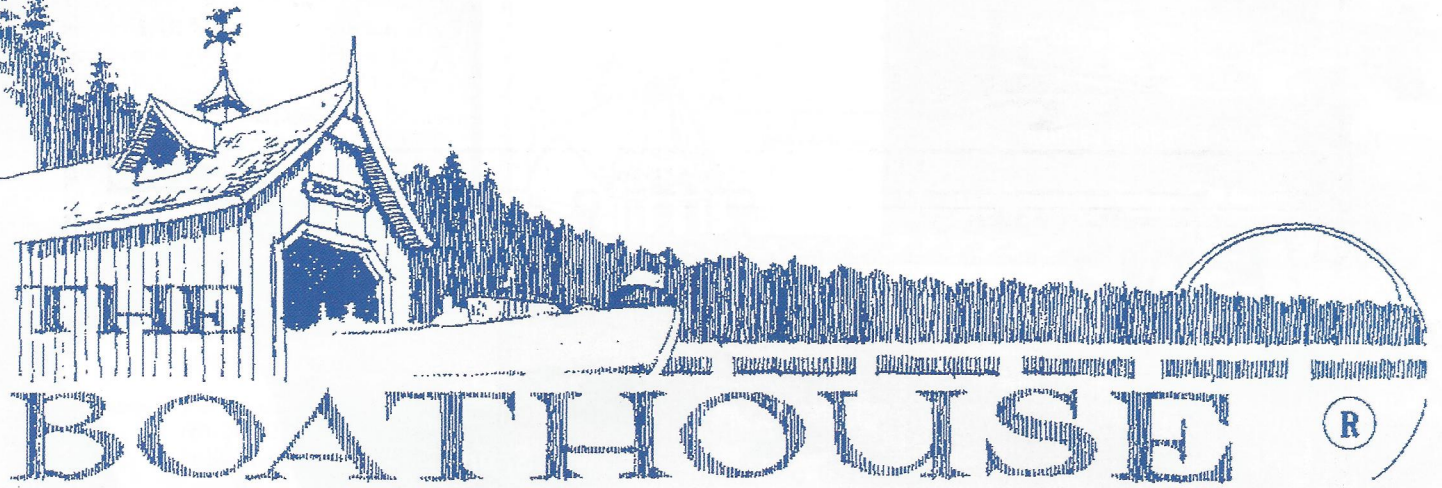
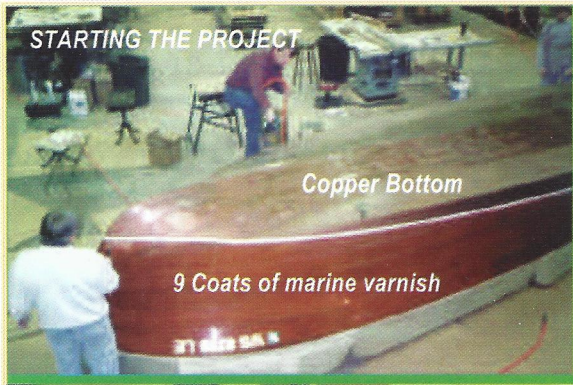


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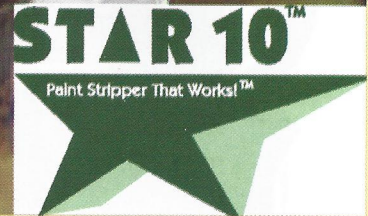
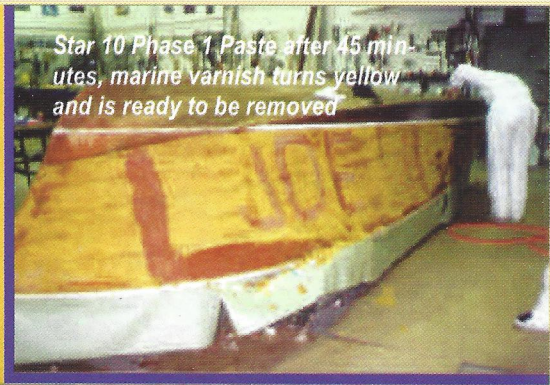


The Quarterly Publication of the
Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society



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Contains No**

- ? Acids
- ? Caustics
- ? Or Methylene Chloride



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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.

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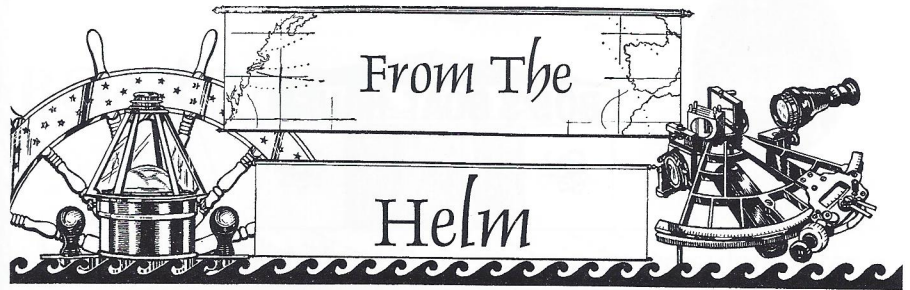
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Annual Holiday Party

The season's first snow storm did not deter participation in our annual holiday party. Forty soles braved the snow and cold and descended upon the Crown Plaza Hotel in downtown St. Paul on Sunday evening December second. After cocktail hour, a wonderful meal was followed by a brief thank you presentation by President Brad Ernst. Appreciation awards were given out to those that made an extra special effort to help out with BSLOL activities, as follows:

Yoeman Award

- Mr. Pat Oven – for his planning and implementing the White Bear Lake show
- Fred Goughnour – for making the summer cruises a success
- Mark Nelson – for revising and maintaining our webpage and continuing to keep our records in order as Board Secretary

Volunteer Award

- Michelle and Joel Lemanski – for their untiring efforts in making the St. Croix Concours d'Elegance Antique & Classic Boat Show what it is.

Boathouse Award

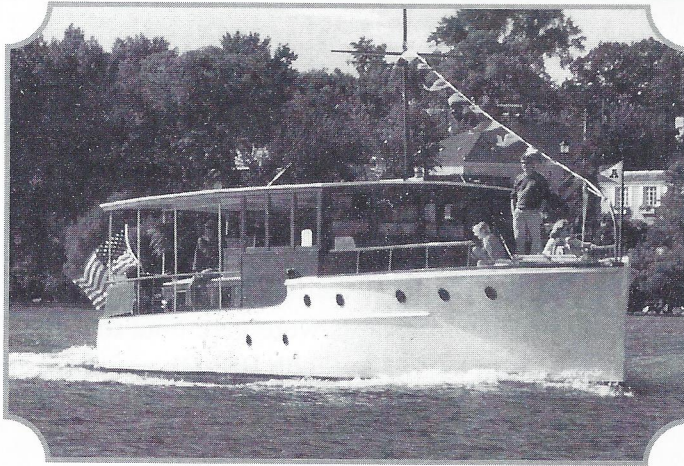
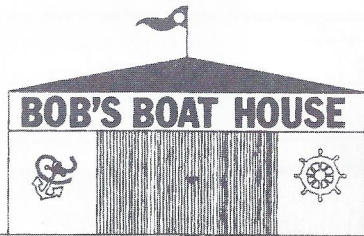
- Andreas Jordahl Rhude – for searching for a new editor upon the retirement of Peggy & Steve Merjanian. And not being successful, he took on the task himself in tandem with Eric Richards

President's Cup

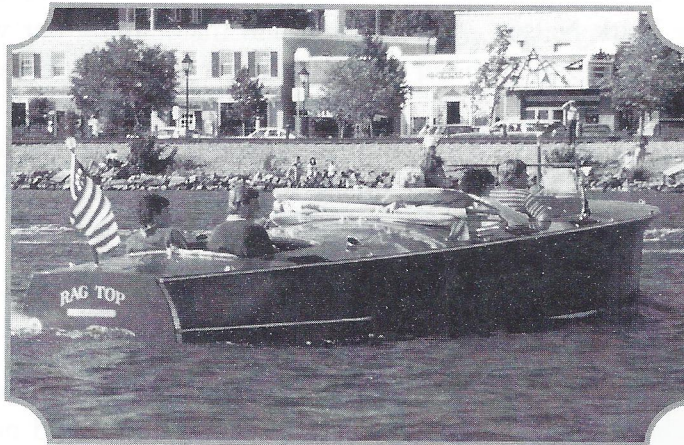
- Scott Hawkinson – for organizing the winter educational workshop and for his donation to BSLOL of the Outerbanks Dory rowing skiff that is being raffled off

Thanks to all award winners. Your dedication is appreciated. A big thank you must be given to Chris and Brad Ernst for planning the party and for all they have done for many years to help out our classic boating family!

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



*Best Antique Cruiser from the 1985 Rendezvous
Mark Koiser's 1927 ELCO*



*Best Gar Wood from the 1985 Rendezvous
Dennis Schauer's 1929 28' Gar Wood Triple Cockpit*

Reflections of Bob Speltz from his personal photo album.

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BOB SPELTZ LAND-O-LAKES CHAPTER ANTIQU & 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.



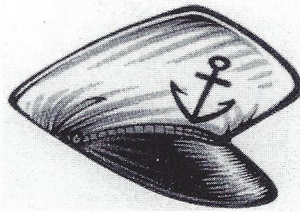
**Scott
Hawkinson's**

**1951 Century
Resorter 20- footer**

"Oh Buoy!"

NEW BOARD ELECTED

Well, Jim Camery is back at the helm of BSLOL! He will once again be president after a one year absence. New to our leadership is Eric Sandin as a Director and Del Van Emmerik will join the Board as a Director-At-Large. Eric's little Penn Yan Swift was featured on the 2007 Minnesota DNR Boating Guide. Del is well known amongst the classic fiberglass crowd and he is a Tee Nee trailer aficionado. Fred Goughnour and Dave Lindberg were reelected as Directors. Welcome back "old timers" and welcome aboard to the new folks.



RETIREMENTS

A number of long time members of the BSLOL Board of Directors have taken a very well deserved retirement. John G. Kinnard, Jr., Andreas Jordahl Rhude, and Brad Ernst have walked out the door and hung the gone fishin' sign permanently! John was one of the founders of our group 33 years ago. He has been on the Board ever since and has held every single position with the exception of secretary. He has been a staple in our family and a huge contributor to our success. Kudos to you John for all the years of dedication!

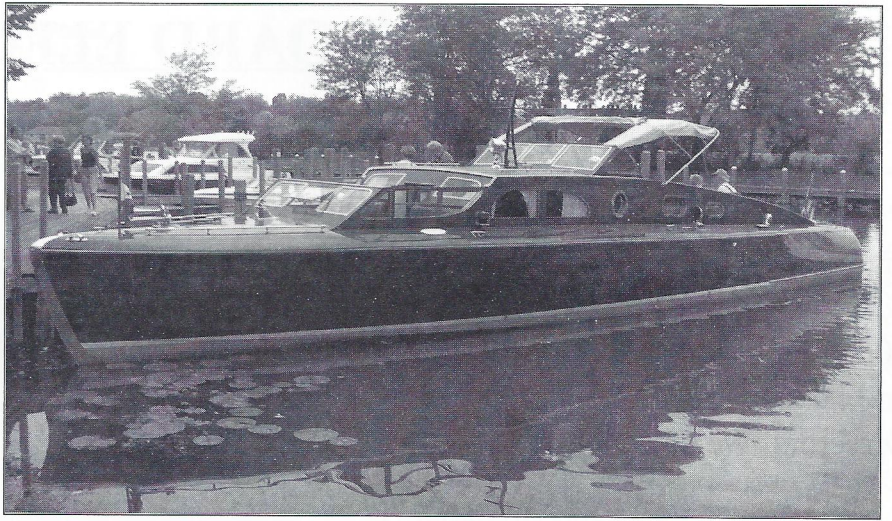
Andreas became a Board member soon after joining BSLOL more than a decade ago. He has done it all from director to secretary to vice president and an unprecedented consecutive three terms as president. Of course, he will not be fading into the woodwork. He is continuing his active involvement with our chapter as managing editor of the Boathouse magazine!

Brad Ernst has stepped down as president. He too has been on the Board for many years and has played a major role in recent years in our boating family.

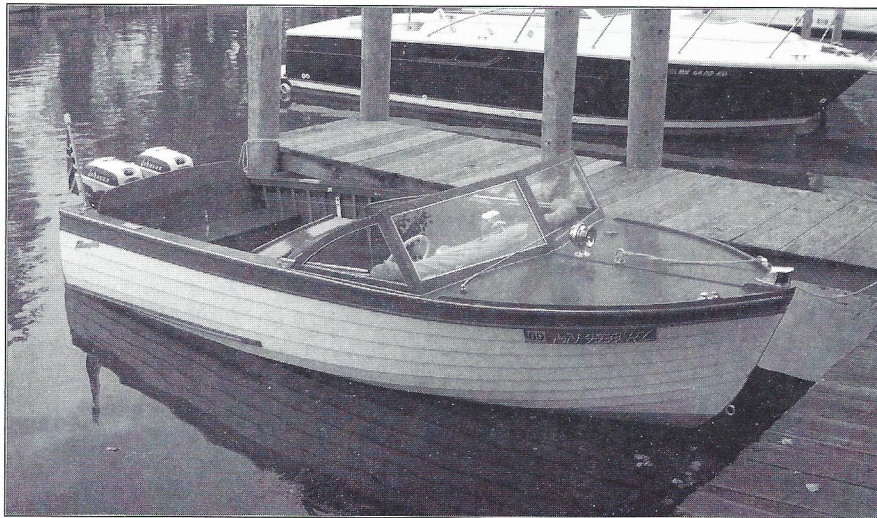
Next time you see these guys, make sure you express your appreciation and give 'em a pat on the back!

FALL COLOR CRUISE

It was certainly not Autumn-like on the day of the annual Fall Color Cruise. The temperature was 82 on October 7th. It was a beautiful day for food/drinks and boating with friends! About 40 people attended a brunch at Lord Fletcher's Old Lake Lodge on Lake Minnetonka (Minnesota). Following the satisfying meal, seven boats were loaded up with



F. Todd Warner's 1937 Huskins Commuter 54 ft.
"POSH"

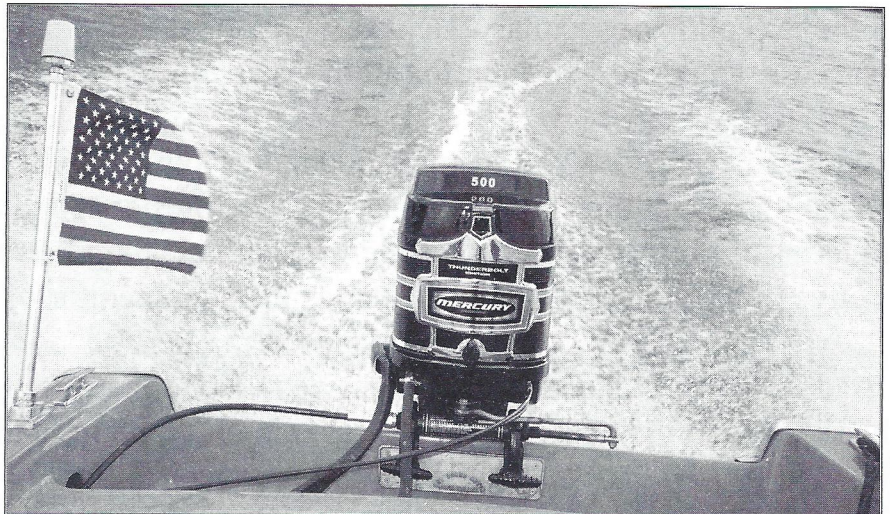


A. J. Rhude's 1957 Thompson Sea Lancer 16'-7"
"VALHALLA"

fun loving folks and headed out for a cruise on the lake. There were boats as large as 54 feet and as small as 14 feet in length. From a one-off masterpiece in wood to a mass produced fiberglass boat, there was something that appealed to everyone. And there was quite a spread of ages involved - from a one year old to several in their spry eighties. A tour of Upper Lake was followed by a stop at Maynard's

Restaurant for refreshments. Afterwards most boats went their own way. Some remained on the lake for the rest of the day, taking in every last bit of boating weather!

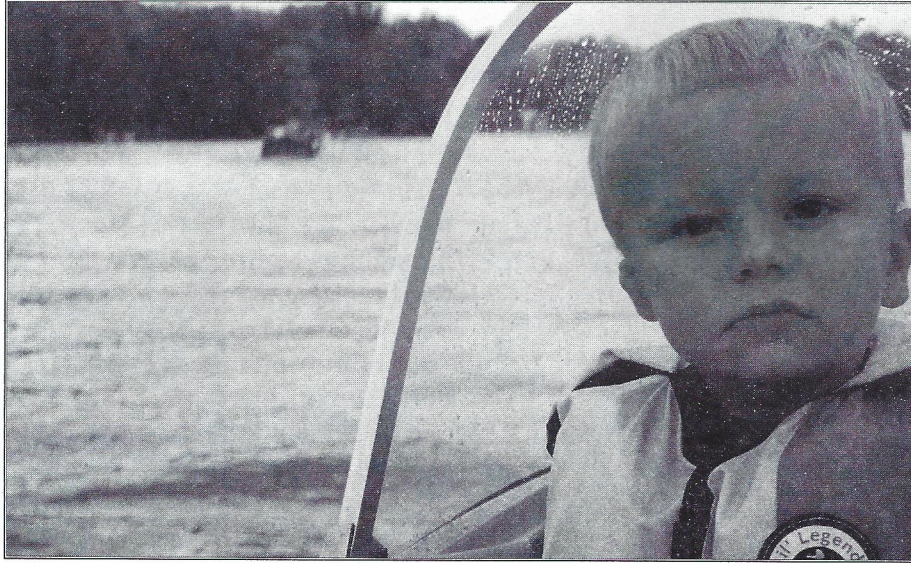
It's always a blast to be on the lake with friends! Hope you can join us at the next BSLOL on-the-water activity!



Jackie & Mark Nelson's '66 Larson All American

FALL COLOR CRUISE CONT'D

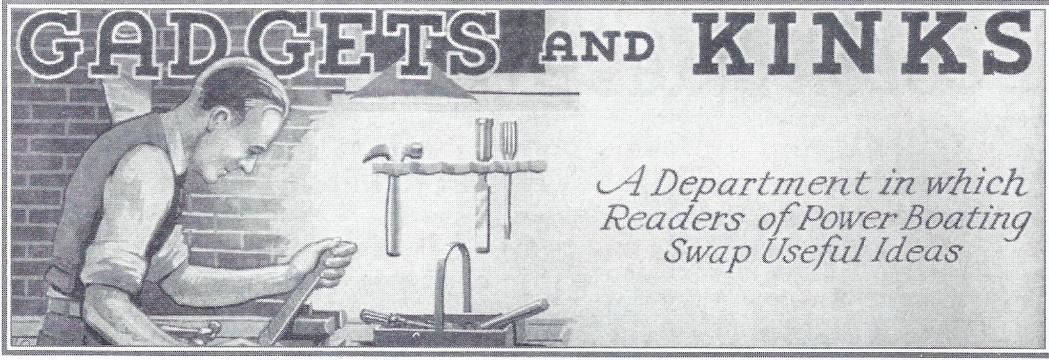
WE START 'EM YOUNG!



Little Ben Nelson enjoying the Fall Color Cruise.
He is son of Jackie and Mark Nelson.



Ray & Margot Garin's Owens
"LUV IS"



nish and gold leaf being removed by a few passes of a sharp scraper.

To make the scraping go a bit easier, wipe the surface being scraped with denatured alcohol. It softens the varnish a bit allowing the scraper to work more quick-

REMOVING GOLD LEAF LETTERING (SCRAPING FOR SUCCESS)

By
SHERWOOD HEGGEN

So you bought a new boat. You hunted far and wide for the boat of your dreams and you found it. But, oh, there is a problem when everything seemed so right. It has a name on the transom that is really unimaginative and dumb, and you want to change it. Also, the boat was licensed in a different state and you have to change the numbers.

If the letters and numbers were the vinyl stick-on type, it would be no big deal. But you discover that they are done in gold leaf and there is varnish over them. How do you get them off!?

Just sanding them off seems like a reasonable method, but typically there are a number of coats of varnish over them. You will be sanding for a long time. How about using a power sander to make the job go more quickly? That could be a good way to do that, but, because it goes so fast, it is likely that the gold leaf and the varnish will be gone before you realize it. Have you ever experienced the horror of sanding past the varnish to the wood. This leaves a bright spot in the finish and is a time consuming, difficult problem to fix. Having experienced sanding down to bare wood one too many times, I thought I would see what other method would get me through this task.

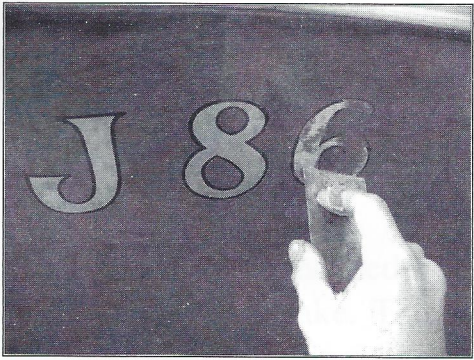
Short of stripping the finish off the wood, I came up with using a cabinet scraper. The scraper is normally used to smooth the surface of wood when making furniture. It will take off extremely thin shavings of wood when the scraper is properly sharpened. Why wouldn't it work to remove varnish? Well, I am here to tell you that it does.

Scrapers can be purchased at woodworking supply stores. When purchasing your scraper, ask the personnel in the store what tools are required for sharpening and how the sharpening process is done. A dull scraper is worthless, so learning to put a proper edge on the tool is vital.

Take a look at the picture below. It shows the var-

ly. Be careful not to use too much alcohol which makes the varnish too soft causing it to come off too easy.

Then, it is back to where we didn't want to be in the first place – bare wood. Take your time and only take off the outline paint and gold leaf is



scraped off, avoid passing over that spot again. When you think you have all of the lettering scraped off, wipe the area down with alcohol and inspect it closely with good lighting for little specks and spots that have been missed. They will be there and will show up really well under new varnish if they are not removed.

It takes some practice to get the knack, but as you learn, you will see it is an effective way to get the job done.

After the paint and gold leaf is all gone, sand the area with 400 grit paper to smooth the surface to make it ready for the new name and numbers. If you are feeling gutsy, do the gold leaf lettering yourself. The October 2004 Gadgets and Kinks describes the process. For the less brave, The October 2005 Gadgets and Kinks describes applying a vinyl peel-and-stick decal. Sign stores can make any style and size name and numbers with vinyl which makes the job easier.

Good luck with your project. I invite you to let me know what your concerns are with your restoration effort. Getting through the rough spots in a restoration is a lot easier if you can talk them through with someone who has been there before.

I can be reached at Heggensj@Centurytel.net or 715-294-2415.

**And finally, how does that saying go?
Oh yeah!**

**“Don't destroy it; restore it!”
Now, get out to the shop and get to work!**

BSLOL 2008 Winter Educational Workshops Put Them On Your Calendar!

February 2, 2008 – Saturday 10:30 a.m.

Diagnosing a (Straight 6) Dinosaur – Rebuild or Not?

Presented by expert marine mechanics Bob Skorczewski and Keith Hennen
Hosted by Eric Theship, RealCraft BoatWorks, Inc., 920 6th Street, Carver, MN 55315
Lunch served - \$5 per person (\$10 for non-members)
Reservations required by 5 p.m. Wed. January 30
Call Scott Hawkinson 763-370-3569

March 8, 2008 – Saturday 10:30 a.m.

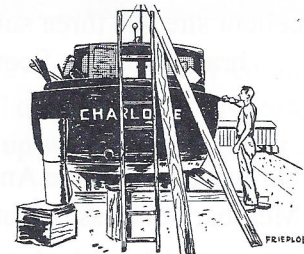
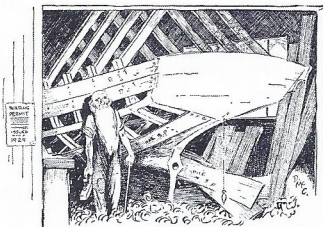
My Gauges Won't Work – Now What?

Presented by Dale Kocian, owner of Kocian Instruments
Hosted by Scott Hawkinson, Hawkinson Wooden Boats
8905 Autumn Oaks Drive, Unit 7, Rockford, MN 55373
Lunch served - \$5 per person (\$10 for non-members)
Reservations required by 5 p.m. Wed. March 5
Call Scott Hawkinson 763-370-3569

April 5, 2008 – Saturday 10:30 a.m.

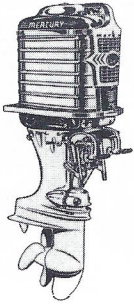
The Modern Classics – Boats of the 1950's

Presented by Lee Wangstad, noted author and speaker on classic boats
Hosted by Todd Warner and Mahogany Bay
1000 1st Ave N., Lester Prairie, MN
Lunch served - \$5 per person (\$10 for non-members)
Reservations required by 5 p.m. Wed. April 2
Call Scott Hawkinson 763-370-3569

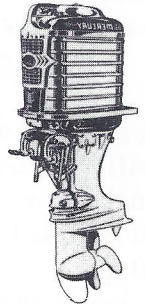


Look for maps/directions in the upcoming months at
www.acbs-bslol.com

OUTBOARD CORNER



**Do you have an old Johnson, Evinrude, Mercury or other outboard motor?
Are you interested in finding out what year and model it is?
Do you want to look at old brochures?**



You can get answers to these types of questions at several internet websites.

www.old-omc.de

This site has posted brochures for Johnson and Evinrude from the 1940s to the 1970s. They also have a guide for model numbers and horse power and other technical information.

www.marineengine.com/manuals/evinrude

This lists models numbers for Evinrude broken down by horse power and year.

www.themarinedoctor.com

Mercury outboard motor data is listed at this site, including model number deciphering

www.oldmercs.com

This is a great resource for Mercury. It is the former Grubb's Marine operation, a very well known and respected authority on vintage Mercury outboards.

www.pfs-ware.com/talkshop

This site consists of a discussion forum for Mercury.

www.rowboatmotors.com

This site deals with the small horse power motors band the very early ones.

www.nymarine.ca

This is a source for matching paints and other items for old outboards of many brands.

www.vintageoutboards.com

Here you can find parts, tools, and publications for old motors.

www.javelin1957.com

This private individual's site has excellent pictures of his 1957 Johnson 35 HP Javelin outboards.

www.fiberglassics.com

This excellent site has three sub-sites dealing with Johnson/Evinrude/Gale outboards, Mercury, and "other" brands such as Scott-Atwater, West Bend, Homelite, Elgin, Sea King among others.

www.aomci.org

This is the webpage for the Antique Outboard Motor Club. It is a wonderful resource. There is an "Ask-A-Member" discussion forum with many willing and able helpers to respond to your inquiries.

By no means is this a comprehensive listing of data that can be found on the World Wide Web. There are an infinite number of places one can search for stuff related to old outboards. And who can forget about eBay.

Old brochures, parts, entire motors, manuals, and you name it can be found at this auction site.

Good luck finding out more about your old outboard motor!

LAKE VERMILION

by Peggy Merjanian

For the past sixteen years, Labor Day weekend meant an antique and classic boat show on Lake Vermilion, Minnesota. It has always been a very popular event. Considering the distance from the Twin Cities, the number of boats from this area is significant. On average, at least six to ten people, with their boats in tow, make the trek north for an idyllic get-away and some terrific boating – oh – and participate in the show. The rest come from that area and comprise 75 percent of the show. The show is just an added bonus for the travelers. Lake Vermilion, with its 40,000 acres of water, is an absolutely perfect lake for boating.

This is the third year for Steve and me; we were hooked immediately. We haven't owned a vintage boat for several years but friends we share a cabin with do, and they've been our chauffeurs throughout the weekend. When we arrived this year, the Bensons, the Lindquists and Dave Doner were just leaving the dock for dinner and invited us to go along. Ludlow's Island Resort staff took our luggage to our cabin and we headed off across the lake. The weekend was off to a great start!

The next day, everyone gathered for another ride on the lake. It is awesome to see and be part of a flotilla of gorgeous antique and classic boats! This consisted of



Greg and Deb Benson, Al & Barb Lindquist, Jeff and Nancy Stebbins, Dan and Susan Schlegel, along with Joel and Michelle Lemanski.

We decided to grace the Bensons with our company and hopped into their boat: Rapturous Delight. Greg's battery was in need of a charge, so we waited a bit for that, as did Dave Doner in Boomerang. Everyone else took off. When the engine started, we headed out to catch up with the rest, but by that time, they were nowhere in sight. No matter, really; we were thoroughly enjoying the ride, when Greg "adjusted" the throttle. The engine stopped. That was it – we were dead in the water.

As I mentioned, Dave had waited for us, so he was there. We had no alternative but to have him tow us back to shore. Now we had to maneuver both boats to get them into position. There was a hefty breeze which made this a bit tricky, to say the least. The photos here give you some idea of the scenario that played out during that process.



Here was a 16-foot, 1946 GarWood with a Willy's 4 cylinder 60 horse power engine, pulling a 19-foot Capri powered

by an 8 cylinder, 275 horse power engine. "The little engine that could," came to mind. Needless to say, we never got to hook up with the others that day – at least not on the water.



Even though we had this hiccup, the remainder of the trip was wonderful. It was another excellent show and already has us looking forward to next year!

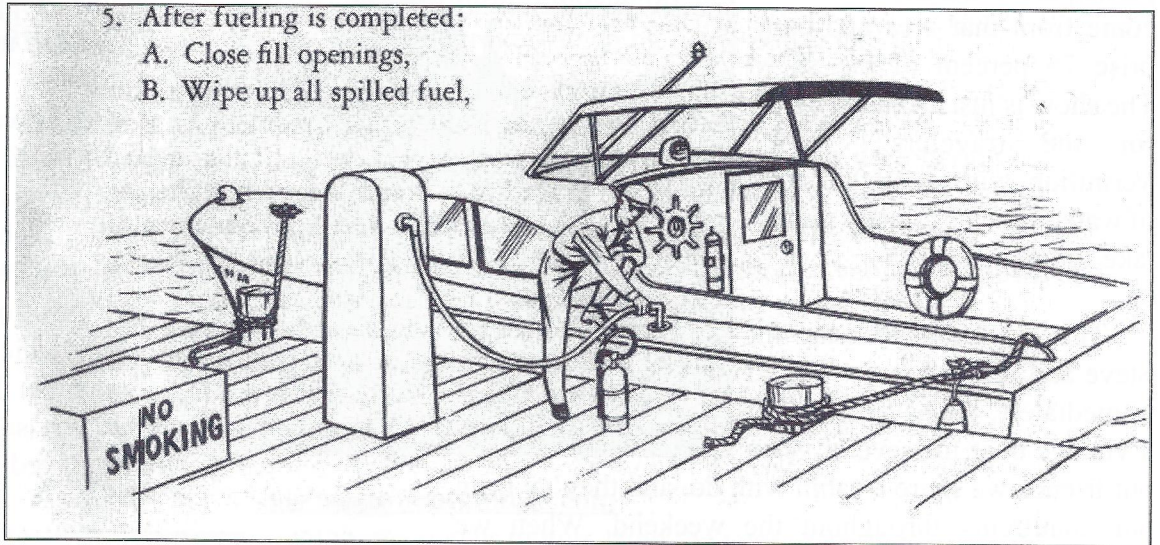
Fuel

By Clark Oltman

Fuel. You may have noticed that I did not say gasoline. Well, even the fuel suppliers do not call it gasoline any more. If this article gets only one thing across, it should be this; the product referred to as gasoline is nothing like the gasoline of even just a few years ago. It does not perform, store, or hardly even resemble gasoline of yesteryear. If you have been treating today's gasoline the same way for years, you are on borrowed time. From hereon, I will use the term fuel and gasoline interchangeably.

Keep in mind that today's gasoline is blended for the American automobile. The bulk of the gasoline is consumed driving to work or the shopping center. The businesses that supply gasoline make a product that works

for the target market. Your boat is not a part of this target. The boating industry as well as several others are challenged to make their products compatible with gasoline made for another application. A couple of things that are different with boats than cars



include: automobile fuel systems are sealed (non vented gas cap); they do not spend all their time in a highly humid environment; and very few cars are stored for several months a year.

Let's pick some topics about fuel and discuss them.

Octane- Octane is a measurement of a fuel's tendency to self ignite, detonate, knock or diesel, all the same thing. You only need enough octane to prevent your engine from detonation. High performance engines use a higher octane fuel as the engine's compression is higher than a standard engine. When you compress the fuel/air charge it causes heat. If there is enough heat the fuel mix can ignite before the spark plug sets it off. That is detonation or dieseling and it can result in severe engine damage. Although the names of higher octane fuel make it sound like better fuel, it is not a better grade, it is blended for an engine with different characteristics. You only need enough octane, more than necessary is not beneficial.

Reformulated gasoline (RFG)- This is what we in Minnesota are getting when we go to the gas station. It is specifically blended to comply with the Clean Air Act. The Environmental Protection Agency (EPA) is charged with meeting those requirements. RFG is intended to reduce ozone forming emissions.

Oxygenated gasoline- is not necessarily reformulated but reformulated gasoline is oxygenated. Substances that add oxygen are ethanol and MTBE. Recently the State of California found MTBE in water so they have stopped use of that compound. Most gasoline sold here contains up to 10% ethanol as the oxygenate.

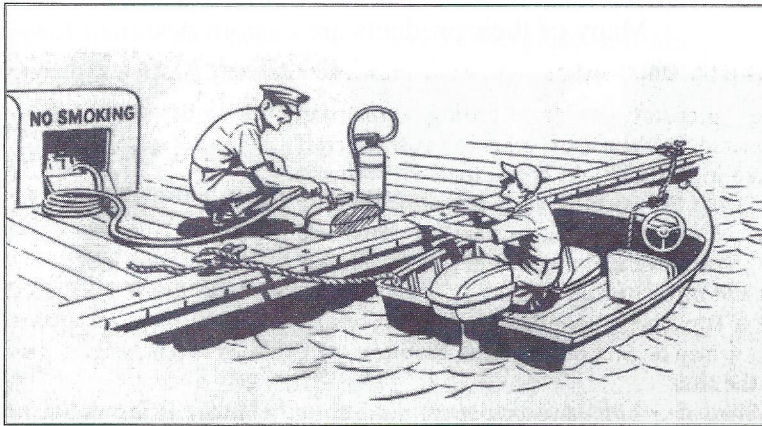
continued on page 13

Fuel cont'd

By Clark Oltman

Ethanol- Ethanol raises octane, absorbs moisture and helps it to be consumed by the engine. Remember using fuel line de-icer in your car? That was typically alcohol. However, the other side of that is our boat fuel tanks are vented to the atmosphere. As the temperature changes, air moves in and out of the vent, bringing new moisture with it. The alcohol can only absorb so much.

Phase Separation- This phrase is often thrown around in panic. However, if you have alcohol in your fuel and water, in the right amounts, they can combine and sink to the bottom of the tank. Oh yes, the tank has to be sitting still also. If the boat is bobbing around at your dock the agitation prevents separation. But back to having a mixture of alcohol and water in your tank. Since most fuel outlets are in the bottom, the engine will draw this mixture and probably not run. One solution is a water separating fuel filter. While not original on our boats it is a practical add on. Another solution is to drain the fuel from the tank and carburetor. In fact if you suspect this, drain a little fuel into a glass jar and allow it to sit for a while. If you have water you will be able to see the gas floating on top. That will guarantee you need to drain some more from the tank. Be sure to dispose of it safely and legally.



Storage- Most manufacturers will tell you modern fuels are fresh for about 30 days from when they are blended. That time clock starts at the refinery not when you buy it. In your car you are probably buying fuel each week so it never gets too old. But now we are going to store the boat for 6 months. Most engine manufacturers will tell you to drain the fuel. If it is reasonably fresh and the amount is reasonable, drain it. You can use the fuel up in your car by diluting it with

fresh fuel. If you hesitate to put it in your car why would you expect your boat to burn it without problems? If you have a cruiser with a hundred gallon fuel tank that is different, I do not have that many gas cans! The second choice is to fill the tank with fresh fuel and add a non alcohol based fuel stabilizer. Sta Bil is one brand that is often recommended.

Fuel Stabilizer- A fuel stabilizer is a compound that basically forms a film on top of the fuel. It is intended to keep the air away. Two benefits here. It prevents the oxygen from contacting the fuel. It also reduces evaporation. But it cannot prevent moisture from condensing in the tank. If you are thinking of sealing the fuel system during storage, do not do it. On a sunny day you could cause leakage into the bilge from the pressure build up. But the air is the problem. Remember the smell when you fill up your car? That is the easy to ignite parts of the fuel evaporating; the beginning of the aging process. As this continues the engine will be more difficult to start. As it continues, the fuel evaporates and gum and varnish begin to form. Adding a fuel system cleaner will not help at this point. The engine needs to run to draw the cleaner through the system. Disassembly and cleaning are the only alternative at this point.

This all seems a bit disjointed as I have attempted to condense entire books into a few paragraphs. If you are really interested in today's fuel there is a book that I think does an excellent job of explaining fuel.

It is called "Changes in Gasoline III", it might be up to 4 or 5 by now. It is available from Down Stream Alternatives, P.O. Box 190, Bremen, IN 46506-0190 Phone: 800-378-9974.

DOCKS 'R US AND A BIT MORE

BY ANDREAS JORDAHL RHUDE

When you need a dock, boat lift, marine railway, or other boating accessory in Minnesota; your one stop shop is D.H. Docks & Tracks. Located in Nisswa in the Brainerd lakes area, they sell nearly everything marine related with the exception of boats and motors.

The firm was started in 1974 by Dave Hochmayr. He operated from his home in the early years. The origins were installing and removing boat docks. Hochmayr decided to build a marine railway system ultimately creating the Shore Tracker® Marine Railway System. Dave serviced many railway units which were outdated and often times dangerous. Through this experience he conceived a much more improved system. The result was the Shore Tracker®.

Galvanized steel is utilized for the components and it has a special double flanged wheel assembly providing a smooth tracking and keeping the carriage on track. A 5,000 pound boat can be handled with the standard set up. It can be adjusted to fit pontoons, inboards, deck boats, and even float planes. Antique and classic boats are perfect for this railway system. Launching and retrieving a watercraft with the Shore Tracker® is simple and safe.

Today D.H. operates from a 32,000 square foot manufacturing facility along highway 371 near Nisswa.

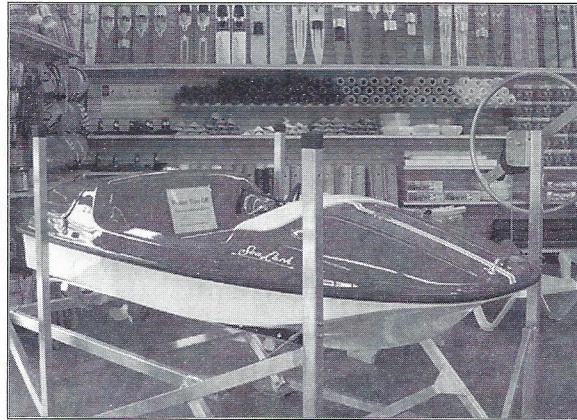
They manufacture their own product and distribute it all over the country.

Not only do they make marine railways, they sell docks, boat lifts, weed control systems, dock hardware for the do-it-yourselfer, water skis, knee boards, and tubes. Fourteen full time workers are joined by another ten during the busy summer months. Dave and his associates have established a solid reputation in the community and marine industry.

Many of their products are custom designed for the client. A strong relationship is necessary and D.H. has the willingness to go the extra mile to make everything work for the client needs, landscape, and other unique requirements.

D.H. has a soft part in their heart for vintage boats and boating accessories. Their beautiful showroom is filled with dozens of old water skis. They have an old wooden fishing boat in the middle of the room. On occasion they will have a classic fiberglass boat on a lift in the display area.

Stop by their place when in the Nisswa area and watch for their booth at many of the boat shows during the year.



IT'S NOT JUST A BOAT SHOW

by Elizabeth "Liz" Zemke

AS I neared the building, I could hear the muffled voices decorated with sprinkles of laughter. Turning the corner, I saw a delightful crowd gathered around, hugging, shaking hands, smiling, emerged in comradery. Suddenly, as I drew near the end of the deck, I could hear the long awaited rumbling sounds of engines and splashing water, all very distinct, yet different. As I said my hello's and gave long awaited hugs, I walked toward the engine sounds and finally, peering over the balcony, I saw why we were all brought together on this 28th day of July 2007.

There were so many extravagant and prestigious displays of the past brought forward into the future. I saw the elegant shapes of numerous wood boats and the sleek shine of the diversely colored fiberglass and aluminum boats, all born of years ranging from the 1800's well into the late 1960's. I was there, standing in the middle of the 20th Whitefish Chain Antique & Classic Boat Rendezvous, hosted by Dennis & Judy Madigan at the Moonlite Bay Family Restaurant & Bar, located in Crosslake, Minnesota!!



Dennis & Judy Madigan embracing the Skipper's Choice Award for the Best Boat in the Whitefish Chain Antique & Classic Boat Rendezvous, which was won by Dick Juul in 1988. Because Dennis & Judy Madigan purchased the boat that won the award, Tom and Carol Juul presented this trophy to the Madigans at the 2007 Rendezvous. In addition, behind them on the wall, a cherished 2007 plaque of appreciation hangs, which was presented to them by the BSLOL.

Can you believe it's been 20 years?

So many things have changed, yet so many things have stayed the same. For instance, in 1988, the first year of the Rendezvous, there were only 12 to 20 boats on display. 73 boats made it this year. Also, by count, this year, there were approximately 7,500 spectators, which is a conservative number. This includes up to 2,000 spectators in boats that cruised by the Rendezvous to get a peek at this year's participants. This count is up from 5,500-6,000 spectators in the last two years. What a tremendous outcome.

One thing that hasn't changed much is the Friday Night Skipper's Dinner. In the last 15 years, the dinner has gone up by only \$3, from \$12 to \$15, presently. The Moonlite Bay is to be commended for its fantastic price and even better menu. This year, by word of mouth, the food was absolutely scrumptious. How do you get crab legs & steak for only \$15 a plate? Good job Moonlite Bay!! Further, a little birdie told me I could share a cute story. A marble cake was to follow such a grand dinner for this 20th Anniversary and from what I hear, it tasted wonderful. However, when it was requested that the cake be made to look like a replica of a wood boat, it is said that the finished masterpiece resembled Noah's Ark. If you've ever seen a picture of what was thought to be Noah's Ark, it is extremely fascinating being such a large vessel, but lacked in looks. Therefore, the marble desert design was decommissioned and sliced before it hit the water!! Suffice it to say, no pictures were allowed and the taste was a success.

Deservingly, Host and Hostess Madigan would like to say thanks and extend their appreciation to those of you who have been such loyal attendees, including the many dedicated volunteers, planners and organizers, all of the talented participants who make this show possible, members of the BSLOL who support the show, the awesome Moonlite Bay crew, Art Balesis of Bertha Boat Works and Bruce Larson of Larson Group Real Estate, who have been sponsors of the Rendezvous since 1988. Wow!

CONTINUED ON PAGE 16

IT'S NOT JUST A BOAT SHOW cont'd

by Elizabeth "Liz" Zemke

In addition, Ron Foss has been a Dock Boy for 20 years and Dave Thomson is the only Skipper who has been present at all 20 boat shows! A big thank you from the heart! Also a special thank you to those 19-year members who have dedicated their time and effort in helping make this event a great one. Plus, the show can't go on without the dock boys – your participation is priceless!

In conclusion to such a wonderful show, it has been expressed by many that this event isn't just a boat show. It is a gift from the hearts of so many people who come together time and time again. It is bringing in the new and keeping the old. It is the love for boats of ages being restored by creative and talented individuals so that we can get a small glimpse of our past and create memories for our future. It is a way of life to some and it is literally survival to others. It creates great memories and absolute friendships. It is the embrace and caring demeanor of two people who invite us year after year. The Rendezvous isn't just a boat show. It is a glorious family reunion.

As expressed in the plaque presented by the BSLOL, thank you from the bottom of our hearts to Dennis and Judy Madigan for the wonderful work they have done throughout the years to keep this boat show only one of the biggest single events in Northern Minnesota. It has been revealed that our Host and Hostess will be returning as Host and Hostess for at least five more years. We love you guys!!!



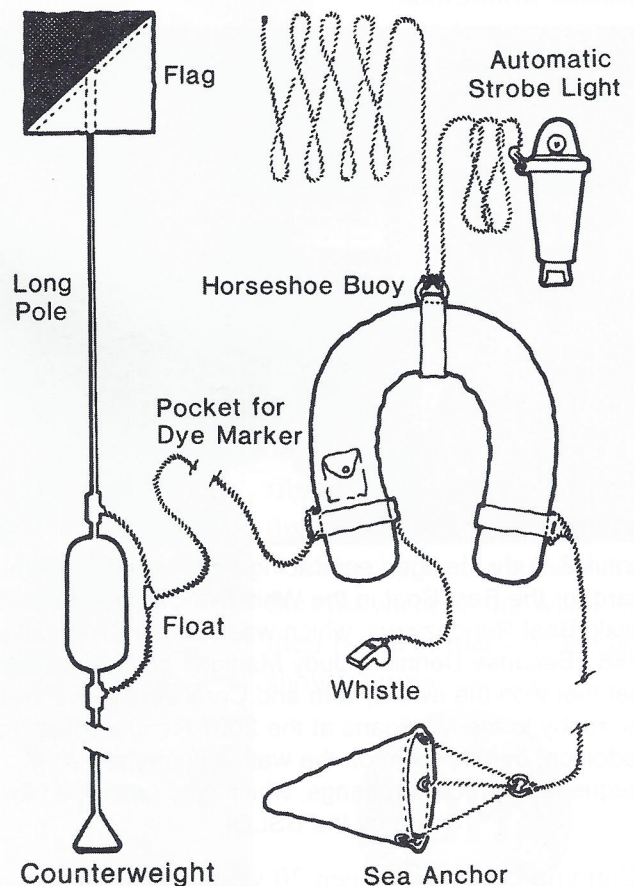
Greg Benson, left and Brad Ernst, right, presenting the BSLOL Appreciation Plaque to Dennis & Judy Madigan, center



Classic Boats in the Bay getting ready for the fly by

Don't forget, the 21st Whitefish Chain Antique & Classic Wood Boat Rendezvous will glide in next year on July 26, 2008. Look for more details to come.

As always, safe boating!



BEHIND THE SCENES WITH GAR WOOD 1935 - PART III

For an answer Ed Hancock walked over to the stock room and came out holding aloft a gallon can of Edward Smith & Company's spar varnish—Aquatite to be exact.

"There is none better, George," said he, "and we've tried them all."

Perhaps the thing that I was most interested in was the power plants of the Gar Wood boats. What motors would be used by the man who could get more power from a given piece of metal than any other? I wanted to see what a master mechanic would use in the construction of his own boats.

I asked Orlin Johnson about the situation. "There are probably twenty makes of engines on the market," said he, "and we've tried every one of them. We've tested them all in our own boats. Right now for the job we have to do, we use mostly Chrysler and Scripps. Of course we make our Liberty conversions for the big boats, but between seventy horse power and three hundred these motors do a wonderful job."

"You know," said Orlin, "we're long on experience here. We believe that there is nothing like experience to prove anything. Scripps and Chrysler motors probably have a better record of performance behind them than any other stock motors on the market today. And when a customer buys a Gar Wood boat he is entitled to as perfect a piece of machinery in the engine room as modern science can give him."

We watched one of the Chrysler Crowns being installed in a 22 foot runabout.

"I'm told that in 1934 alone some 40,000,000 horsepower were built by this organization," said Ed Hancock. "You get what I mean about experience? They must be good."

We came upon the new 16 foot Speedster at this point, and it immediately took my eye. Here was as appealing a craft for the youngster or the racing fan, as you would want to see. Just seats for two aft, with motor ahead, and driving it gives all the thrills of a full-fledged racer. As a matter of fact its speed of 38 to 40 miles per hour makes it a real contender in any race. The Scripps V-8 motor also has the advantage of making it eligible in the 225 cu. in. class.

I predict that there'll be a great many of these new boats on the waterways of the country next season.

In the far corner of the machine shop we saw a most remarkable machine.

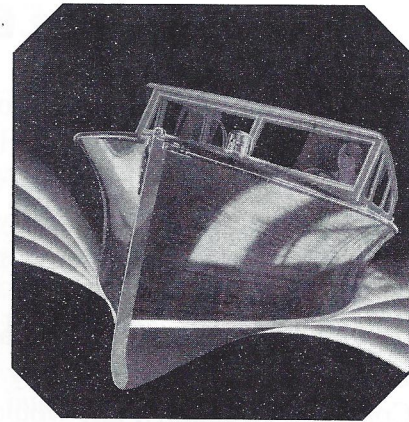
It puts the curves in the large copper exhaust pipes as they come from the foundry. It takes a bright piece of three inch seamless copper pipe, and forms it into several smooth flowing curves, just exactly as the blue-print calls for. I watched

what had been merely a piece of fine copper pipe, made by the Mueller Brass Company come out a perfect exhaust ready to buckle onto the waiting engine. I saw too, some rather startling tests showing the twisting and bending this Mueller copper would go through without breaking. Surely this material is ideally suited for motor boats where the stresses and strains are so great.

I learned also that the bronze propeller shafts on the runabouts up to 25 feet were made by this same company.

One of the most interesting parts of the factory to me was the polishing and grinding rooms where the rough metal castings of all the hardware and fittings were finished up for use in the boats. A truck load of rough struts and rudders had just come in from the Algonac Foundry. These were of manganese bronze and certainly as nice a looking lot of castings as I've seen in a long time. The metal of which this particular batch was poured has a tensile strength of between 70,000 and 80,000 pounds per square inch. It will bend double before it will break. I learned too that this same foundry had made the struts on Miss America X.

On a nearby bench lay a long line of cleats, chocks and other deck hardware. These were mostly of nickel silver, and had been buffed up and were ready to go out for plating. The Harris-Beasley Company does practically all of the chromium plating on these items, because of the fine quality work they turn out. I learned while here that there are all kinds of chromium plating on the market today. Some of it won't last in salt water for even a month. It all depends on how the preliminary coats are put on. This particular company has built up its reputation on marine work, which of course is much more exacting than automobile requirements.



continued on page 18

BEHIND THE SCENES WITH GAR WOOD 1935 - PART III

Wherever I looked on the boats I could see that the latest safety and preventive devices had been installed. From the special engine room ventilating louvres and pipes into the bilge, to the Pyrene fire extinguisher mounted by the driver's seat, not a detail was overlooked.

One thing that particularly appealed to me was the non-shatterable windshields by Pittsburgh Plate Glass Company. Ordinarily, one would not see why it would be necessary to install unbreakable glass in a boat windshield. I asked Mr. Hancock about this.

"Several years ago we had two cases of people breaking their windshields in one summer," said he. "When we learned about them, we decided that we could eliminate this danger by using non-shatterable glass. So, the next year Pittsburgh became standard equipment on all our runabouts.

I examined the neat aft folding windshields that the 28 and 33 foot runabouts carried. These, too were non-shatterable and beautifully designed. They were big husky chromium plated affairs, which actually covered the occupants and afforded some protection. I found that they are specially constructed for Gar Wood by the Amesbury Seat Company, specialists in building marine hardware of this nature. Studying over the construction of these windshields they looked like a real boon to those folks who have to do "rumble seat" riding.

Speaking of seats, did you ever see an upholsterer making a set of cushions for a boat? I never had until I saw it being done at Marysville. If all the lumber, springs, burlap, twine, wadding, buttons, cotton, sheeting, moss and leather that goes into just one set of cushions were stacked in a pile, really it would amaze you. This material comes from Fay-McKinnon Company, one of the oldest houses in Detroit dealing in upholstery supplies.

The Gar Wood cushions are upholstered in much the same manner as automobile seats, only more heavily constructed, for the different shocks they must meet. We watched for a moment while the craftsmen mounted first the coils on the wooden seat frames. Then they covered them with burlap, and tied the whole into a unit. Wadding and moss were next cunningly fitted around the springs to make a smooth and rounded surface at every point.

Sheeting held this firmly in place before the real leather was stretched over the whole. Copper tacks fastened the edges, leather piping went over these edges, and in a short time a perfect cushion came off the forms. It looked simple, but they told me that these men had devoted a lifetime to this work.

I picked up one of the hides which were being made into cushions. It was a beautiful piece of leather.

"This is a special finished leather that the Eagle-Ottawa Company has worked out for marine use," said Ed Hancock. "It is heavier than ordinary upholstery leather because of the extra strain that leather has in a boat. Spike heels stepping on it, salt water hitting it, and many times standing on it, sun's rays piercing down on it—these are some of the unusual things that leather in a boat must take every day of its life. For this reason we use only real leather on all Gar Wood boats, as it is the only thing we have found that will stand up. And we've tried all the substitutes, too."

I was tickled to have the opportunity of trying out one of the new 22 footers, completely redesigned this year, and carrying the big 125 H.P. Chrysler motor. It leveled out on the water, and seemed to throw no spray whatsoever. It rode so smoothly, and without that continual pounding which I have come to expect in the faster boats, that I couldn't help remarking about it to one of the men when I got back to the factory.

He explained part of it as resulting from the spring suspension used in the seat cushions. Beneath the attractive leather covering were several dozen specially built box springs, constructed by the Motor City Spring Company. They were unusual shaped springs, unlike any I had ever seen. They were designed with the special problem in mind of ironing out the series of jars or jolts that the high speed boat gets when hitting the waves. They provided a support for you which was unique in my experience. I believe that this is a most important factor in any boat, and one which is generally overlooked. I understood afterward that this particular company has been specializing in boat springs for some twelve years. Again we see experience popping out.

Just a little thing, probably in the opinion of most but I was pleased to see the attractive yet useful stern flagpole and electric light assembly that the Gar Wood boats carried.

continued on page 19

BEHIND THE SCENES WITH GAR WOOD 1935 - PART III

For many years I've seen yachtsmen fumbling with wires and plugs on the lower end of this pole. Every time you wanted to take out the flag pole for aquaplaning or something, you had to unplug the socket, and then invariably the loose wires dropped back down the hole out of sight. A fishing expedition generally ensued then until the wandering wires were brought up again. This new device, made by the Perkins Marine Lamp Company, consists of two prongs in the bottom of the pole, which set into a deck socket. That's all there is to it, and there is a drain in the fitting so that moisture collecting when the pole is not in use, will run off and not cause a short circuit.

There's one part of a motor boat that I'll bet no one ever even thinks about, and yet it's perhaps one of the most important things in the craft.

I'm referring to the gasoline tank, which rests unobtrusively under the stern deck with only a filler cap above to tell that it is there. We take it for granted. But did you ever think of the strain that this tank takes when filled with three or four hundred pounds of gasoline? Every wave the boat hits tries to break open this tank.

If the tank is stoutly constructed of heavy material, properly seamed, soldered and fastened there is little chance of it ever giving way. This is why Gar Wood uses Brummeler made tanks on all his boats. They are built right out of Terne Plate, one of the best metals ever devised for making gasoline tanks.

As we came to the end of the long factory a man came up bearing a heavy coil of manila rope, neatly spliced to an anchor on one end. The rope was so stout that I couldn't help noticing it.

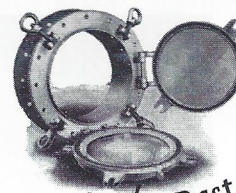
It's Blue Heart Manila made by the Hooven and Allison Company," said Mr. Hancock. "It's about the toughest and finest line that we can buy. Anchors get pretty rough treatment, you know, and if your line lets go, you've lost a good anchor. Then, too, most folks don't let their line dry out after using, and when put away damp it rots quickly. So it has to be real rope to stand up in boat use."

We had completed our tour and it came time for us to leave. It was with a real feeling of regret that we bade good-bye to our hosts. I, for one, felt that I had experienced a real treat in being allowed the privilege of seeing so much that the average person never gets to know about such an outstanding figure in the world of sport. The things that I had seen in this new boat factory truly left me wide-eyed. But then they say we never really know a thing until we see it, at first hand, ourselves.

We climbed into the car and as we started reluctantly homeward I noticed a fleet of five Gar Wood runabouts coming down the river. The road leads along the banks of the St. Clair for some miles, and until we turned inland this fitting gesture of Gar Wood's friendship remained with us.

(reprinted from Motor Boating, February 1935)

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Battle of the Brands

by Andreas Jordahl Rhude

The continuing battle of who was better continues. Was it Thompson or Chris-Craft that made the superior boat? This question has plagued scholars and restorers and boaters for a long time. Has a conclusion been drawn?

The question came head to head in a heated exchange on Saturday, November 17, 2007. Two boats, a large clunky Chris-Craft cruiser and the other, a nimble outboard Thompson, brought the cerebral clash to fruition. The two boats positioned themselves for a face off.

Which would win? Would it be the quick maneuvering of the Thompson that would take the lead? Or would the mass and momentum of the Chris-Craft win the day? Was it a David versus Goliath scenario? The Chris was 30-feet in length and the Thompson was less than 18-feet long.

When the skirmish began, the Thompson quickly proved that size does not matter. She ran circles around the big Chris. She took many fast jabs at the lumbering cabin cruiser. In a moment of haughtiness, the Thompson took a breather to celebrate her impending victory.

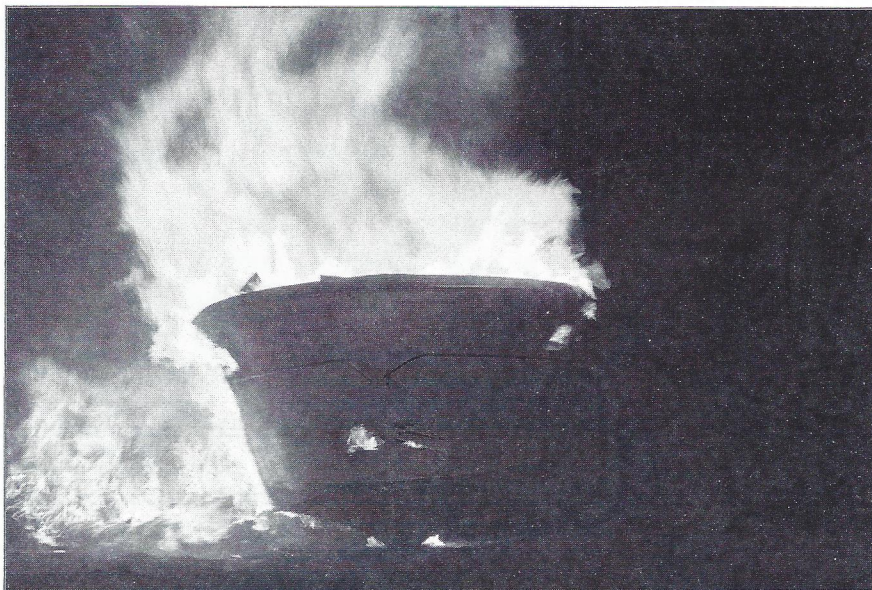
That's when it happened. The Chris, seeing the pesky little outboard with her guard down, stoked the boilers and steamed forward.

She barreled down on the unsuspecting run-about. "I think I can. I think I can. I think I can" could be heard from the helm of the Goliath boat.



By the time the little T realized what was happening, it was too late. The big C was on top of her. All the Thompson could do was lift her hands and eyes to the sky and plead for a quick end. The Chris slammed into the Thompson amidships and

sliced her right in half – ala JFK's PT-109 in World War II. An explosion erupted and both vessels caught fire. Even though the Chris-Craft had won the



encounter, her fate too, was bitter. In 40 minutes both boats were burnt beyond recognition. It was a sad end to both watercraft; however, the Thompson swore revenge.

The question remains. And the recent events which resulted in a conflagration only prove that no one wins in arguments such as these. Can't we all just get along?

Boat Shows 2008

This is NOT a comprehensive list. It is a list of known shows at the time of publication.
The list is provided for informational purposes only. This is not an endorsement of BSL0L.

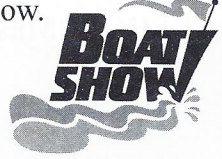
- March 27-30, 2008 SUNNLAND CHAPTER CLASSIC BOAT SHOW, Mt. Dora, FL
www.acbs-sunland.com
- May 16-18, 2008 THAT WAS THEN-THIS IS NOW BOAT SHOW, Muscatine, Iowa
563-260-1970
www.muscatineboatshow.com
- June 19-21, 2008 CLASSIC BOAT SHOW, Wild Eagle Lodge, Eagle River, WI
877-945-3965
- June 25-28, 2008 ACBS QUARTERLY MEETING, Milwaukee, WI
www.acbs.org
- July 12, 2008 CHAIN OF LAKES CLASSIC BOAT SHOW, Alexandria, MN
320-759-1114
www.mnlakesmaritime.org
- July 19, 2008 CLEAR LAKE CLASSIC BOAT RENDEZVOUS, Clear Lake, IA
www.clearlakeacbs.org
- July 25-27, 2008 MINOCQUA ANTIQUE & CLASSIC BOAT SHOW, Minocqua, WI
www.minocqua.org
- July 26, 2008 WHITEFISH ANTIQUE BOAT RENDEZVOUS, Cross Lake, MN
- Aug 8-10, 2008 6TH THOMPSON ANTIQUE & CLASSIC BOAT RALLY, Marinette, WI
612-823-3990
thompsonboat@msn.com
- Aug 23, 2008 4TH Annual PEWAUKEE LAKE BOAT SHOW, Pewaukee, WI
- Sept 6, 2008 33RD LAKE MINNETONKA ANTIQUE & CLASSIC BOAT RENDEZVOUS
Excelsior, MN
www.acbs-bslol.com
- Sept 12-13, 2008 3rd Annual MADISON BOAT SHOW, Madison, WI
- Sept 14-20, 2008 ACBS Annual Meeting & 8th International Boat Show, Coeur d'Alene, ID
www.acbs.org
- Sept 26-28, 2008 GENEVA LAKES BOAT SHOW, Fontana, WI
847-395-8902
www.blackhawkacbs.com

2008 Calendar Of Events



January 23-27 Minneapolis Boat Show.

Look at www.minneapolisboatshow.com for general information about the show.



February 2 Saturday 10:30 a.m. Workshop I Diagnosing a (Straight 6) Dinosaur Rebuild or Not?

Presented by expert marine mechanics Bob Skorczewski and Keith Hennen
Hosted by Eric Theship, RealCraft BoatWorks, Inc., 920 6th Street, Carver, MN 55315

Lunch served - \$5 per person (\$10 for non-members)
Reservations required by 5 p.m. Wed. January 30
Call Scott Hawkinson 763-370-3569

March 8

Saturday 10:30 a.m. Workshop II My Gauges Won't Work – Now What?

Presented by Dale Kocian, owner of Kocian Instruments
Hosted by Scott Hawkinson, Hawkinson Wooden Boats
8905 Autumn Oaks Drive, Unit 7, Rockford, MN 55373
Lunch served - \$5 per person (\$10 for non-members)
Reservations required by 5 p.m. Wed. March 5
Call Scott Hawkinson 763-370-3569

April 5

Saturday 10:30 a.m. Workshop III The Modern Classics – Boats of the 1950's

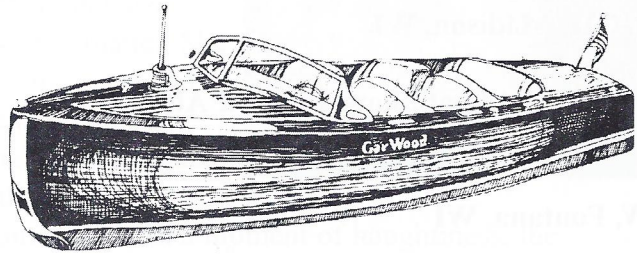
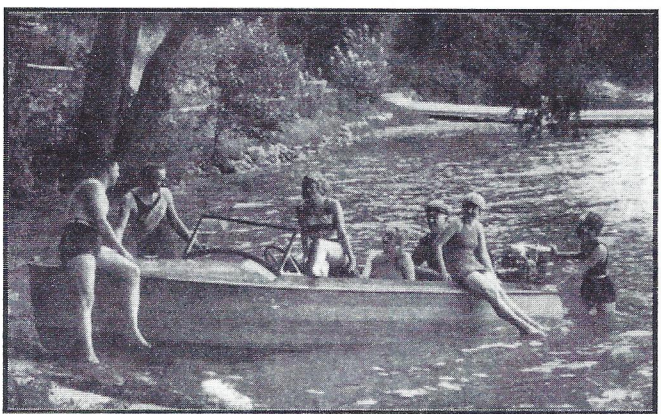
Presented by Lee Wangstad, noted author and speaker on classic boats. Hosted by Todd Warner and Mahogany Bay 1000 1st Ave N., Lester Prairie, MN
Lunch served - \$5 per person (\$10 for non-members)
Reservations required by 5 p.m. Wed. April 2
Call Scott Hawkinson 763-370-3569

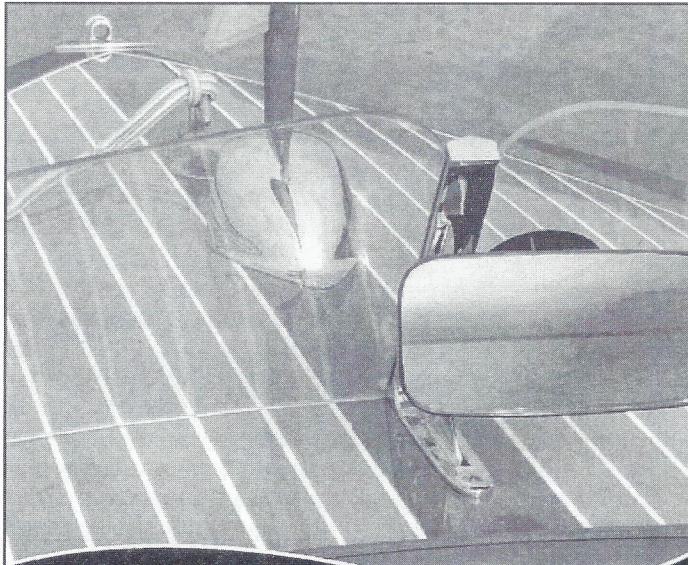
All events are open to members and non-members alike.

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

Events subject to change

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





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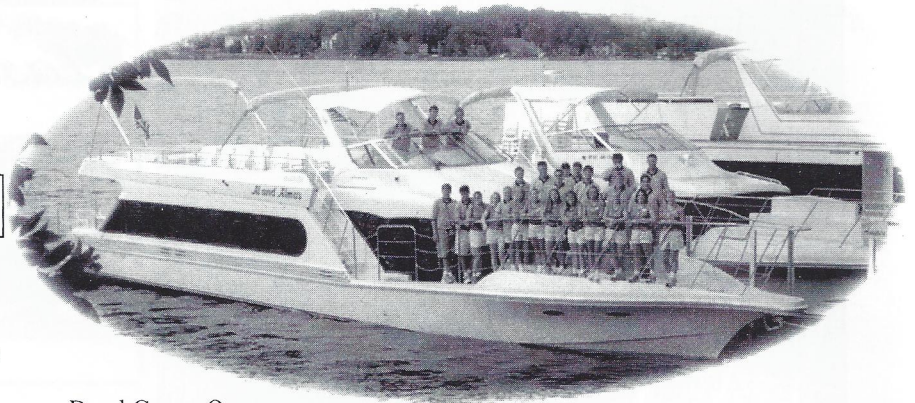
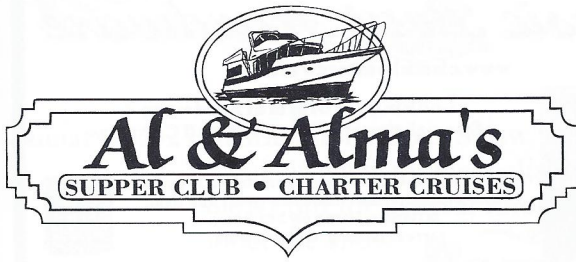
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Hawkinson Wooden Boats, LLC

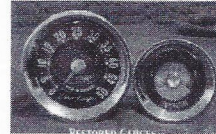
- Restoration and repair of classic wooden boats
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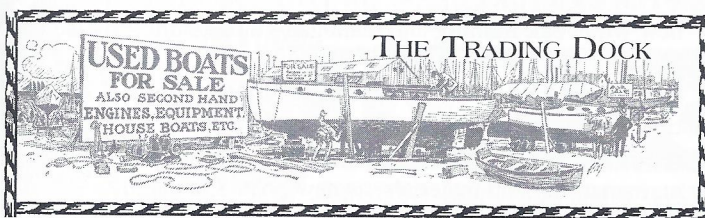
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●1959 Larson Thunderhawk 16' all original boat with 1964 Johnson 90 hpmotor. Excellent original condition, red and white, new bottom cushions front and back, clear windshield, excellent hardware and glow poles. Hull in great condition with no damage. 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.

●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.**

●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)



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

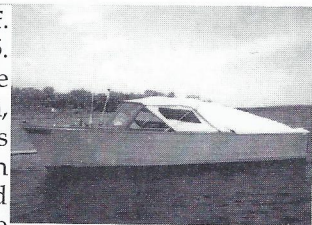
●1959 Century 16' Resorter, new bottom in 2004, 12 coats varnish, rebuilt 327 engine in 2004, lined gas tank. 2004 Yacht Club trailer. \$12,500. 2004 DH Shore Tracker boat railway system. 60' of track, 1 1/2 HP winch. \$4,500. **715-723-9753**

●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.



● 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.**



●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 blwknitz@msn.com.**

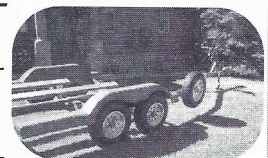
●1956 14' Larson All American with a 30hp Evinrude and trailer. This boat is a fiberglass hull with mahogany deck and interior. This will be a very nice boat once restoration is complete. Asking \$1,000 OBO contact **Blaine or Lisa Waknitz @ 515-987-992 or email blwknitz@msn.com**

●1964 CHRIS CRAFT 17' SKI BOAT - good condition, low hours, travel trailer & cover. Original accessories. Asking \$12,000. **Call 651-768-7630** (NM06-4)

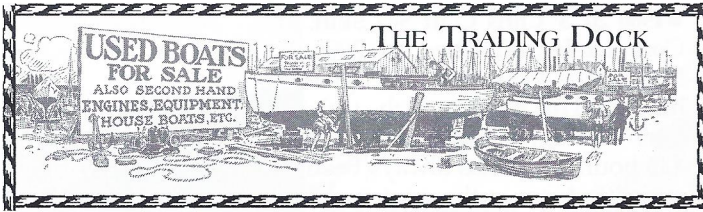
●1957 LARSON THUNDERHAWK - w/Mark 55 Mercury w/trailer with a 1951 Ford Woody 4x4-302,C6. Both are fully restored. Call for details.



●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)



●1961 Thompson 17 ft. Sea Lancer, lapstrake, restored, turn-key, 1961 Johnson 75 HP outboard motor, 1961 Little Dude trailer.

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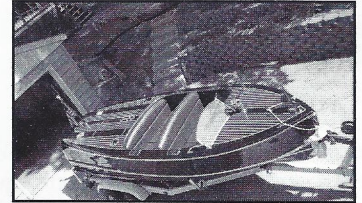
●1935 Chris-Craft 25 ft. Cruiser, complete, restorable, V-bunk trailer. similar as seen at Bayport Show. \$5,500. Located in Chisago City, MN area. Jay Flattum (651) 257-8638

●1955 Chris-Craft 29 ft. Captain Cruiser, bull nose, fairly complete, both motors and big project and look at what you have when done. \$3,500. Jay Flattum (651) 257-8638



●1947 CENTURY SEAMAID 171/2?. Total restoration, new white oak framing and mahogany throughout. Pristine fit and finish, show condition. Shown at 2006 Minneapolis Boat Show. Professionally rebuilt, very rare 1936 dual ignition Grey Phantom A6 244 Fireball 140hp engine. Original refinished and rebuilt hardware and instruments. Very best craftsmanship and materials, as new boat. \$50,000.00

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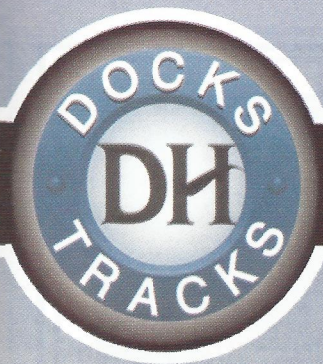


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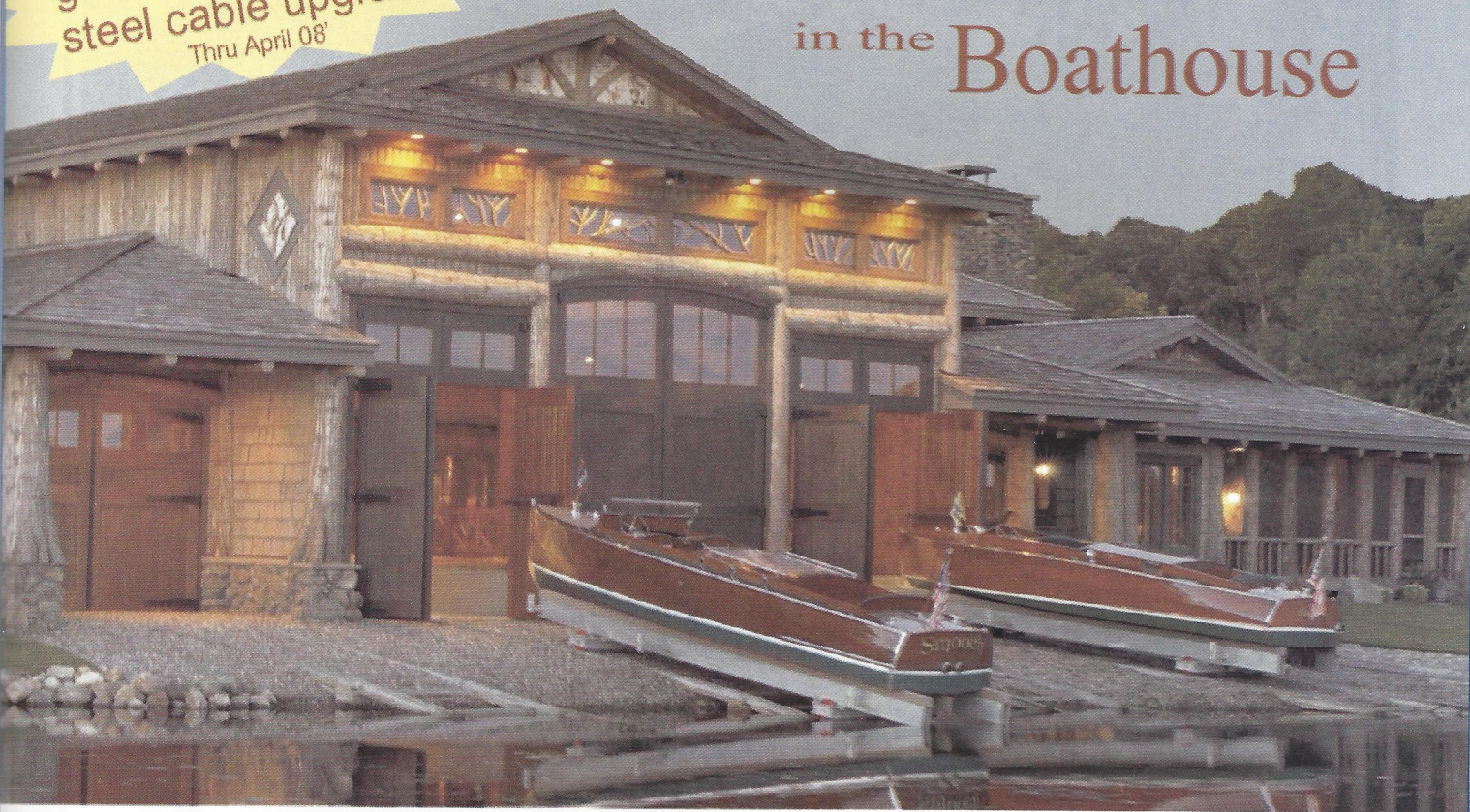
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