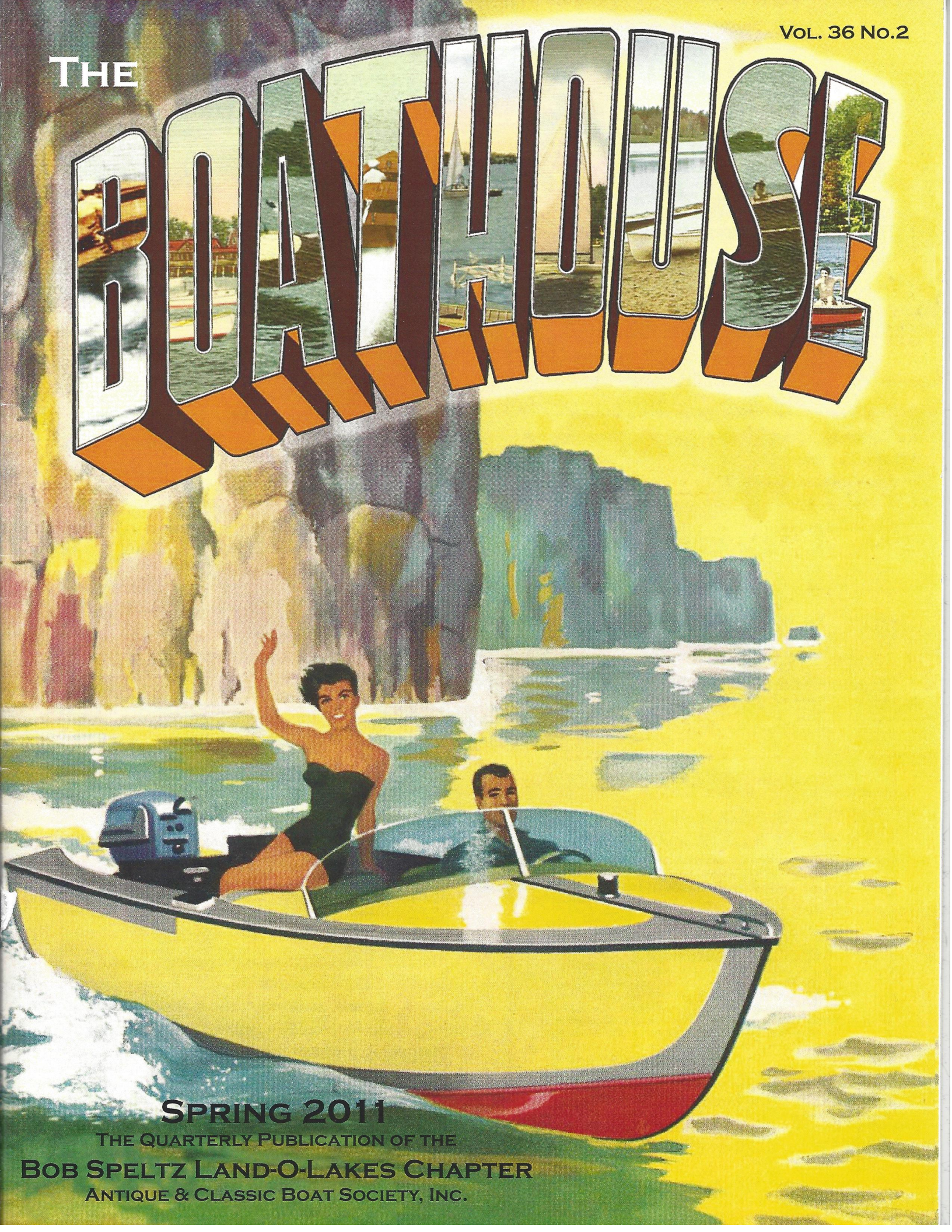


THE

BOATWORLD



SPRING 2011

THE QUARTERLY PUBLICATION OF THE
BOB SPELTZ LAND-O-LAKES CHAPTER
ANTIQUE & CLASSIC BOAT SOCIETY, INC.



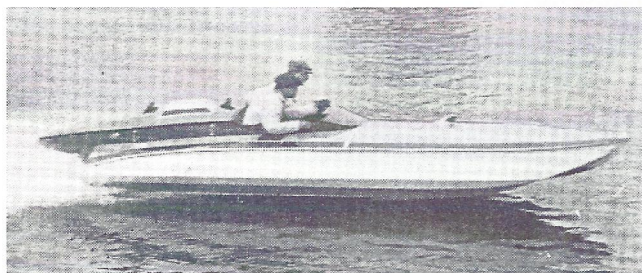
1. The Dodge Boat Company was incorporated in what year?

- a. 1920
- b. 1929
- c. 1924
- d. 1933
- e. 1921

2. This Ventnor hydroplane was very advanced for it's time.

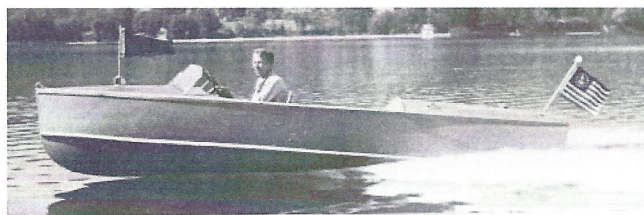
What is the year of this Ventnor?

- a. 1920
- b. 1932
- c. 1928
- d. 1936
- e. 1931



3. This 16 foot runabout was built by what boat-builder?

- a. Larson Boat Works
- b. Dunphy Boat Corporation
- c. Alexandria Boat Works
- d. Penn Yan
- e. Thompson Boats



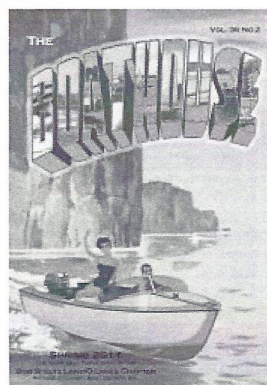
4. In 1928, Gar Wood built boats in two lengths. These boats were what length?

- a. 17 & 19'
- b. 21 & 28'
- c. 28 & 33'
- d. 24 & 28'
- e. 24 & 33'

Eric Lomen keeps his streak going! A whole year! The color poster of the Buehler Turbocraft is in the mail. I'd like to thank Eric for his enthusiasm and his knowledge.

5. When Minnetonka Boat Works came into existence, what were the three companies that merged together to form the nucleus of this famous Minnesota boat company?

- a. Moore Boat Works
- b. Ramaley Boat Works
- c. Wise Boat & Carriage Works
- d. Walker Boat Works
- e. Excelsior Boat Works



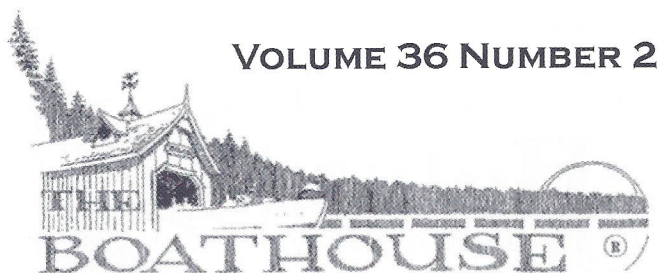
The prize for the first with the most correct answers will receive a 11x17 laminated full color illustration from the cover of this issue. All the answers are located in the Bob Speltz Real Runabout series. Good luck!

Answers to last issue's "College of Old Boat Knowledge":

- 1. How about B. This boat was the Shepard Cruiser built by Orono Boat Works.
- 2. D. Howard Lyon was a Gar Wood dealer.
- 3. The Dart Boat Company was originally known as the Indian Lake Boat Company. C.
- 4. Brooks Stevens designed the boat, the hull was designed by Douglass Van Patten. D.
- 5. Harper's Arrowhead Boats were built right here in Minnesota, in Grand Rapids. A.

On The Cover:

Petit Paint Rendering-1957



VOLUME 36 NUMBER 2

THE BOATHOUSE is published 4 times per year in January, April, July, and October. Deadlines for submission of articles, ads, etc. must reach the editor by: December 1st, March 1st, June 1st, September 1st.

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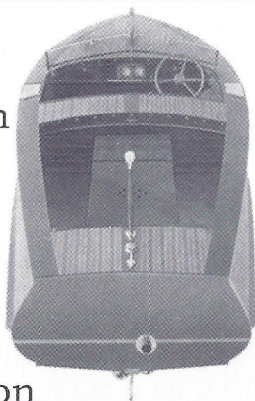
Dick Mickelson

Dr. Motorhead & Piston

Ross Pfund

Fred Pospeschil

Andreas Jordahl Rhude



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Commercial Ad Rates

(One Year / 4 Issues)

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|------------------|---------|
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| 1/2 page b/w | \$750 |
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| Full page b/w | \$900 |
| Full page color | \$1,000 |
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with the IRS as a 501(c)3 educational institution.

Contributions may be tax deductible.



LET'S SEE SOME NEW NAMES HERE, FOLKS!!

Bob Speltz Land-O-Lakes Chapter
Antique & Classic Boat Society, Inc.

Our Mission:

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.





From the Helm



According to the calendar spring is here, although looking out my window and seeing a foot of snow still in my yard, it is hard to believe the grass will be visible any time soon.

With the days getting longer it is possible to start thinking about all the projects necessary to prepare the boat(s) for the first spring launching. By now it may seem routine, but the check list (remember the one you made up last year?) is still the single best way to remember everything you need to do "before" you launch the boat - you know, like putting in the drain plug? I have found that doing the most unpleasant task first, the one that always seems to be last, is a great way to start out working on the pre-season project list. Once that's out of the way, all the others seem to be more enjoyable.

Speaking of enjoyable, be sure to start filling in your calendar for the boat shows taking place in a neighborhood near you. The weekends fill up fast and the list of boating events seems to grow longer each year. Check our BSLOL web site for dates and locations of boat shows. Remember however, to keep your energy level high for our boat show in September. We need you, your boat and your help. If you know of a boat show that is not listed, please get a hold of our webmaster, Mark Nelson, so he can include it.

Two workshops have been held so far this year and both were a huge success. The first workshop was held at Sunrise River Boatworks in Forest Lake and the second one was held at Dan Nelson's shop in Minnetrista, west of the T.C. area. These workshops are a wonderful place to learn something new and socialize at the same time, and also enjoy fine cuisine. Don't miss the next one.

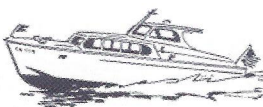
Hats off to Mark Setterholm for scheduling these events. Our third workshop is scheduled

for April 16, topic is to be announced soon - check our web site and watch for the post card that will be sent out in early April.

I am pleased to announce that Clark Oltman and Ken Patz are going to be the co-captains for our annual 'Rendezvous' scheduled for September 10th. The two of them bring years of experience in planning boat shows. The success of this show depends a lot on volunteers helping in all the areas necessary to run an event of this magnitude. If you are asked to help please lend your support. If you're a new member in the club or have not been on a show committee before I encourage you to give it a try. It is a great way to meet other members and benefit the club as well. The help of many will ease the burden of just a few. Let's make every effort to make this year's boat show one of the best yet. No volunteer will be turned away, we'll find something meaningful for you to do.

In a past issue of the 'Rudder' there was an article about including more vintage/classic sailboats in our boat shows. I am sure there are sailboats on Lake Minnetonka or nearby that would be great additions to our show. The White Bear show has had several sailboats on display in the last few years and they make a welcome addition to the fleet of powerboats and non-powered boats that generally make up the display. If you know of anyone with an older classic/vintage sailboat encourage them to come to our show.

Speaking of new members, each year we start over with our membership and although it would be wonderful to think that all members from last year would renew, that's not the case. Some members move away, others sold the boat or lost interest and still others may be cutting back on expenses. Whatever the reason for past members not renewing, the members lost need to be replaced and others added if we are going to remain a strong and



viable club. At the present time our membership stands at 295. That is well below our membership total from 8-10 years ago when we were the number 3 chapter in membership and even fewer than last year when we peaked out at about 350. Throughout the year we always seem to gain a few but we need to get old members back and recruit new members all year. A change that the International Board has made may help. This year The Antique & Classic Boat Society, Inc. has announced that membership will be on an annual basis, i.e. membership is effective for 12 months from when you join. You will however, still have to be a paid member by the end of the year to be guaranteed placement in the national directory.

The date of our 'Spring Mixer' is approaching fast, May 22nd, so make sure it's on your calendar. Watch your email and mailbox for more information and remember that registration is a must for this event. We'll be going to Al & Alma's for the event and cruise on one of their boats for dinner. This event has always been a great way to kick off the year.

Scott Hawkinson, one of our longtime club and board members, has decided to close his restoration business, Hawkinson Wooden Boats, as the result of a health related issue. Over the last 10 years, Scott has produced many outstanding restorations and award winning boats. Scott also managed the BSLOL Winter Workshops for 4 years. We all wish him the very best as he moves on to another chapter in his life. Please keep him and his family in your prayers.

If you have any questions or suggestions on how we on the board can better serve you, I can be reached at president@acbs-bslol.com or contact one of the other board members.

Shine 'em up and get 'em out.

Dick Mickelson



CUTTING DECK SEAMS

by Sherwood Heggen

The romance and memories of days gone by for us older folks are brought to mind when we view the deck of a wooden boat such as Chris Craft, Hacker, etc. The beauty of the gleaming mahogany and brilliant chrome hardware are set off by the mysterious white stripes that are accepted as common place for this type of boat. Why would anyone put white stripes on the boat deck? Was it for appearance, a fad that stuck, or did they have a practical use. How were they made?

My educated guess for the reason of the deck seams is to allow the deck to move, expand, contract, and allow deck boards to bend around the deck crown more easily without cracking. The seams were typically filled with a white caulk to keep the water out. What I do know is that the nicely done seams really make or break the appearance of a boat deck.

Making the seams might appear easy, but it actually can be a bit of a challenge. Making them the correct depth, width and spacing is the primary challenge while doing it in the most efficient manner. I have adopted a method where I can drive planks through the table saw and know that each seam will be consistent in depth, width, and spacing. This article will pass that method on to you.

The job requires a table saw with a fence that is dead true to the blade. The blade should have a kerf of no more than 3/32 of an inch which is the about width of a typical deck seam. To provide consistent seam spacing, I use indexing strips made from plywood of any thickness of 1/2 inch or greater. These indexing strips allow the table saw fence to be set once, and the indexing strips are added one at a time to move the deck plank over the correct spacing for sawing each successive seam.



Here is a general idea of how this is set up. In this case, a 7 inch wide deck plank is the subject which will get a total of four seams. The first seam is on the very edge of the plank and three more seams with a seam spacing is 1- $\frac{3}{4}$ inches. Three indexing strips 1- $\frac{3}{4}$ inches wide by as long as the saw fence are used. Deck planks of narrower or wider widths with deck seams of other spacing will require some adjusting of the width of the indexing strips. When sawing the strips to width, make sure that the plywood hasn't taken on a bow laterally. This would upset the correct spacing. That is why a piece of pine isn't used as strips as quite often the inner stresses of the board are released as the board is cut into strips. That is not necessarily true of the more stable plywood.

Now, lay out your deck plank material as it would be on the deck. This is where it can get confusing no matter what method is used to saw the seams. If the deck planks are all book-matched, it is important to know that if the boards are all run through the saw in the same direction, *the book matching will be reversed on one side after it is installed on the deck.* Therefore, on the back side of the planks, mark an arrow with a carpenter's pencil or chalk to show the direction the plank should go through the saw. Lay out the planks as they would be on the deck and flip them over. On the back of port side planks, mark arrows that point forward and on the backs of the starboard planks mark arrows that point rearward. Now when you run the planks through the saw, simply point the arrow forward and cut the seams.

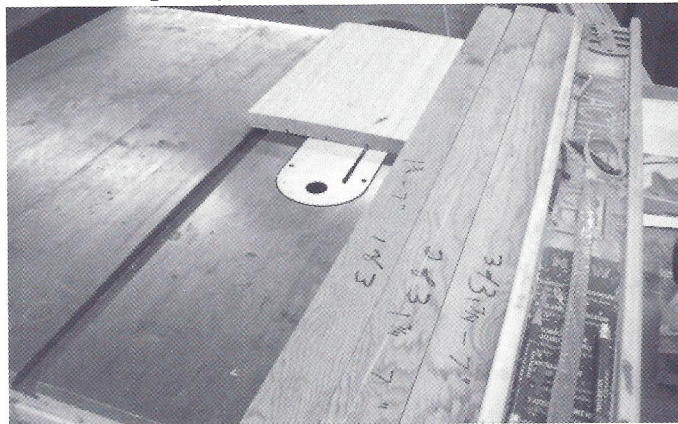
Now, set up the saw using a scrap piece of wood the same width as the deck planks to be sawed. Then if you are using a blade with a 3/32 inch kerf, set the fence at 6-29/32 inches to the inside of the blade. Set the blade height to cut into the planks by 1/3 the thickness of the plank. Run the scrap wood part way though as a trial run to be sure the fence and blade are set properly. It should leave exactly a 3/32 inch wide seam on the edge of the plank as shown below.



Cut seams 1/3 the thickness of the plank.

With that being correct, place an indexing strip against the fence and tape it in place with some duct tape to keep it from moving with the plank. Run the scrap lumber through again for the second seam. Repeat that step by adding the two remaining indexing strips, one at a time, until all the seams are cut. As long as the plank is held tight against the fence/indexing strips, perfect straight seams will be produced. The results will look like the picture below.

That is pretty easy compared to the next



With stops in place.

item on cutting seams. On some boats, the deck seams are not straight. They curve with the shape of the deck. This is the case on such Chris Crafts as the Capri and Continental. Here driving the planks through the table saw "just doesn't cut it". A different method and tool must be used. Shown below is the method using a template, router, and a 1/8 inch router bit.

The template is made by first making a paper pattern of the seam's curve. Rolls of masking paper are available where paint is sold which makes a good pattern material. If you have a solid old plank available to copy the seam's curve you are in luck. Otherwise, use the boat's deck frames or sheer line as viewed from the top for the curvature of the seam. The seam typically follows the shape of the boat. Tape the paper pattern over the plank full length and use a soft pencil to rub the image of the seam through. Then remove the pattern and lay it over the template material of plywood or pine board. Tape it flat and firmly in place. Then, if you have a pattern wheel, simply drive the wheel along the line of the traced seam, piercing the paper and leaving a mark on the wood below. Or, use a small nail and a hammer and drive the nail through the pattern on the line of the seam and into the board deep



enough to leave marks along the seam line. Connect the dots with a pen. (A line marked on wood with a pen is much easier to see than a pencil line) Then with a saber saw or band saw, cut along the line and clean up the saw marks and irregularities with a plane and sanding block. Keep in mind the seam will look as good as the template you prepare.

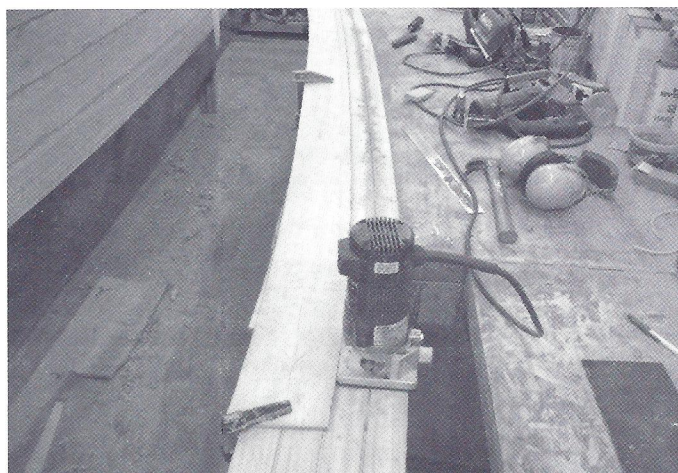
A trim router and a 1/8 inch router bit are used to rout the seams. The router will ride along the edge of the template secured to the plank by clamps and will rout the seam to the outside of the line drawn for the seam location. The template is set off from the intended path of the router bit by the distance from the edge of the router base to the inside edge of the bit. Measure that distance and with that dimension make a couple of gauges from scrap wood to set the templates accurately. If the distance is 1-1/2 inches, then make gauges that are 1-1/2 inches wide.

Now, prepare the plank on which the seams will be cut. Mark the seam's location with a pen on each end of the plank. Position the template on the marks and trace along its edge onto the plank. Repeat that for each seam to be cut. This provides a visual reference for the location of each seam.

Now using the gauges, position the template at the distance from the seam location as measured above on a piece of scrap wood for practice. Clamp it in place so that it cannot move even a little bit. Next, remove all distractions from the workshop as you are going to want to concentrate on one task, and that is, keeping the router firmly against the template at all times while routing the seam. Also, have a clean work bench so the cord on the router won't snag on anything as the router moves across the plank. If it snags on something it can bring the movement to a sudden stop and the router bit will likely jerk off the intended path and cause a blip in the seam. Bad! Also, remember the router will want to wander and do its own thing. You must become the Alpha male to make it submit to your will. If it sounds like I am being too cautious in the set up, believe me, I am not. It is surprising how little things that should have had attention prior to starting the routing pass will jump out and screw everything up. I tell you this only because I know from experience!

Check out the picture below to see the typical set up. You alert readers will see that my workbench was not cleared prior to making the

routing pass. Do as I say; not as I do. I lucked out on this occasion.



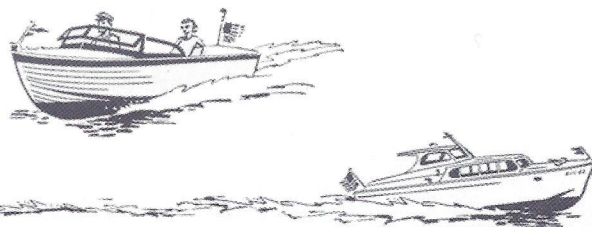
Hold router tight to the stop!

Now, using the router, make a pass to the depth of about one third of the thickness of the plank. Start the router and move it into the wood from one end. Hold it firmly against the template and concentrate on controlling the router at all times. When stopping to get repositioned for a continued pass, make sure the router does not move out of the seam path. If it does, it will leave a little blip, or worse, in the routed seam, and it will stick out like a thumb with a big bandage on it and it cannot be fixed. Again - bad!

With practice behind you, it is time to do the actual plank. Let me scare you a little bit here. Mahogany is about \$7.00 a board foot and you might have a big investment in wood that can be ruined with one "oops". Think about what you are doing and measure everything twice - three times - and then think about it to be sure what you are doing is correct. Set up the template and plank, set your mind to the task, and rout the seams. You have only one chance to make it right.

If you have any questions about this topic or any other boat restoration topic, don't be afraid to call me at 715-294-2415 or email me at Heggensj@Centurytel.net. The advice is free but it could be valuable to you.

Good luck with your restoration project and I hope to hear from you.





Dear Mr. Wangstad;

I understand you are the new Editor of the Boathouse, my best to you on that. It has been many years since my last correspondence with the editorial staff of this fine publication. As you know I maintain my membership with BSLOL but unfortunately with my present location I rarely receive any news from the great Midwest, which would include any of the followings from Minnesota. I write you today because of the following:

It wasn't but a few days ago Piston and I were lounging on the beach here in Fiji after a well fought battle between the Tonga Humpbacks and the New Caledonia Guppies hockey match. You might recall the intense rivalry between the two teams. I swear these two teams could compete against any NHL team or any National team in the world if there weren't those silly sanctions against the Southern Pacific Colligate Hockey Association. When will politics get out of the way of sports I indeed have to ask? Or perhaps I have to ask when will the World Governments stop listening to the International Sports and Gaming Commissions. At any rate one has control over the other and the poor athletes of this area are the ones who are suffering. I don't know why we are allowed to participate in the pro football league and not in hockey, I guess they must be afraid of the competition and perhaps total domination of the sport of hockey.

Well why do I write you today, we need to rewind to where I started prior to my ramblings. Piston and I were on the beach when I noticed a bottle wash up on the sand. It was what I would describe as a weathered battle scarred container which appeared to have spent a millennium battling the ravages of the seas and sand. My first thought, as of any hopeful sole, we have found the bottle that folklore has established as the Fiji Genie. Here on Fiji there is an incredible wealthy family, as lore has it, this

family found one such bottle many generations ago. They opened the bottle and the winning lottery numbers for the week were scribed on a dilapidated piece of parchment. Could this be our fate? Will I be able to afford the rehabilitation Piston needs so dearly after his tragic hockey accident so many years ago? Can I finally stop lobbying for healthcare reform and focus my attention on Piston and finally return to Minnesota? So many thoughts raced through my mind. I was as giddy as a school girl. Piston and I sat there trembling, staring at each other in anticipation of what the contents might reveal. How would our lives change with uncorking the contents?

I stopped to pause and reflect on this new found discovery. Could I be thinking selfishly; what good to mankind could I bring if I was to only think of myself? After much deliberation I said, mankind can wait, I can finally afford my dream home on Lake Full of Fish only blocks from the best rehabilitation center in the world. We are Minnesota bound, as Ron Schara says. Mark Dayton, do with me what you will, I am not heading to any tax havens, I only want the best for Piston and me.

So, the moment of truth, we could not wait any longer. With tremulous hands we looked at each other and suddenly realized we didn't have a corkscrew. Oh sure, as many of you might think, just break the damn thing. No, no, no.....doing so would destroy the contents, as lore would have it, so why take a chance. Our really big problem, corkscrews are illegal. It has something to do with the local TSA. Damn those terrorists!!! If only Cabo Bobo were here, he has every kind of opener imaginable hidden in countless secret compartments. Or Lou Brisity. Lou can conjure up horsepower and performance like no one else up there in Milwaukee, so a corkscrew would be like walking off, off a something, although I can't remember at the moment what that is. Names were rushing through my head, who, who could possibly help us down here. I think I saw the whole ACBS directory flash in front of my eyes, when Piston tapped me on the shoulder. Hey Doc, he said, this bottle comes with instructions in the unlikely case you don't have a cork screw. Instructions, I exclaimed, what self respecting man reads instructions, especially a man of my caliber, I gruffed. Piston responded, with no women in our lives who will read the instructions. I would suggest you swallow your pride



and give these a read as they are in German and at last count you were the only one on the island that can read German.

I began to read, nervously with anticipation I digested the whole thing. After finishing the translation I took a look at my companion, shook my head and couldn't believe how simple this could be made if only you follow the directions. Wow, for the first time in my life I read the instructions, no stumbling or scratching my head, no time wasted just do what they say. I thought Piston would pee his pants, he was so excited to hear what I had read. Well, well Doc, how do we get this thing open. Easy Mi Amigo, so easy, it's just so easy, as I shook my head again. Fill me in boss, will ya? Ok, follow closely to what I have to say. Remove the foil from the bottle, with your left hand hold the bottle firmly and unscrew the top with your right hand. You see my friend this is a screw top.

The next step as we held our collective breaths, remove the contents to see what wealth was in our future. Piston removed the papers, unrolled gently to reveal the following messages:

Happy New Year! from a fellow motorhead from the Mississippi Valley Chapter of the ACBS. The restoration, repair and renovation articles are very informative and useful, BUT our chapter has a "oily sticky" point of interest that needs to be resolved. In doing some research to try to resolve one of the fine details not covered in the volumes of Chris Craft engine maintenance specifications, I appeal to your vast array of experts with great knowledge. From your articles and with your suggestions in mind to change the oil often and regular will make your friend (the engine) last a long time. The question is this:

Chris-Craft factory manuals recommend changing oil with #30 weight oil. In another paragraph recommends the use a premium DETERGENT OIL. I am in agreement with using detergent oil as it will keep the impurities suspended to be taken out with the regular oil change. If your flathead has a filter, detergent oil will help the filter do its job? So here goes the BUT - what is the answer?

Is it correct to recommend #30 weight NON-DETERGENT oil for the flatheads and/or as Chris-Craft recommended use premium DETERGENT OIL?

With this question in mind, the detergent

oil helps keep the engine cleaner BUT will the suspended particles affect the operation of the tranny?, And it has been suggested the detergent oil will foam a little more and possibly make the tranny slip. These are the things motorheads stay awake at night contemplating. Can you please shine some light on our confused oil pans? Our chapter is presently preparing to participate in the annual St. Louis, Missouri Boat Show the first weekend in February 8th-13th. It does a lot to get the boating blood flowing and kick off the local season. Have a great season in 2011. Visit us at www.missvalley.org

*Signed,
Confused About Oil,*

We were both so disappointed we were not presented the winning numbers for this week's lottery. We just sat there in the sand motionless and expressionless. But then I said, what could be more valuable than to help a fellow boater. No material wealth could be more precious than helping Mr. Confused About Oil. Piston I said, let's roll up our sleeves put our heads together and give this one a go. Pencil and paper in hand we are now ready to give some advice after so many years.

Dear Mr. Oil;

When all else fails, the lesson learned, read the instructions. If Chris-Craft says use #30 Detergent oil, use it. This will not have any adverse effects on either the tranny or the engine. Keep it simple and whatever you do, do not use synthetic oil or do not use any oil additives whatsoever or your tranny will suffer. Non-detergent oil works too if you are so inclined. Keep it cleaner and use detergent. Change your oil often, this one thing alone will add years to your motor's life. If the motor is older and your oil gets dirtier sooner, change it sooner. Change your oil no later than fifty hours of operation or in the fall when you lay the boat up regardless of the hours you put on your motor. Got that, these are my only instructions.

Signed
The Good Doctor & Piston



"We Ain't Dead Yet!"

By Ross Pfund

Although the movie popularized the phrase, the concept of each of us having a "Bucket List" is nothing new. I'll admit right here and now, that my list would more than fill a bucket, it's more barrel size.

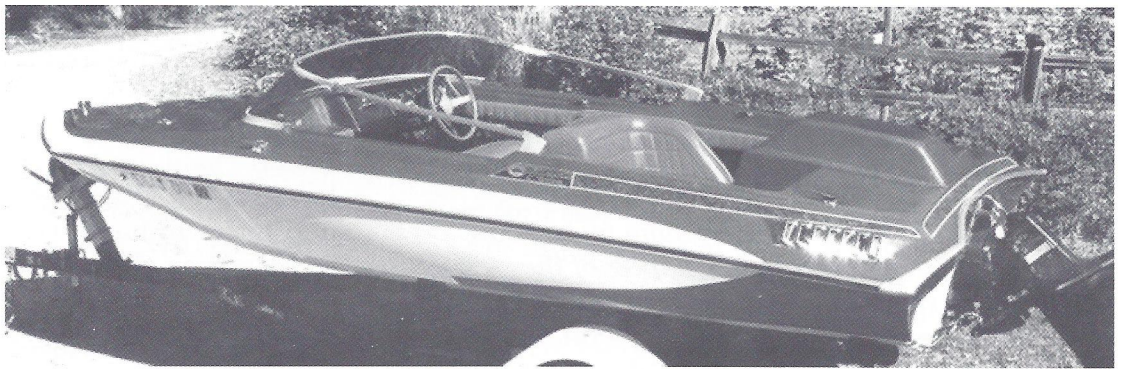
When my wife, Pat, and I were married in 1976, we had a very small wedding..... as in my folks and her dad. We went out for noon lunch after the ceremony on a Thursday morning, the minister snapped a couple of photos (think long hair, full bushy beard and a killer tan "leisure suit" here), and we jumped in my hopped-up 1971 Fiat 124 Spider, dropped the top, and headed out for a camping adventure across Canada to British Columbia and back.

Back home, we opened the card her dad had presented us after the ceremony, and the next day we went boat shopping. Not for just any boat, but for a sleek Glastron-Carlson.

We'd seen a used one several weeks before at an area dealer, and we were off to make a purchase. Unfortunately, the boat was sold. Undaunted (and that is a lot of times a great way to describe my great wife), we headed out to another dealer 40 miles away. We arrived just after they had locked the doors for the day, and as I turned to go, "undaunted" headed for an open side door. A salesman was still around, they had nothing in stock but he would make a quick call to his distributor, and what was going to be an unlucky day, proved to be far, far from it.

Not long after, we took possession of a brand spankin' new 1976 CV16SS, and it was even in our favorite colors of red and white. The IO was powered by a 140 h.p. Chevy four banger with a Mercruiser stern drive. The perfect combination for fun in the sun.

It was perfect, and as a matter-of-fact, it still is. Our little Glastron-Carlson still looks almost as it did when we pulled away from the dealer, each of us grinning from ear-to-ear. All original, it's spent countless



Just like it came off of the showroom floor! 1967 CV16SS.

hours on the water over the years pulling skiers, tubers, you name it. . .and never missed a beat.

We still use it every summer, and even minus my long locks and full beard, I would like to interject that behind the wheel I think I still look pretty darn good. Well ok, maybe the pretty darn is stretching it some.

So back to this "List" thing. I love the Art Carlson designed boats (see the classicglastron.com web site if you are unfamiliar). A Scimitar is certainly on my wish list, but what I've really longed for was a Carlson, more specifically a 1969 14 1/2 foot Contender. 1969 was the year I graduated from high school, and while I had the need for speed, as I mentioned in a previous article, at Tulaby Lake we were in the 5-1/2-horse-



Johnson-on-a-fishing-boat mode. Back then, owning a boat like a Contender was only a dream, but you know, fulfilling life-long dreams is what this "Bucket List" thing is all about.

I've been looking on and off, here and there, for a number of years. A project boat in Michigan was about all I'd ever stumbled

class. This little beauty is ready to give you the ultimate in performance and excitement, whether it's beating someone to the end of the lake, or pulling enthusiastic skiers, the Contender will never let you down."

Well, there you have it. A sweet 1969 Merc 1000 has been located, along with the other parts and pieces to ready her for the

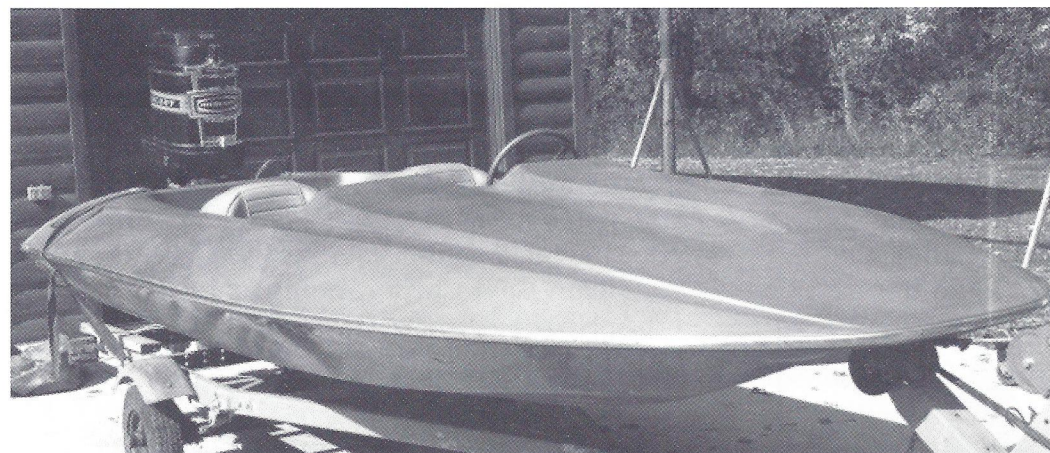
water this summer. It's a nice survivor, usable as is, and that's how we'll keep it.

"As the Contender responds to the command of the wheel, you will be amazed at its versatility of performance, awed at its beauty, and pleased that all eyes on shore are fixed on you."

But you better look quick, as this old gray beard will be flyin' low..... because as my Uncle Ambros often quips "We ain't dead yet."

Ross Pfund

Hummmmm. . .so let's see. . .got this done, will email to Lee.....have some time.....let's enter "1962 Chevy Corvette" as search words.....



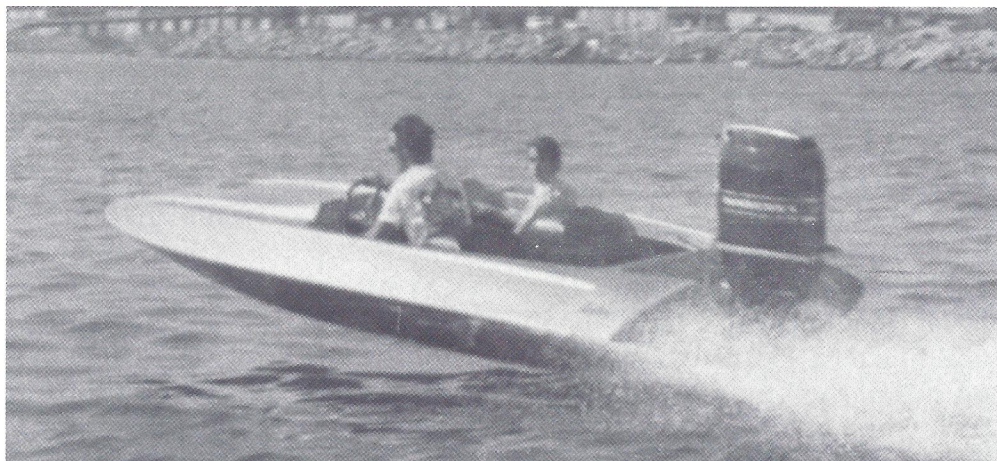
Another survivor boat, will it survive on Tulaby Lake?

across. I rarely look on craigslist, but a little daydreaming one afternoon at work led me to the Fargo, North Dakota, website. Glastron Carlson were the search words, and what came up was a 1969 Carlson Contender, and a Fargo number. Get outta here, for real?

A quick call was made with the familiar questions: "Did he still have it?" "Condition?" "Price?" "Trailer?" "Trailer Tires?" "Could I come and take a look-see?"

And the rest, as they say, is history. We are now the proud owners of an Apricot "Sparkling Metal Flake" Contender. Turns out to be the first year of the historic partnership with Glastron, as there are small Glastron logos added on each side.

Excerpts from the 1969 brochure tout: "Continually Proven In Competition. The dashing Contender again appears in 1969, as the sportiest boat in its



Catalog shot of the 1969 Contender.



Wilson

**A-B UTILITY RACING
HYDROPLANES and
RUNABOUTS . . .**

By Andreas Jordahl Rhude

Wilson Boat and Rice Lake Boat are names, by and large, lost to history. The small, quaint town of Rice Lake, Wisconsin was home to the boat builder. To find one of the wood or fiberglass watercraft made by them is quite rare today.

The history can be traced back to March 1947 and George Wilson. Wilson started building small wooden boats at his home. Fishing boats and three-point hydroplane race boats were his specialties. He moved operations to the north side of Rice Lake at the junction of county roads C and M to the site of the present day Miller Cheese. Later he moved south of town to the top of the hill where Baribeau Implement is currently located on old highway 53.

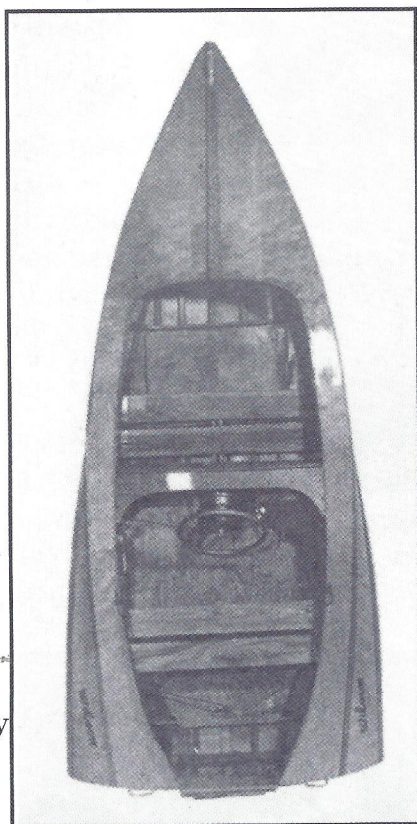
Plywood outboard utility boats in twelve and fourteen foot lengths were typical of the output of the boat works. Douglas fir plywood with white oak framing was utilized in the construction. In those early years, most boats were unpainted and sold factory direct. Advertisements in the late 1940s were secured

in magazines such as *Popular Mechanics* and *Mechanics Illustrated*.

About 1950 Wilson made a special boat for a unique customer. The buyer was of considerable size at 430 pounds and he wanted a watercraft to fit his measurements. The boat was intended to be used for deep sea fishing off the Florida coast. Wilson made a sporty sixteen foot red and white, hefty boat for the man.

Midwest Marine of St. Paul, Minnesota was a dealer for Wilson, prominently advertising the Wilson utility racing hydroplane and runabouts in their 1955 brochure. The AB hydro was listed at \$295 complete or \$255 unpainted. They also sold it as a kit for \$130.

Wilson Boat Corporation was incorporated on April 18, 1957 by George Wilson and Lester



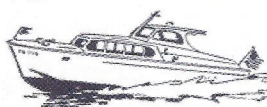
1955 Wilson A/B Runabout.



Jerry Wilson, racing in the late 1940's.

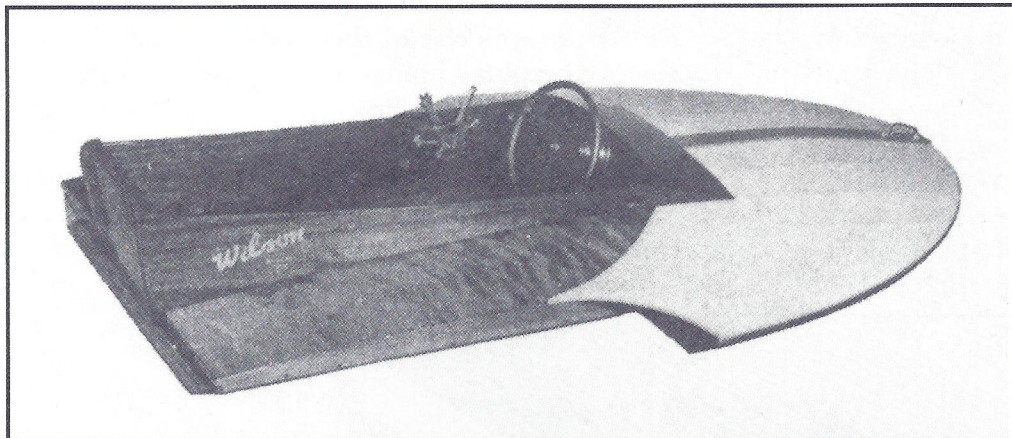
Gilbertson. Fiberglass boats were soon added to the abbreviated line, some with fins. According to Jean Wilson Whitney, daughter of George, the first fiberglass plug was built for them by a man from Shell Lake, Wisconsin. Did someone with Shell Lake Boat or Peterson Bros. Boat make it for Wilson?

The boating boom of the 1950s was in full swing and Wilson was capitalizing on this recreational trend. The 1959 Wilson line-up included fiberglass runabouts in fourteen, fifteen, and seventeen foot lengths. Twelve and fourteen foot open finishing boats were offered with a wooden class F cabover hydroplane. The new fifteen-foot runabout had substantial fins, a sign of the times. She came standard with upholstered seats, navigation lights, cleats and chocks, wrap-around windshield, and steering. She was rated for up to a 60 horse power outboard motor and was claimed to reach speeds of up to 40 miles per hour. The hull was white with options of red, aqua, yellow, coral or white for the deck and fins.



Their most unusual offering was the Wilson XIV with Snap-On Deck in length of fourteen feet. The hull was the same as the runabout version. She had aluminum gunwales. A removable fiberglass deck could be attached

It was immediately apparent that a serious injury resulted. The crash boat retrieved him and brought him to shore. Mr. and Mrs. Wilson got him into their automobile and rushed him to the nearest hospital. The doctors am-



1955 Wilson A/B Racing Hydroplane.

to the gunwale, turning the open boat into a simple runabout.

In 1959 there were numerous boat makers in northwestern Wisconsin. Within a 50 mile radius of Rice Lake competing boat builders included: Shell Lake Boat and Peterson Bros. boat both at Shell Lake; Chetek Boat; Hayward Boat; Badger Boat Builders at Couderay; and Chippewa at

Eau Claire. Thompson, Cruisers, Inc., Carver, Dunphy, and many others were also operating in the state at that time. That year was the all time record for number of boats sold in the United States with 329,000 units hitting the water. Wilson was right in the thick of this conspicuous consumption.

When Wilson started out building boats full time, two of his six sons worked along with him, Jack and Jerry. Jerry was barely a teenager at the genesis. Racing became a passion and Jerry did very well in hydroplane racing throughout the Midwest. While still in high school in 1951 he was champion of the Midwest Power Boat Association.

Jerry was seriously injured in a race at New Ulm, Minnesota on Sunday August 12, 1951. His boat capsized and he ended up in the water. Sensing that the boat behind him was unable to move out of the way, he made a split second decision. This quick thinking may have saved his life. Jerry threw his arm on top of his head and he pushed himself under the water as far as possible. The propeller of the boat hit his arm.

putated his arm just below the elbow. Mr. Wilson pleaded with the staff to save the arm. However, it was not to be.

George Wilson, for the remainder of his life, felt guilt over his son's injury, although the accident occurred through no fault of his. He encouraged Jerry to race and had he not done so, the horrible accident may never have

occurred. The injury, shock and recovery took the wind out of their sails. However, not to be intimidated, a special throttle control was created so that Jerry could operate a race boat and continue racing. He continued to win many races after his recovery.

Mr. Wilson was mechanically inclined and he designed and built most of his own wood working equipment. Prior to becoming a boat builder, he worked in the laundry business. At

One-Armed Driver Captures 2 Firsts in Motorboat Races

An 18-year-old Rice Lake, Wis., boy proved yesterday that motor boat racing with only one arm is not an overwhelming handicap. Jerry Wilson, who lost his left arm in a motor boat race at New Ulm, took a pair of firsts in the final Duluth-Superior Outboard Motor club races of the year. Interested spectators at Connie and Ed's landing also saw Wilson's sidekick, Mike Gannon of Rice Lake, take a whack at driving in a motor boat race for the first time. The result — two firsts and two thirds.

Another successful race outing for Jerry Wilson. Despite losing an arm, he was able to remain very competitive.

Three flip overs and a boat with a motor on fire throughout an entire race spiced up the proceedings. Dave Knootz, driver of the latter, said afterwards, "I ran the hottest race of my life."

the request of a client, he designed and constructed a large dryer for commercial applications. It was subsequently patented, not by Wilson, and it became a successful invention.

While in the laundry business in Eau



Claire, Wilson designed and built a large race boat. Dubbed Hell-Z-Poppen, she was constructed in the basement of the laundry. Upon completion, a wall had to be knocked down to get her out of the building. She was used for racing, giving rides at carnivals, and for family use. The eight Wilson children all learned to water ski behind the fast craft. The eighteen-foot plywood racer weighed 1,200 pounds and a tweaked 115 horse power inboard engine was her power. Speeds of 65 miles per hour were possible.

Lakebreeze Pate Service of Sheboygan, Wisconsin was selling a Wilson fourteen foot



Jerry Wilson racing after the accident.

fiberglass runabout complete with steering and windshield with Mercury Mark 55 motor for \$1,095 in March 1959.

Les Gilbertson became a co-owner of the boat firm sometime in the late 1950s, possibly at the time of incorporation in 1957. About 1959 or 1960 the former Lampert's Lumber facility at Campia,*just northeast of Rice Lake, became available and the boat works was moved there.

Sometime later, Ellis Huntsinger the horse-radish sauce king of Eau Claire became an investor. The company name changed from Wilson Boat Corporation to Rice Lake Boat Company. Wilson was an excellent designer, mechanic and builder but not necessarily a savvy businessman. Huntsinger on the other hand was an adept and shrewd businessman and after a period of time, Huntsinger forced Mr. Wilson out of the company. The particular circumstances of the take-over are unknown. Huntsinger bumped up salesman Ray Jones

to the general manager's position.

Fiberglass boats by Rice Lake Boat Company were being sold by All Sports of Manitowoc, Wisconsin in April 1961. The dealer prominently advertised them in newspaper ads for several weeks that spring. The ad claimed that Rice Lake was one of the oldest manufacturers of fiberglass boats. This was more exaggeration than fact; Rice Lake and predecessor Wilson had only been making 'glass boats for several years whereas some builders had been using that technology for fifteen years. The Boat Boys dealership at Sheboygan, Wisconsin was selling both El Rae and Span America fiberglass boats in 1961.

The boats were branded "El-Rae" after Huntsinger had complete ownership of the firm. The day after President Kennedy was assassinated in November 1963, plant superintendent Verne Einum closed the factory in respect for the national day of mourning. Ray Jones drove up from his base in Eau Claire and was beside himself that the plant was inactive on a regular work-

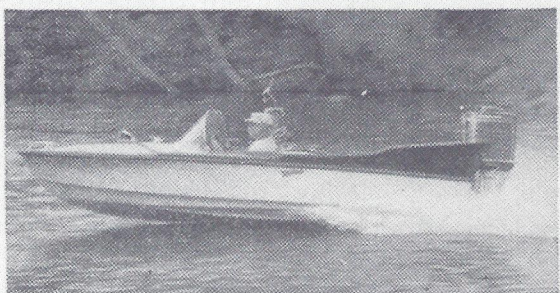
day.

Rice Lake Boat Company began to build "Span America" boats under a sub-contract deal with Chet Karstaedt and Bart Hoekstra about 1963. They continued to make their own El-Rae boats in addition to Span-America fiberglass boats. The Span America jigs and tooling were moved to Campia. Sales and distribution of the Span America line were handled by Karstaedt and Hoekstra, not Rice Lake Boat. These two men operated the Boat Boys dealership at Sheboygan.

The end of Rice Lake Boat Company came in November 1964 when a new corporate entity, Span Boats, Inc., purchased the firm's assets. Span was the creation of Karstaedt, Hoekstra, and Bob Barnabo all of Sheboygan along with Blackhawk Holding Corporation of Moline, Illinois. They dropped the El-Rae line and converted to making Span boats exclusively. Huntsinger and Jones departed. Span continued to make boats at Campia until February 1966 when they moved to a new factory in nearby Cameron.



According to the *Rice Lake Chronotype* newspaper of April 5, 1961, Wilson Boat was bankrupt. They also lost a court judgment in the amount of \$4,184. Winning plaintiffs were Wausau Metals, General Trading, Land O' Nod, Moeller Manufacturing, Worum Fiberglass, and U.S. Plywood. To add insult to injury after leaving the boating industry, Wilson was caught up in a lawsuit in 1964 and 1965. The widower of a woman drowned in a boating accident in 1959 at Lake of the Woods, Canada sued Wilson Boat and Cormican's Marine of Chippewa Falls, Wisconsin. The suit was



Wilson Boat Corp. of Rice Lake, Wis., announces this fiber-glass 14-footer with air chambers built in. Speeds to 40 mph with 60 hp.

1958 Publicity photo for Wilson Boats.

filed in 1964 and asked for \$32,000 damages, alleging that the boat and motor were cause of the drowning. An out of court settlement was reached in June 1965.

After the boat business, Wilson spent many years making fiberglass flooring panels for use in dairies. Concrete floors could not be utilized for health reasons as mandated by the state.

Fiberglass was an acceptable material and Wilson's experience with the medium found a niche market in that area.

In the late 1960s after retirement, George Wilson built steam engines. In the autumn of 1968 he and his friend D.B. Mommsen converted an old wooden twenty-foot GarWood boat into a steam launch. The wood fueled, five horse power steam engine was "not rated in miles per hour but in pleasure per mile" according to the tinkerers.

Mr. Wilson died at age 87 in September 1985.



**I LOVE BOATING WITH BILL—
HE HANDLES THE WHEEL
SO EASILY!**



**POO!—CLIFF
MANEUVERS
JUST AS WELL.
HIS BOAT'S GOT
PARAGON
TOO!**



They're both so right. Paragon Transmissions are built to answer instantly...

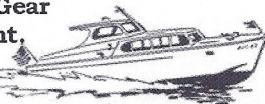
for really easy maneuverability of any small craft.

Be sure to look for the Paragon Seal on your next boat or engine.

Paragon

Reverse & Reduction Gears
PARAGON GEAR WORKS, INC., TAUNTON, MASS.

1954 Paragon Gear advertisement.



Fred Pospeschil's

Dunphy

FILES

When we placed the want ad for stories and anecdotes a couple of issues back, we were hoping for some kind of response, but certainly weren't prepared for the one that came from Fred Pospeschil! It was a nice letter and a CD full of Dunphy Boat information that he has amassed over a number of years, along with permission to reprint it.

Fred had purchased a 1955 Dunphy Perch a few years back and was looking for information on this Wisconsin boat manufacturer. Finding little information, he began his quest for more. And more. And even more. He has offered to share what he has found with our members through The Boathouse. Just what he is sharing is catalogs dating back to 1920 and advertising back to 1916. This collection follows Dunphy history from the early years in Eau Claire through the Oshkosh years right up to 1965, the last year of production.

But Fred didn't stop there. There are photos of the Dunphy Boat Corporation plant being razed in Oshkosh, Wisconsin in the nineties. And magazine articles and photos of boats that people have sent him along the way. There is just so much. We will be offering this information to you in upcoming issues of The Boathouse, starting with this issue.

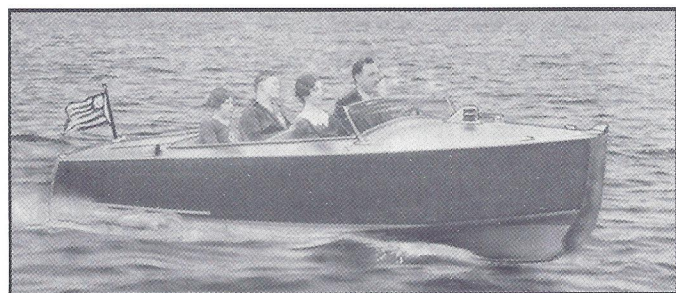
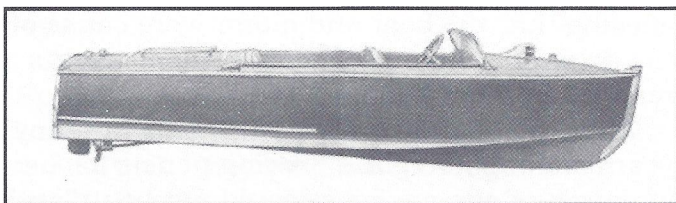
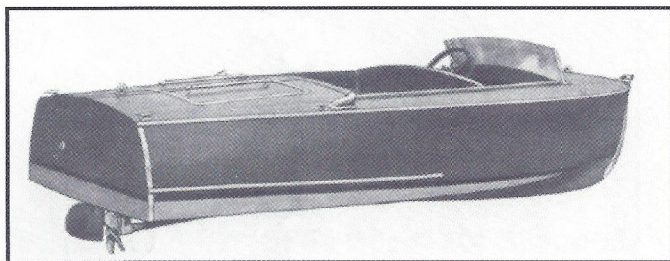
If you have anything to share concerning the Dunphy Boat Corporation, a descriptive story, some bit of history, past ownership, you name it, we can add it to this story as part of the legacy that this company brought to the market. The company celebrated its 100th year in business way back in 1954, so they

have a long history with a lot of things happening over an extended period of time. Become a part of this history.

Most of all, we owe a huge thanks to Fred Pospeschil, not just for allowing us to share this information, but for putting his heart into this project and taking it on in the first place. And we can't forget all the people that so graciously shared their histories with Fred. This is how history

is preserved, not just for now, but for the enjoyment of future generations of antique and classic boat enthusiasts.

Lee Wangstad



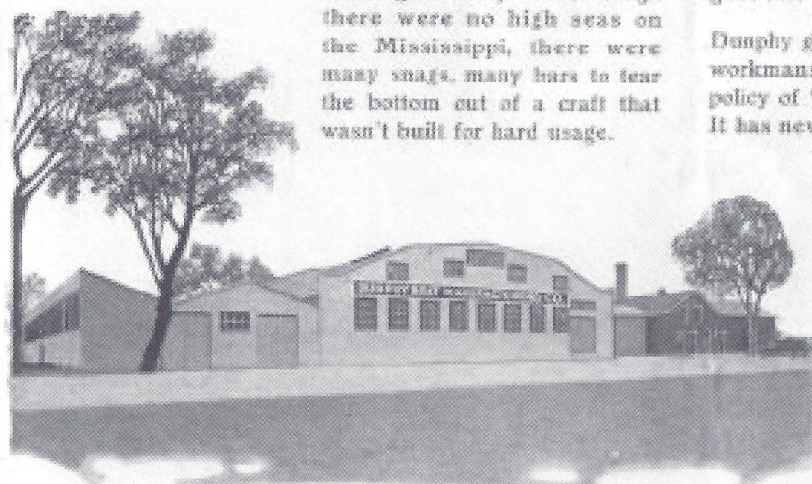
Classic 1932 Dunphy Junior Runabout. For those who thought that Dunphy began in the fifties building molded plywood outboards, Fred's files will set the record straight. At 16' in length, the Junior Runabout had a beam of 5'-4" with a draft of 16". Very few of these planked inboard runabouts exist today. Have you seen any around?



Dunphy Boats

WAY back, before the Civil War, when the great rivers of the Middle West were the highways of the early commerce, and when the life of most of the settlers centered around the Mississippi and its tributaries, the Dunphy Boat Company came into being.

During those early years, the company devoted itself to the production of the scows and barges which swarmed the great rivers. And in those early days it learned the necessity for building honestly. For, though there were no high seas on the Mississippi, there were many snags, many bars to tear the bottom out of a craft that wasn't built for hard usage.



And since those early days, Dunphy has been building good boats, honest boats, sturdy boats that have stood the ravages of wind, and sea, and time on all the waters of the nation.

Dunphy boats are built of nothing but the finest wood . . . Port Orford White Cedar, the strongest known, and the best of Northern Wisconsin stock; sturdily white oak; carefully selected mahogany . . . whatever the wood, only the best is purchased, and each piece is hand inspected. It must be clear before it goes into a Dunphy boat.

Dunphy guarantees that the best of materials and the best of workmanship go into every boat that leaves our factory. The policy of "Quality First" was learned seventy-five years ago. It has never been forgotten, and it never will.

We specialize in custom built runabouts in twenty-three, twenty-six and thirty foot lengths with speed up to sixty-five miles per hour; cruisers, passenger boats and commercial boats up to fifty feet.

Specifications and estimates furnished on request.

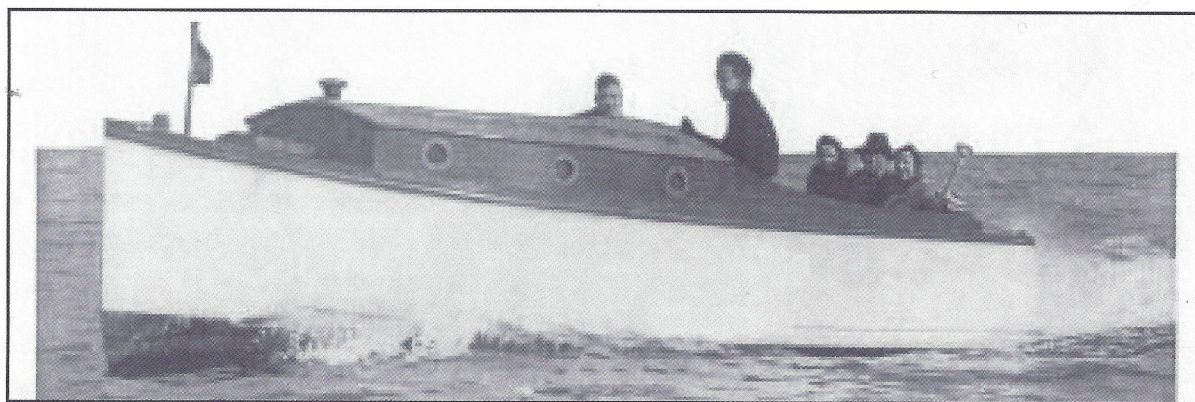
Dunphy Boat Manufacturing Company

Eau Claire, Wisconsin



One

A little early history from the 1932 catalog. While not going into specifics, it's interesting to note that when this catalog came out in 1932, the Dunphy Boat Manufacturing Company had been in business for 78 years.



Pullman Cruiser

\$1650 Here is a Cruiser that makes it possible for people of ordinary means to enjoy the sport of millionaires. With it you can spend entire days, and nights, too, if you want to, upon the water. Pure, bracing air, the healing sunshine, the unequalled rest that only those who have slept "aboard ship" can know, make one of these cruisers worth twice their price from the standpoint of health alone.

1932 Dunphy 20' Pullman Cruiser. It's beam was 7'-4" and had a draft of 2'-3". Powered by a Universal 4 rated at 25hp, it was capable of 12mph. Planking was 3/4" clear selected cedar, fastened with brass screws. Ribs were steam bent 15/16" x 1-1/4" white oak placed 7" on center. Cabin, decks and covering boards were of selected mahogany, finished natural in spar varnish.



February Winter Workshop

February 26, 2011
Sunrise River Boat Works

By Bob Matson
Photos by Lee Wangstad

It's 4:00AM and 32 degrees below zero. The wood stove has gone out (I heat with wood) and it's about 42 degrees in the house. The workshop is over 200 miles away. I don't think I can do it. I would email the gang and say I wasn't going to make it, but it's so cold in here the email would probably just stick to the screen. I keep telling myself that I have to get up. (getting up is hard to do these days without my dog Cedar. See my tribute within this article) But, I have to get up because I'm going to this workshop with one thing in mind; and that's to meet Bill Basler, Director of Marketing and Membership of the Chris-Craft Antique Boat Club, and keynote speaker of the workshop. I have a specific reason to meet him, (and I don't even own a Chris-Craft) so I trudge out of bed and get going. The toothpaste comes out in a straight line.

The reason I need to meet Bill came out of my trip to The Minnesota Lakes Maritime Museum in Alexandria last October while on assignment for *Minnesota Moments Magazine*. Bill's design and graphics company did the wonderful graphics and dioramas in the museum, and I may need his expertise for something I'm working on. (More on that later).

Upon arriving, I stroll into the large restoration facility that is Sunrise River Boatworks. There are close to a hundred people milling about and I tell myself that this is probably the biggest turnout yet for a workshop. While waiting for Bill's

presentation to begin, I wander around many wonderfully restored boats and other project boats under various stages of restoration. I remind myself that this is hallowed ground for me too. This is where Thayer IV Hull number #1802, was recently restored. Thayer IV was one of the boats used in the movie, *On Golden Pond*, and I have it's exclusive story as a chapter in my forth-coming book. After pigeon-holing Bill for a chat, we got our business done and it was time for his presentation.

After some introductions by our new chapter president, Dick Mickelson and owner Mark Setterholm, Bill began his talk and slide

show with an overview of what the Chris-Craft Antique Boat Club stands for and it's mission: to research, document, educate and help preserve classic Chris-Craft boats. Taking us on a tour of how the organization does this, Bill stresses one thing: The computer and the internet have done more for club



Bill Basler - Antique Chris-Craft Club!





It's unanimous, we all want a shop like this.

growth and the documentation of boats than anything. He gives us a great example of how the hull registration feature of the web site recently matched up a new owner of a classic Chris-Craft with the original owner...some 50 states apart and 40 years later. This would have taken months of paper pushing back in 1971, when an employee of Chris-Craft formed the club. And, thanks to file sharing and picture downloads, the owners of these boats form an intimate group of people instantaneously. Impossible back in 1971.

Another plus to the new age for old boats, is the membership growing capability of the web.

Members of the Chris-Craft club now number more than 4,000..up from 2,000 in 2005 alone. So, in a nutshell, the new

age is good for old boats. Even though you might not own a Chris-Craft, you might want to visit their website at www.Chris-Craft.org. It also has reams of information on other marques as well. The site had 9.5 million

page views in 2010. That's like reading a book with 9.5 million pages! Where this is all going in the future is anyone's guess...but it's going to be good for old boats, 'fer sure.

After the presentation, we hooked up with old friends, toured this great workshop and admired their work. The most common

remark was, "Wow, I wish I had a garage like this!" Many thanks go out to Mark and his crew for hosting the event and providing "lunch for the bunch". If you would like more information on the Sunrise River Boatworks, go to www.sunriseriverboatworks.com, or call them at 651-462-0550.



Great conversation over lunch.

I'm glad I made the trip!

Chris★Craft



March Winter Workshop

March 19, 2011

Nelson Boatworks

By Dick Mickelson

Photos by Mark Nelson

Our second workshop was a complete success. Attendance was close to 50, including several members that brought their wives along. We had 4 non members in attendance.

Our host, Dan Nelson, wowed us with his knowledge on upholstery, trim, types of material, etc. Dan speaks well and works at the same time, with even some humor thrown in for good measure. I saw several folks taking notes - that's always a good sign. Lots of questions were asked and Dan answered them all without missing a beat.

The lunch was a real hit, enough to last the whole day and we even had Key Lime pie. Thanks to wife Diane and her helper Bob for keeping us well fed. All this for only \$6.00 - our workshops are a bargain, being educational and social at the same time.

His shop is a delight to be in with in-floor heat and lighting that allows everyone to see what he has going on.....even his two dogs seemed to be having a good time.

When the issue of cushion and/or seat stuffing material came up Kapok was

mentioned as one of the stuffing materials. I was quite surprised to hear the snickers and light laughter when I said that Kapok came from the Kapok tree. I've seen the trees in Florida and researched the

material through the dictionary and Google. When the tree, which can grow to a height of 150 feet, blooms the silky substance emerges from the tree pods and is picked for use as a stuffing material. These trees are located in tropical America, the East Indies and Africa.

Going back to pre-war, early 1940's, Kapok was readily available as a buoyancy material and used in life vests and cushions. Lighter than cotton and more buoyant than cork it became the material of choice

for life vests. Kapok was also used as a stuffing in automotive seats and furniture. The only downfall was that in prolonged immersion in water, several weeks, it would /could become saturated. In the early 50's that problem was somewhat solved by encasing the Kapok in plastic. As long as the plastic pouch didn't get punctured the vest or cushion lasted forever, as long as the outer cover didn't rot.

It's always nice to learn something new at a workshop.



Dan Nelson-a study in concentration



BSLOL Holiday Party

January, 2011

Dellwood Hills Golf Club

Photos by Lee Wangstad



A surprise visit from guess who?
That's right, it's Santa Claus!



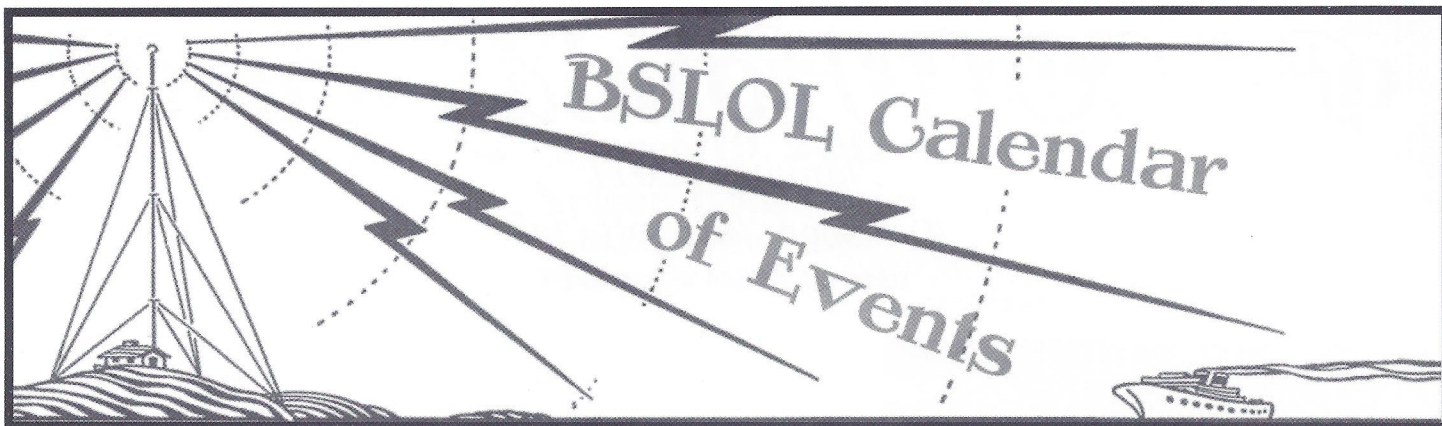
Dan Schlegel receives the Presidents
Award from Past President Eric Sandin.

The 2011 BSLOL Holiday Party was the perfect opportunity to relax and enjoy the social aspects of vintage boating camaraderie. The meal was phenomenal, the company well behaved, and the silent auction was a great success. Our goal was to raise \$500 total and give half to the local White Bear Lake Food Shelf. Members were generous, both with contributed items and bidding. Over \$600 was the total and \$300 went to the food shelf! Dan Schlegel was presented the Presidents Award for his outstanding contribution to the chapter by outgoing President Eric Sandin. A special thanks goes out to Pat and Sue Oven, our local hosts and also to Dick Mickelson, who outdid himself with the meal planning.



Immediate Past President Eric Sandin and incoming
President Dick Mickelson unveil the new BSLOL Show
banners.





Get ready for this Year's big BSLOL Sponsored Events!

Volunteer - show your boat - judge - attend!
Your specialized (or unspecialized) help is needed

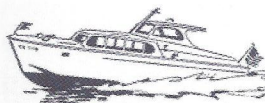
March Winter Workshop - Saturday May 16, 2011 - Learn jwhat makes some boats shine and others go begging for attention. Presented by JR Custom Plating located at 1391 11th Avenue SW, Forest Lake, Minnesota. Doors open at 9:00AM, presentation begins at 10:00 and lunch will be at noon for the huge sum of \$6.00 - bring your wallet! Also bring your own chair if you are planning on sitting.

BSLOL Spring Mixer - Sunday May 22, 2011 - 5:00PM - We will be having a dinner cruise on one of Al & Alma's great boats! The cost will be \$40 a person for a dinner of ribs and chicken. There will also be a cash bar. Please sign-up with Steve Shoop (612) 865-5882 or email him at sshoop77@hotmail.com The deadline for registration is May 8th.

6th Annual Classic & Vintage Boat Show - Saturday June 18, 2011 - White Bear Lake - Please see the back wrapper of this issue for more information - Contact Pat Oven for more information (651) 308-1792 or email at tapnevo@gmail.com

Lake Vermilion Classic & Antique Boat Show - Sunday September 4, 2011 - Enjoy a weekend of fun on Beautiful Lake Vermilion - Guided cruise on Lake Vermilion on Saturday Sept. 3rd followed by a pot luck - Captains Dinner follows the show on Sunday night - For show and lodging information, please contact Mark Ludlow at mark@ludlowsresort.com

36th Annual Antique & Classic Boat Rendezvous - Saturday September 10, 2011 - Held once again at Maynard's in Excelsior on the incomparable Lake Minnetonka - Clark Oltman and Ken Patz have volunteered to captain the show. Look for new events featured at this year's rendezvous! Please keep tuned-in through our webpage! www.acbs-bslol.com



Visit our website!

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OTHER EVENTS OF INTEREST TO OUR MEMBERS

We try to make this list as comprehensive as possible. We regret any errors or omissions.

May 7 White Bear Lake, Minnesota - AOMCI Meet at Bob Peterson's. 12877 Ethan Avenue North, White Bear Lake. Contact Bob Peterson at (651)-426-1172 or peteolmtrs@hotmail.com. Also Ron Melick at 715-410-0193 or fastmerc@msn.com.

May 13-14 Muscatine, Iowa - That Was Then , This Is Now Muscatine Boat Show on the Mississippi. Contact: Dave Moritz at (563) 260-1970 or visit www.muscatineboatshow.com

May 28 Spooner, Wisconsin - Wisconsin Canoe Heritage Day at the Wisconsin Canoe Heritage Museum. Contact: Mike Bartz at mike.bartz@wisconsincanoeheritagemuseum.com.

June 18 White Bear Lake, Minnesota - 6th Annual Classic & Vintage Boat Show on Lake Avenue. Contact: Pat Oven at (651) 308-1792 or tapnevo@gmail.com.

June 18 Eagle River, Wisconsin - 7th Annual Antique & Classic Boat Show at Wild Eagle Lodge. Contact: Jo Daniel at (715) 479-5778 or events@wildeaglelodge.com.

June 24-26 Marinette, Wisconsin - Thompson Antique & Classic Boat Rally at Nestegg Marine, open to any and all vintage boats with emphasis on Thompson related marine endeavors. Non-judged. Contact: Andreas Rhude at (612) 823-3990, (612) 723-8581 or thompsonboat@msn.com.

July 9 Alexandria, Minnesota -Chain of Lakes Classic Boat Show at Arrowwood Resort on Lake Darling. Contact: Bruce Olson at Minnesota Lakes Maritime Museum at (320) 759-1114 or bruce@mnlakesmaritime.org.

July 16 Clear Lake, Iowa - 16th Annual Antique & Classic Watercraft Show at the downtown sea wall. Contact: Paul Morris at (515) 243-1845 or email clearlakechapter@mchsi.com. Visit www.clearlakeacbs.org.

July 23 Crosslake, Minnesota - Whitefish Chain Antique & Classic Wood Boat Rendezvous held at Moonlight Bay Supper Club. Contact: Dennis or Judy Madigan at (218) 543-6657 after May 1st or visit: www.whitefishchainboatshow.com.

July 27-30 Tomahawk, Wisconsin - AOMCI National Meet. Contact Bob Dalle Ave at (715) 356-5649 or thedoghouse7_8@frontier.com.

July 30 Arnolds Park, Iowa - 31st Annual Antique & Classic Boat Show on West Lake Okoboji. Contact: Alex Kent at (712) 898-8708.

July 30 Superior, Wisconsin - 13th Annual Lake Superior Wooden Boat Festival at Barker's Island Marina. Contact: Doug George at (612) 889-9142 or amazingskiff@msn.com.

August 7 Chetek, Wisconsin - Chetek Boat Company Rally and Airport Fly-In at Chetek Airport. Contact: John Banks at (715) 296-6879 or johncharlesbanks@gmail.com.

August 13 Lilydale, Minnesota - 3rd Annual Antique Outboard Motor Show & Swap Meet. Held at the Pool and Yacht Club parking lot. 1600 Lilydale Road, Lilydale, MN.

August 20 Lakeshore, Minnesota - 3rd Annual Gull Lake Antique & Classic Boat Show held at Bar Harbor Supper Club. Visit: www.gulllakeclassicboatshow.com.

September 3-5 Lake Vermilion, Minnesota - Lake Vermilion Classic & Antique Boat Show. For more information contact: email Mark Ludlow at mark@ludlowresort.com.

Sept 10 Excelsior, Minnesota - 36th Annual Antique & Classic Boat Rendezvous held at Maynard's in Excelsior, Minnesota - Clark Oltman and Ken Patz have come forward to chair this big event. Look for many new events along with some old favorites running in conjunction with this show. For information, stay in touch through our website at www.acbs-bsl.com.

September 23-24 Lake Geneva, Wisconsin - ACBS International Judged Boat Show. On display will be some of the top restorations from all over the country. Also enjoy the ACBS Annual Meeting at The Abbey Resort. Contact: ACBS Headquarters at (315) 686-2628 or email to hqs@acbs.org.





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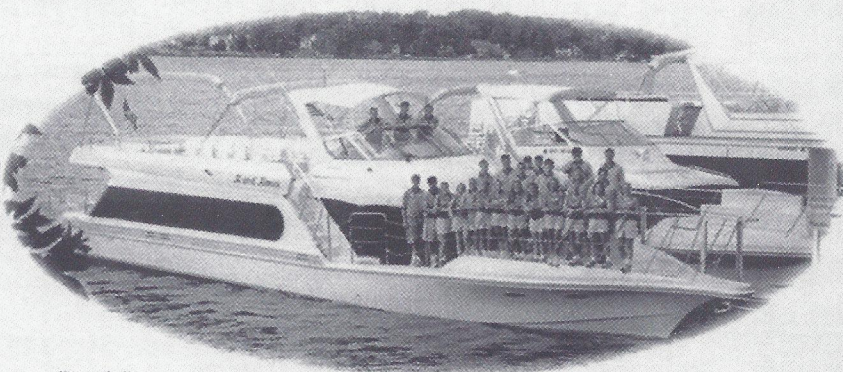
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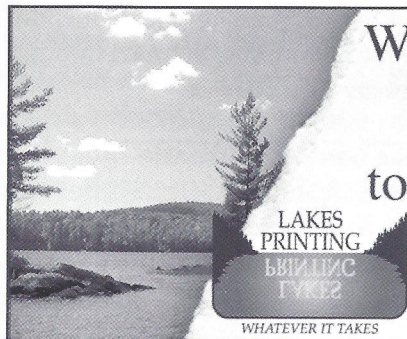
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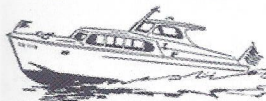


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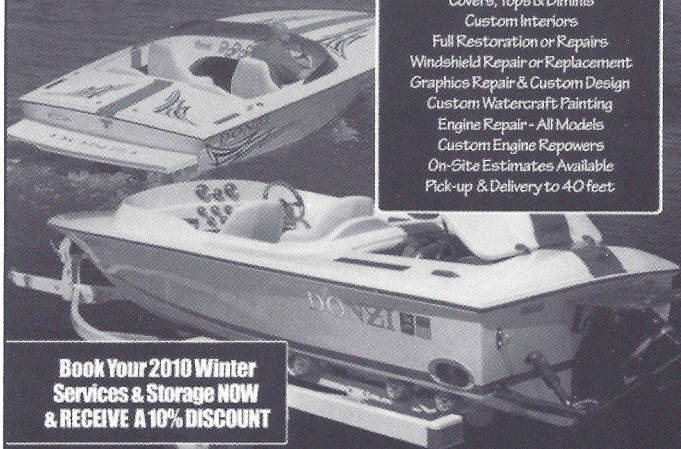
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FOR SALE: 1967 Chris-Craft Cavalier 30' Hardtop Cabin Cruiser. Twin 283 engines. Excellent condition inside and out. Always kept in boathouse. Newer camper top, custom travel/storage cover, surround sound, carpeting, swim platform. Includes twin axle 1999 trailer with less than 250 miles on and 16'x32' boathouse. Refurbished hull with new transom & swim platform, professionally done. Many extras, ready to enjoy immediately. Many pictures available. \$12,900/OBO.

FOR SALE: 1957 Larson Thunderhawk Jr. with Mk55 Mercury and new trailer. \$3,500. Pull it with my 1951 Ford Woody-4x4, 302-C6. New wood, paint, upholstery. Frame-off restoration in 2005. Upper 40's. Call Denis @ 218-246-8868.

FOR SALE: 1963 17' Century Resorter (hull #63003). 238 hp 327ci GM Fireball V-8 w/ VD trans. 2 nd owner. Appx. 290 hours. Stored indoors. Original hull, hardware, interior and engine. Very good condition for an original boat. Sale includes Century sun cover, storage cover, 3,000# single-axle Arriva bunk trailer, many original documents (bill of sale, purchase agreement, maintenance records, Century brochures, GM service manual) and spare 225hp GM V-8 and VD trans. \$12,500 OBO. Call (906) 285-1761. MI.



FOR SALE: 1984 17' Century Resorter. 260hp Merc. V-8 w/ VD trans. 2 nd owner. 278 hours. Stored indoors. Hull, hardware, interior and engine in showroom new-like condition. Sale includes original purchase records, brochures, and operation, maintenance and safety manuals, Caulkins 3,500# single-axle roller trailer and storage cover. \$13,500 OBO. Call (906) 285-1761. MI.

FOR SALE: Restored 1956 14' Falls Flyer, 1956 30 H.P. Evinrude Lark and trailer. \$16,900. email dithomps@paulbunyan.net for info. include name and number.

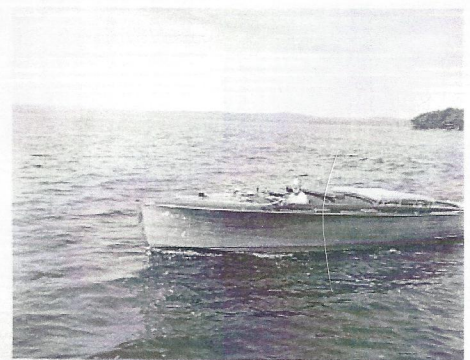
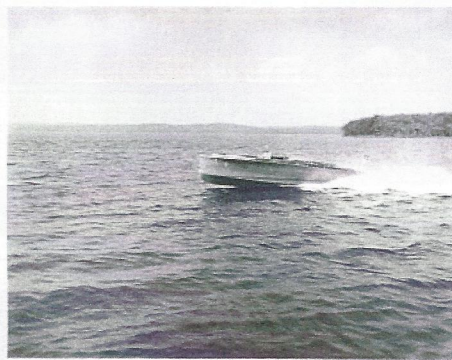
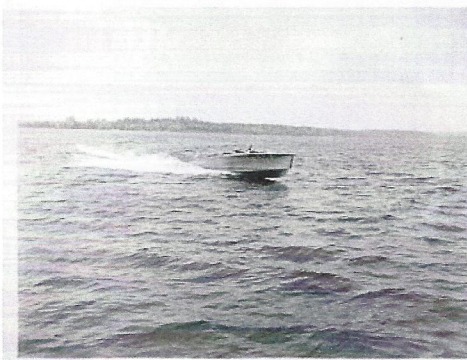
FOR SALE: A large collection of wood rowboats, canoes, duck boats, O.B. runabouts 12-18 ft. ca.1940-1960. Shell Lake, Larson, Penn Yan, Lucius, Cruisers Inc. etc. Gloria Roder 320-846-9672

FOR SALE: 1960 16FT CENTURY RESORTER - New bottom, frames and keel. Rebuilt 170 hp Ford Interceptor engine with less than 25 hours on it. All hardware has been re-chromed, all new upholstery and refinished wood. Great runner and good looker. Trailer has new tires and bearings. \$14,500 or best offer. Contact Carl Pellin at 218-744-4232.

FOR SALE: 1959 Larson Thunderhawk Sr. 16' all original boat with 1964 Johnson 90hp motor. 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 TeeNee) in excellent condition with spare. Total package priced at \$3,995.00. Call Dick Mickelson 763-545-1181. Boat located in Plymouth, MN. Motor parts and service manuals and other literature included.

LOST IMAGES

IMAGES FROM THE PAST, BROUGHT TO LIFE



They were very interesting: A series of photos that Andreas Rhude had found while looking through old photographs at an antique shop in Hopkins. The only markings were "1947" penciled in on the back. His question to me was, "just what is it I'm looking at here?" I wasn't sure, but the engine hatch covers and raised engine hatch rails meant that it was possibly from Lake Minnetonka. I scanned the photos and sent them to Todd Warner. The next day I got a response from Todd. He told me that it was indeed from Lake Minnetonka, originally in the Gamble family. The raised hatch rails were installed by Minnetonka Boat works as an option. It had even passed through his hands a couple of times and now the 1935 Chris-Craft is still alive and well in Upstate New York. It was even pictured on the back cover of *The Real Runabouts* Volume II.

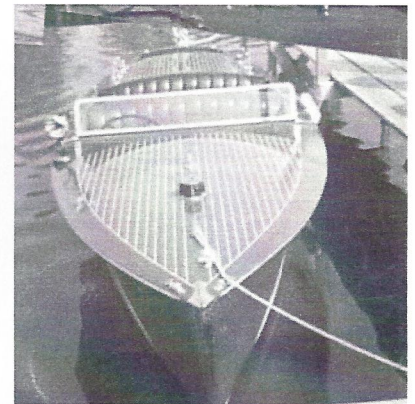
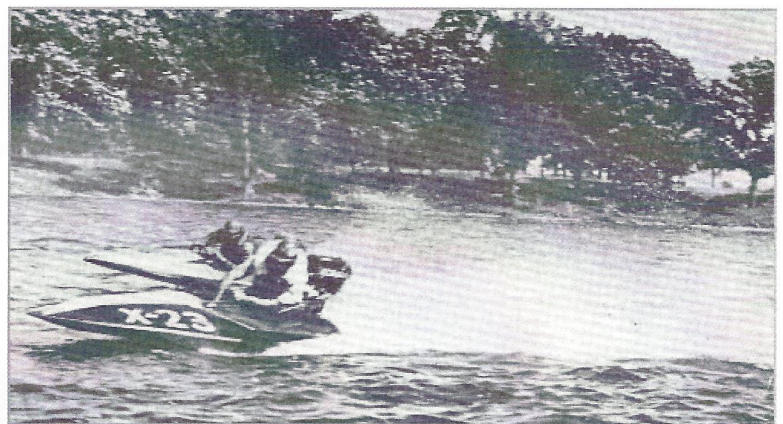
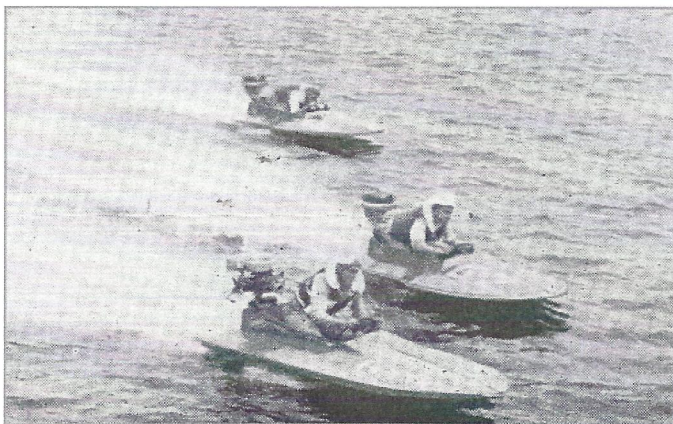


Photo from *Real Runabouts*



A few issues ago an Aquatennial Speed Classic pin was awarded to Eric Lomen as a prize in the "College of Old Boat Knowledge". It was dated 1952 and had Aitkin listed as the locale of the race. I've always wondered just how they had the races located in Aitkin. Now I've found out just how that was accomplished. They held races in five different areas: Grand Rapids, Aitkin, Brainerd, Elk River, and Minneapolis, finishing with the Midwest Championships on Lake Nokomis. Not all the drivers competed in all the races, as they were run from the first race in Grand Rapids on July 12 and finished at Lake Nokomis on July 20th. A lot of racing in a very short time. These photos are from those races.



Big Matthews cruiser at the beginning stages of restoration at Sunrise River Boat Works. There's a lot of wood here.



Another Chris-Craft takes shape at Nelson Boat Works.



A nice 1941 Chris-Craft 22' Sedan gets the works at Sunrise River Boat Works.

What is it about seeing and touching boats that are in the process of reconstruction? Just how they are framed and what it is that is holding them together, the structural pieces all exposed seem to hold you in awe. That this former stack of wood that has now been restacked, in a more orderly fashion, fastened wherever these pieces cross at precisely the correct intersection. Seeing how the stresses are transferred from one member to another. How these new assemblies are then resisting other stresses within the boat structure. It seems to start at the engine with the engine stringers tied to everything else from the mounting bolts to the last piece of nose planking. And finally it is all attached and every piece is in place and you actually have a boat. Somehow it finds its way to the lake and the whole thing is sent hurtling across the water overcoming the suction between the hull bottom and the water's surface as every fastener is put to the test. Seeing these boats up close gives me the inspiration to continue working on boats, knowing that these were far worse than any project that I would be willing to take on, and they will live again. That's what the Winter Workshops are all about, seeing these things come back to life and on the water.