

The Bilge Pump

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

Rocky Mountain Classics

December 2003





Rocky Mountain Classics Chapter of the ACBS

**JOIN TODAY! ACBS & ROCKY MOUNTAIN CLASSICS
CHAPTER, ENROLLMENT
FORMS AVAILABLE;**



Sunspot pg. 5



RM Rod & Custom Page 12



WD page 12



Tale of Two Trophies Page 16

ABOUT THE COVER
Sunspot Up close and personal
(story on page 5)

- 3 On the Horizon
- 4 Welcome Aboard
- 5 'Sunspot' Swinchart's dream
- 6 Captain's Log
- 8 2003 Annual Meeting
- 8 2003 President's Cup
- 10 Boating Folks
- 11 Rocky Mountain Rod & Custom Show
- 12 Quarterly Crew—Trey & Debbie Beard
- 14 The Ship's Store
- 15 Trading Post
- 16 Distant Shores—The Tale of Two Trophies
- 17 Bright work and Scuttlebutt
- 17 Safety First
- 19 The Beacon



Ariel Photo of Grand Lake Yacht Club taken by Steve Swinchart from Bob Braaf's plane

CALENDAR OF UPCOMING EVENTS

<i>January 10</i>	<i>Board Meeting</i>	<i>Greens (303)797-7630</i>
<i>February 7</i>	<i>Winter Potluck, Boulder</i>	<i>Langes (303) 447-1738</i>
<i>March</i>	<i>Board Meeting</i>	
<i>May 29-30</i>	<i>Loveland Shakedown</i>	<i>Langes (303)447-1738</i>
<i>June 18-19</i>	<i>Navajo Reservoir</i>	<i>Zemples (970)259-6546</i>
<i>July 17-18</i>	<i>Grand Lake</i>	<i>Moores(303)761-4453</i> <i>Braafs ((970)887-2210</i>
<i>August 21</i>	<i>Alcova, WY</i>	<i>Peaks (307)234-0382</i>
<i>October</i>	<i>Annual mtg/ Election, Dillon</i>	<i>Spauldings (970)668-5110</i>

THERE WILL BE NO DENVER BOAT SHOW this year due to construction at the Convention Center. Tom Green has offered to have the Board meeting elsewhere.



CALL GREENS FOR TIME AND PLACE OF JANUARY BOARD MEETING.

CALL PRESIDENT CHIP TAFT FOR MARCH BOARD MEETING TIME AND PLACE.

WINTER POTLUCK in BOULDER

You are all invited to Boulder for a Potluck Saturday, February 7 beginning at Noon and going until we get tired of talking!! Langes will provide the meat, just RSVP and bring a dish to share. 830 20th Street, Boulder, San Marco South. Call for directions. Tom & Kathy Lange (303) 447-1738. This is a great opportunity to get that mid-winter boating 'fix'. RSVP by January 31.

The 2004 Season is just around the corner. Mark these events on your calendar now and watch for additional 'Fringe' events throughout the season.

If you want to have a few boating friends join you for a day of boating on your favorite lake, contact the editor and we will put it in the next issue of The Bilge Pump OR just call a few people...it's fun and a great way to enjoy your summer. Use your roster, make it happen!!

Let's make this new season the best ever....see how many times you can get out on the water in 2004.

Happy Holidays and Happy Boating!!!!



At the Helm

Board of Directors

Chip Taft	President (303) 444-1474
Charlie Geuin	Vice President (303) 670-9415
Bill Mumma	Secretary (303) 973-3677
Cathy Green	Treasurer (303) 797-7630
Charlie Peak	Director (307) 358-6754
Steve Carmack	Director (303) 457-4903
Wayne Spaulding	Director (970)668-5110
Charlie Simons	Director (303)670-2807
Mark Zempel	Director (970)259-6546
Tom Green	Director (303) 797-7630
Bob Braaf	Membership 970) 887-2210
Lisa & Morrie Christner	Ship's Store (303)795-6884
Jeff Waco	Safety (303)421-3141
Chris Braaf	Shows & Awards (970) 887-2210
Betty Moore	Historian (303) 761-4453
Tom Green	Show Coordinator (303) 797-7630
Kathy Lange	Newsletter (303)447-1738

Welcome Aboard

Trey & Debbie Beard
Tom & Jennifer May
Scott & Susan Rewold
Mark & Jeanine Rausch

New Members
Loveland, CO
Englewood, CO
Grand Lake, CO

Sunspot

Steve & Regan Swinehart's dream

I left Michigan for the Southwest in 1975 after an especially gray winter when the sun appeared only once for twenty minutes from January through March. From 1975 until now I have lived in New Mexico. We are blessed with an abundance of sunshine – over 350 days per year – and a dearth of water. We're fond of saying,



“not much water, but a lot of beach!” Since 1975, I have traveled the Western United States from the Canadian border to Mexico and from California to the Mississippi River. During these trips I have seen and photographed numerous lakes and reservoirs. Some places are nationally known like Lake Powell and Lake Mead, while others are relatively obscure, local jewels such as Grand Lake, Colorado, Flaming Gorge, Utah, or Bear Lake on the Utah / Idaho border.

I grew up with boats. Lake St. Clair, Michigan was just 14 miles from our house. My dad had a Glasspar Citation, and friends had everything from Sears Sea-King boats to Chris-Craft runabouts and 45-foot Roamer cruisers. To this day, I can remember driving past the Chris-Craft Algonac, Michigan factory on our way to Henry's restaurant on the St. Clair River where I would invariably order frog legs for dinner (something any 10-year old would love to do because you could hold them up and make them dance on the plate). When my dad was contemplating his boat purchase, I lobbied hard for a Chris-Craft – only to be rejected as he patiently explained about wooden boats and their need for maintenance. So instead, he settled upon a fiberglass boat that could be easily stored out of the water and trailered wherever we went.



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

Published quarterly by the Rocky Mountain Classics March, June, September, December
Deadline for copy & ads is 1st of month of publication

Classified Ad relevant to boating interests free to members

Business card or display ads \$25/edition,

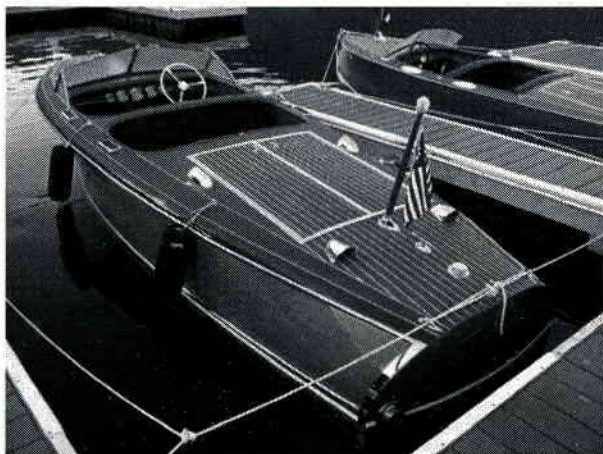
'Sunspot'

written by Steve Swinehart

I've never forgotten the utility of being able to take your boat with you and put it into any body of water you pleased. When traveling throughout the West I have many times commented to Regan as we passed a lake, on how much fun it would be to have a boat and explore it. Still, if I had a boat, I wanted it to be a classic boat – a wooden boat. The thought has stayed with me for years and I have even contemplated building a boat on more than one occasion. However, I've never had the patience, facilities, or time for a project that long and complex. I'd generally abandoned the idea of taking a boat to western lakes until recently when the financial ability to own a wooden boat made the idea a reality.

I have looked longingly at fully restored classic Chris-Crafts over the years, but have questioned the utility of trailering a planked boat for hundreds or thousands of miles to reach a boating location. I knew the boat would need to be special if I were ever to realize the fantasy of running a wooden boat in bodies of water across the West. It had to be solidly built, willing to ride on a trailer, but still a wooden boat.

I don't know whether it was divine intervention or sheer luck when I found a 1941 Chris-Craft Custom Runabout built by Dan Nelson of Nelson Boatworks in Mound, Minnesota. Of all the Chris-Craft styles, the barrel-back has always been my favorite. The design evokes both Art Deco and Streamline aesthetics with its compound curves, balanced proportions, and multiple wood colors. It seems to distill the essence of wooden boats to the most elegant, yet at the same time, visceral level.



I had looked for months through magazine classified ads, and had spent countless hours with Web searches before finding the barrel-back on a Website. After narrowing my choices to a select group of boats and talking with the owners, I kept coming back to the barrel-back and finally called about it. The boat was expensive, but once Dan explained the construction of the boat, I knew it would be perfect for carrying out my plan of trailering it to explore

western waters.

The boat I found has a convoluted provenance associated with it. Dan had acquired a "gray" 1941 Custom Runabout in 1988 and kept it for restoration. The boat was in extremely bad condition. In fact, Dan told me that he had brought it to his shop in pieces on a flatbed trailer. The boat was missing many parts, including the hatches, and needed to be completely rebuilt starting with the frames. In 1996, a customer inquired about buying the boat and Dan decided that he'd restore the boat for the customer while building a second boat for himself. The second boat was to be his boat and a family heirloom so he didn't worry about retaining the hull number that went to the customer with the other boat. Dan decided to sell his boat as the means of financing an expanded workspace for his business.

(cont. page 7)

CAPTAIN S LOG

PRESIDENT S MESSAGE

Happy Holidays to all and a special welcome to our new members. I hope you will find our group informative, fun and fulfilling of you classic boating interests.

To those of you who may have not met me, I am Chip Taft. My wife, Helen and I reside in Boulder, Co and we have been members of our chapter since its founding in 1997. I thank the membership for the trust you have placed in me as your new president and hope I may live up to the standards that have made this club a success to date.

I believe it is never over worn to recognize folks who have contributed so much to the club. Bob and June Moharter are directly responsible for our inception and have worked tirelessly to see that we have grown, yet maintain the informal atmosphere we all enjoy. Please look them up and say hello during one of the upcoming events.

Upcoming events!

Our annual January static show, in conjunction with the Denver Boat Show has been cancelled due to a lack of space during renovation of the exposition hall. We will return in 2005. Please watch for announcements of other static shows that may be held throughout the year. We are hoping to increase these informal shows that usually share space with car clubs, etc.

1. The Navajo Reservoir show, south of Durango, Co, is hosted by Mark and Karen Zemple. This show is scheduled for June 18- 19th. We are hoping this will allow more folks to attend and more water for this great lake, (think a mini Lake Powel) and you will have an idea what fun we have on this lake!

2. The Grand Lake show, near Granby Co, is set for July 17-18th and hosted by Bob and Betty Moore and Bob and Chris Braaf. This is our largest annual event. You'll see the largest number of wooden boats here! Begin making reservations NOW!

3. The Alcova reservoir show, west of Casper, Wy is set for Aug. 21st. This will be our second year, and what fun we had last year; 200 foot canyon walls at full speed ahead!!

This show is hosted by Charlie and Linda Peak and Charlie Simons. Do attend this one!

I hope every member has an opportunity to make at least one of our great shows. To those of you who have not attended before, please come on out and meet everyone! We want to know about you and your boats, past, present, and yet to come. No boat!, come for a ride!!! They're always guaranteed.

Our award winning newsletter, "The Bilge Pump" that you are reading now is our primary outlet for info and contact, but also look for separate mailings announcing upcoming meetings and shows.

As always, I may be reached at home; 303 444-1474 or my e-mail address; chiptaft@aol.com please contact me with any ideas or concerns you may have regarding management of this club or any of our events. This club is yours and we want to serve you well!!

**ACBS and CHAPTER membership renewal forms for 2004 have been mailed out!
Please renew ASAP to ease the workload at ACBS Headquarters.**

Thanks!!

'Sunspot'

(cont.)

Since the boat does not have the original hull number it must be considered a replica. To me, whether it is contemporary or antique is not of great consequence because of the build quality, and painstaking attention to detail that Dan took with the boat. However, Sunspot still retains the original stringers, and the original deck hardware and instruments. The boat also has a unique factory option, which is the Federal Mogul Equi-Poise propeller with its parabolic blade design. Because the gauges are original and have silver-gray faces, and there are four, cup-style, bilge vent scoops, I have concluded that the original boat was manufactured between August and November of 1941. The cup style vent scoops were installed starting with hull #48837, and the silver-gray faced instruments were installed starting about halfway through the 1941 model year.

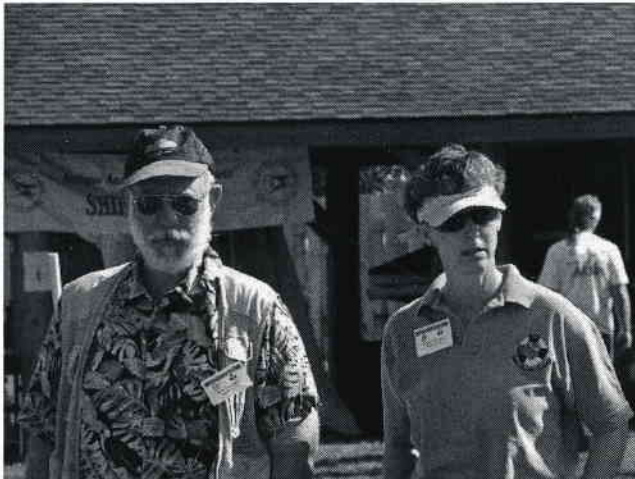


To power the boat, Dan preferred the "MBL" instead of the factory installed "M" series motor as the MBL has more horsepower and torque for the 2,600-pound weight. He had a newly rebuilt MBL available for installation, and because the Custom Runabout was one of the hot rods of the period, I can't argue with the choice. Dan also said that he wanted to use that motor because "it sounds great going under bridges." Since he lives just one mile from Lake Minnetonka with its inter-connected chain of lakes and numerous bridges – I'll take his word on that observation.

I picked the boat up in Mound, Minnesota and brought it back to Albuquerque. Careful examination revealed some subtle problems that I felt needed to be corrected to improve its looks and truly make the boat a work of art. I contacted Scott Stevenson at Retro Nautique in Salt Lake City, Utah and he agreed to take on the project.

I had the entire boat re-wired with period style wiring. Scott then stripped the decks and covering boards, and replaced the inner covering boards and several boards in the front and rear decks. The decks and covering boards were then stained, and finished with 14 coats of varnish. Scott put three more coats of varnish on the topsides, and completed the hull with two coats of bottom paint and a new boot stripe. Lastly, because of the probable manufacture date, Scott and I decided to change out all of the deck and hull hardware screws to Reed and Prince double slotted style (now manufactured by Frearson), as Chris-Craft had changed to that design from standard single-slotted screws on May 11, 1941.

After 10 months of work, Scott delivered the boat to the Rocky Mountain ACBS show at Grand Lake, Colorado in July of 2003 for its first time in the water since I purchased the boat. Regan and I are excited about the prospect of using Sunspot for as many boating opportunities as possible during appearances at



months of work, Scott delivered the boat to the Rocky Mountain ACBS show at Grand Lake, Colorado in July of 2003 for its first time in the water since I purchased the boat. Regan and I are excited about the prospect of using Sunspot for as many boating opportunities as possible during appearances at

2003 ANNUAL MEETING

2003...Quite a Ride!!

The 2003 Annual Meeting

The 2003 Annual Meeting and Social in Dillon was, once again, a great meeting of friends and fun. The day was full of boat talk, and tales and the camaraderie was superb.

Wayne Spaulding was our host providing all who attended with an array of profoundly delicious treats to delight every palette. His efficient staff and the accommodations made the meal delightful and allowed us to turn our attentions to boating friends and the decision making for the upcoming boating season of 2004.

Set on the restaurant patio, in the bright midday sun, with the fresh snow on the surrounding mountains all around us, we planned and dreamed of next season and what it might bring. Every table had a different conversation with a common theme...classic boating....What a life we enjoy!!

Election results were announced. June Minaret stepped down as President and Chip Taft was selected to fill her shoes. Bob Moore ended his long haul as Director and was replaced by Wayne Spaulding. The remainder of the officers remain the same for the next boating season, and they look forward to seeing more of our members at every event.

The service that these fine folks do for our Club is understated many times, but we appreciate what they do and appreciate all who volunteer their time to make this Club one to enjoy.

Our new president, Chip Taft, shared his vision of the Club with the members as an informal, fun Club and challenged all members to add a new member in the coming boating season. Wow...wouldn't that be great!!

There was an auction of items all donated by members to benefit the Club. There were pictures, some arial photos of Grand Lake yacht Club, wine glasses from Grand Lake, event t-shirts, boat parts, a skipper's hat, custom towels, posters, and so many items too numerous to list. The two items going for the highest dollar were 2 beautiful calendar cabinets crafted by Doug Brown from mahogany and custom fit to the ACBS calendar (included!) Thanks to everyone who donated and all who bid on the items to raise a total of over \$550 for the Club treasury! Special thanks to Tom Lange who was our auctioneer once again this year and did such a great job getting the highest bids!



The President's Cup 2003

Each year, ACBS gives Chapter Presidents an opportunity to honor someone for outstanding work done for the Chapter. The selection is not an easy one, but this year the cup went to Chris Ann and Bob Braaf.

Chris and Bob have been very active in our group since it started in 1998. Bob served as President (2000 & 2001) and is currently our membership chair. Chris is always ready to help with whatever needs to be done i.e. Taking minutes, acting as a judge of a boating event, sharing her knowledge of Chris Crafts, ect. She and Bob organized the first show at Grand Lake, an annual event now that all of us look forward to each July.

The Braafs have attended and supported all of our events. A family obligation conflicted with the October Annual Meeting, so they were not present to accept the cup. It was sent to them with our best wishes.

The Braafs join our past winners;

1998	Chip Taft
1999	Katie & Charlie Geuin
2000	Bob & June Moharter
2001	Tom Green
2002	Kathy & Tom Lange
2003	Chris & Bob Braaf

Many thanks to you all who work so hard for RMC!!

June Moharter
Past President RMC

BOATING FOLKS



Kendra Novick



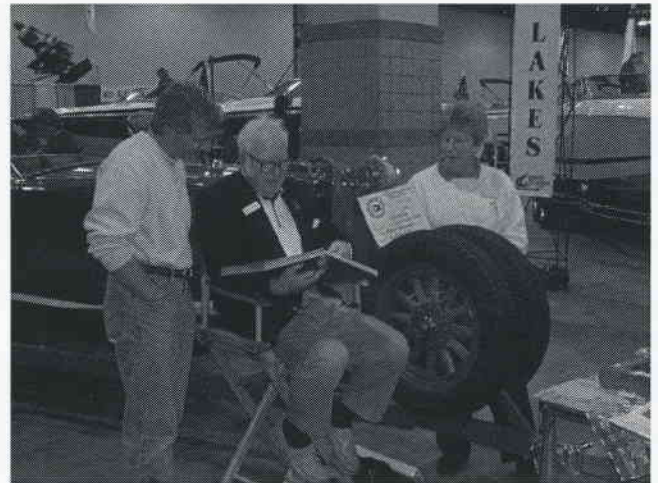
Lisa & Trevor Christner



Linda & Charlie Peak and Bob & Betty Moore



Doug Brown, Bob Moore, Linda Brown & Bob Jamieson



Tom Green, Chris Smith & Chris Ann Braaf



Jennifer and Tom May



Jim Huff



Jim & Rhonda McGaughy

BOATING FOLKS



Greg Dwight



Wade & Daidre, Meredith & Kyra Johnson



Cindy Spaulding, Kathy Tordoff & Deb Stiller



Gregory Spaulding, Richard Ball & John Stiller



Teddy & Steve Carmack, Ron Ellis



Dan Lacy



Wayne Spaulding



Bernie & Pam Hobson



Tom Green, Katie Geuin & Cathy Green



The Original Goldenrod



Most unique paint



Classic Beauty

Rocky Mountain Rod & Custom Show



Moore s 1948 21 Custom



Lange s 1955 Falls Flyer



Jamieson s 1934 Chris



Beard s 1961 Century

The seventh Annual Rocky Mountain Rod & Custom Car Show had a new attraction this year. The Rocky Mountain Classics gave them 4 classic boats to enjoy in addition to the 400 plus cars, motorcycles and trucks. We showcased a boat from the 1930's, 1940's, 1950's and 1960's for the 3 days after Thanksgiving at the Western Stock Complex in Denver. The boats were well received and we hope to repeat our appearance next year.

Steve and Teddy Carmack were displaying their stunning 1947 Ford Woody...truly a work of art with remarkable attention to detail, their beauty won for best custom rod woody. Bob Jamieson had Doug Brown bring his 1934 Chris Craft, 'Lucy', Bob Moore brought his beautiful 1948 Custom, Langes threw in the fiberglass Falls Flyer for the '50's boat and the Beards brought their 1961 Century Resorter, *eWDi*.

In the small world department, imagine the Lange's surprise when they found a Volkswagen in the show that they built together 21 years ago....10 years before they were married!!

All boats owners received a beautiful award and show poster, and had the great opportunity to see some unbelievable vehicles done by some passionate motor-heads...Hope we can do it again in 2004!!!



Maddox Hydroplane



Maddox Hydroplane



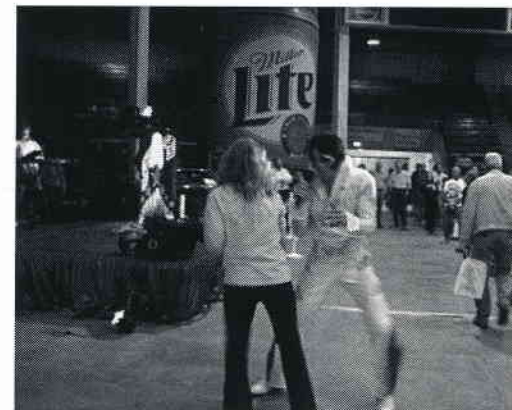
Carmack's 1947 Ford Woody



Bug from the past



One 'Native' entry



Elvis was in the house

Quarterly Crew

Trey & Debbie Beard

August 1994, I found out the 1961 Century Resorter my dad used to own was for sale. It was sitting in a field under a mulberry tree in Ponca City, Oklahoma. The boat had been to the bottom of the lake twice since Dad traded it for a fiberglass tri-hull boat. I went to look at it and discovered that mice had made their home in the boat... their door was a hole they had chewed in the transom. The current owner had exploded the battery while trying to jump-start it. The varnish had fallen off the side facing the harsh summer sun and the vinyl interior was disintegrated beyond recognition. Most of the chrome had been removed and was in a box in the owner's barn. All the tires on the tandem trailer were flat.

Before I bought the boat I made sure my parents were okay with the idea since the project would be in their garage. Mom and Dad actually thought it would be a nice project. I also wanted to have a "boat guy" look at it and let me know what I was in for, or if it could actually be restored. The owner agreed to let me tow the boat 150 miles to Grand Lake in northeastern Oklahoma and let Gene Greg, owner of a marina, look at the boat.



Before & After .. WD



Trey's dad, David in WD in 1962

We replaced all four tires and packed the wheel bearings and headed east. When we arrived at Airport Resort on Monkey Island, Gene was available and began his inspection. After walking around the boat, stopping a couple of times to stick his knife through the rotted hull, Gene stopped, spit on the ground and said "I've burned better boats." Not easily deterred, I made sure the boat could be restored and that Gene would help us if we got into a bind. . . Gene agreed and we made our way back home.

Getting ready to start my sophomore year in college I was up for just about anything. \$500 for the trailer and throw the boat in for free was the deal we agreed on and it was official, I was a wooden boat owner!

We dropped the motor off at a friend's barn, where her dad, Paul, would help overhaul the Gray marine Fireball V-8. Then we took the boat to my parent's house. With the help of several friends we lifted the boat off the trailer and set it upside down on Styrofoam blocks in the garage.

Dad and I borrowed most of the equipment we needed from neighbors and relatives. We purchased two sanders and a drill. With the start of school just around the corner we made quick work of numbering and removing all of the planks. After replacing all of the batons we replaced all but two of the ribs. We didn't feel it was necessary to replace the stringers. A local carpenter helped make the chines and keel.

When school started I would come home Friday afternoon and go back to school on Monday morning. Dad spent every evening working on the boat.

I worked part of each weekend on the motor with Paul. Several of the cylinders were so pitted that we had them sleeved. We got the motor back together and tried to test run it. Air and fuel were spuing out of the side-draft carburetors. We checked the firing order, the valve clearance and everything else we could think of. We gave up for that day and called Gene (the "boat guy") the next day. Gene immediately made sure we had rebuilt the starter, we assured him we had. Then he asked if we let the shop know it should be reverse wound. "What does that mean?" we asked. That's when we learned some boat motors run backward. Once we got the starter rewound, the motor ran great. With the motor out of the way it was back to full time boat building.

Quarterly Crew

Trey & Debbie Beard



Some of the old planks were so deteriorated they didn't make good patterns so we had to wing it. After lots of trial and error we got the bottom back on the boat. After turning the boat over and placing it on the newly painted trailer, it was time to learn about breaking boards. We made a steamer out of a 55-gallon drum and attached some duct work to the top (our neighbors thought we were making moonshine). We used the boat's old planks as fuel for the steamer. A couple of the front planks weren't steamed long enough and broke shortly after being installed. Once we learned how to steam the boards correctly, replacing the sides went fairly quickly and before we knew it we were sanding . . . and sanding . . . and sanding. Our first sander was a belt sander . . . big mistake as we found out later. The boat still has scars from that monster. After applying a few coats of varnish we saw the effects of the belt sander. The varnish was fresh so the stripper worked quickly. I think we sanded for two weeks to get the wood to its current condition, which is still less than perfect. Six coats of varnish later it was time to install the power plant.

My dad built a completely new wiring harness, as the mice had eaten the insulation from the old one. Installing the motor and transmission only took a day or so. Then it was back home to work on the interior.

This is when I asked dad for a day off. It was Saturday night and my friends were going to have some fun the next day and I was ready for a break. Oh my! This is one confrontation I should have avoided. Dad was furious! To make a long story short, the unfinished boat was in the driveway the next morning. After some deliberation, and some major sucking up, we moved the boat back into the garage and worked on the interior. I didn't get the day off and I'm lucky I still had a place to live.

We had most of the hardware re-chromed and we replaced the aluminum rub-rails. Rather than going back to the original dash, we found a beautiful piece of mahogany and used it. We had to hunt down a couple of gauges and a new steering wheel.

The big day came in the middle of May. After more than seven years under a mulberry tree, the boat was back in the water. Ponca Lake is where the boat spent most of its early years so it was only appropriate that is where it went in.

In just more than nine months, we bought, burnt, and built a 1961 Resorter. We named the boat the "WD" since Dad and I share the name, William David Beard (Jr. and III). Now it was time to let the fun begin!



As a perfect ending to this part of the "WD" story, in 1987 we towed the boat to Evansville Indiana and won two awards. The first was the Chamberlain Marine award for the greatest undertaking, and the second was the Sima Cup, to recognize outstanding achievement.

There are lots of adventures my family and friends have had with the "WD", like most woody owners we love to share them with anyone that will listen. After living in Colorado for 6 years we were excited to get involved with the Rocky Mountain Classics and look forward to building friendships with all of you.

God bless

The Beard Family
Trey, Debbie, Katie and Keirsten



GREAT HOLIDAY GIFT IDEAS FROM THE SHIP'S STORE



Were you at the last event and want a souvenir? Did you miss it and wish you hadn't? Not too worry! You can now catch all the action with this **Boating Days CD** of all the weekend's events. No more wasted time, money, film developing and trips to the photo store. Print your own photos at home from this CD with over 260 pictures!

AVAILABLE CD'S:

#1- Loveland Shakedown Cruise 2003 including BONUS material from Grand Lake Fall Weekend 2002 and Denver Boat Show 2003.

#2-Casper Boat Club Show, Alcova, Wyoming

#3-Grand Lake, Colorado Show

260 photos per CD. Each CD only.....\$15



Our best seller!!! High quality **shirts** to fit everyone's taste! (Specify S, M, L, XL, XXL)

100% Cotton T-shirt with embroidered logo.....\$18

Specify color: White, Turquoise, Yellow, Gray

Polo shirt with embroidered logo.....\$34

Specify color: Salmon, Burnt Orange, White with Black Collar, Yellow with Navy Collar



Perfect for boating fun! **Baseball caps and visors** available in White, Blue, Tan, Red

Specify cap or visor.....\$12



A must have for any boater's haven or for that hard-to-buy-for wooden boat enthusiast. These absorbent **sandstone coasters and trivets** feature four different classic/antique wooden boat scenes. Very classy! Useful and a great conversation piece.

Coasters-set of 4 different designs.....\$20

Solid wood display rack for 4 coasters.....\$10

Matching trivet.....\$15 Special shipping charge if mailed.....\$5/item



Beautiful full color **2004 calendars** are now available. Catch all the excitement of the past year with this unique calendar.....ONLY \$8

For all orders, send check made out to Rocky Mountain Classics c/o: Lisa Christner, 3530 W. Union Ave., Englewood, CO 80110.

Phone: 303-795-6884, fax: 303-730-9600 or email to: ebiz@ix.netcom.com. (Add \$3 shipping per order unless specified otherwise)

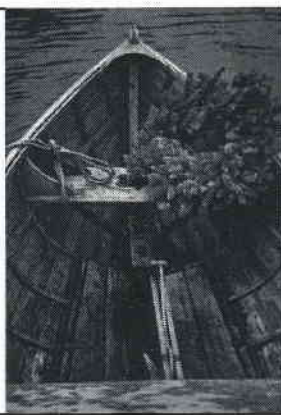
Just in time for the holidays.....beautiful Holiday Greeting Cards!

These one-of-a-kind cards feature an exquisite photograph on high quality paper.

The cards are packaged 12 to a box; \$15 per box.



Season's Greetings and Best Wishes for a Happy New Year"



"Wishing You the Best This Holiday Season"



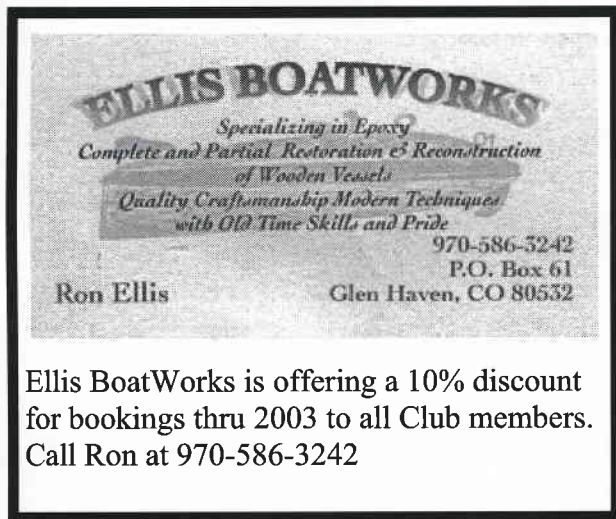
"Ring in Good Cheer Throughout the New Year! Happy Holidays!"



"Sending Holiday Greetings Your Way!"

Trading Dock

Buy, Sell & Trade



ELLIS BOATWORKS
*Specializing in Epoxy
Complete and Partial Restoration & Reconstruction
of Wooden Vessels
Quality Craftsmanship Modern Techniques
with Old Time Skills and Pride*

970-586-3242
P.O. Box 61
Glen Haven, CO 80532

Ron Ellis

Ellis BoatWorks is offering a 10% discount for bookings thru 2003 to all Club members. Call Ron at 970-586-3242

FOR SALE

1960 Chris Craft 18 Continental
****283 Chevy Borg Warner Velvet Drive**

****Original paperwork and pictures available to purchaser**

Project boat...restoration needed
\$2,000

Call Chuck Clark 303-841-9335
Parker, CO

Ask about our new Shoebox boats for sale

FOR SALE...1961 19' Chris Craft Continental, 283, V8. 200 actual hrs. All original except 1 refinish. 3rd owner, in clean dry storage from 1967-2000. Purchased from original owner. \$16,950. 10% discount to club member before March 2003.



WANTED

Your Favorite Recipes for Club Cookbook and new Bilge Pump section, The Galley
Contact Lisa Christner (303)795-6884 -Cookbook
Or
Kathy Lange (303-447-1738)- Bilge Pump



The
OAR
House

Custom Wooden Boat Restoration
From Stem to Stern

- Engine & Trailer Rebuilding -

Charles Peak-Owner/Operator
329 North Third Street
Douglas, Wyoming 82633
(307) 358-6754

On Distant Shores

A Tale of Two Trophies

It was the best of times, it was the worst of times

This famous quote begins Charles Dickens' story involving the French Revolution. In our case we were just hoping for an engine revolution – but that's much later in the story. Our tale begins when Regan and I decided to meet our friend, Mike Leslie from Mesa, Arizona, at the Southern California ACBS Chapter's "*Colorado River Rendezvous and Regatta*" held at the Nautical Inn on Lake Havasu from October 10th through the 12th.

We love road trips so pulling our 1941 Chris Craft Custom Runabout, *Sunspot* from Albuquerque to Lake Havasu seemed like an enjoyable adventure. We left on October 9th to arrive early for an extra day of boating. Of course, along the way we saw the wonders of America like the sign in Winslow, AZ advertising, "Root 66 RV Park." Regan and I wondered out loud at the possibility of finding "route beer" at the RV Park store.



We arrived at the Beachcomber RV Park located on Lake Havasu about mid-afternoon and called Mike who had arrived the previous night. The Beachcomber has its own marina and is next to a public launch ramp. Within one hour of arriving, we had the boat in the water, the RV and boat trailer parked, and all of us were enjoying a late afternoon's ride on Lake Havasu. We stayed out to enjoy the sunset over the dark blue water, and watch as lights slowly came on around the lake before we returned to our slip.

After returning to the marina, we were tying the boat up for the evening and unloading it when I heard a soft "sploosh," and looked over to see the rear flagpole and running light sinking out of sight. Regan jumped in to see if she could reach the bottom and reported, "Well I can't find the bottom. I know the water's over 9-feet deep." Mike is a licensed diver so he dove in and came back up after two tries with the announcement, "It's well over 25-feet deep. I can free-dive that deep and I can't find the bottom." It was not looking good for retrieving the 62-year old original flagpole with its glass beehive globe.

We discussed numerous scenarios for recovering the flagpole including renting diving gear and draining the lake. We settled on going to Wal-Mart to put together a snagging rig from fishing tackle. Luckily, Mike is an avid fisherman who is intimately familiar with all types of freshwater and saltwater fishing equipment. I found him early Friday morning next to the boat gently working the rig along the length of the dock. Knowing my luck, I gave the effort about a million-to-one chance of success. Suddenly, Mike jerked the rod upward and began reeling in the line. He had only tried six times to snag the pole before he found it, giving even more credence to the adage, "I'll take luck over talent any day – it's far more dependable."

Brightwork

Hurrahs & Kudos



Thanks to Tom Green , Charlie Geuin and Tom Lange for arranging our all-new static shows in 2003.



Thanks to Balls from the Langes, Spauldings, McGaughys and Johnsons



Congrats to Braafs for receiving this year's President's Cup.



Kudos to Christners for doing such a great job with the Ship's Store this season



Best wishes to our new Board of Directors



Thanks to the Langes for putting together the 2004 calendar and CD's.



Thanks to June Moharter for her service as President for these past 2 years



Thanks to McGaughy's for the big bag of 'goodies' at the Dillon Show



Kudos to all Show coordinators...without your hard work it wouldn't happen.

For Safety's Sake



Do you know what the international sign for distress??

When should you shut the gas off in your boat??

What direction is the correct direction to go around a body of water?

What are the knots you use the most in boating??

Want to know the answers to these questions and more??? Sign up for the Boating Safety Class. Call Jeff Waco 303-421-3141

Trailing Tip...try greasing your hitch ball. This reduces the friction at that point...this is especially noticeable when backing in....trailer moves effortlessly.

Distant Shores A Tale of Two Trophies

(cont)

With the flagpole once more installed on the boat we decided to go for a ride. During the ride we met "Cap" Peckam in a 1949 Chris Craft Racing Runabout, Tim Robinson and his son Brian in *Empress* a 1939 22-foot Gar Wood triple cockpit (see page 322 in the 2003 ACBS directory), and Dave and Georgette Powers in a *Rosie*, a 1951 Chris Craft Runabout. After returning to our marina, we decided to take Mike's truck the mile or so to the Nautical Inn to see the other boats, and to meet our hosts for drinks at the Naked Turtle bar. Over the next three hours the group joked, told the usual rounds of embarrassing boating stories, and discussed the next day's agenda. It was decided to convene the next morning at 10:45 AM for a ride down the river and lunch at a secluded cove that had been discovered during past regattas.

Regan and I got up the next morning excited and in high spirits with the idea of being out on the water with a group of wooden boats. Mike arrived at about 9 o'clock and we had the boat loaded and warmed up by 10:00. We eagerly looked forward to the short cruise to the Nautical Inn and meeting up with our new friends. Leaving the slip at the marina required an interesting bit of maneuvering. There was a large desert bush growing into the water on the opposite shoreline directly across from the slip. This left only about 25-feet of room between the end of the dock and the bush in which to turn a 19-foot boat. The exit routine called for me to turn the boat hard to port momentarily to clear the dock, and then go into reverse to pull the stern around and straighten the bow due south to head into the channel.

To compound the problem, the weekend crowd had arrived and they were churning the channel with their wakes. Making things even more challenging was the 10-15 knot on-shore breeze out of the southwest. Not wanting to be pushed into the bush by either the waves or the wind, I gave *Sunspot* an extra bit of throttle as we turned hard to port and left the slip. I pulled the gear lever into reverse and we kept going forward. I gunned the throttle and we jumped forward even faster. The wind was catching the boat, and between our forward speed and the sideways wind motion, we were rapidly heading toward grounding the boat on the rock bottom of the opposite shoreline.

In a shocked tone of voice Regan said, "I think were going to hit." I cut the throttle immediately and Mike jumped out of the boat to see if he could stop it in the shallow water. We continued slowly forward until I could feel the rocks grabbing the bottom of the boat. I killed the engine but heard the prop turn at least two revolutions on the rocks. We had stopped the boat, I hoped, with a minimum amount of damage.

With my mind running a hundred miles minute trying to sort out what had happened and what to do, I pushed the gear lever into neutral and watched in amazement as it fell forward flat on the floor. Staring at the gear lever, I said out loud, "...ahhh...guys, I think we have real problem here." Regan said, "The boat's not sinking is it?" I answered, "No, but we've definitely broken something - and I'm not sure what it is."

The wind was still trying to push the boat on-shore greatly aided at regular intervals by wakes from the big V-8 powered "hot boats" passing by at high speeds. Looking at Regan and Mike trying to hold the boat, I could only think, "now what?" as I slipped overboard and into the water.

(to be continued in the March 2004 Issue)



The Beacon

The gentle snow drifted silently to the earth below, playfully lingering, hovering above the water before finally surrendering to become liquid again. As I gazed out over this serene landscape and sipped my cup of hot chocolate, the memories of the past year filled my eyes with tears and my heart with such happiness.

Life has so many intangibles that are so significant to our happiness...good friends, time with our families, beautiful sunrises, stunning sunsets, pride in a job well done, the peace that only the water can give, time alone with your thoughts and just feeling completely alive!

Our passion for boating allows us to have all of these and so much more. That time we spend boating enriches our lives every day. It puts things in perspective...it helps us all to connect to what is truly important. This year was a truly amazing chapter in our Club's history and a turning point for many. The 2003 season mingled old friends with new friends and past successful events with new events and venues. Many of us were able to boat more in 2003 than ever before. There were more static shows like the Brass Armadillo, Clement Park and the Rocky Mountain Car Show. There was Alcova, Wyoming which proved to be a great venue for our group. There was the 2nd Loveland Shakedown which was warmly received again this year. What about the impromptu pizza on the water in Dillon or the anchor of boat events....Grand Lake. The Annual Meeting and Auction in Dillon was a great ending to a marvelous boating season. There were more smaller gatherings of boating families throughout the season in Bayfield, Pueblo, Grand Junction, Loveland and Grand Lake. Our affinity with water draws us all back as often as we allow to drink in the invigorating, recharging energy that only the water can impart.

What a wonderful year to be alive and be a part of such a great, fun-loving group!

There were so many boaters with so many problems this year....but that's when we find out what great friends we have. Very few of us didn't have a running problem, a hull or structural issue, a long-distance haul or no boat at all. But, who was always there to offer advise, help or, at least, moral support....our boating family. Wow! Don't we handle enough things, seemingly alone, in our day-to-day existence?? What a refreshing change to know that, in boating, there's always a helping hand if you need it....all you need do is ask...or not!

The Ship's Store introduced exciting new items under the supervision of the Christners and input from club members. This past year was another banner year for The Bilge Pump with great stories from our members and improved photography and color. Our first calendar featuring members boats was created and received a great response. Our sound system reached new heights of professional quality sound to give each event an exciting new dimension enjoyed by all.

So as I gaze out over the water on it's way so quickly past the window, and I enjoy the beauty of the Rocky Mountain winter settling in around us, I dream of the new season bringing with it fresh hopes, aspirations, dreams, new friendships, boats and special times shared with those who understand that classic boating isn't just an event....it's a STATE of MIND.

850 20th Street
#702
Boulder, CO 80302

UNITED STATES POSTAGE
127 P89882153
40019 00.830 DEC 11 03
5504 MAILED FROM ZIP CODE 80303

