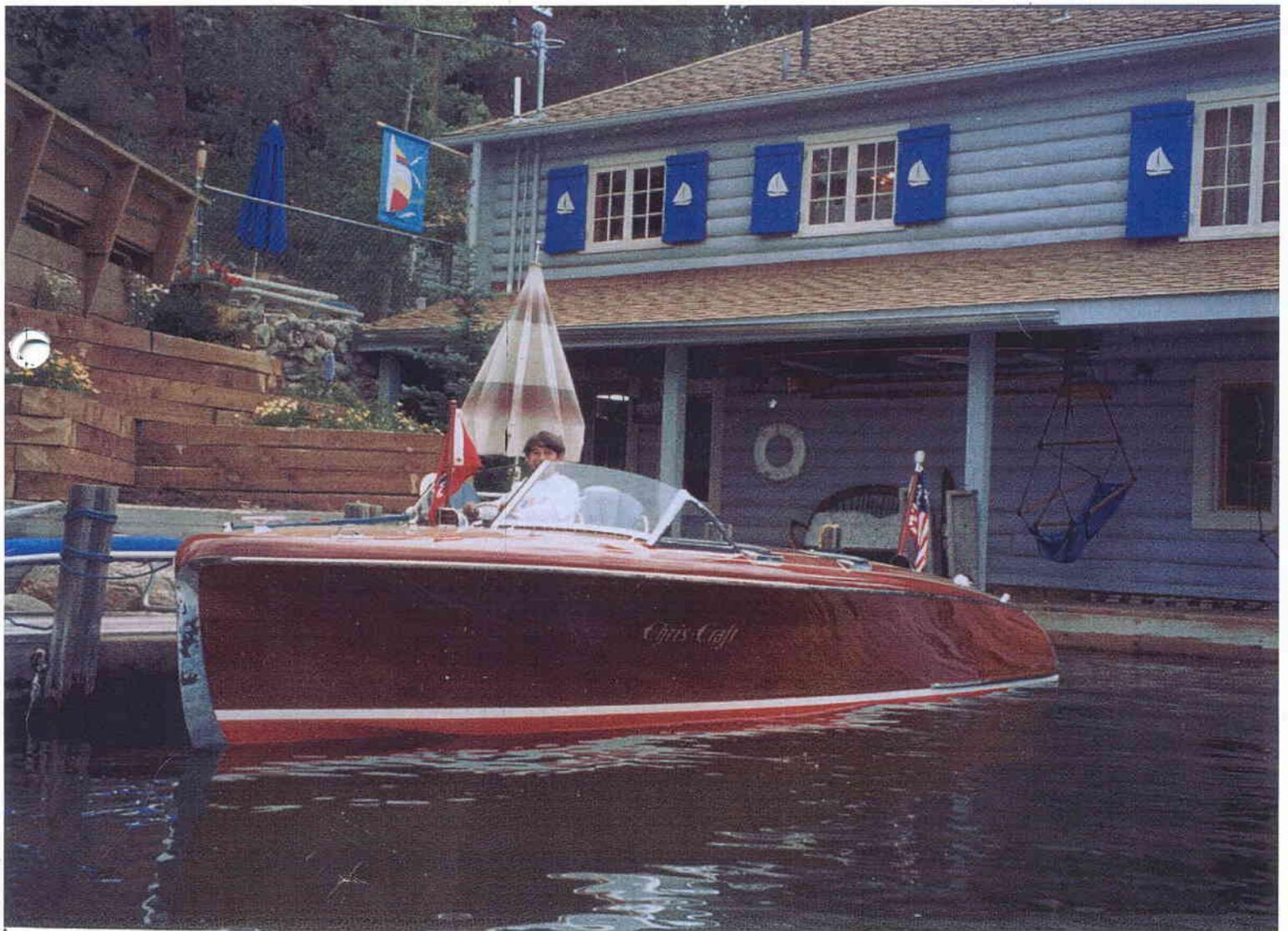


The Bilge Pump

Rocky Mountain Classics
41st Chapter of the Antique & Classic Boat Society

Rocky Mountain Classics

March 2002



Bob & Betty Moore's "Betty II" at home on Grand Lake

Rocky Mountain Classics Chapter of the ACBS



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ABOUT THE COVER

**Bob & Betty Moore's
"Betty II"
On Grand Lake**



CALENDAR OF UPCOMING EVENTS

March 9	Board Meeting — 9AM (573 Park Point Dr., Golden; call Katie Geuin for directions)
April 11-14	ACBS Spring Meeting— Charleston, SC
May 4	Board Meeting — 9AM (Peiffer Elementary, Littleton; call Jeff Waco for directions)
May 4	Boating Safety — 10:30 (Peiffer Elementary; call Jeff Waco <i>open to all members</i>)
June 1	Shakedown Cruise All day. Loveland Lake. Call Langes (303) 447-1738
June 22	Dillon Show — call Wayne Spaulding (970)668-5110
July 20	Grand Lake Show — call Moores (303)761-4453
August 24	Navaho Show — call Moharters (970)884-2954
October	Social— details later

SHAKEDOWN CRUISE

Family Beach Party

We are trying something new this year. On Saturday, June 1, 2002, there will be a get-together for members and their families at Lake Loveland in Loveland, Colorado.

Although this is a private lake, one of our members, James Grubb, has cleared the way for us to have a day of family and boating fun to kick off the boating season.

This shakedown cruise is meant to give members a chance to check out their boat's operation prior to the show at Dillon June 21. If your boat isn't ready yet, come and bring the family and help a 'mate' with their boat.

Tom & Kathy Lange will be hosting this event, serving sandwiches and fun. Members are asked to bring their own drinks and a dish to share if they wish.

Lake Loveland is a 600 acre lake with no docks, but plenty of soft sandy beaches, a covered pavilion, a beautiful park by the water, concession stand and restrooms, and a playground for the youngest members. The lake is in the middle of town, so there will be plenty of opportunity for the public to enjoy our boats, but this one is for our members and their families to enjoy a day in the sun and on the water with friends.

A flyer is enclosed in this newsletter with directions to the lake.

If you have any questions or just want to let us know you will be there, give Tom & Kathy a call at (303) 447-1738.

We would love to see you there!!

UPDATE ON GRAND LAKE SHOW!

The Grand Lake Boat Show will be held at the Grand Lake Yacht Club on Saturday, July 20th. We will have an evening meal for the members of Rocky Mountain Classics at the Yacht Club following the show. Members who want to leave their boats overnight at the yacht club or the public docks can do so both Friday and Saturday nights. For those members who are proficient at rappelling, you are invited to the Moore's cabin for cocktails and BBQ Friday evening the 19th. For the less fit members, or those frightened by heights, the Moore's will provide a shuttle from the town docks.

Also, scheduled for that weekend is the annual Buffalo BBQ which begins Saturday with a pancake breakfast and a 5K race. On Sunday, the town has a parade and BBQ complete with entertainment at the town square. This is a fun weekend, but also a busy one, so please make your lodging reservations early. Here are some accommodations in town that you can contact;

Lazy Moose 970-627-1881
Western Rivera 970-627-3580
Gateway Inn 970-627-2400
Terrace Inn 970-627-3000
Daven Haven 970-627-8144

Lemmon Lodge 970-627-3314
The Rapids Lodge 970-627-3707
Grand Lake Lodge 970-627-3967
Bighorn Lodge 970-627-8101

There are many other lodging facilities in the area, and you can find them by going to www.grandlakechamber.com. Looking forward to seeing you at Grand Lake this summer



At the Helm

Board of Directors

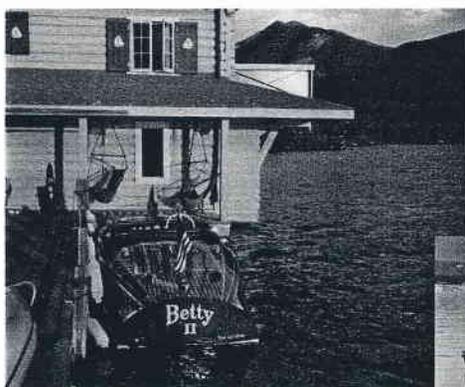
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Jeff Waco	Safety (303) 421-3141
Chris Braaf	Shows & Awards (970) 887-2210
Betty Moore	Historian (303) 761-4453

Welcome Aboard

New Members

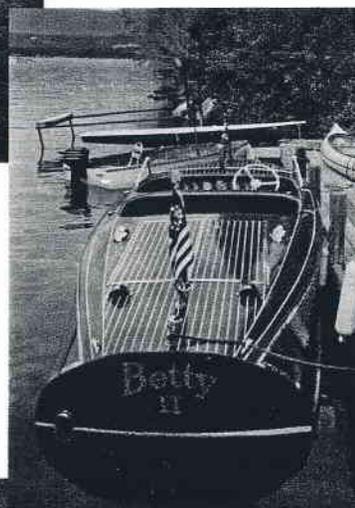
<i>Bill & Brenda Mumma</i>	<i>Littleton, CO</i>
<i>Mike & Cyndi Geist</i>	<i>Englewood, CO</i>
<i>Don & Jen Hernor</i>	<i>Arvada, CO</i>
<i>Al & Cay Herrington</i>	<i>Pueblo, CO</i>
<i>Bob & Mary Husted</i>	<i>Aurora, CO</i>
<i>Earl & Sandy Johnson</i>	<i>Wiggins, CO</i>

The Betty II



Bob & Betty Moore's

see story →



BETTY II



The Bilge Pump Newsletter of the Rocky Mountain Classics

Kathy Lange 850 20th St. 702
(303) 447-1738 Boulder, CO 80302
Email: tklange@msn.com

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Classified Ad relevant to boating interests free to members

Business card or display ads \$25/edition,

by Bob Moore

The Betty II is a 1941 19-foot barrel stern, or commonly called a barrel back. There were 391 19-foot barrel backs built, and they were built in the years 1939-1942. Our club is extremely lucky to have three 19-foot barrel backs representing three of the four years of production, plus a very rare and beautiful 23-foot barrel back.

All barrel backs, of course, had the rounded stern in common, with all years basically identical in the stern area. There were, however, several differences as you moved forward. The 1939 and 1940's had the wonderful Bugatti windshield and clustered dash, while the 1941 and 1942's had the B-style, fold-down type windshield and individual instruments placed along the dash. A deck horn and a unique dual-line bow fitting was found on the 1939 & 1940, while the 1941-1942 moved the horn below deck and used a 4 inch cleat and two chocks for tying off the bow. More subtle differences included a single bear claw engine vent on the 1939-1940 versus the dual vent system on the 1941-1942. Another noticeable difference between the 1939-1940 and the 1941-1942 was the bow itself. The 1939-1940 version had the classic pointed bow, while the 1941-1942 Series had a more rounded nose with a split cutwater. All 391 boats had leather upholstery, varying only in color.

I wanted a barrel back because I think it is one of the most beautiful production runabouts ever made. Truly a classic example of form following function. In the late thirties, "streamlining" became the buzzword in all areas of design. Trains were streamlines, as were automobiles, appliances and even buildings. Streamlining was the "in" thing. Bill MacKerer, Chris Craft's leading designer at the time, applied those streamlined principles to these wonderful barrel backs that we see today. Rounded bows, extreme tumble home to the stern, and rounded sheer lines all characterized these classic beauties.

The story behind my "classic beauty" is a little warped. The story begins around 1993. I'm looking for a new boat. We all know how that goes. When "Classic Boating" or "Rudder", or "Brass Bell" arrives, what's the first thing you do? Go to the "Trading Dock". Well, I came across a 1941 barrel back for sale in the DC area. I called on it, and the owner sent an information packet complete with pictures. I became interested enough to hire a boat survey by a boat restorer we'll call Earl. Earl lived near the DC area, and his survey work was very thorough, and he seemed friendly and quite knowledgeable. In a word, I was "impressed" with Earl! I didn't buy the boat, but as luck would have it, Earl quickly found me another barrel back in great shape, and reasonably priced. The hook was set! After viewing reams of pictures and spending countless hours on the phone with Earl, I bought the boat and hired Earl to restore it. Betty and I hopped on a plane and visited Earl at his shop. Not much was going on (mostly disassembly, which I later learned was Earl's real talent), but being a novice at this sort of thing, I didn't say much. We returned home, and soon pictures arrived with accompanying bills. And then, the pictures stopped coming—only bills. "What's up", I asked? "Camera's broken", said Earl. "It's been sent on, should be back soon." Of course during this period of camera malfunction, Earl was doing some expensive stuff, so the bills came at a furious rate.

One of our sons was going to school in New Hampshire at the time, and had a four-day weekend. I arranged to meet him in DC, and among several things, we would visit my new pal Earl. I had notified Earl of our impending visit, and we agreed to meet at his shop. When my son and I arrived at Earl's shop, it was raining like crazy, and Earl wasn't to be found. Strange, he said he would be here. Must be the rain, I thought. I'll run over to the upholsterers shop, seats are done (or so said the invoice), so I'll take a look at them and see if he knows where Earl might be. "Nope" said the upholsterer, "haven't seen Earl for some time now". "He was going to bring me those seats, but just never has. I do have the leather, though!" By now I'm breaking into a cold sweat. Broken camera, no Earl, seats not done, two plus two, plus one more....I've been _____!

In the interest of good taste, I'm going to pass over the next portion of the story. My son returned to school, I went home and told my sad tale to Betty I, and then contacted George Johnson of Lake Winnepesaukee fame. George gave me the name of a truly wonderful man in the Chesapeake Bay area and I arranged to have the boat moved there. A few months and several dollars later, Betty II emerged in all of her beauty.

There were ninety-two 1941 19-foot barrel backs built, and of those, twenty-two had the Model MB engine, which is what powers the Betty II. It's an absolutely wonderful boat that is almost as classy as it's namesake.

The journey that I had buying Betty II and ultimately getting it restored, involved a lot of disappointment and money, more than I would ever care to think about (perhaps my great, great, great grandchildren will keep Betty II in some type of airtight storage and sell it in the year 3050, hopefully coming close to recouping my investment). However, on a more positive note, it is a beautiful possession that my whole family enjoys, and more importantly, I have met and continue to meet many wonderful people because of Betty II. It has led to some super experiences and many memorable moments.

Thank you Betty I for being so understanding. You have been nominated to the "Wives Hall of Fame". By the way, have I shown you the pictures of Betty III?

On the Horizon

Lake Dillon

The Second Annual Rendezvous in the Rockies at Lake Dillon will be held June 21 & June 22, 2002 in Frisco, Colorado.

Wayne Spaulding will be coordinating the event again this year, and anyone planning to attend should call Wayne for more information at (970) 668-5110.

Please make your reservations early since this year's event is anticipating a great turnout. All who attended last year's event had a great time. We hope many more will join the fun this year at our first Boat Show of the 2002 season.

Editor's 2002 Boating Season Expectations

1. Meet lots of new friends
2. Spend great times with old friends
3. Spend more time boating
4. Eat lots of GREAT food
5. Have more boating troubles than anticipated
6. Learn more about boats & our members than last year.
7. The season will be gone before we know it
8. Get sunburned at least a dozen times
9. Re-spark a boating memory for at least 1 person at each event
10. Attend more boating events
11. Overcome all of the above
12. Realize that everything is subject to change

NAUTICAL TRIVIA

Name the classic runabout manufacturer once located in Spirit Lake, IA.

(see answer on back cover)

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QUARTERLY CREW

by Jeff Dwight

My exposure to wood boats is not the typical story that you read in our club newsletter or *Classic Boating*. I did not grow up on a waterway. My folks did not have a summer cottage either. In fact, I grew up on the edge of the California desert and my father didn't even like boats.

Around 1956, when I was about 8 years old, my parents rented a cabin on Donner Lake in the California Sierra Nevada Mountains. The cabin was one of 6 cabins at a small resort. The Toft family owned the resort. Mr. Toft had a small wood utility, possibly a Chris Craft Sportsman. I had never really been around boats before and his boat captivated me. I loved seeing it tied to the boathouse, bobbing in the waves with the water running in and out of its exhaust pipe. If I thought there was even a remote chance that Mr. Toft or his son would drive the boat, I made sure that I was at the boathouse to see it come to life and hear the rumble of the engine. My brother Greg and I got to ride in the boat several times a year and eventually learned to ski behind it. At that time there were numerous wood boats on the lake, and I remember wondering why anyone would buy a fiberglass boat, especially with an outboard engine, when they could have a wooden inboard. We continued to vacation at Donner Lake for seven years. After my father died, we were unable to vacation there again.

Years later, in the early '70's, I was attending college in Southern California. I was cruising the Pacific Coast Highway one day when I spotted a wooden boat at a boat brokers lot. It turned out to be a 1956 Century Resorter. The boat was a little faded from being in the sun, but otherwise looked good. It looked like it needed a home, and being a sentimental fool, I couldn't get the boat out of my mind. I decided that I had to have it. Before I bought it, I tried to start the engine. The engine cranked but would not start. I was a pretty good mechanic and told myself that I could fix it. I figured that I would have it running in no time. After about 3 months of working on it evenings and weekends and many new parts including a starter, battery, ignition parts, fuel pump, valve job, rebuilt carburetors and replacing the drive shaft flange that I broke (don't ask!), the engine still would not run. Finally, out of frustration, I admitted to defeat and took it to a repair shop. The repairman told me that he would call me and I went home. I barely walked in my door when the phone rang and he said the boat was ready. I was elated but dumbfounded. I asked what was wrong, and he explained that Centurys have a positive ground ignition system and that I had it hooked up as a negative ground. Over the years, when I told this story, I also added "this would not happen to me today". Anyway, the boat ran great with all of the new parts. I called my brother, Greg, who was going to school in Santa Barbara about 100 miles away. He planned to come the next Saturday to help me launch it.

That week, I ran the boat every night on the trailer. Saturday came and it was time to launch it. We backed the boat in the water until it floated. I untied it and tried to push it off the trailer, but it wouldn't budge. We backed it in farther, and I suddenly noticed a sound similar to rain water running off of a roof during a rainstorm. About that time, I also noticed water rising above the floor. After killing the truck engine several times, we were able to get the boat out of the water enough to drain it, which took no time at all with water pouring through every seam in every plank. I was totally deflated. Fortunately, I talked to a man in my neighborhood that was a pilot on a large fishing boat. He suggested letting the boat swell. I did so over the course of the next week on the trailer, and the leaks became very slow drips.

I called Greg up again and told him that I wanted to launch the boat again. He was less enthusiastic this time. We finally launched the boat without incident and instantly all of my work seemed worthwhile. The boat drove so well and had great 'get up and go'. It was a very good ski boat at that altitude. We used the boat frequently. Although it didn't leak at all at wake less speeds, as time went on, it began to leak more and more when under way at high speeds. It became standard procedure to pump it out between skiers. Finally, one morning on my first run of the day, I had the experience that every wood boat owner will eventually have who is living in denial. I barely got back to shore, with water well above the back seat.

The boat eventually became unusable. I didn't have the knowledge or a place to fix it. At the same time, I decided to leave southern California. It seemed that I had no choice but to sell my boat. At the same time, I was very frustrated with it. Over the succeeding years, I never really forgave myself for getting rid of it and I thought of it often. I eventually settled in Colorado. My brother moved here when he finished college. Over the years, we occasionally talked about buying a boat, but I just couldn't consider a fiberglass boat. I wanted my Century back and if I couldn't have it, I at least wanted another wooden boat. Over the years I occasionally had a re-occurring dream that I still owned my boat, and on a warm spring day I would get it out of the garage, do a little this and that, and by the end of the day be cruising on a beautiful lake. It seemed, though, that owning another wooden boat would not be possible.

(continued Page 8)

One day in the mid '90' I was visiting a friend and thumbing through a copy of "Wooden Boat" magazine. when I saw an ad for "Classic Boating" I subscribed and upon arrival of my first copy, I realized two things—that there were wooden boats out there, and more importantly, that there were other people like me who were afflicted with this love for them. It appeared that owning another wooden boat might be possible, but I assumed I would have to travel out of state to find one.

I was telling an acquaintance one day about my desire to buy a wood boat, and he told me he knew a man named Jay who was selling a Chris Craft. I contacted jay, and he took Greg and I for a ride on Horsetooth Reservoir in his Chris Craft Cavalier. Jay decided that he really wasn't ready to sell his boat. At that time, I really wasn't quite ready to buy a boat and wasn't sure that he was the right one. That summer I called about a '54 Century Resorter that was advertised but was never able to get together with the seller. The following February, I happened to see another ad for a '54 Century Resorter. In calling about it, I realized that it was the same boat that I called about before. The owner's name was Morey. He had owned the boat since the mid '80's. I arranged to see it the next Saturday. Upon seeing it, the boat looked very nice above the water line. I wasn't sure about the bottom, but I instantly wanted it. Morey had spent a good deal of money on the boat, having it re-upholstered and refinished a couple of times. Morey said, yes, the boat leaked, but it was a usable boat. After hearing it run briefly and talking my brother into paying half for it, we bought it.

I didn't take the boat home from its winter storage until spring. The first few days that I had it home, I practically had to slap myself when I walked into the garage and saw it. I thought that maybe I was having that dream again. I couldn't believe that I owned it. It was, of course, very similar to my other Century. My greatest anxiety was that I had persuaded my brother to go halves on a boat I was not sure we could use. We decided to take it to the lake and see how badly it leaked. Knowing better than to push it off the trailer this time, we backed it in and pulled it back out and watched the water pour from every seam. Over the next week, I soaked it on the trailer and it sealed pretty well with the exception of some persistent leaks around the transom. We launched it for the first time on a cold spring day at Boulder Reservoir and ended up with some anxious moments. After a couple of laps around the lake, the boat began to labor, and I knew it had taken on water. After idling down, I realized that the bilge pump was not working and headed for the dock. Just then the engine stalled. Morey had warned me about the faulty ignition switch, so I had my toolbox and some jumper wires. In attempting to wire around the switch, I hot-wired it wrong which instantly fried the ignition points. We were dead in the water with nobody else on the lake. Fortunately, the wind was blowing out of the north and we eventually wash up on the south shore. I was able to walk the boat down the shore to the ramp and we got it out of the water. After a new switch, new ignition parts and a new bilge pump, the boat has never misbehaved again. The hull also sealed quite well.

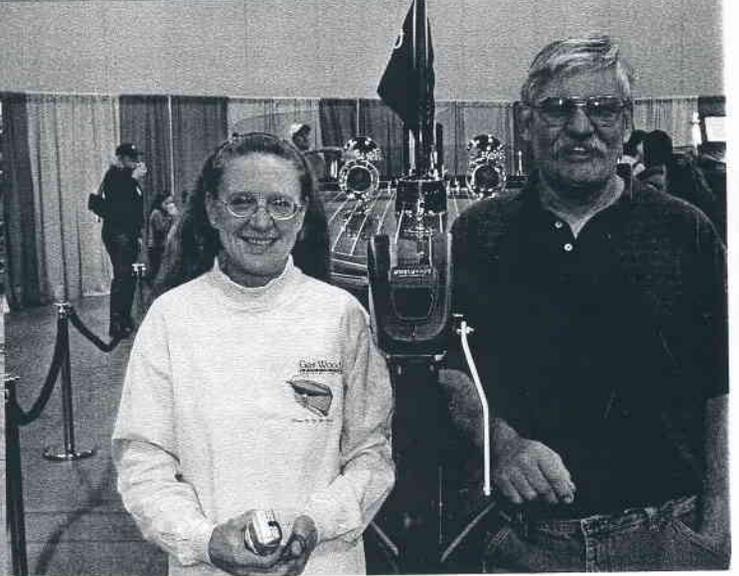
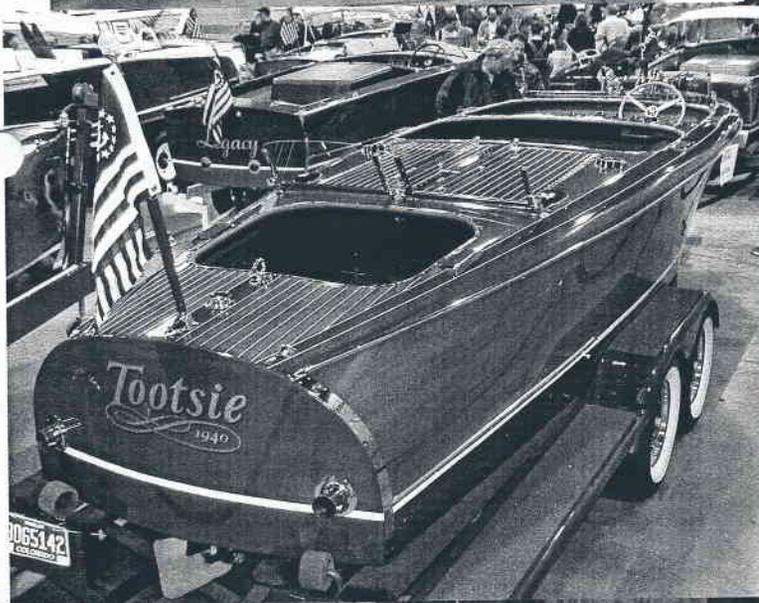
That summer we found a slip at the now defunct Shadow Mountain Marina and had a summer that could never be repeated. It was like being a kid again on Donner Lake—this time with our own wooden boat. We used the boat every weekend. Although I had a little anxiety on Sunday night about leaving it in the water with it's bilge pump cycling on and off, the next Friday night we always found it happily bobbing at it's dock. We took it to the first Grand Lake boat show that year where I became acquainted with members of the Rocky Mountain Classics. I joined the club shortly afterward.

The following Spring I sealed and painted the bottom and re-varnished the hull and decks. It looked great. We used the boat locally all summer but did not leave it in the water. By the end of the summer it was leaking badly. In fact, I chose not to take it to the Grand Lake Show because the bilge pump would run constantly when the boat was docked and it was still necessary to hand pump it from time to time. We considered using the boat for another year, but ultimately had to face the fact that it was time to fix the bottom. I have many years experience in construction and woodworking. I knew that I had the tools and the skill and the attitude to do the job, but I knew I didn't have the knowledge. Over the years, I have read several books and numerous articles, and with some words of encouragement from Bob Moharter and other club members, I decided to tackle the restoration myself.

I wasn't able to begin working on the boat until after the first of the year. It was clear that we would be without a boat for an extended time, so Greg and I decided to buy a boat to get us by. In March I saw an ad for a '55 Chris Craft Cavalier. It seemed quite similar to the Chris Craft that we had ridden in at Horsetooth a couple of earlier. After test-driving it at Boyd Lake, we decided to buy it. It is a very original, un-restored boat. That spring, restoration ceased on the Century as I had to do a number of things to the Chris Craft. It had a bent strut and drive shaft, needed new engine mounts, new fuel pump, gas tank cleaning, complete tune-up and so on.

I started working on the Century again in the fall by rebuilding the trailer. By the New Year it was turned over and de-planked. I was amazed at the poor condition it was in. A lot of rot, broken frames, broken bolts and screws. In February, Greg and I ran into Jen and Rom Nellis at the winter boat show. Rom invited us to see the Century Coronado ha had just purchased. We went to their house the following week. Over a couple of beers, Rom began talking about his grandfather's Century Resorter in great detail. This is the boat that Rom brought to Colorado in the

BOATS & FOLKS



DENVER BOAT SHOW 2001

This year's Denver Boat Show was a great success. Tom Green pulled off another show full of interesting displays and fun for several generations of boating enthusiasts. Our compliments go to the people in charge for putting us 25 feet from the bathrooms, 30 feet from outside, and 40 feet from the food!

The Denver Boat Show was held January 10-13 at the Denver Convention Center. The Club was fortunate enough to be invited to display our wooden classics among the ultimate in new boating craft, and our boats shined!! The comment was made many times by visitors to our display that the wooden boats were a warm relief from the 'sea of white plastic' around us.

We were fortunate once again to have Chris Smith join us to visit with folks and lend his experienced commentary to the thousands of questions visitors had for him. We also had visitors from some of the other display companies at the show, among them a gentleman from the current Chris Craft Company who made the comment that this was where the 'real' boats were.

There were 8 boats displayed this year for the public's viewing pleasure. Braafs brought 'Chis' Craft', Wayne Spaulding with 'Pegasus', Bob Moore with 'Inny', Charlie & Linda Peak with 'Maximillian', Tom & Kathy Lange with 'Legacy' & Charlie & Katie Geuin with 'Seahawk'. Kit & Jeanne Phillips debuted their new treasure 'Tootsie', a just-completed restoration by the Peaks, and a new member joined us with the smallest boat there... Loren Mueller brought his little red racer to lure the crowd in to see if anyone could identify the year of the boat.

The Ship's Store was kept very busy selling raffle tickets for the beautiful boat bookcase Charlie Geuin donated. The raffle raised \$\$\$ for the Club primarily thanks to the go-get-um style of Katie Geuin....she certainly isn't bashful to the Club's benefit. Thanks Katie! The winner of the bookcase was Steve Carmack!

So many of the visitors asked if any of the boats ever saw the water. Many were so surprised and delighted to hear that we use our boats!

The biggest surprise at the show was the story around 'Tootsie' She has been in restoration for 2 years and Kit's wife, Jeanne, knew about the restoration and knew that she would get to see it at the show for the first time. The best kept secret about the boat was the name. Kit named the boat after her, and her surprise when she saw the name on the transom of the boat was definitely a kodak moment we all enjoyed.

Loren Muellen actually got to meet the man that built his little racer back in 1939. Talking with the artist and learning the how, when and where surrounding his unknown racer made the show one to be remembered by all involved.

A gentleman visited with us that actually lived on the island where Garfield Wood lived. He re-lived the many times he got to watch his boats racing across the water at high speed, dreaming of the day when he could ride on one.

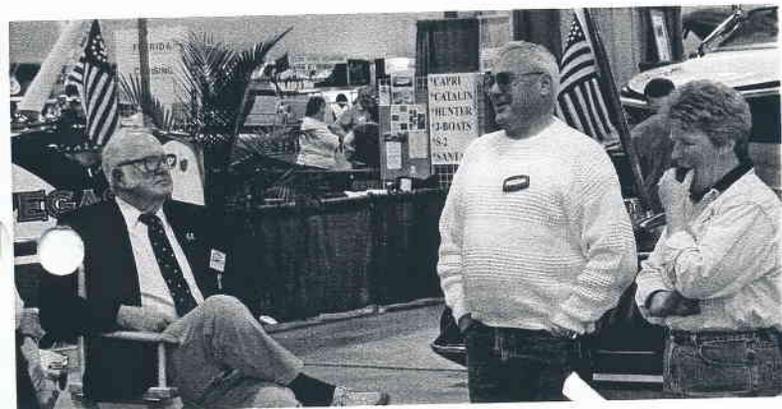
There was a man who said he had a 3 foot model of a Garwood triple that his grandfather had passed down to him. The estimated value on that 'toy', according to some Club members in the know, would be approximately \$10,000.

Then there was the delightful couple who are empty nesters and are nearly complete with a house remodel. Their next goal is to own a wooden boat. We hope to see them this season at one of our shows...with or without a boat!

While this boat show lacks the water element we all enjoy, it offered an element we can't always get at a show on the water.... personal contact. This show offers the general public a once-a-year opportunity to come and visit, touch and experience the love for the classic woodies up close and personal. Those who were there know the pleasure and smiles given and received and vow to do it again next year. Those who left the show with no voice, hoarse from talking to thousands, also left the show with a deep sense of having done something really good.

Thanks for the opportunity...we hope to see you there next year.

BOATS & FOLKS



2002 DENVER BOAT SHOW

Brightwork

Hurrahs & Kudos



Thanks to Jim Flint and Bill Tordoff for sharing pictures of the Dillon Show with the Club. We keep an album of all our events and welcome any extra photos of the events that you have. Betty Moore is in charge of the album.



We are happy to have Linda Peak as our new Secretary. Thanks for stepping up Linda.



Thanks to Tom Green for another great Denver Boat Show. A big THANK YOU to all of you who brought boats in on Wednesday, stayed there talking to thousands of people, and then took the boats out on Sunday. Your time and work is greatly appreciated!! Exhibitors were Braafs, Geuins, Langes, Moores.



BOOK SHELF RAFFLE

Our raffle was a success! The beautiful wood hand-made boat bookshelf was made by Charlie Geuin and donated for raffle. The Club appreciates Charlie's talents and hard work. Keep your eyes open for next year's raffle. Steve Carmack was the lucky winner of this year's bookcase.

Thanks to Club members who came and helped us promote our woodies.

LET US KNOW THE LATEST WITH YOUR PROJECT TO BE FEATURED IN THE NEXT ISSUE!!

Quarterly Crew (cont.)

early '80's. It was clear after he described a few subtle and unique things about the boat, that we now owned the boat Rom's grandfather had purchased new in 1954. It was really nice to know the history of our boat.

The next spring I was working on the Chris Craft painting the bottom, interior and re-varnishing the decks and hull. I had always hoped to run into Jay again and tell him that we had a boat similar to his. That summer I did run into him and I inquired if he still had his Chris Craft. He said he had sold it. I asked if he remembered the registration number just in case I saw it around. He told me the number and sure enough...it's our boat! It is hard to believe that we were able to buy both boats without ever leaving Colorado.

As you can tell, my yearning to own a wood boat is finally fulfilled. I have found that one classic boat is a hobby. Two classic boats is work, but it's fun work. My hopes are to have the Century in the water at some point this summer. Of course, my long-term goal is to have a boat that will last to the end of my days. Greg has become very attached to the Chris Craft and so have I. there is not much chance that we will be parting with it even after the Century is fixed. So much for getting by. Neither boat has a name. The inspiration has not yet come, but there are many experiences ahead so maybe it will come. I hope that you will be seeing another Century on display at the shows this summer. If not, you will see us there anyway, having a great time in our un-restored '55 Cavalier.

OVER THE STERN

It's a Small World After All!!

By June Moharter

An ad in the Denver newspaper caught the eye of Charlie Geuin—"Chris Craft for sale in Fort Morgan". Charlie called, went to see it, and found a wonderful treasure!!

In a shed owned by Loren Moeller, Charlie found a Chris Craft, many antique cars, and a red racing boat approximately 1943 era Mr. Moeller thought) None of these items was for sale at that time, but Mr. Moeller agreed to bring his race boat to the Denver Boat Show. He put new tires on the trailer, cleaned up the wood and he was at the show.

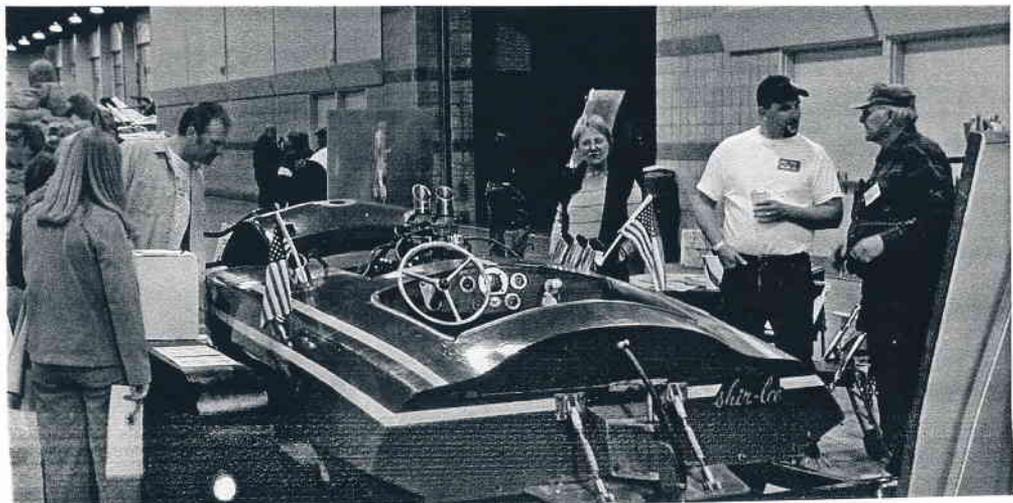
The motor, a 1943 Ford flathead 8 cylinder with dual exhaust, was a hit with all of the engine enthusiasts. Mr. Moeller, along with his wife, daughter and grandson, spent a lot of time at the show talking to people. They had a box sitting beside the boat asking for people for their help in identifying the boat. Mr. Moeller overheard a gentleman telling his companion things about the boats construction. His ears perked up—"How do you know this?" he asked. The visitor answered "I built this and another exactly like it in 1939-1940."

The builder, John Forester, built this racer, hull #305, an "E" Class racing boat in his shop in 1939-1940 period. The other boat he built was purchased by Howard Casper. It is unknown at this time if that boat is still in existence. Mr. Moeller and Mr. Forester spent the next hour talking about the boat, exchanging phone numbers and generally reminiscing.

What a day to remember!!

We are hoping that Mr. Moeller will be at our future shows. His daughter is sending in his ACBS registration.

Perhaps we will see this Red Racing Boat, Shir-Lee, in the water soon.





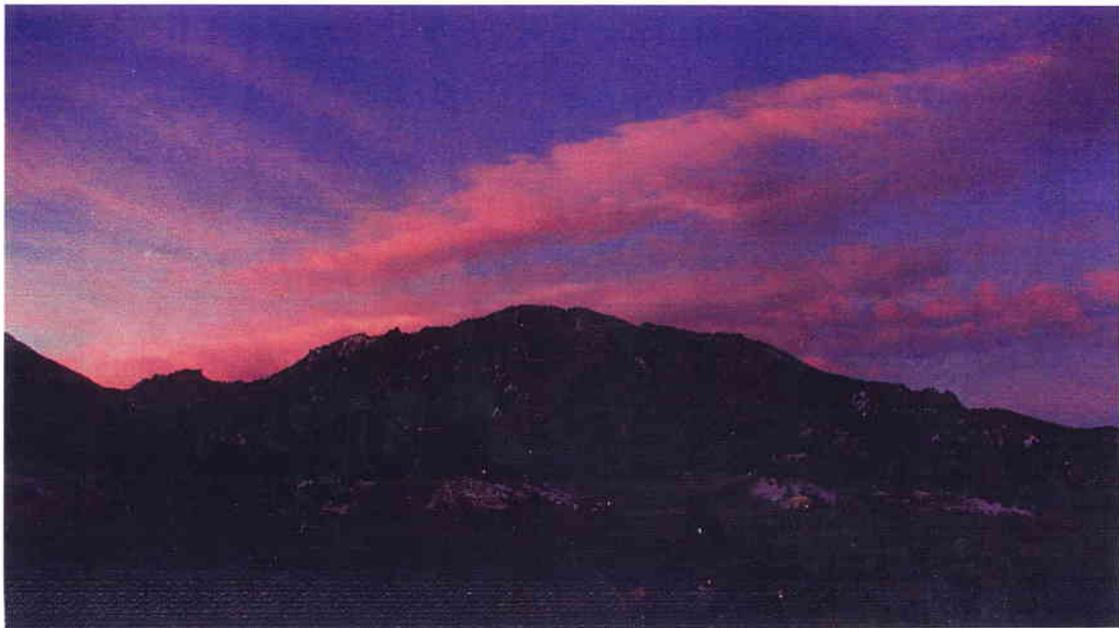
The Beacon

A well-known speaker started off his seminar by holding up a \$20 bill. In the room of 200, he asked "Who would like this \$20 bill?" Hands started going up. He said "I am going to give this to one of you, but first, let me do this..." He proceeded to crumple the bill up. He then asked, "Who still wants it?" Still hands went up in the air. "Well," he replied, "what if I do this?" He dropped it on the ground, and started to grind it into the floor with his shoe. He picked it up, now crumpled and dirty. "Now who still wants it?" Still, hands went up in the air. "My friends, you have learned a very valuable lesson. No matter what I did to the money, you still wanted it. It did not decrease in value. It was still worth 20 dollars."

Many times in our lives, we are dropped, crumpled and ground into the dirt by decisions we make and the circumstances that come our way. We feel that we are worthless, but, no matter what has happened or what will happen, you will never lose your value, dirty or clean, crumpled or finely creased. You are still priceless to those who love you.

The worth of our lives comes not in what we do, or whom we know, but by who we are.

Always count your blessings, not your problems.



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