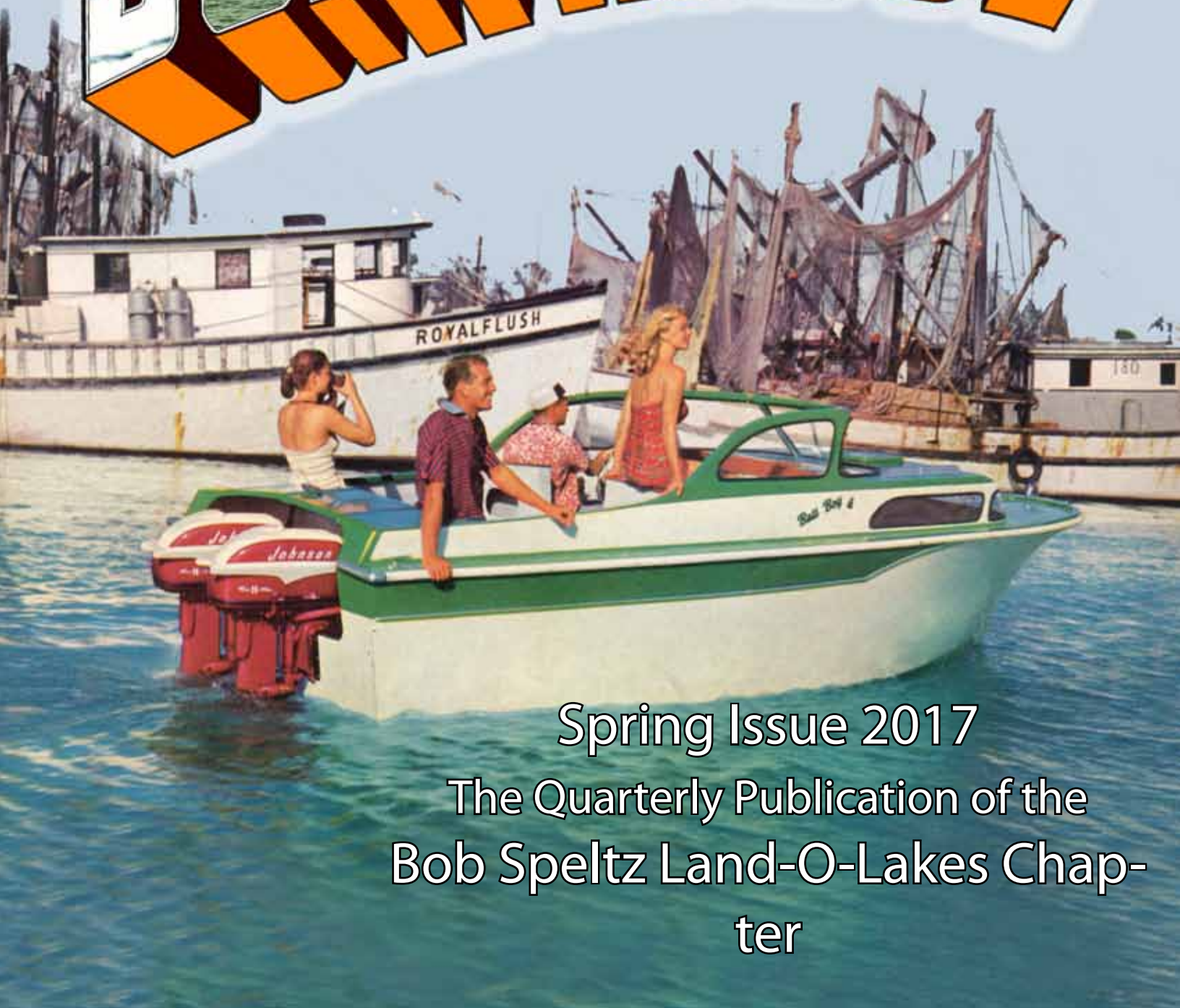


The

# BOATWORLD



Spring Issue 2017

The Quarterly Publication of the  
Bob Speltz Land-O-Lakes Chap-  
ter



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but your boat will be.*



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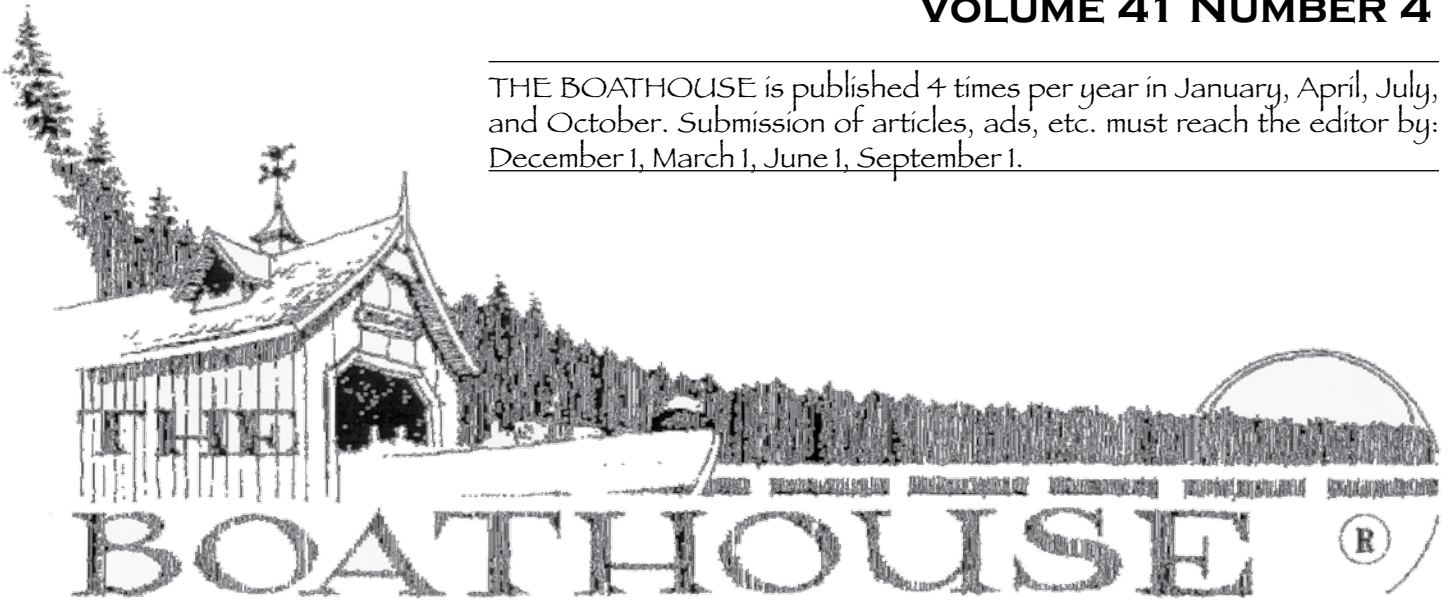


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Lake Minnetonka, Minnesota

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Ian Sandercock  
Susan Tenney

**THIS  
SPACE  
AVAILABLE**



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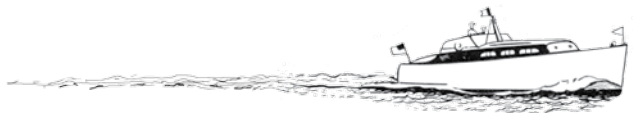
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# From the Helm

Susan Tenney  
President

It was a great first term as President of the BSLOL! It is probably the first time I have held the honor of being president of anything, so thank you all for your enthusiasm and support.

So what made 2016 so great? Here are the highlights:

- Successful Minneapolis Boat Show at the Convention Center
- Record numbers at the Winter Workshops
- Lots of great boats at BSLOL sponsored boat shows
- Merger of Clear Lake Chapter with BSLOL
- Fun Boat Night Out events and cruising
- BSLOL is awarded ACBS Chapter of the Year
- Great brunch and fabulous Fall Colors Cruise
- Outstanding Holiday Party & Annual Meeting
- Raised money for Urban Boat Builders and Boy and Girls Club/Camp Voyageur
- Made lots of new friends!

Now that it is Spring, it is time to look forward and begin planning the events that will make 2017 memorable. First of all, I want to congratulate our new Directors: Eric Sandin, John Vogel, John Humphrey and Dave Wiborg. Let's not forget our Directors-at-Large who will be Scott Martin, George Norling and Steve Shoop. Also thank you to our hardworking officers, Ian Sandercock - Vice President, Dan Schlegel - Treasurer and Mark Nelson - Secretary. I also want to thank our Directors who continue to volunteer their time and energy for the club, they are Dean Wilson, Bill Butler, Joe Kaul, Al Lindquist and Jerry Low. Finally, I want extend my appreciation to Lee Wangstad our *Boathouse* editor.

Our goals for the year ahead include:

- Increase membership
- Hold more social events
- Sponsor more cruises

- Increase event participation
- Explore participation with other clubs - AOMCI (Antique Outboard Motor Club, Inc.), Lake Minnetonka Power Squadron
- Increase number of boats, vendors and visitors at the Lake Minnetonka Rendezvous

The winter was busy for the club. We had a large exhibit at the Minneapolis Boat Show and hosted three winter workshops. We were blessed with wonderful weather for the Minneapolis Boat Show in January and our exhibit was fabulous! We had several large boats including the award winning Miss Janet - a 1930 30' Hackercraft Limousine, two gorgeous Aristocraft runabouts, Dean Wilson's hand-made Glen L Gentry, several beautiful Chris Crafts and a cute pink Herter's Flying Fish! In addition, there were a number of fantastic outboards and a great display from the steamboat Minnehaha. The Urban Boatbuilders were also there promoting their non-profit development program that builds boats with youth in the St. Paul/Minneapolis area.

In February, we visited Bruce Pederson's shop in Rice, MN and learned lots about vintage outboards and how to make them run better. In March, Tom Sweeney, owner of Boat'Art, invited us to his workshop in Lakeland and guided us through his restoration of 1947 Ventnor. Our third workshop was in April at Henry's Engine Rebuilders in Green Isle where we learned about the do's and don'ts of maintaining your valuable vintage marine engine. Thank you all who participated in these events, It was fun seeing so many enthusiastic members!

I was also busy this winter learning about the design and restoration of a classic fiberglass boat. My project is a 1983 Century Coronado Cardel, which is a V-drive allowing for the engine in the rear of the boat, eliminating the "hump" in the middle. This design provides for a great open seating arrangement. Our first challenge was finding rotten stringers which





were encased in fiberglass which had rotted from the inside out. New stringers had to be fabricated along with a ventilation system to prevent rotting in the future. The rudder and shaft were also bent, the upholstery was dirty and cracked and all wiring and controls needed updating. Re-assembly of the boat is in progress and hopefully "Tickled Pink" will be ready to launch soon.

I have included an updated Calendar of Events in this issue. We have lots of fun boat shows, outings and social events planned. Please check our website [www.ACBS-BSLOL.com](http://www.ACBS-BSLOL.com) for our up to date events calendar. It contains all the latest locations, times and information you need.

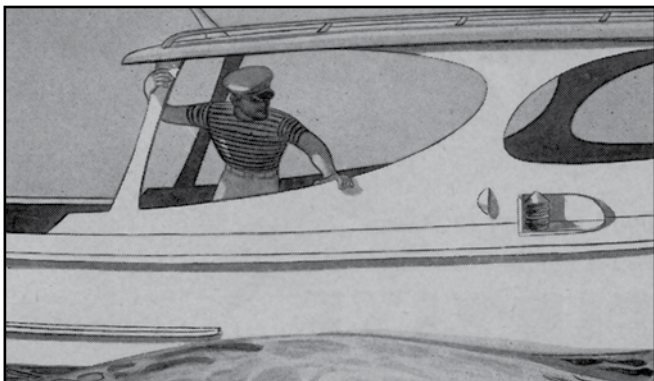
I am sad to report about an incident that happened in February. Dave Wiborg, BSLOL Director and a good friend to all of us, was involved in a serious car accident. Dave has been healing and improving since that time, but is suffering from a Traumatic Brain Injury. Please visit Caring Bridge ([www.caringbridge.org](http://www.caringbridge.org)) to follow his recovery and to share news and comments.

See you soon,



**David Wiborg and his wife Julie at the BSLOL Holiday Party**

**Susan**



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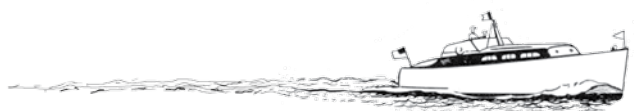
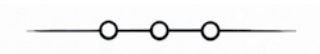
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# BSLOL Holiday Party Once Again a Smash Hit!

By Susan Tenney

The Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society held another great holiday party at Lord Fletcher's on December 3rd. The evening commenced with the Annual Meeting led by yours truly with my pink gavel. Highlights of the meeting included a report from our Treasurer, Dan Schlegel, who provided an overview of the favorable financial condition of the club. He also announced the winners of this year's election for the BSLOL



**The Holiday Cake shares the table with the Antique & Classic Boat Society's "Best Chapter Award."**



**Susan calls the Annual Meeting to order to get things underway.**

Board of Directors and Officers (see my *From the Helm* article).

The meeting concluded by awarding members who made an impact on our club. The President's Cup, provided to each chapter by ACBS International, is used to honor a person whose dedication to the aims of ACBS was exemplary during the past year. George Norling was presented this award. George founded our monthly Boat Night Out meetings/dinners as well as planning a very successful Fall Colors Cruise this year. Each event was outstanding and George orchestrated every detail to perfection. The Board would like to thank him so much for

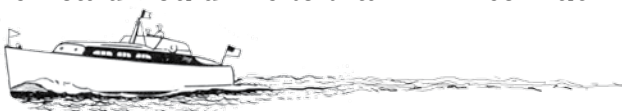
all of his hard work and dedication to the club.

The second award was coined Spare Parts, and was awarded to Al Lindquist for the lack of power for his boat at the Lake Minnetonka Rendezvous. He was filmed being towed to the dock and it was obvious that he would need a spare part or two to get the motor running.

The last award dealt with the origin of the club. As you may know, the first Annual Lake Minnetonka Rendezvous was held on August 21-22 in 1976. The success of that show allowed Todd Warner and Bob Speltz to formulate plans for a local chapter of the Antique and Classic Boat Society here in Minnesota. They



**President Susan Tenney presents the "Spare Parts Award" to board member Al Lindquist.**





sent out a letter dated December 10, 1976 inviting those interested to meet on January 15, 1977 at Lord Fletcher's Restaurant. The chapter was formed on January 20, 1977 and on the 23rd of April, the Certificate of Charter for the Land-O-Lakes Chapter (now the Bob Speltz Land-O-Lakes Chapter) was signed by Ray Nelson, President of ACBS. Todd was given a cheese board with a plaque that read "Celebrating 40 Years."



**Acappella performance from these Mound Westonka High School students wowed the BSLLOL partygoers.**

The next order of business included bidding and shopping. Nearly all attendees participated in the silent auction and items included everything from propeller motif boxer shorts to handmade cheese/cutting boards. Dinner as always was fabulous with most people selecting Fletcher's Walleye for their dinner. A quartet from Mound Westonka High School serenaded us with Christmas Carols and the evening finished with a super yummy cake for dessert.

I want to thank Nancy Rigelhof for doing such a great job coordinating the silent auction. Proceeds will go to the Urban Boatbuilders and the Boys and Girls Club/Voyager Camp. We raised \$785.00 and with BSLLOL matching funds, each organization will receive a check for \$785.00.

The party was a great end to a great year. I can't wait to see what fun is in store for us in 2017!



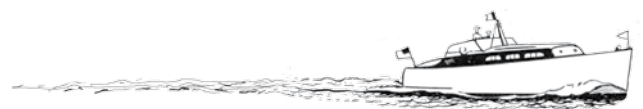
**Our Mission:**

**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.



- Bruce Betker - Eagan
- Dan Gyoerkoe - Watertown, NY
- Brent Laine - Buffalo
- Adam Lehr - Wayzata
- Gary Mitsch - Loretto



# Talk About A Busy Year!

By Al Lindquist

I've always enjoyed taking one of my boats to a variety of boat shows during the summer months in Minnesota. First off this year it was the White Bear Lake Show in the parking lot near White Bear Lake. The first year there were only eight to twelve boats, but the spectators were always very enthusiastic observers. Most of the boats are shown on trailers in the shopping center parking lot but some are displayed in the water at a nearby dock. Pat Oven has grown this show into a very respectable 25 to 30 unit boat display plus all the additional outboards and swap meet vendors that accompany it.

waved the no wake restrictions for one day so everyone seated on the bank at Moonlight Bay can observe all the boats at open throttle as they pass by the docks. One of the best things about that show is I drive the car, boat and trailer to Cross Lake and my wife flies her float plane and lands on the bay. Both of us thoroughly enjoy the trip.

The next show we've attended is held in Alexandria at the Arrowwood Lodge. The Maritime Museum is always part of the festivities. If you haven't seen it, the museum alone is worth the trip. The temperature at the Alexandria boat show is always really warm without much

of a breeze. But the Lodge has a nice pool, air conditioned rooms, and a great restaurant. John and Jeanne Schaaf talked us into attending that show one year and we go back periodically. Tom Juul and his wife Carol are always in attendance and provide



**The White Bear Lake Show grows bigger and bigger each year.**

The next show I attended was held on Cross Lake at Moonlight Bay. The Friday evening steak and shrimp dinner is always a terrific time to get reacquainted with friends you may not have seen all winter. One year I helped launch boats at the C & C Marina and ended up towing John and Nancy Grech's beautiful Century that was just a little reluctant to start over to the boat display site. When at the dock, no one ever knew it wouldn't run that day! At the conclusion of that show, there is an event called the fly by. Small boats go first, larger boats next and the big boys last. The DNR has

a unique spin at the show. I understand one time Tom rode a motorcycle pulling a Falls Flyer to the event. Can that be true?

A couple of years ago we attended the ACBS International Boat Show at Gull Lake primarily because the word went out they needed volunteers from our club. What a terrific time. You've all heard about the incredible pre-show lake tours, the fantastic museum tour at Mr. Anderson's lake home and boathouse and the huge variety of boats from all over the country that were in attendance. My little Falls Flyer got some recognition there too.

The next show we went to was BSLOL's





return to Lord Fletchers on Lake Minnetonka in the fall of 2016. I brought my Chris Craft Sportsman and my Flyer. I grew up in Little Falls and knew Paul Larson. My dad ran Cresliner Boat Works for a number of years, so I

wouldn't even start. When I got back to the shop I removed the starter motor and found a rubber gasket that was binding the starter. I removed the gasket and everything seems to be working perfectly once again.



**Barb and Al Lindquist's Chris-Craft at Moonlight Bay.**

The last show of the season occurs at Lake Vermilion over Labor Day weekend. Lake Vermilion is, hands down, the most beautiful boating lake in Minnesota. We stay at Ludlow's Resort located near Cook, Minnesota. It's a bit of a drive but once you get there, it's well worth the trip. You drive down to the dock, unload your stuff, and by the time you park your car in the lot, all your stuff has been transported to the island cabin you've rented for the weekend. Then they put your boat in the water so you can fire it up and take it to your covered slip on the island.

Sandy Jackson, Steve Young, Jeff Stebbins, and Mark Ludlow put on a terrific experience. Friday night we host a pot luck

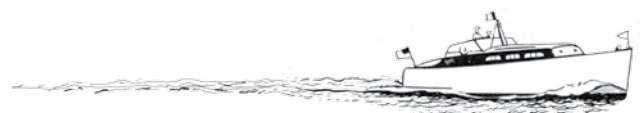
have an inordinate affection for my Falls Flyer. Everyone that lived on the Mississippi had a Larson and we would spend every weekend swimming and waterskiing on the river during the summer months. Anyway, at Minnetonka's North Arm I dropped Barbara into the lake with the Sportsman and then launched the Flyer. By the time I realized the Flyer wouldn't start, Barb had left for Lord Fletchers. My good friend Chris O'Connor said he'd pull me to Fletchers. I gave one valiant attempt at pull starting the motor with no success. Those old Johnsons are really difficult to hand start.

So here I come in tow across a windy white capped bay. We arrived early enough so most people didn't realize the engine wasn't working. At the conclusion of the show Barb towed me back to North Arm. Most of my friends thought it was quite humorous that a year earlier this boat received recognition at the International Show and now



**The Cross Lake show features enthusiastic skippers and great spectators.**

at our cabin. We provide everything except the main course you bring to barbecue on the grill. Saturday morning about 10:00 a.m. we gather







**Blue Heron dockside at Arrowwood Resort, Alexandria.**

in our boats for a ride around Vermilion hosted by Mark Ludlow. At noon we stop at the Wolf Bay Restaurant for lunch. They have plenty of dock space for all of us. Saturday night we go to Jeff and Nancy Stebbins for corn-on-the-cob and pulled pork sandwiches. The boat show is held at the Landing Restaurant on Sunday from 10:00 to 4:00. Then we take another ride on the lake after the show. Monday morning we check out of the resort, but if the weather is good we take one last ride out on the lake. Last year about thirteen of us joined Todd Warner in his mile-long Hacker and went toward the Tower end of the lake and ended up at the casino. We had lunch at the golf course clubhouse and then went back across Big Bay to Ludlow's. Todd can be a bit location-challenged so Barb had the lake map available and issued instructions to find our destinations. The lake was really rough in both directions but the 30 foot boat

handled the waves very comfortably. If you've never been to Vermilion, it's a bucket list experience. Get it done at least once in your lifetime.

The most recent show I attended was the 2017 Winter Boat Show. On the Sunday before the show, Ian Sandercock, Barb, and I proceeded to Lester Prairie and picked up three boats from Todd Warner's Collection. Todd towed the fourth boat himself. Once we arrived at the convention center, we uncovered the boats, washed and dried 'em off and left them for the next day. One of the Aristo Crafts and

Dean Wilson's boat also arrived Sunday. Monday, the guys relocated the boats to the display site. The big boats were too heavy for the little



**A busy day at the docks on Lake Darling in Alexandria.**

John Deere tractor, so three or four of our guys from the club had to hang all over the tractor to get its wheels back on the floor to move the boats into place. It looked hilarious. More boats arrived Monday and Tuesday. Somehow





we ended up with two Aristo Crafts. Our president, Sue Tenney, had asked the winner of the People's Choice and the Skippers Choice Awards at the Vermilion Boat Show, Vern Awes, to bring his Aristo Craft Torpedo. Later in the year another Aristo Craft owner, Bernie VanOsdale, asked if could bring his. Susan thought it was the same guy from the Vermilion show and said certainly. Both boats looked terrific on display.



**Al's 1956 Larson Falls Flyer at the International Show on Gull Lake.**

Tuesday afternoon the dock guys arrived and put together a newly designed dock set up. Ian indicated that we should wait until Steve Shoop showed up to arrange the boats because he really knew how to set up the display. I didn't really believe Ian, so we went ahead and did our best. Then Steve arrived and rearranged everything. The really smart thing he did was to take the Pink Herter's fiberglass boat owned by Don Knauff, and placed it out into the isle so everyone that walked by was attracted to the boat and then proceeded into the rest of our display. What a great move. The only thing we had left was to take up all the plastic carpet covering. Sue Tenney was in a dress and tights, but that didn't stop her. She picked up a utility knife, scooted around the plastic covered floor on her stomach and slid under all the trailers to cut away the plastic. Only occasionally did we hear a clunk and "dammit" from Sue as she hit her head on the trailers or lower units. Next the outboard motors arrived. It seemed everyone has an antique outboard in their garage which hasn't been used in years. The crowd really enjoyed the beautifully restored outboards.

The VIP Show was on Wednesday and the regular event began on Thursday. I tried to schedule about six persons per shift which allowed for each of us to see the rest of the show during slow periods. Our members were terrific when it came to staffing the show and our booth. Lee and Nancy Wangstad were even willing to come to the Twin Cities from Nisswa to work the show but that was the morning the fog rolled and they just couldn't see their way out of town. They arrived Saturday morning ready to work the booth. We sold a lot of jackets, hats, and vests and even picked up a couple new members. Most members that

hadn't ever staffed a boat show before really enjoyed talking about old boats with visitors. Some members who weren't even on the schedule showed up anyway. We really had a great variety of boats. Andreas Rhude brought a before and after pair of Thompson rowboats. Russell Roque brought a recently restored Deluxe Runabout. Don Knauff and Del VanEmmerik completed the restoration on the Herter's just in time for the show. Dean Wilson brought his beautiful homebuilt boat that he needed to put his V-8 engine in. Todd Warner completed the display with three big beauties and a Chris Craft Cobra. We all appreciate our members that took their boats out this winter for the boat show.



Please accept my sincere appreciation for your role in making this year's Winter Boat Show a terrific success. For those of you that haven't had the time to display your antique boat at a summer boat show, you might like to consider taking your pride and joy to one of these scheduled events this summer. It's a lot



# 2017 Boat Show Calendar



**June 18/Crosslake, MN/** 30th Annual Whitefish Chain Classic Wood Boat Show at Moonlite Bay Restaurant on the north end of Cross Lake. 37627 County Road 66, Crosslake, MN. **Contact:** *Bill Terry at [terryworld@comcast.net](mailto:terryworld@comcast.net) or 763-257-5757. Visit [www.whitefishchain-boatshow.com](http://www.whitefishchain-boatshow.com)*

**June 18/ Detroit Lakes, MN/** Noon through 4:00pm. 3rd Annual Antique and Classic Boat Show combined with Quake the Lake Hydroplane Races. If you have an antique or classic boat from 1992 or before, consider bringing your boat for the 2017 Antique and Classic Boat Show. People's Choice and Skipper's Choice awards given after the show. **Contact:** *Detroit Lakes Chamber office at 218-847-9202*

**June 24/ White Bear Lake, MN/** 12th Annual Classic & Vintage Boat Show. Lake Avenue at the White Bear Shopping Center. Featuring power and sail that plied White Bear Lake over the last century. Outboard displays, swap meet, art show. **Contact:** *Pat Oven at [tapnevo@gmail.com](mailto:tapnevo@gmail.com) or 651-308-1792 or visit [www.whitebearlake-boatshow.com](http://www.whitebearlake-boatshow.com)*

**June 24/ Marinette, WI/** 9th Thompson Antique & Classic Boat Rally, held at Nest Egg Marine. You are invited to join in the fun! The Rally celebrates the marine endeavors of Thompson Boats and all her various incarnations and spin-offs. Although the show focuses upon Thompson, it is open to any and all antique & classic boats. Wood, fiberglass, steel, and aluminum rowboats, canoes, duck boats, motor boats, sailboats, utilities, and runabouts are welcome to participate. The Rally is a non-judged event and there are NO awards or trophies. Boats of any condition are invited to participate. It is a time to get to know others with the same interests, to share restoration stories, to go for boat rides, and to have plain old F-U-N. **Contact:** *[thompsonboat@msn.com](mailto:thompsonboat@msn.com)*

**July 7-9/ Alexandria, MN/** Minnesota Lakes Classic Boat Show at Arrowwood Resort and Conference Center on Lake Darling. **Contact:** *Legacy of the Lakes Museum at [museum@legacyofthelakes.org](mailto:museum@legacyofthelakes.org) or 320-759-1114*

**July 15/Neenah, WI/** 12th Neenah Antique & Classic Boat Show at Shattuck Park, "A Gathering of Friends on the Fox." **Contact:** *Mick Raub at 920-840-7886 or [mickr13@gmail.com](mailto:mickr13@gmail.com)*

**July 15/Clear Lake, IA/** 19th Annual Antique & Classic Boat Show at the downtown Lake Front Park. Vintage and classic watercraft of all types are welcome. **Contact:** *Scott Martin at 515-681-6812 or [47garwood@gmail.com](mailto:47garwood@gmail.com)*

**July 28-29/Arnolds Park, IA/** 37th Annual Antique & Classic Boat Show on West Lake Okoboji. Skipper's reception Friday; show Saturday at the docks; rain date Sunday. Jerry Dyhrkopp Iowa Great Lakes ACBS Chapter. **Contact:** *Alex Kent at 712-898-8708 or [dakpropool@gmail.com](mailto:dakpropool@gmail.com), Royce Humphreys at 515-890-1570, or Wiley Mayne at 712-898-6910*

**August 4-5/Madison, WI/** 12th Annual Madison Area Antique & Classic Boat Show. Cruise by the State Capitol and the University of Wisconsin campus as you stop for lunch at the Edgewater Hotel. Work your way back through the Madison Lakes for an authentic fish boil dinner in the sand. Public show on Saturday. Glacier Lakes ACBS Chapter. **Contact:** *Mark Walters at 608-770-4439 or [waltswood@charter.net](mailto:waltswood@charter.net); Andy McCormick at 608-222-0018 or [andy@mccormicklumber.com](mailto:andy@mccormicklumber.com); or Rich Lepping at 608-235-1707 or [richardlepping@gmail.com](mailto:richardlepping@gmail.com). Visit [www.glacbs.org](http://www.glacbs.org)*

**August 12-13/Sturgeon Bay, WI/** 27th Annual Door County Classic & Wooden Boat Festival at the Maritime Museum. Dozens of classic boats on display, Sikaflex boat building contest, more. **Contact:** *920-743-5958 or [info@dcmm.org](mailto:info@dcmm.org) or visit [www.dcmm.org](http://www.dcmm.org)*





**August 19/Pewaukee, WI/13th Annual Pewaukee Lake Antique & Classic Boat Show** at Lakefront Park. Glacier Lakes ACBS Chapter. **Contact:** *Wil Vidal at 262-695-2994 or wvidaljr@wi.rr.com or visit www.glacbs.org*

**August 20/Chetek, WI/Chetek Fly-In and Classic Boat Show** at the municipal airport from 9-3. Free admission with donations to local charities. All classic watercraft welcome. **Contact:** *John Baas at jpbbaas@attnet or 414-218-4655*

**August 26/ Gull Lake, MN/9th Annual Gull Lake Antique & Classic Boat Show** at Bar Harbor Supper Club, 8164 Interlachen Road. **Contact:** *Jason at 612-834-5020*

**September 3/Lake Vermilion, MN/Lake Vermilion "Boating" Show.** We're putting the emphasis on boating! Sponsored by the Bob Speltz Land-O-Lakes Chapter. Location: the Landing Restaurant, 3096 Vermilion Drive, Cook, MN. **Contact:** *Jeff Stebbins at jstebbins@gentryconstruction.net or 218-666-5556 for more information and registration*

**September 6-9/Racine, WI/2017 Annual ACBS Meeting** at Harbourwalk Hotel and International Boat Show. Boat show at Reef Point Marina. Pre-events, September 3-5, include tour of Lambeau Field in Green Bay, Fox River Cruise from Oshkosh to Winneconne, and cruise of the Madison lakes. Hosted by the Glacier Lakes Chapter. **Contact:** *The Antique and Classic Boat Society at 315-686-2628; www.acbs.org. For pre-events contact Rich Lepping at richardlepping@gmail.com*

**September 15-16/Spring Park, MN/42nd Annual Lake Minnetonka Antique & Classic Boat Rendezvous** at Lord Fletcher's Old Lake Lodge, 3746 Sunset Drive. Captain's Dinner Friday; Show Saturday. BSLOL Chapter ACBS. **Contact:** *Steve Shoop at 612-865-5882 or sshoop77@hotmail.com*

**September 23-24/Lake Geneva, WI/Geneva Lakes Boat Show** at the Abbey Resort features classic and vintage boats from all over the country. Viewing free to the public. Boat parade on Saturday. Blackhawk ACBS Chapter. **Contact:** *Matt Byrne, GLBS@blackhawkacbs.com or 630-802-2698*

**October 6-8/Lake Chelan, WA/Mahogany & Merlot: 8th Annual Wooden Boat and Hydroplane Raceboat Show.** Hosted by Inland Empire Chapter. **Contact:** *Tom Bassett 509-669-5651 or tomandkris@nwi.net. Visit www.mahoganyandmerlot.com*



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**BSLOL EVENTS**  
by Susan Tenney

**JUNE**

June 1: Boat Night

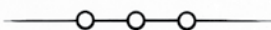
June 25: Wayzata Art Experience - Wayzata

**JULY**

July 6: Boat Night

July 22: Spirit of the Lake Parade - Mound

July 30: 10,000 Lakes Concours d'Elegance - Excelsior



# 41st Annual BSLOL Antique & Classic Boat Rendezvous Lake Minnetonka

By Ian Sandercock

Once again the weather cooperated favorably by providing sunny skies and perfect temperatures for our recent classic and antique boat Rendezvous that was held at Lord Fletcher's on September 9th & 10th. The festivities began with 27 captains and passengers in 10 boats departing from Lord Fletcher's docks on Friday morning, September 9th to cruise the wonderful shoreline of Lake Minnetonka. After following Steve Shoop's lead boat we stopped at Al & Alma's for another one of their terrific meals.

After returning mid-afternoon to Lord Fletcher's, boaters & passengers had time to enjoy the relax-



Heading under Seton Bridge

ing setting before the Fletcher's staff spoiled us with another delicious Captain's Dinner.

In addition to the pictured docked boats, there were 9 boats on display on trailers, as well as 6 vendors presenting goods & services such as boat art, boat-related household accessories, boat & water safety, outboard engines, and engine repair.



2 beautiful Penn Yan's in the lower right corner - owned by Eric Sandin & Bernie Ruttkowski.

The following boats received awards from Dan Nelson & BSLOL president Susan Tenney:

- 1) Best Outboard - Eric Sandin, 1954 Penn Yan
- 2) Best Amateur Restoration - Bob Herrbolt, 1946 Century Sea Maid
- 3) Best Pre War Utility - John & Nancy Grech - 1937 Century Utility
- 4) Best Post War Runabout - Ray Ellis - 1948 CC Red & White Racer
- 5) Best Post War Utility over 20 ft - Mark Setterhom - 1968 Lyman Sportsman
- 6) Best Century - Ian Sandercock - 1963 Century Palvo
- 7) Best Hackercraft - Steve Shoop - 1948 Hackercraft Utility
- 8) Best Chris Craft - Jeff Fox - 1962 CC Holiday
- 9) Best Contemporary - James Russell - 2006 Staudacher
- 10) Judges Choice - Bruce Paddock - 1931 Garwood Runabout
- 11) Most Original - Todd Warner - 1930 Hacker with the original Kermath Seawolf 678 CI engine. ⊕





**Dozens of absolutely gorgeous woodies! From the bottom, Scherber's 22' CC Sportsman, O'Connor's 18' Shepherd, Lemanski's 17' CC Utility, Heggen's 17' CC Deluxe Utility, Lapointe's 19' CC Racing Runabout.**



**James Russell - Best Contemporary Boat**



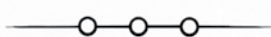
**Bob Herrbolt- Best Amateur Restoration**



**Dave Bortner - 38' HackerCraft**



**Bruce Paddock's stunning 1931 28' Garwood runabout.**





# Gull Lake Antique & Classic



By Lee Wangstad

Okay, so I'll admit it. I'm not surprised anymore. There is absolutely nothing that will ever come at me like a bolt from the blue at the Gull Lake Classic Boat Show. Not anymore. Eyeing Baby Bootlegger as I moved from the parking lot down to the docks gave me the reassurance that this would be yet another great show. Does this top last year's show? Who cares! To be able to see first-hand these marvelous boats that just keep coming, year after year is as close to living the dream as it comes for me.

to 9:00 the pace quickened and everything was happening at the docks. Last minute clean and polish routines were to be found at each boat in anticipation of the big day ahead. Old acquaintances were quickly renewed and the arrival of each boat at the docks brought oohs and aahs from those already experiencing the show as it was just beginning to unfold.

It's nice to see the boats as they come in, being able to really absorb each one before the crowds show up during the late morning and



**Baby Bootlegger, up close and personal. I was expecting something much larger, like Lockpat II, but the neat package that this boat presented was an affirmation of its greatness.**

But, I'm getting ahead of myself here. This was far from the only show stopper tied to the docks at Bar Harbor Supper Club on this early Saturday morning. The sky was overcast, but it certainly didn't stop anyone from having a great time. The boats were beginning to arrive, slowly at first, but as the clock came around

continue throughout the afternoon. It's much harder to navigate the docks and get the photos that I need to get with the spectators moving through the dock area, although to really capture the scope of the event, I have to get some photos with the crowd surrounding the boats, just to grasp the enormity of this show.

There were some really nice fiberglass boats







**Mr. and Mrs. Classic Boating Enthusiasts of the Year, Andy & Anna Luikens in their spectacular Dorsett Catalina.**

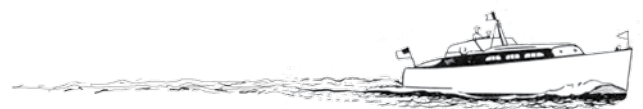
there. It was nice to see Andy Luikens with his "Holy Grail" Dorsett Catalina. And talk about enthusiasm! Man, he and Anna have it going for this boat! It's great to see them at the dock, spreading the joy involved in showing their boat, using their boat, and joining in with the other skippers at each show that they bring their Catalina to. There were a pair of sixties era Crestliners that were brought over from Lake Traverse, on the South Dakota border, by owners Brad Mlynar and Craig Lichtsin. There was also a "new" 1959 Falls Flyer in attendance from right here on Gull Lake.

What is especially gratifying to see is the way that these boats have joined the mainstream of antique and classic boating. While this is still a mostly wood show, the glass boats make a great statement about things that are just a little bit different from the norm.

It was nice to see Tom and Carol Juul pull up in *Skippy*, his grandfather's 1947 Chris-Craft Utility. Other than some necessary bottom work to keep it afloat, it is pretty much just as he found it, nestled in a boathouse on Lake Miliona. When people talk about patina, this boat is the real version of just what they are talking about. Likely varnished only once since leaving the factory, this boat is original down to



**Classic Crestliners from Lake Traverse.**







**Steve Lively gets ready to wow the crowd gathered to hear the angry growl emanating from the exhaust pipes of Lee Anderson's *My Darling*. The Allison aircraft powered hydroplane definitely got everyone's attention. It's not often one gets to experience this phenomenon.**

the Finnish bow flag that Tom's grandmother made. Every time I see this boat my mantra becomes "it's only original once."

And how about the three 1930 HackerCraft 30' triples at the show? Lee Anderson's *Tusk*, John Allen's *Rebecca Paige*, and Brian Marks' *Charismatic* were all stunning. Any one of these boats would be a shoo-in for Best-in-Show anywhere else, but to see all three of them at the same dock on the same day was like, once in a lifetime. It's not just that they were there, it was the way they were presented: detailed to the nines.

When it seemed that things were settling down, Steve Lively, from Lee Anderson's dedicated staff, would fire up the gigantic Allison aircraft engine residing in *My Darling*, a 1949 Hacker/Marcy Unlimited hydroplane. This engine was built just prior to World War II and replicates the engine that was originally in the boat when it was built by Andy Marcy and his father over a three year period. Hearing an unmuffled inboard engine is one thing, hearing twelve monster sized cylinders firing out of straight pipes is a whole other experience altogether. It really gets the juices flowing!

Another standout was John Allen's *Wynd-*

*crest*, a 24' racer built by Purdy Boat Company in 1928. Powered by a dual overhead camshaft straight 8 built by the legendary Harry Miller of Indianapolis 500 fame, this boat will run just as beautiful as it looks. The polished fastenings look like a thousand shining stars against the flawless varnish on the beautiful mahogany decks and hull. This boat appears almost svelte while docked next to some of the larger triple cockpits

boats at the show. When I think of a fine sports car for the water, this boat is where my mind automatically goes.

Tom and John Humphrey were showing a 1966 Century FiberSport. This boat signaled



**Tom and Carol Juul brought *Skippy*, originally owned by Tom's grandfather. If you google patina, this boat is the first five subjects to appear.**







**Wyndcrest, a 1928 gentlemen's speedster owned by John Allen, was built by the Purdy Boat Company of Port Washington, Long Island, New York.**

the transition to fiberglass from this traditionally wooden boat builder. The hull form was taken directly from a wood Century Resorter and for all the world looked almost identical to the wood version. They made both wood and fiberglass models in 1967 before going entirely into fiberglass for 1968. Surprisingly, the wood versus fiberglass count was almost identical in 1967.

But where can I stop writing about all the fantastic boats at this show? Every year this show deserves a book, and the space I have here won't quite do it. I'll get as many photos in as I can. But, if you missed this show, you missed THE show. Plan on being here next year, no matter what else you have planned, where you might have to come from, what it takes to get here, just make it. You definitely won't be sorry.

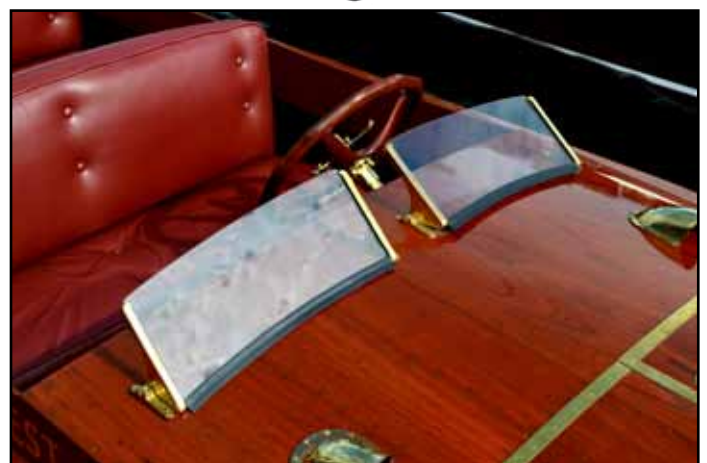
Wait, wait a minute. I can't wrap this up yet. I almost forgot, *Baby Bootlegger*. When I first read about *Baby Bootlegger* it was in the September/October 1984 issue of *WoodenBoat* magazine. Whew! that was a long time ago. The article totally took me over. The search, the find, the rebuild, the history of this particular boat. The fact that this boat still existed was a miracle in itself, that someone of the caliber of Mark Mason is the person who was driven to discover it is astounding. And just the actuality that it is here takes it out of the park for me. There are Gold Cup boats, and there are *Gold Cup Boats*. You know what I mean. This craft is exceptional. The *WoodenBoat* article really opened my eyes to discovering the history behind each boat. That history may not be as thrilling or seemingly as significant as *Baby Bootlegger's*, but it is a trail of where each boat

has been and what brings it here to this show.

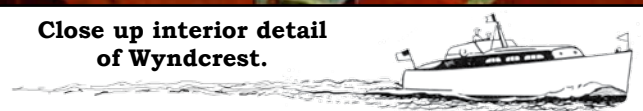
The names on the transoms translate into stories that carry us all over the United States, even to other countries. We are fortunate to have some of the best of the Canadian builders represented at this show. *Mowitza II* and *Hiawatha*, two fabulous Ditchburn triples owned by John and Becky Allen, are just a part of his efforts to bring a little piece of Muskoka to Gull Lake.

Speaking of quintessential Canadian boats, how about *Royaleze*? Not only built as if for royalty, it actually has had British Royalty aboard, as well as visiting dignitaries from around the world while doing service for the Toronto Harbor Commission. And now it is plying the waters of Gull Lake. Unreal.

But that's not all! The list goes on and on. One fantastic boat after another. Histories explained as the story of each boat comes to life. Talk about a full day! The best kind of day. A day like no other. A day not to be missed. Holy cow, you get the idea. ⊕



**Close up interior detail of Wyndcrest.**



# BSLOL February Winter Workshop



By Lee Wangstad

The drive to Rice was just a relaxing, easy ride. Once again, Val Zaborowski and I were traveling south for another boat gathering. Minnesota Outboard & Upholstery, owned by Bruce and Cindy Pederson, would be the location of the first of three BSLOL Winter Workshops. This was to be a joint workshop with the Antique Outboard Motor Club, orchestrated by Dave Wiborg, a member of both organizations.

When I first arrived, my eyes were immediately drawn to a red and white Glastron. At closer inspection, I saw that it was a 1957, the first year of official Glastron production. Not too bad of condition for its age. But hey, who needs another boat? I'm sure that it will find an owner, since nice condition and reasonable price almost always dictate a quick sale. Next were racks of old outboard motors, and yes, they were all for sale. Not surprisingly, most of them found new homes on this semi-cold day in February. Probably went home with the AOMCI folks in attendance.

It was interesting, most of the outboard guys are do-it-yourselfers, and the prices on these motors made them quite tempting. The fact that they don't

take up a lot of room makes them attractive to tinker with. But there is also the fact that while one doesn't take up much space, 20 of them do and falling into a collection is very easy to do. And if you are working on one, or more likely more than one, they can very easily displace at least one car in the garage and possibly two. How do I know this? Don't ask.

At this point a friend came and told me about a car accident that was not too far from the shop where we were. He said that it was a horrific accident. There couldn't have been anyone that could have walked away from it. We would all find out later that Dave Wiborg was one of those involved in the accident.

After a close inspection of Bruce's work area, eyeing all the goodies that he has collected, I spotted a couple of boat related things that I would be thrilled to take home. I asked



**Bruce Pederson shows us the inspection points of a Johnson carburetor.**





Bruce if anything was for sale, and his response was, "of course, everything is for sale." When I inquired about a couple of items, I found out different, even with crazy offers. They weren't available. I don't blame Bruce, I wouldn't have sold them either.

Bruce began his presentation with the maintenance and rebuilding steps on a 1956



**Dixie Hamack shows us not just how it's done, but how we can easily do it ourselves!**

30hp Johnson. This engine evolved from the 25hp in 1952 and into the 35hp in 1957, and upped to 40hp in 1960. There are literally thousands of these still out there in daily use, with most parts still available, and their dependability rating is off the chart. I've got three of these so this was right up my alley.

He started with the lower unit and worked his way up through the gears, moving next to the water pump, covering disassembly, what to look for and then taking us through the reassembly. Next came the carburetor. Removal, what to replace and how, then setting it up for a test start before final tuning.

At this time, Sue Tenney, ACBS President, announced that it was Dave Wiborg that was involved in the accident. She was going to the hospital to be with Dave and help in any way that she could. The sad news kind of let the wind out of our sails, but at that point we didn't know just how critical his injuries were, and the workshop continued.

Bruce then went into the ignition, with the points, condensers, and coils. An explanation of just how everything worked and just what to look for when troubleshooting this area was

extremely helpful. It's perhaps the most trouble prone area on an outboard engine. Or is it the carburetor? Or the water pump? Anyway, on these engines, once you get the settings dialed in, the best advice is to leave them alone. Don't screw it up.

There was some serious guidance for Mercury enthusiasts also. It was obvious that Mercury outboards were not his favorite topic, but Bruce made sure that there was plenty of advice for those so inclined. Besides to not go near them, that is.

Also on tap was Dixie Hamack, the decal gal from Osseo. She demonstrated the application process of one of her vinyl decals on one of Bruce's already restored gas tanks. This one, a 5-1/2 gallon Johnson unit, has a rather large decal on one side of the tank. Of course, Dixie made it look like anyone could do it, if you know how to follow directions. She went on to expertly apply the decal, as easy as 1-2-3 or A-B-C. Take your pick. Man, if I ever need a decal applied, I want her to apply it for me!

Before the meeting ended we were treated to some hydroplane racing lore by Bruce and other members of the outboard club. It is interesting to note the popularity of this sport, and just how deep some of these outboard guys are into it. The races are sponsored by the Twin City Powerboat Association and they have quite a schedule set up for the upcoming season. Visit [www.tcpba.org](http://www.tcpba.org) for more details.

Sue Tenney came back and reported on Dave's condition. He was still in intensive care and would be for a while. We wish him the best in his recovery. ☺



**The group listens intently while Bruce spins his magic.**





By Joe Kaul

It was a crisp but beautiful morning on Saturday March 11th 2017, and we were greeted cordially by Tom Sweeney and his crew at Boat'Art in Lakeland MN.

Tom's shop was warmed up for the event, and the coffee and donuts were in abundance for everyone that showed up a little early.

Tom Sweeney has been restoring boats since 1967, and is a walking library of information on how to restore any kind of boat or work through any customization that could be asked for on a floating platform.

The workshop kicked off at 10am, and the '47 Ventnor that was the subject of this Workshop was prominently displayed next to the presentation area that had been set up.

Tom showed the crowd a multitude of photos taken during the restoration process, which helped everyone understand the process Tom went through with the owner to determine that the repairs past owners of this boat had performed had worked against its structural integrity over time - and the boat needed a complete re-build, saving only the original stringers.

The boat was literally re-built piece-by-piece and to date had required approximately 800 hours of work.

Through his photo presentation, Tom reflected on all the issues they found and highlighted what NOT to do when restoring a boat - including where and where not to use stainless steel screws, to never use adapter hoses for fuel fillers and to ALWAYS double clamp anything

that passes critical or flammable fluids!

Tom also reviewed how he figured out some of the nuances of the boat - like how to re-build the back of the boat to match the curves of the original as closely as possible, and insights on how he was planning to fit a 400 HP engine into the rebuilt hull.

After the presentation, lunch was served and everyone in attendance was allowed to walk around the shop and outside storage areas at Boat'Art. Tom even invited attendees aboard his personal boat!

Once the workshop re-convened after lunch, Tom answered many more questions from workshop attendees, and had a discussion with another gentlemen who actually was considering purchasing the boat that Tom now owns when it was for sale.

The owner of the '47 Ventnor showed up unexpectedly during the Q&A session, and graciously answered a lot more questions about the project and shared some of his visions and "wish list" items for the finalization of the project. ⊕



Beautiful finish on the Ventnor as it is prepared for the finishing touches.







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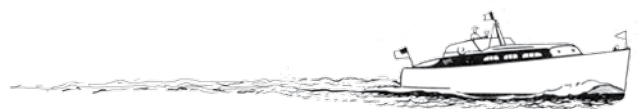
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## BSLOL April Winter Workshop

So, the drive was long, but took me through some familiar country. As a matter of fact, I went zipping right by our cabin on Waverly Lake. But there was no time to stop, no one was around anyway, and I was once again struggling to make it to the workshop on time. The drive to Waverly was one that I think I could do blindfolded, but heading south out of Waverly, I soon was in uncharted territory. That's the most fun, finding new roads. Sure, I had driven these roads hundreds of times in my youth, but now sober, and in daylight, they were all, like, brand new to me.



**Keith walks us through the process of placing hardened valve seats in an older marine engine.**

I was following the GPS on my phone, and before I knew it, I was traveling on gravel roads. These were great gravel roads, however, and were good to about 55mph. Not much traffic on them, but nicely crowned with all loose particles blown off onto the side shoulder. As long



**By Lee Wangstad**



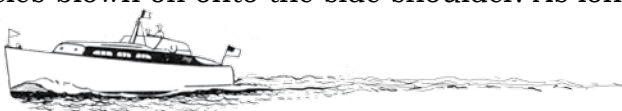
**A small portion of the inventory of ready to install cylinder heads in the building.**

as you don't find yourself off to the side, you're okay. The great part is that this is rather flat land, without the tree cover that is so prevalent up north where I live, you can see for miles, and miles, and miles, and miles.

Anyway, I arrive with even a few minutes to spare. My clean car is now covered with a quarter inch of road dust, but you know, at my age it just doesn't matter any more. I don't know what happened, I used to be so fanatical about the clean that I applied to my car. I'll get it washed on Monday.

Keith's shop is like out in the middle of nowhere. I don't mean that in any way disrespectful. That you can carry on a business in an area where people will seek you out and find you no matter where you are is strong testimonial to Keith's fine work. When you go to google earth and view this area from overhead, it's interesting to see the geometric patterns laid out in this rich farm country.

Upon entering, you can tell right away that this is major league stuff. With shelves crowded with engine blocks, crankshafts, camshafts, heads, and every major part conceivable somewhere, you know that their parts inventory runs deep. Also, the fact that everything is neatly organized, labeled, and tagged, you just know that somewhere is the corresponding paperwork identifying its presence, condition, and location.





And that leads to something that I didn't realize: Hennen's doesn't do engine rebuilds, they do engine *remanufacturing*. Big difference here. Remanufacturing is as close as you can get to installing a new engine. It far surpasses the simple replacement or rebuilding of parts that constitutes rebuilding. There is a world of difference between the quality of a remanufactured engine. A rebuilt engine is not completely disassembled or inspected. When an engine leaves this building, it is basically a brand new engine.

Marine engines make up the bulk of their business. They also remanufacture industrial engines, because the characteristics of these engines are similar to marine engines, but their emphasis is on marine work.

Keith explained the major differences between automobile and marine applications. While automotive engines are meant to run at about 30% power most of the time, loafing down the highway, marine and industrial engines run at around 95% most of the time. These traits make the comparison of marine engines to automotive engines an apples and oranges assessment. He also gave us a warning about automotive mechanics without hands-on marine experience. What works in the garage doesn't necessarily work on the water. It was interesting to get his perspective on this subject. And that is what makes these Winter Workshops so essential to attend. While you might not want to tackle these tasks yourself, you will come out of a workshop knowing just

what questions to ask, and when to ask them. You can't get better knowledge than this.

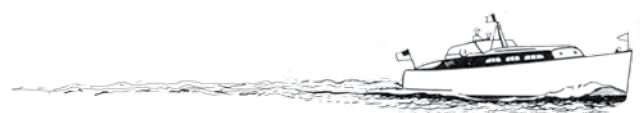
Keith took us through everything, from grinding valves and replacing valve seats to his method of welding cracked blocks after heating them in his 900° oven. He has the correct machinery to remanufacture any part or piece of a marine engine. Keith also has the connections to find those hard to get parts.

Turn around is about four or five days, once the engine arrives in Keith's shop. He and his four employees turn out over 250 engines per year, with most coming in from marinas and dealers.

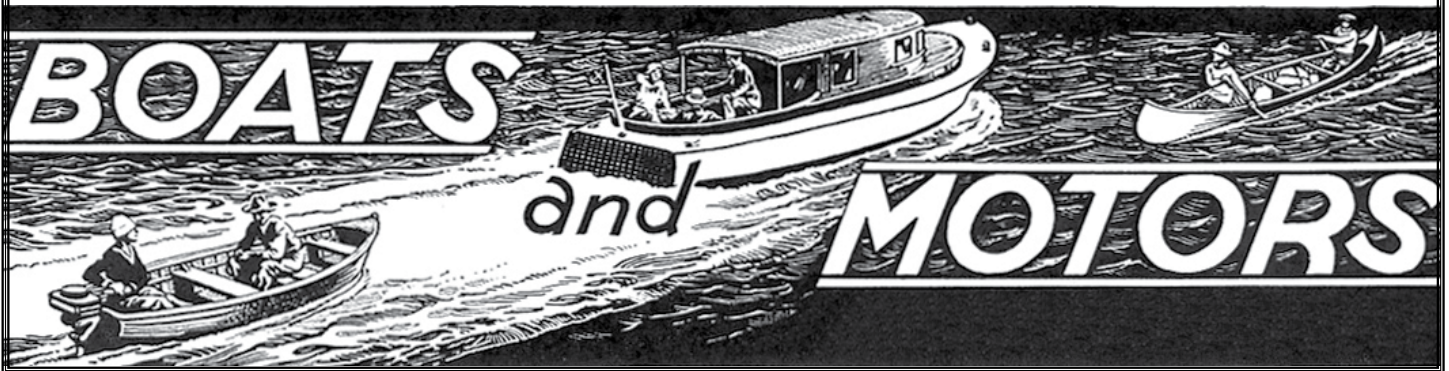
It was fascinating to see just what the processes are, the time and care that goes into them, along with the resultant final product. Just to know that this resource is there is nice to know. And it is also reassuring that this old school type of machine shop is still cranking out the work, with new age equipment, and old school ingenuity. This was the last of the three Winter Workshops, now it's time to get out on the water! ⊕



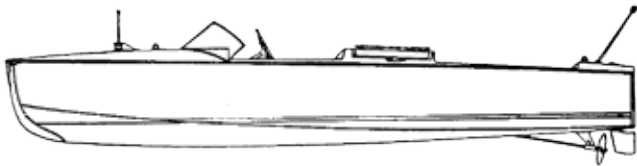
**Just another group of average antique and classic boaters? Not after being educated by Keith Hennen, engine remanufacturer. They, to a person, looked far more intelligent after this presentation.**



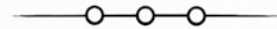
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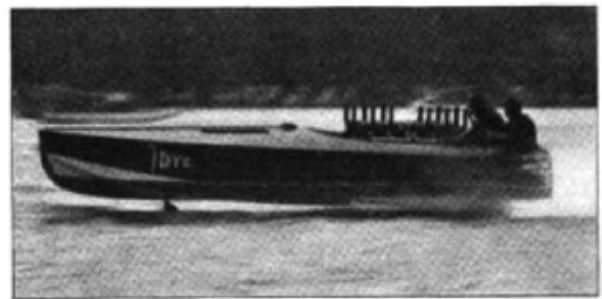
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