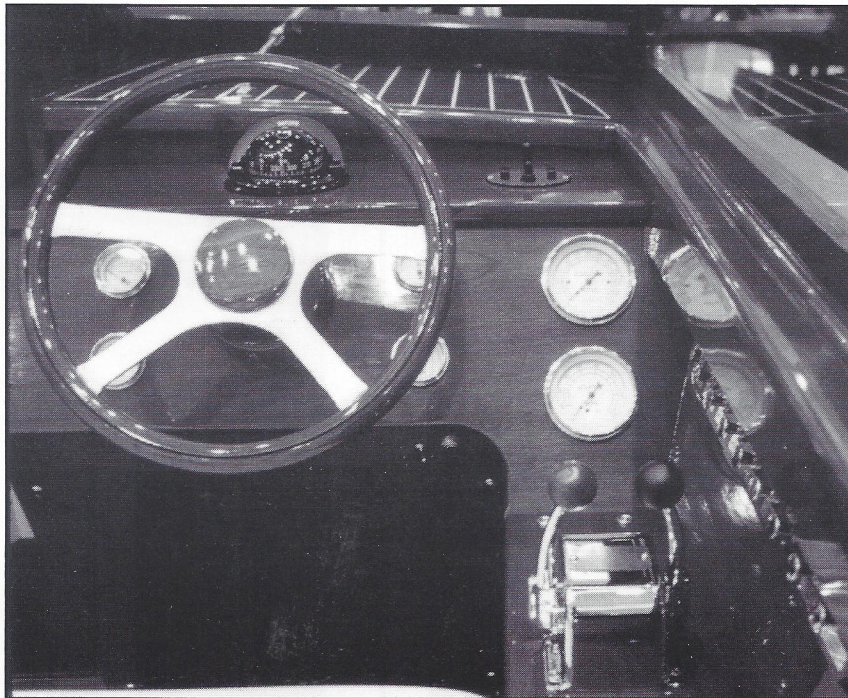
A number of intangible costs were in the boat such as liability insurance, the compatibility of the team members that created the vessel, and Bob placing his entire heart in soul into the project for many years.

The boat was a one-off, the first of several intended

custom vessels based on the same design. The interior layout could be adjusted per client wishes.

Sadly, no boats were sold and the entire endeavor was moth balled. Reasons cited in a recent interview with Oellerich were: the Kuwait War and the uncertainty in brought about; the luxury item excise tax; and the loss of the Honduras mahogany lumber source.

Bob Oellerich speaks with passion and enthusiasm when recalling his adventure with Classic Craft. His blue eyes sparkle with animation. Even though as a business it never got off the ground, the journey to get there was well worth the effort. He fondly reminisces about the ups and downs of creating a brand new wooden boat. He says there is sadness knowing it did not succeed but great joy overwhelms him when he thinks about the birth and matriculation of a beautiful wooden boat. That boat, hull number one, is still in storage, having hit the water one time only.



Bayport Show Winners

1. Bent Prop

Joel Lemanski

2. People's Choice

Fred Rgnonti & Carol Perovar

3. Best Antique Cruiser

Terry Williams & Trish Hampl

4. Commodore's Choice

Mike & Sue Favilla

5. Best Antique Utility

Mahogany Bay

6. Best Classic Glass

Del VanEmmerik

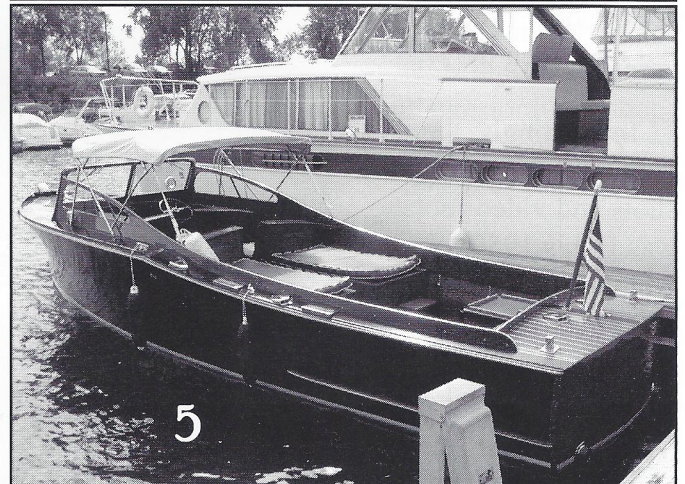
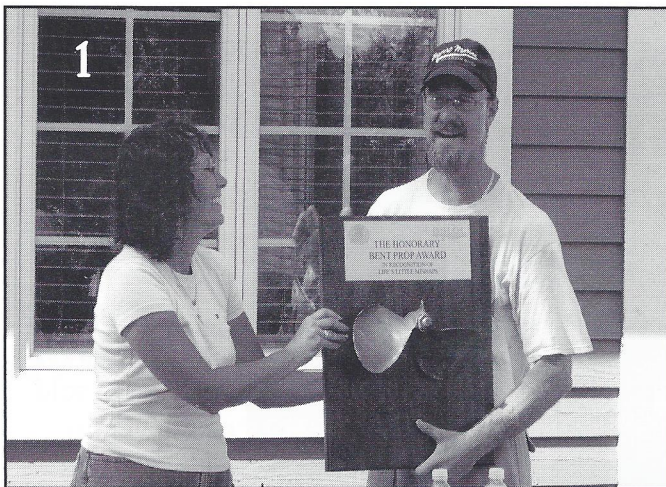
1958 17ft. Chris Craft Runabout

1940 33ft. Chris Craft Sedan Crusier

1925 22.5ft Dodge Watercar

1938 29ft Chris Craft Sportsman

1957 13ft Herter's Eldorado



Bayport Show Winners

- 7. Best Antique Runabout Mitch & Kathy LaPointe
- 8. Best Classic Utility Brad & Chris Ernst
- 9. Speed Boys Endurance Run Steve Shoop

- 1940 19ft Chris Craft Special Race Boat
- 1952 22ft Chris Craft Sportsman
- 1959 16 ft Biesmeyer

Awards Given that We did not have Pictures for:

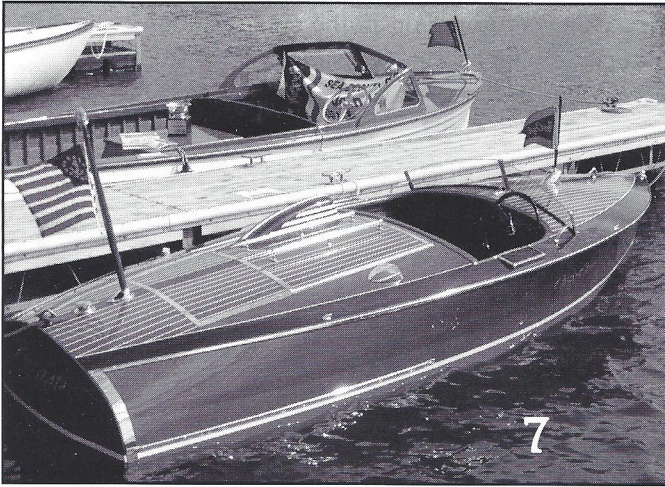
Best Classic Cruiser Brian and Dian Koski
1962 45ft Chris Craft Constellation

Best Classic Runabout Mitch and Kathy LaPointe
1948 20ft Chris Craft Custom Runabout

Kid's Choice Greg and Georgi Flory
1957 35ft Chris Craft Constellation

Best Century Bob Nicholson
1954 16ft

Best Chris Craft Mike Ryan
1938 19ft Chris Craft Custom Runabout



Minneapolis Boat Show

While the boating season in the Great White North has come to a close for the season, dreams of warm weather and boating are not to distant. Planning for our display at the 36th Minneapolis Boat Show is already underway. You can help.

Our mini-theme this time will be BEFORE and AFTER. Two boats of the exact make, model, year, and length will be displayed. One is in "as found" condition and in dire need of a complete restoration. The other is a beautiful original, mint condition boat. A display of vintage water skis and aqua boards will also be apart of our booth. This is in recognition of Minnesota as the birthplace of water skiing. Skis are needed, so if you have some and are willing to loan them, please let us know. A photo montage is also in the works, so if you have pictures of water skiing and aqua boarding, get in touch with Andreas Jordahl Rhude.

Volunteers are needed to help set up and take down our booth. We also need help during the show hours to "man" our space. A sign up sheet is located on the outer mailing jacket of this issue of the magazine.

Note that we have a limited number of free entry tickets for our workers. You MUST sign up no later than December 15, 2007 to get free entry. NO EXCEPTIONS. You of course can work the booth if you did not sign up by December 15. The only catch is that you must pay for your own entry ticket.

An apprentice is needed to learn the ropes of planning and implementing this important club activity. It is time to pass on the reigns and show coordinator A.J. Rhude desires to let someone else take control. Duties include working with the Minneapolis Boat Show staff, lining up the boats for the display, coordinating our booth volunteer workers, coordinating the work teams to get boats and docks into our space and torn down after the show's end, etc... It is a very rewarding experience.

If you think you have what it takes to assist your club, please contact A.J. Rhude if you are interested in helping out. telephone: 612-823-3990 email: editor@acbs-bsl.com

Show dates are January 23-27, 2008. Look at www.minneapolisboatshow.com for general information about the show.

Lake Okoboji Boat Show

By Clark Oltman

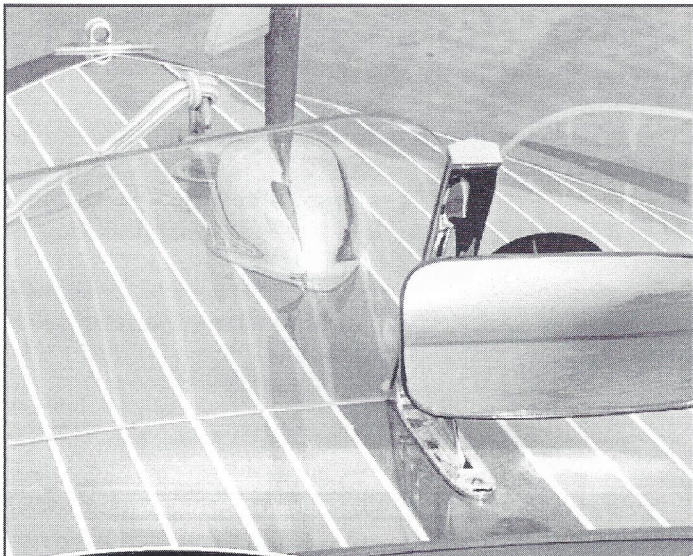
On Saturday July 28 I decided to go west, well south west to Lake Okoboji for the Jerry Dyhrkopp Iowa Great Lakes Chapter Vintage Boat Show. I know as part of this show there is a reception at the home of Mike Hagen who is show chairman. I did not attend this part as I just drove down for the day.

It turned out to be a nice day with a breeze, not nearly as hot as last year. I got a late start so rolled in just after noon. The parking lot was a little busy as there was a Victory motorcycle event going on in the area but found a parking place pretty quickly. This lot also is parking for the Arnolds Park Amusement Park and the Maritime Museum which are both adjacent to the lot.


A short walk, maybe half a block put me on the lakeshore. The first boat I saw was the Bob Speltz Chetek that you have been reading about in the Boathouse for several years. More on that later. There were approximately 7 boats on land and I estimate 25-30 antique and classic boats in the water. Standing at the foot of the docks is the heart of the show. The amusement park wooden roller coaster is maybe 100-feet from the water so you have that on one side and the boats on the other. While this facility is not really large it has everything you need for a show. Good docks, a walkway on the beach, several choices for food and beverage and boats to talk about. What more do you need? This is my second visit to this show and I do enjoy the day.

Now back to the Chetek. Many of you know this boat has been around for some time. It belongs to Stan and Darleen Peterson from Mount Dora, Florida. Several years ago Stan decided to take the boat home and restore it. As you can see he has done a wonderful job. The Petersons have arranged to loan the boat to the Okoboji museum for a display. However they did make a provision that our club could use it for special events. I brought the boat back to Minneapolis. It was on display at the Bayport and Lake Minnetonka shows, then returned to the museum. Be sure to stop and check it out at its permanent home in the Iowa Great Lakes Maritime Museum at Arnold's Park, Iowa.





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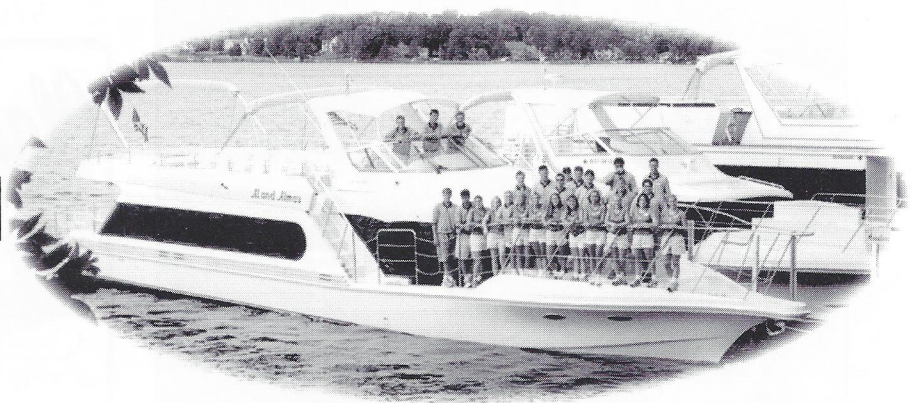
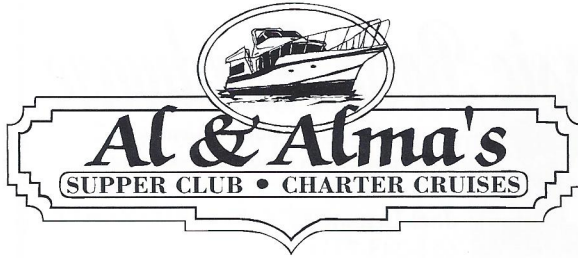
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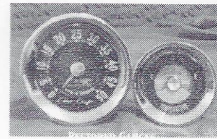
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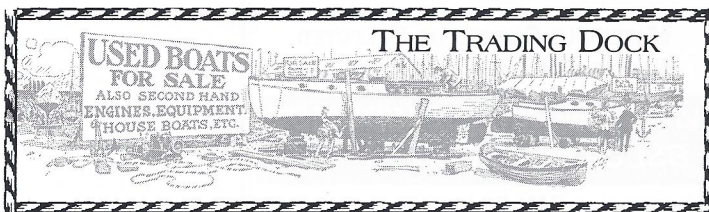
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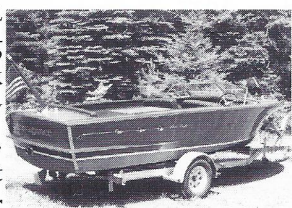
Highway 101
 in Rogers



Trading Dock Continued
 on page 29

●1959 Larson Thunderhawk 16' all original boat with 1964 Johnson 90 hpmotor. Excellent original condition, red and white, new bottom cushions front and back, clear windshield, excellent hardware and glow poles. Hull in great condition with no damage. Red tail lights work. Engine runs strong and makes this boat really fly. I found a spare engine that goes with the boat. Trailer is original Montgomery Ward coil spring and shock (I think made by Tee Nee) in excellent condition with spare. Total package priced at \$ 3995.00. Call Dick Mickelson 763 545-1181. Boat located in Plymouth, MN. Motor parts and service manuals and other literature included.

●1955 CHRIS~CRAFT CONTINENTAL 20' 20-CL-005. New Danenberg style 5200 bottom, new white oak keel&frames, new chines, new varnish, new tank&fuel system. 125hrs on completely rebuilt M(130hp), green interior, water line cover, trailer. \$32,000 Contact John Bergstrom. john@earthlink.net 218-729-8734.



●1962 CHRIS CRAFT 23' HOLIDAY - One of only 40 built. 98% original. 283/185. Factory convertible tope, side curtains, and boot. Storage trailer included. \$9,800. Call Jim Stowe, 952-471-0932 eves or 952-831-4044 days

(M07-2)

●1958 RICHARDSON 35' SEDAN CRUISER - Twin Chrysler Crown gas engines. Completely refinished inside and out. Fully equipped. Sleeps six. A fun family boat to use or to show. \$19,000. For complete specs & additional pictures, email rbsail@juno.com. Located in Duluth, but if you desire to transport this boat, we can discuss sharing that cost.



(M07-1)

●1938 CHRIS CRAFT DELUXE RUNABOUT - 95 hp "K" engine. Extensive restoration of a very original boat nearing completion. West bottom, hardware replated, instruments restored. Beautiful burgundy upholstery. Modern trailer. See it at the Mt. Dora Boat Show in March. \$34,900. Jerry 352-348-8554

(M07-1)

●cedar strip rowboats, cedar/canvas canoes, duck boats, outboard runabouts. To restore. 952-476-4364

●1959 Century 16' Resorter, new bottom in 2004, 12 coats varnish, rebuilt 327 engine in 2004, lined gas tank. 2004 Yacht Club trailer. \$12,500. 2004 DH Shore Tracker boat railway system. 60' of track, 1 1/2 HP winch. \$4,500. 715-723-9753

●1966 OWENS 30' CABIN CRUISER - Spring '06 boat received a total bottom retightening, new topsides paint, refinished transom & brightwork. Boat is beautiful blue & white. All hard work is done. Twin 327 engines - run excellent. Excellent family boat - a classic & rare beauty, have received numerous compliments that she is best looking boat in the marina. Sleeps 6 w/full head & galley. Solid mahogany helm & interior. Recent survey. In water, ready to go. Call 651-707-2068 for more details or pix. \$13,000 firm

(M06-4)

●Two 1961 Evinrude Lark outboard motors. all controls. matching serial numbers. best offer. (218) 666-5407 email: mark@ludlowsresort.com

(M06-4)

●1941 Chris-Craft 18 ft Deluxe Utility, fully restored, excellent condition. Includes custom trailer and waterline cover. Boat located in White Bear Lake, MN area. \$22,000. Dan Hinderaker (307) 431-0159

●HELP US RESTORE THE WORLD'S LAST DUNPHY WATER PHAETON - Benefactors needed. Many Thanks! Bob 612-202-5471

(M06-4)

●1960 20' 3' Chris Craft Sea Skiff. Completely refinished in 2005. New Chris Craft 283 V8 engine has only 1167.8 hours on the tach, total time on the new engine is 423 hours. Boat has always been stored indoors in the winter and kept under a covered clip in the summers. Boat comes with a single axle trailer with lights and a 2" ball hitch. Equipment included with the boat: compass, electric hour timer, CB radio, Lowrance fish locator, electric tachometer and standard tachometer, chrome rear flag mast and flag, complete convertible top, side curtains and complete rear cockpit cover. \$9,500. the boat can be viewed at Sailstar Marina, 741 Sailstar Drive NE, Cass Lake, MN or you can call 218-335-2316 for further information.



●1947 CHRIS CRAFT 17' DELUXE RUNABOUT - Hull #17R-047. K engine 95hp Restored in 2000, fresh varnish and paint since. New trailer. Excellent condition throughout. Photos available. \$22,000 OBO - Call Scott 763-370-3569



(M06-4)

●1965 17' 6" Carver Custom Commander, 1983 70hp Evinrude Motor and Yacht Club trailer. The boat was completely gone through in 2003 and has had very limited use since the restoration. I have additional pictures that can be e-mailed or sent regular upon request. Asking \$7,500 OBO please contact Blaine or Lisa Waknitz @515-987-9927 or email blwaknitz@msn.com.

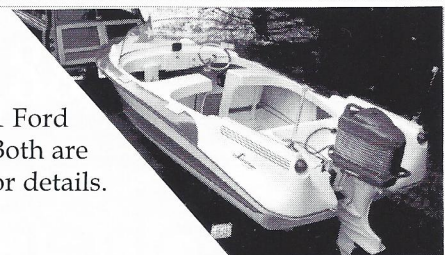
●1956 14' Larson All American with a 30hp Evinrude and trailer. This boat is a fiberglass hull with mahogany deck and interior. This will be a very nice boat once restoration is complete. Asking \$1,000 OBO contact Blaine or Lisa Waknitz @ 515-987-992 or email blwaknitz@msn.com

●For sale: 1958 Dunphy runabout 14 1/2 ft., molded mahogany veneer, very good condition. circa 1979 Johnson 25 HP electric start outboard, low hours. 1958 ALO trailer. Travel cover. Call Earl in Marian, IA at 319-377-1102.

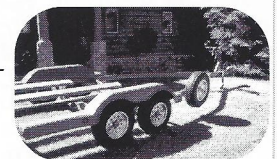
●1964 CHRIS CRAFT 17' SKI BOAT - good condition, low hours, travel trailer & cover. Original accessories. Asking \$12,000. Call 651-768-7630

(NM06-4)

●1957 LARSON THUNDERHAWK - w/Mark 55 Mercury w/trailer with a 1951 Ford Woody 4x4-302,C6. Both are fully restored. Call for details.

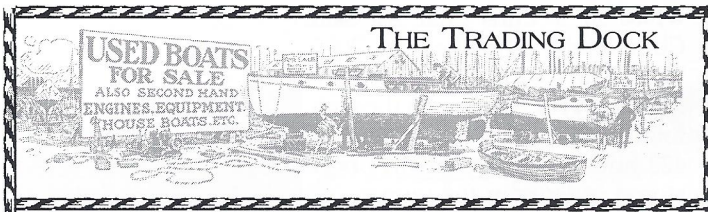


●HEAVY DUTY 2 AXLE BOAT TRAILER - Like new. \$3,300 invested, asking \$2,400 or offers? Call for more information.



For either of the above, CALL DENIS 218-246-8868

(M07-1)



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

●1965 CHRIS CRAFT 16' SKI BOAT - Original boat factory finish, second owner. Perfect boat to restore, 327 engine needs to be rebuilt - \$4,500.

●1960 CHRIS CRAFT 17' SKI BOAT - 283 - only two hours on the boat. Newer upholstery. Very clean. Includes trailer - \$6,200.

●1964 20' CHRIS CRAFT HOLIDAY - Rebuilt 283 4 barrel. Newer upholstery, 0 hours on the engine, Bright decks. No vinyl - \$12,500.

●1946 ROCKET 15' - Chrysler Ace. Good Condition. Will have new correct paint. Runs well. Complete boat - \$12,000.

●1964 CHRIS CRAFT 24' RANGER SEA SKIFF - 285 hours on repower 305 Mercruser. Needs cosmetics. Turn key - \$3,500.

●1955 CHRIS CRAFT 28' EXPRESS - Twin K 105's running. Needs hull and interior work - \$2,000.

For any of above, CALL JOEL 651-248-7314 (M06-4)

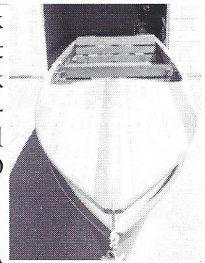
●1961 Thompson 17 ft. Sea Lancer, lapstrake, restored, turn-key, 1961 Johnson 75 HP outboard motor, 1961 Little Dude trailer. A J Rhude (612) 823-3990. email: thompsonboat@msn.com

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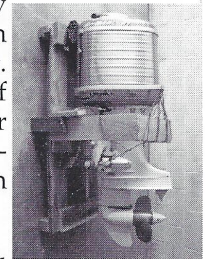
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●circa 1927 Thompson 18-ft Closed-Deck TVT Outboard Runabout, cedar strip-built hull over white oak ribs, mahogany deck which has been refastened, mahogany transom and trim. Painted hull with varnished interior and deck. Includes trailer, but NO motor. Located in Minneapolis. \$4,500 OBO.



●1958 rare and beautiful Mercury Mk 78A Performance Engine, Super-Marathon direct-reversing outboard engine with factory controls. Mechanically rebuilt and cosmetically restored to factory colors by Lentine Marine in Flemington, NJ. Not run since rebuilt, perfect for your classic project. These Mk Mercurys were on the hot rods of the lake in their day, and were legendary for their power and their scream at full throttle - and this is the daddy of them all. Located in Minneapolis. \$1,950 OBO.



Additional photos available of boat and motor.

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●1935 Chris-Craft 25 ft. Cruiser, complete, restorable, V-bunk trailer. similar as seen at Bayport Show. \$5,500. Located in Chisago City, MN area. Jay Flattum (651) 257-8638

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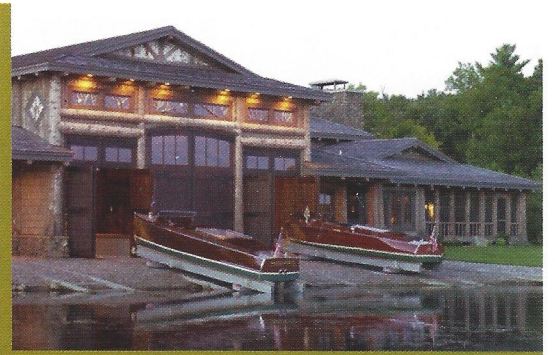
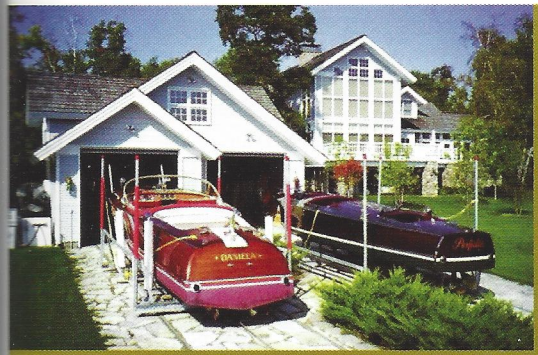
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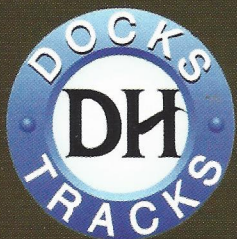
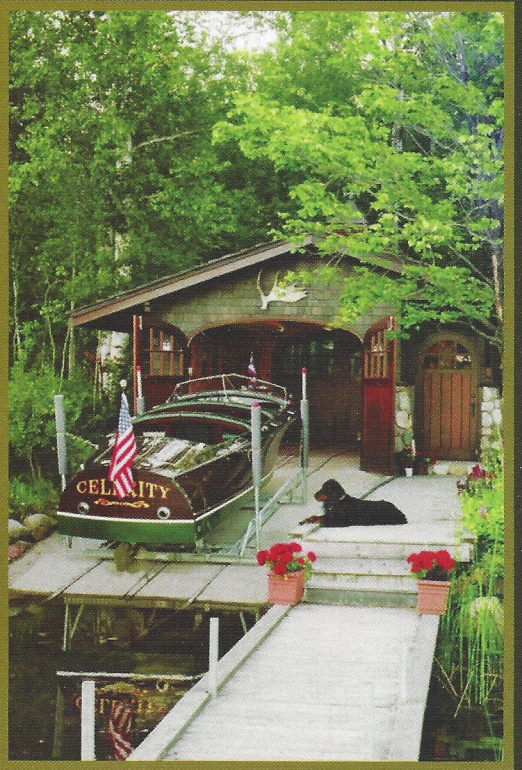
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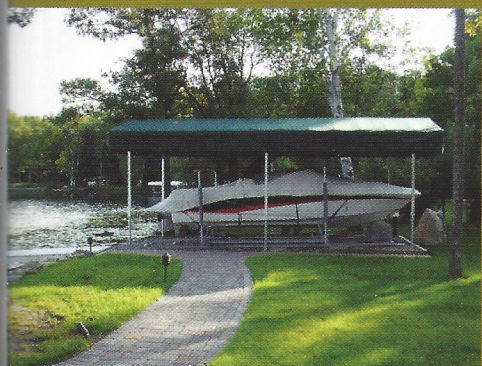
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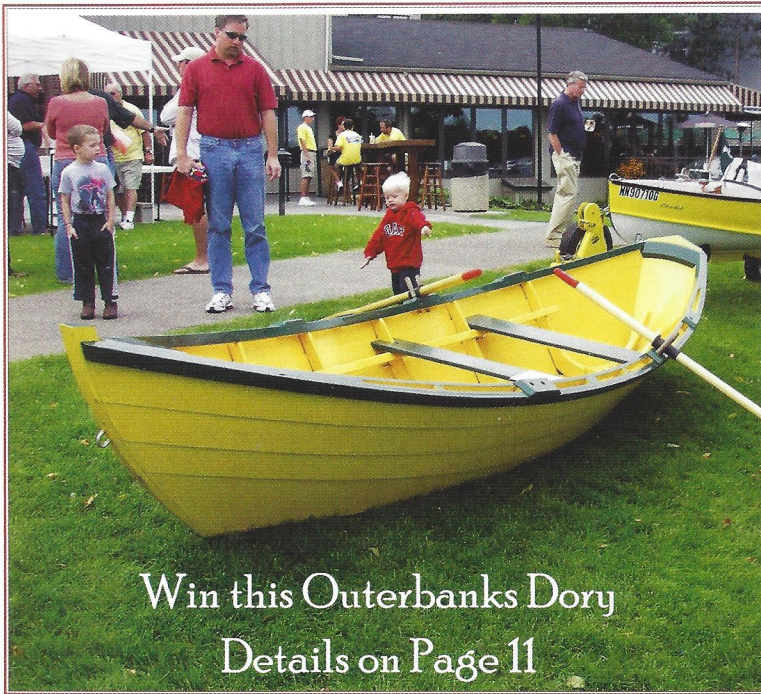
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