

Mahogany

& CHROME



Issue 4, 2014

www.heartland-classics.org



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From the Helm

by George Reaves



We are at the end of another exciting year on the water. However, winter is the time for getting all of those little tasks done that you noticed throughout the year. Touching up varnish, working on restoring the next part of the project, or getting started on something new.

Talking about something new, we are happy to welcome new advertisers to **Mahogany and Chrome**. If you are not already familiar with Little Rock Boat Works don't go running for the computer and hunt for their website. You will not find it. Also, don't head over to Little Rock, AR because they are not there either. **Little Rock Boat Works** is old school located in Rice, MN according to Google Maps. Woody Boater says this is an old school shop for which you will have to use your phone. So take the time to give new member **Dave Watts** and his crew a call and see what he has going on this winter.

Wooden Boat Creations has joined the advertising crew as well. They do have a website but no wood boats. Confused? Well check them out at <http://www.woodenboatcreations.com/> for a novelty gift for your wooden boat enthusiast or up and coming enthusiast.

Finally, stay tuned to the website as we start to make plans for the 2015 season. Your executive team is already working on the 2015 season and it is going to be a great one. 🚤

Happy boating!

George



Welcome to our New Chapter Members

David & Elaine Watts
1956 Chris Craft 33' Futura

Rice, MN

Issue 4, 2014 Articles & Photos

George Reaves, Kathy Parker, Forrest Bryant, Leola Kay and Mark Trimble, Dave Watts, Jack Pryor, Evan Peterson, Jeff Peek, Dennis Hartnett, Wayne and Barbara Barnes

Cover Photo Captured By: Forrest Bryant
Gwen a 26' 1918 L.E. Fry Long Deck Launch owned by John A. and Janet Howard of North Tonawanda, NY at the 39th Annual ACBS Show in Skaneateles, NY ~ Finger Lakes Region

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Ports of Call 2015

Restoration Workshop

Brent Howard's Shop, Ketchum, OK
Feb. 21

Hot Springs Classic

Gregg Orr Marine on Lake Hamilton, AR
Apr. 17, 18, 19

Classics Cruisin' Table Rock Lake

Rock Lane Resort near Branson, MO
June 4, 5, 6, 7

Mahogany & Chrome Boat Show

Arrowhead Marina on Grand Lake, OK
Sept. 10, 11, 12, 13

Details and registration forms will be kept up to date at www.heartland-classics.org



Chemicals: Chlorine & Baquacil, Natural Chemistry
Salt Systems

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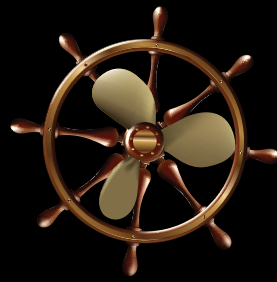
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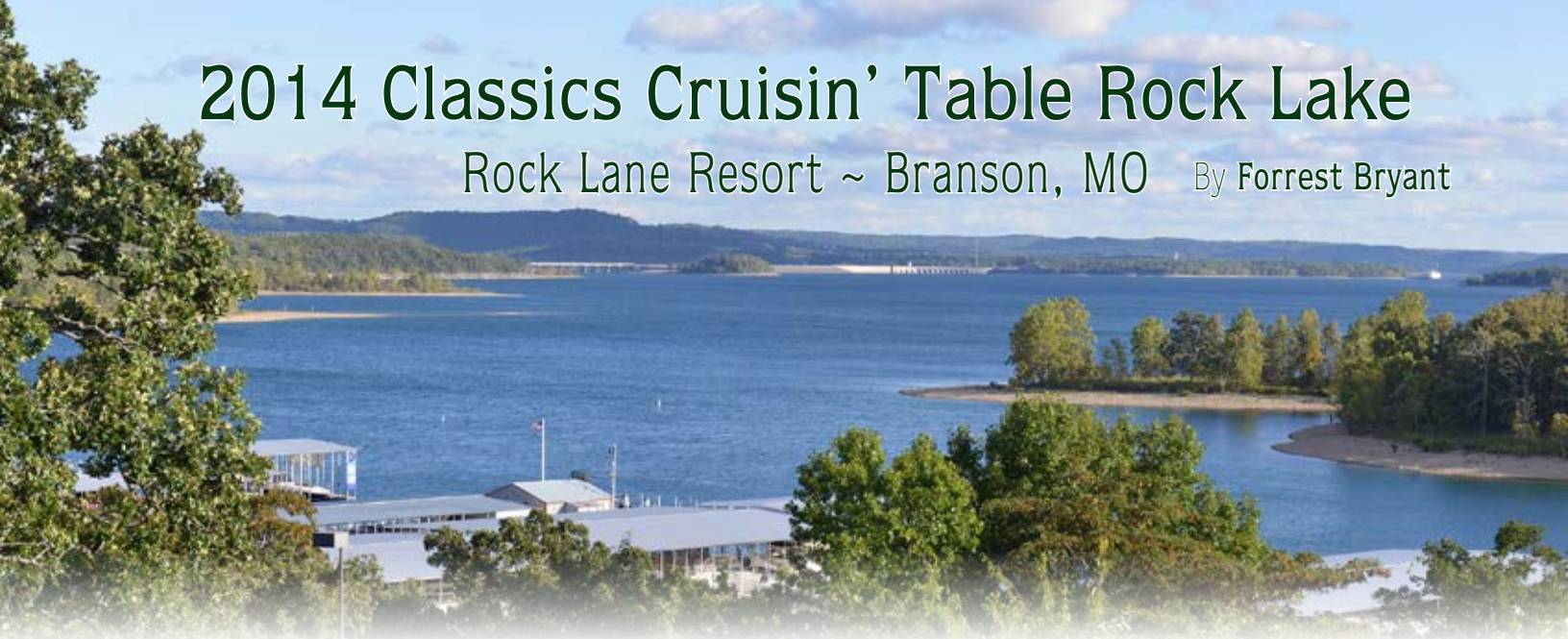
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2014 Classics Cruisin' Table Rock Lake

Rock Lane Resort ~ Branson, MO By Forrest Bryant



Rock Lane Resort on Indian Point was once again our host location for **Classics Cruisin' Table Rock Lake**. 45 people and 20 boats were on hand for the event.

The Classic event was kicked off on Thursday, October 2nd at **Charlie's Grill** at 5:30 for a social hour with dinner at 6:30. Everyone ordered off the menu with many Heartland members choosing Charlie's famous BBQ ribs. Boat tales were shared along with cold beverages with everyone anxious for the 36 mile cruise to Koppie's the next day.

Don Parker, cruise master, held a captain's meeting on the dock prior to departure. Instructions for single file cruising behind the cruise master to help eliminate wakes for a smooth ride. Navigation hazards were covered and lake maps were handed out detailing the route.



Seventeen boats headed out on the 36 mile cruise through the Mark Twain National Forest and beautiful Ozark stone cliffs and up the James River to **Koppie's** for lunch. The water and wind conditions started out pretty calm but the wind kicked up the clouds rolled in for what would be pretty rough water. Every-

one arrived at Koppie's first a little wet and cold but happy to be out boating.



After lunch the trip back to **Rock Lane** got a little smoother and the sun came out to warm things up making for a more pleasant ride back. More boating stories were shared at the



Jack Pryor checking the fuel level the old way.



Wayne & Barbara Barnes, Mike & Denese Yancey cruise the rough waters.



Dennie & Donna Friesel, Ron & Linda Terwilliger cruise the calm waters back to Rock Lane.

Ozarks Yacht Club where **Dick** and **Cara Moist** hosted a fun evening. This is always a great evening for rest, relaxation and dinner plus a chance to share chapter news.

Saturday was breakfast on your own followed by the Captain's meeting at 10:00 am for our cruise to **The Rocks** for lunch. The Rocks is located just past the Kimberling City Bridge, about a 10 mile cruise from **Rock Lane**. We all had a great lunch with several people at the restaurant coming down to the docks to check out the boats.

The afternoon was on your own for more cruising, shopping at the outlet mall in Branson or taking in other Branson attractions. Several members went to the **Mid-America Prop Spinners Annual Swap Meet, Parts Sale, Outboard Restoration Seminars and Auction** located in **Mark Trimble's** shop in Hollister, MO. The door prize was a restored Evinrude Zephyr Outboard motor. Mark has a vast collection of outboard motors, antique and collectible cars, auto and boat collectible memorabilia like signs, gas pumps, and much more.



The Saturday night event was a wonderful dinner at **John and Carolynn Thompson's** lake house. Their lake house is a



must see for any classic boater. It has boat bars, boat beds, a canoe hanging from the ceiling and everywhere you look is something nautical. It's a boat memorabilia collector's dream. A big thanks to the **Thompson's** for inviting us once again.

Sunday morning is the traditional cruise to **Big Cedar Lodge** for breakfast or brunch. Six boats including *Free Spirit* and our guests **Dan and Jenny Meyer** went for an early cruise 6 miles past Big Cedar into Arkansas. The water was like glass and it was our best cruise of the event. We all met at **Big Cedar** about 9:30 am for a great meal then back on the water to Rock Lane to load up and head home with memories of another great **Classics Cruisin' Table Rock Lake**. 🏹





By Forrest Bryant

The 39th Annual ACBS Meeting and International Boat Show

September 2014 ~ SKANEATELES, NY

The **Finger Lakes Chapter** was the host for the **39th Annual ACBS Meeting and International Boat Show**. The pre-events started with arrival in the Village of Old Forge, New York.

Monday morning members met at the **Strand Theatre** in Old Forge where they enjoyed a lecture and slide show by author **Craig Brandon**. After the lecture members boarded a train to the Big Moose Inn for brunch. After brunch, members rode to South Bay on **Big Moose Lake** to the historic **Big Moose Chapel** known for its wonderful craftsmanship and wood interior. Then it was back to Old Forge for dinner.



Tuesday, September 15th, was breakfast at 8:00 at the McCauley Mountain Ski Lodge and a chair lift ride up the mountain for a view of the fall foliage and the Fulton Chain of Lakes. After lunch the ski lodge members drove back to Old Forge and launched

their boats in the **Old Forge Pond** and worked their way up a mile long channel called the Narrows that entered into the **Fulton**



Chain of Lakes. After the cruise up the **Fulton Chain of Lakes** members returned to **Old Forge Pond** to load out and head to the show site at **Skaneateles Country Club**.

Wednesday, September 17th, featured a day of history with bus tours to the **Woman's Rights National Historic Park** in Seneca

Falls, New York. The **Harriet Tubman** home in Auburn, New York and the **William Seward** mansion in Auburn, New York. Lunch at the historic **Aurora Inn** overlooking Coyuga Lake and then one-of-a-kind shopping at **McKenzie-Childs** outside of Union Springs, New York. Buses returned to **Skaneateles Country Club** for the Welcome Reception hosted by the **Finger Lakes Chapter**.

Friday was a nice day with sunshine and a mild wind. Saturday brought a strong wind and colder weather. The docks were rolling with the waves and walking around to view the boats became a challenge. The dock crew stayed busy making sure boats were secure and not damaged.



Friday and Saturday were boat show days. 117 boats were registered. Boats were judged Friday and Saturday while members and the general public walked the docks to check out an outstanding

The Saturday awards banquet in the Country Club was at full capacity. There was a variety of delicious food and everyone enjoyed the boat show awards and the ACBS International awards that are given annually.



Heartland Classics members attending the International Show were **Don and Kathy Parker, Dan and Alicia Diehl, Guy McColium, Clay and Patty Thompson, Paul and Linda Merryman and Forrest and Kally Bryant. Clay Thompson and Dan Diehl** served as boat judges.



variety of classic boats. The lawn area behind the docks was lined with vendor tents offering their wares and services. The **Antique Boat Museum** from Clayton, New York had a boat on display called **Miss Cutaway**,

a 1936 Chris Craft 16' Runabout. It featured cut-a-ways in the hull to show how the boat is constructed. **Miss Cutaway** is normally on display at the museum in Clayton. There was an area where kids could paint their own toy boats plus a large food tent with great burgers, hot dogs and drinks. The seating around the food tent was a popular gathering spot for people to hang out and talk about their favorite subject - Boats!



James Del Aquila, a recipient of the **ACBS Scholarship Fund** thanked members at the awards banquet for helping make his dream a reality. He wanted a career in boat building but lacked the funds to pursue it. He was a student at the **International Yacht Restoration School (IYRS)** in Newport, Rhode Island and is now serving as a shipwright apprentice at the **Chesapeake Bay Maritime Museum**.



The **ACBS Scholarship Fund** auction featured tables loaded with silent auction offerings that had a steady stream of members raising bids in hope of taking home that one of a kind find. The live auction featured some great items plus a lodging and meeting package for next year's event at Gull Lake, Minnesota.



*Unique handmade wooden bowl made and donated by **Dick Moist***



“Skaneateles Here We Come” was a great show and we’re all excited about the 40th Annual Show in 2015 at **Madden’s on Gull Lake** in Brainerd, Minnesota. Below are just a few of the beautiful boats that were on display in Skaneateles. 🚤



Forrest Bryant RECIPIENT OF 2014 MARY HERWIG AWARD By Don Parker

The **Mary Herwig Award** is donated by the **Manotick Classic Boat Club** to honor one individual out of all ACBS memberships who through activities at the chapter level has contributed in an outstanding way toward enhancing and furthering the aims of ACBS.

This year's recipient is one of **Heartland Classics'** very own. **Forrest Bryant** has made a huge difference to the **Heartland Classics Chapter** in his eight years of membership. His professional skills were put to work designing a new chapter logo which is proudly displayed on the chapter's membership brochure, website, directory, boat burgees, and items of clothing. His photographer's skills are apparent on the banners he created and donated to the chapter.



Forrest has been **Editor of Mahogany & Chrome**, the chapter's world class publication, since 2010. This publication is the tie that binds the widely spread chapter membership.

Forrest and wife **Kally** attend most of the chapter events which are scattered over the heartland and always share the passenger seats in their boats with many. They have attended the International Annual Meetings since 2009, serving as key contributors to the 2012 **Table Rock Lake** event and then on the panel of experts for the President's Round Table at the 2013 **Coeur d'Alene** event.

Forrest recognized that chapter members were proud of their boats and their affiliation. He added the tools to grow that pride and strengthen the bonds of membership. 🚤

Congratulations, Forrest!

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Member Profile

Wayne and Barbara Barnes

Springfield, MO



The Good Life - Real Estate, Trucks, Buses, Boats, RV's and Cruises

Barbara and I were both born and raised in Springfield, MO. We finally met up in High School. Her dad was in government service and the real estate business. She had lived in a number of towns in southwest Missouri. We were both born in 1932 and we married in 1952. We had two children, a girl in 1954 and a boy in 1958. We lost our boy in 1971 in a freak accident. Our daughter has two boys, one is 35 and works in our real estate office and the 32 year old was a marine and had tours in Iraq and Afghanistan. He has now jumped through all the hoops and is waiting for an appointment to the F.B.I. They all three like to go boating with us.

I was in the Navy Reserve at Drury College here in Springfield and was called into active duty in December 1951. I went right to San Diego, CA and was put on an APA which is an attack troop transport. The ship took me to the amphibious base in Coronado, CA for Boat School. There I learned to operate landing craft, the LCVP which was built by the Higgins Boat Company in Louisiana.

I was discharged in 1954 and we came right back here to Springfield. Barbara worked at the board of education and I was in the trucking business selling Mack trucks and drove some. My dad had a small bus line here but he suffered a stroke and died at 57. We bought the line from his estate

in January 1964. The line at the time was a regular route company which we eventually turned into a charter company. During the late 80's and 90's up to about 2000 we did a big business in Branson, MO during its heyday. In 1998 a big company from New Jersey wanted into this market and made us an offer to buy the company. We sold our bus company but continued to operate our tour business which was very good. We eventually sold it in 2006. Barbara was involved in both companies, in the office, etc. She was also our best bus cleaner (when necessary). I am totally retired but Barbara still goes into the office some to keep her thumb on things.

When I was in high school I worked as a Bell Hop at the Hotel Rockaway in Rockaway Beach, MO. During my time off I used to hang around the docks and became interested in boats, and after my Navy days I bought a wooden 14' outboard runabout – a leaker, of course, so I fiberglassed the bottom and gave it a coat of paint. It had a Johnson two cylinder engine. I had \$500 in the boat and motor.

My next boat was an aluminum hull with fiberglass decking. It was a 16' Blue Star built in Miami, OK with a 35 hp Scott At-water motor. But that was a time for us when it was all work and no play, so I gave it to one of our drivers.

After we sold the business I needed a project so I bought a Century Ski Dart up in Iowa. It had a Ford V8 engine and it needed some work. I did a lot of work on it but I didn't like it. I wanted a Higgins like John Thompson's but couldn't find one. (Paul wouldn't sell one.) So, back to Iowa we went to buy a 19' Century Resorter with a 401 CID 280 hp Buick engine. The name of our bus line was Sunnyland, so you know where we came to the name Sunny for the boat.



Sunny was featured on the cover of Mahogany and Chrome, Issue 3, 2013



My next purchase in June of 2013 was a 24' Skiff Craft hard top with an I/O Mercruiser 228 hp engine. We went up to Michigan around Traverse City and found the boat which had been on Lake Michigan for quite some time. We are the third owner. It is a 1977 model with an all wood hull and her name is Daisy Mae.



We have been members of Heartland Classics for about 6 years. We have attended 2 International shows, Tan Tara Resort on Lake of the Ozarks and the 2012 ACBS event at Big Cedar on Table Rock Lake. We went to **Keels & Wheels** this year in Seabrook, TX.



Sunny won Best Century Boat at the 2013 Grand Lake event.

We really do enjoy the cruises with the Heartland club members, a really nice group of people to be with. One summer we put our boat into three lakes that we had never put in before; Grand, Beaver and Bull Shoals - those lakes all have their own character.

Since we are pretty well retired we seem to be on a mostly permanent vacation. We have a nice 40' motor home that we use frequently and enjoy and I have personally traveled to all 50 states. We love to take cruises (about 17 so far) and the European river cruises are a real joy. We have also cruised on rivers in China and Russia. This coming January, we are flying to Hong Kong then on to a cruise ship for 14 days around the Pacific Rim countries. We will end up in Singapore for 3 days and will return home in early February.

As of today we are not contemplating another boat purchase, that we know about anyway. We are not into collector cars but we have a Mercedes Smart Car just for fun.

We are looking forward to boating with the club next year so we can get the bottom wet again. 🦋



Hagerty Marine

CELEBRATES 30 YEARS IN BUSINESS

By Jeff Peek

In the age of internet businesses and start-ups, decades-old companies like Hagerty Marine are few and far between – and for good reason. Solid foundations like the one that shoulders Hagerty simply can't happen overnight or even be created, for that matter. They evolve slowly through the years, with great care and attention bestowed – much like the care and attention required to maintain a classic boat.

At the heart and helm of Hagerty Marine is a dedicated family that has carefully nurtured the business over time to reflect an enduring passion for the boating hobby and an unwavering commitment to preserve it. Thirty years later, that still holds true.

"The culture here is the same; the feeling is the same," said company co-founder Louise Hagerty. "This is home. Everyone enjoys each other and has fun working together. It's always been that way. I think our clients feel that, too – like they're part of the family."

Hagerty Marine Vice President Carla Gernhofer, who has been with the company since it operated out of the Hagerty family's basement, said the company-client dynamic hasn't changed a bit since those early days.

"It's about relationships," she said. "We deal with the same people year after year, and they've become our friends."

The decision to start the business arose from the family's love of classic wooden boats. Insuring them was difficult, so the Hagerty's set out to make it easier. It took years of planning and mounds of paperwork to bring Hagerty Classic Marine Insurance to fruition. "We knew it had to be national, and to do that we had to be licensed in every state," Louise said. "That took time."

But the day finally arrived when – armed with information about the new company's unique Agreed Value policy – the Hagerty family drove to Detroit to test the waters at the annual Antique & Classic Boat Society (ACBS) meeting in June, 1984. The idea was an instant success.

"We were asked all kinds of questions, then we packed up and headed to Florida for another presentation," Louise said. "When we got there, we checked the answering machine back at home, and it was filled with messages from people wanting to sign up."

The business grew quickly, and so did the staff. Several of those early hires are still with the company.

Hagerty Marine benefitted from the early support of people like Dick Clarke, of Lake Tahoe's Sierra Boat Company, and insurance underwriter Dominic Pagnorelli. "We have 30 or so clients who have been with us since the beginning, and more than half of them are from Lake Tahoe. That's because of Dick's help," Louise said. "And the toughest thing at the beginning was to get an underwriting company, and we have Dominic to thank for that."

Of course, the way rates and values are calculated has evolved over the past 30 years. In the beginning, Hagerty had to develop its own rate engine. And since there was no definitive value guide for older boats, clients' input was invaluable – and Agreed Value essential. Now Hagerty Marine publishes its own value guide for collector boats, which can be accessed on the company's website (www.hagertymarine.com). Over the years, the insurance products that Hagerty offers have also evolved to reflect the changing times of the classic and collector boat lifestyle.

Recently, Hagerty began providing coverage for classic fiberglass boats, known as "classic glass" or "fiberglassics," in response to the needs of a growing clientele and its sometimes-fanatical passion for classic boats and cars. Despite being in business for several decades, Hagerty is still learning from its customers, who are highly particular when it comes to honoring tradition. For instance, a recent Hagerty advertisement pictured a boat cruising with its bumpers out – standard practice in Canada. It drew an immediate negative response from U.S. clients and served as a reminder that what is considered "traditional" in one place doesn't always transcend international waters.

Along with valuable client input, other factors like technology and research have helped the Hagerty Marine grow and run more efficiently. Honesty, sincerity and sound business practices have been – and continue to be – the guiding principles, however. One of those practices, known as the "H Factor," helps Hagerty to stand apart in a now-crowded industry. It centers around the continual pursuit of excellence, innovation and authenticity. As Hagerty employee Bev Miller said, "In today's world, it's important to slow things down a bit. Take an extra minute with people – it goes a long way and people remember it. Take the extra time to listen and care."

This same sentiment was echoed following the recent passing of company co-founder Frank Hagerty. One of his greatest qualities was his ability to be present with people and to make them feel special in a conversation. It's a gift and a legacy that has been manifested in the form of a company that will always carry his name.

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So keep your eyes on the horizon and the wind in your hair. With Hagerty.

LOSSES AND LESSONS: THIS CHRIS-CRAFT'S SHORT STORY HAS AN UNHAPPY ENDING

By Evan Peterson

Accidents happen. That's why we work to ensure that our clients' prized vessels are properly covered should disaster strike.

Most boats are filled with equipment designed to protect you and your vessel from loss. Smoke and vapor detectors, bilge pumps, blowers and fire suppression systems can all avert disaster, which is why we should be vigilant in maintaining them. However, the very act of preserving our boats can sometimes lead to calamity.

One Hagerty client discovered this the hard way earlier this summer after his Chris-Craft runabout wouldn't start. Determining that his battery had been run down, he trailered his boat to a secure, fenced-in lot and attached a battery charger. Later that night, he received a call informing him that the boat had caught fire. By the time the flames were extinguished, the entire front half of the hull had been completely destroyed. The boat was declared a total loss, and the client was paid the policy's full Agreed Value.

Although the boat was too heavily damaged to determine exactly where the short occurred, given that the battery was new and the boat was meticulously maintained it is likely that the fire started within the charger itself. While chargers are designed to be left for extended periods of time, accidents can happen, so there are some simple steps you can take to help minimize the risk. For example, avoid connecting your battery charger to an extension cord whenever possible. If you must use an extension cord, make sure it is a grounded 3-wire cord. Our policyholder kept his boat outdoors, which necessitated the use of an extension cord and also exposed both cord and charger to the elements. You may want to consider removing the battery from your boat for charging, provided you have a safe place to charge the battery.

Fires are a constant danger to wooden vessels, and while the risk usually comes from within, there are a number of perils that can result in a fire. Auxiliary equipment such as battery chargers, power tools and appliances should be periodically examined to ensure they are in good condition, and they should never be left plugged in longer than necessary. 🦋



2015 Restoration Workshop

We need your Input! - Requests for restoration, preservation or maintenance issues
The Agenda for the Workshop is not set at this time. We are looking to the members for suggestions of topics they would like to see covered.

Don't forget to bring your **Cool Tool** to share or a new technique you've discovered.

Make your reservations early

Contact: Dan Diehl email: dan@diehlaero.com ~ 918.230.4508

The Workshop is one of the best attended Heartland events.
Let's make this Workshop the biggest yet!

February 21, 2015

Brent Howard's Shop ~ Ketchum, OK



Classic

FALL COLOR SHOW &

With the likelihood of more pleasant weather, the hosts of the annual "Dead of the Winter Meet" were happy to change the winter meet to a "Fall Color Meet" and scheduled it for October 4, 2014. **Bob Heida**, who has hosted the fall meet in Wildwood, MO for the past 10 years is retiring. The Hollister meet replaces the Wildwood meet. As promised, the weather was perfect and a large crowd gathered to shop and swap.

Many eager traders and collectors arrived days early but the trading held off until after donuts and coffee on Saturday morning. Displays were quickly set up and the lookin', swappin', and sellin' commenced.



Mark Trimble had moved some of his cars to another location to make room in the warehouse for the outboard displays and traders. Outside the huge building, display and trading space was available for those with huge inventories or large items such as boats and large collections of display motors including **John Graf's** fine display of Mercury Motors.



The FREE STUFF table was a popular spot. It was piled high and overflowing with "stuff you no longer need but someone else might want." At 10:00 am the crowd was cut loose and the free stuff -- including a good 125 HP Mercury, several smaller outboards, a large array of motor parts and marine memorabilia and outboard literature -- became the property of new owners. The whole event lasted but a few minutes and the tables were completely bare!



Lain Windler kept the coffee and donuts flowing while Jeanne Cooper registered more visitors and items brought especially for the afternoon auction.



Two seminars covering the technical side of "motoring" were scheduled and well attended. **Doug Penn** from Massachusetts presented a session on "How to Test Coils



and Electrical Systems." **Mark** explained "How to Apply Water Transfer Decals." **Mark** made use of a video his granddaughter, Sammy, had filmed earlier and gave each participant a copy to review the process later as needed. Twenty-plus attended each session.



At mid-day, "Fat Daddy" arrived with a barbecue lunch. (Fat Daddy is the owner and operator of a popular eatery with the same name located nearby in Forsyth, MO.)

Mark's accumulation of over 1200 antique outboards and several classic cars provided a break from the intense horse trading.



Outboards

SWAP MEET ~ HOLLISTER, MO



By Leola Kay and Mark Trimble



The other hosts of the event -- **Joe Roth, Rob Emert, Don Sunderland, Charlie Holman, Larry Donovan, Joe Majors,** and **Lain Windler** were kept busy answering questions about the motors, the cars, **Mark's** airplanes and the area in general.

Selling and trading was phenomenally successful and by auction time there was little left to hawk; however, a few very prized items found new owners at the hands of auctioneer, **Scott Brown.** **Scott** drove



down from Greensburg, KS again this year especially to conduct the auction. Motors, parts, and memorabilia were offered at no reserve and none went unsold. The auction rule is that anyone who bid on his own item paid the club treasurer \$10. Several of the buyers came from outside the outboard

community, a result of outreach to other Hobbyists. Invitations were sent out to the **Antique and Classic Boat Society** as well as numerous automobile clubs and collectors.

Twin Rivers Chapter donated this year's door prize, a like-new Evinrude Zephyr complete with owner's manual and factory stand. Glenn Folkerts from Fairview



Heights, IL is the proud new owner. Judges for the show motor competition were **Tim Klotz** from Wisconsin and **Doug Penn** from Massachusetts. Show motor trophies were awarded for the best pre-war restored and unrestored as well as the best post-war restored and unrestored. Sponsoring the event with **Mark Trimble** were Twin Rivers Chapter and Mid-America Propspinners.

"Do you want to do it again next fall?" asked **Mark** as the last visitor's vehicle pulled out of the drive. The answer was a unanimous "YES." 🐦



ACBS Outboard Motor Judging Form

Date	Antique & Classic Boat Society	Class		Total Score	
Show Name	Outboard and Unmounted Inboard Motor	Cyl & HP		Total Deductions	
	Judge's Name				
	Owner	Reg #			
Year, Builder & Model				Location	
COMPLETE MOTOR & CORRECT PARTS 25 Pts		COMMENTS:		POINTS DEDUCTED	TOTAL POINTS DEDUCTED
As Originally Sold					
Includes Dealer Supplied items such as Starter Rope, Fuel Tank/Hose/Connector, Battery. Etc.					Score
CONDITION OF PARTS; ORIGINAL, PERIOD REPLACEMENT AND RESTORED 25 Pts		COMMENTS:		POINTS DEDUCTED	TOTAL POINTS DEDUCTED
Identical to appearance at initial sale					
Screws, Nuts, Cotter Pins, Thumb Screws, Tiller Grips, Gas Cap. Fuel Tank, Skeg, etc.					Score
FINISH--Identical in appearance to motor at original sale 30 Pts		COMMENTS:		POINTS DEDUCTED	TOTAL POINTS DEDUCTED
Quality of original finish, plating, decals, knurling, etc.					
Quality of new/restored finish. plating, decals, knurling, etc.					Score
FUNCTIONALITY OF ALL COMPONENTS 10 Pts		COMMENTS:		POINTS DEDUCTED	TOTAL POINTS DEDUCTED
Could the motor run?					
Turns Freely					
Has Spark and Compression					
Fuel & Other Lines Installed					Score
Gear Shift Operates Properly					
OVERALL PRESENTATION 10 Pts		COMMENTS:		POINTS DEDUCTED	TOTAL POINTS DEDUCTED
Extra Items such as:					
Owner's Manual, Period Advertising,					
Period Fuel & Oil Cans, Period Stand,					
Period Shipping Crate, Restoration					
Pictures, Pictures of early use					
Dealer Documents pertaining to motor					Score
Period/Appropriate Accessories					

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Antique & Classic Restoration



Restoration Made Easy with Boat Roll-Over Lift By: Jack Pryor



I was bitten by the wooden boat bug when I was about 11 years old. I grew up in SW OK very close to Lake Lugert (or Lake Altus, depending on who is telling the story). My dad and I were standing on the dock at Quartz Mountain State Lodge watching the “rich” people ride in their boats. A man in a beautiful wooden boat came up and asked my dad a question and then turned and started off. I was mesmerized by the sound of the engine when he turned around and came back. He asked if we had ever ridden in a boat like that and offered us a ride. It was the most exciting thing that had ever happened to me.

As a teenager and young adult I always wanted to restore a classic car and “soup” it up. The 1958 Chevy Impala, two door hard top with a 348 was my dream car. Not knowing much about auto body work and not having any of the right tools I never chased that dream.

My waking up routine is drinking black coffee, watching the morning news while sitting at the kitchen table with my laptop cruising the internet. One morning I found a You Tube video of a guy restoring a Chris

Craft. So I started watching the videos he had posted. After watching the videos for several weeks I thought to myself, “Pryor you can do this. You’ve been in woodworking most all your life. You started working for a cabinet maker in the 6th grade and you have a complete cabinet shop. You have all the skills and this guy is giving you the knowledge”.

So I started researching, reading and viewing everything I could find. After I was comfortable with the idea of owning a wooden boat I found my little 15 ft Chris



Craft Cavalier in Missouri. It was partially restored and the owner needed to sell it. I spent about a year finishing it and getting all the bugs worked out. By then I was past being bitten by the wooden boat bug. I had been devoured by it and decided I needed a bigger boat.

Now I spent my waking up time each morning searching for another boat and some kind of lift/rollover system. All the lift systems I found were either too complicated or made of metal and I’m no welder, I’m a woodworker. So I designed and built one that I thought would work and it did.

I found the 1959 Chris Craft Continental on Craig’s List in western Montana. Can’t remember the town but it was within 50 miles of the state line. We negotiated via email and phone for a couple of months and finally made a deal. On March 1, 2013 I headed for western MT and picked her up on the 3rd. When I got there and inspected her I saw that he had started sanding her for a refinish. He had gotten himself into a project that was more than he could handle. In several places he had sanded through the varnish and stain into the raw wood, which wasn’t a problem for me because I planned to do a total restoration.

She stayed parked in the tractor shed until Sept 6, 2014 when I rolled her into my shop and lifted her off the trailer and set her down on the dolly.

Back to the lift/rollover system. I decided to make it out of construction lumber. The up rights are 2x6's with 2x4's across the bottom just so it will stand up by itself. The beams are made of 2x8's.



I spaced the beam 2x8's far enough apart to have a wheel on each end. I bought 4 wheels at a local farm supply store. I chose the type where the wheel bolts together so it would be easier removing the tires.



The uprights are spaced wide enough for the beam to fit between. I also notched the upright for the beam support. This way the weight of the boat is transferred to the shop floor and not to any screws.

The 45 degree bracing from the uprights to the beam keeps it from moving sideways. You can see I have 2x4's from one station to the other to tie it together as one unit.



After lifting her off the trailer with the chain hoists I wrapped a 30ft, 30,000 lb towing strap around her and over the two wheels in the beam and tied it in a square knot. My tow strap is 4 inches wide and the wheels are two inches wide so I had to fold the strap to fit in the wheels. (Before I roll her back over I'll have the strap edges sewn together.) I then wrapped another towing strap under her bottom and over the port gunwale and hooked it to a board I had attached to the frame. I hooked a come-a-long to the strap and to a 6x6 (that's what I had) that was laid across the top of one beam to the other.



I started working the come-a-long and she started to roll to her port side.



As she rolled over I made sure the strap was behind the lift ring so it wouldn't slip off the bow.



After she was rolled over I took two heavy duty cargo ratchet straps and wrapped one around her at each end to hook the chain hoist to. Took the pressure off and untied the rollover straps.



Then set her down on the dolly.



I'm in the process of taking her apart for a total restoration. I know she was refinished and re-screwed several years ago but other than that she is still original and I haven't found any rot.

Stay tuned, there is more to come. 🚩

Feature Article LITTLE ROCK BOAT WORKS

Little Rock Boat Works was founded by Dave Watts at his home on Little Rock Lake, near Rice, MN, in 1966. Over the past 28 years, Little Rock Boat Works has established a reputation for outstanding and quality restoration work. They have received many first place and best of show awards, including the coveted *Thunderbird award*, *People's Choice*, *First Place in Class*, and *Best Engine* awards at the prestigious **Lake Tahoe Concours d'Elegance**. Plus, *Best in Show* at the **2014 Keels & Wheels Concours d' Elegance** in Seabrook, TX.



*"Jenni C" 2014 Best of Show
Keels & Wheels Concours D'Elegance*

THE RESTORATION OF JENNI C

The Dodge Boat (pictured left) is a 1932 25' 6" hull #100. Known as the "twenty-five and a half" it is one of only two in existence. When wooden boats fell out of popular demand, the boat sat for many years in a field in Wisconsin. A log had pushed its way up through the keel and the rest of the hull was weathered and twisted. Miraculously most of the boat's hardware was intact. The owner of the boat at the time was going to burn the boat however. It was saved and the new owner hauled it off to a boat restoration shop in Green Lake, WI. About a third of the way through the restoration, the new owner was dissatisfied with the work and stopped the project. Since then the boat has had two more different owners and has been in various states of restorations, each time being stopped before being completed.

In December 2012, **Mr. Russ Hagen** of Minneapolis purchased the boat and took it to **Little Rock Boat Works** for restoration. Upon inspection, it was determined that the hull was planked in Honduras mahogany, incorrect for Dodge's build in the 1930's. All planking was removed and the correct wood, African mahogany, was installed. Each plank was hand picked and matched on the entire hull. The restoration was meticulously completed with attention to authenticity and detail. The boat has been named *Jenni C*, after the current owner's wife. 🦋



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1958 14' Chris Craft

1958 14ft Chris Craft Comet Kit Boat, 1957 35hp Evinrude Lark, Period correct Hilltop trailer

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