

# The Bilge Pump

41st Chapter of the Antique & Classic Boat Society

Rocky Mountain Classics

Fall 2006



Lake Dillon greeted the ACBS-RMC flotilla with bright sun and blue skies.

Award Winning  
Newsletter

# *And those running the ship*

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The Bilge Pump was named by ACBS National as the most improved newsletter. The award was accepted by Chris Braaf at the Lake Tahoe gathering in September. Editor Miles Porter received the plaque at the Frisco annual meeting.

## The **Bilge Pump**

**Newsletter of the Rocky Mountain Classics  
Chapter of the Antique & Classic  
Boat Society Inc.**

**Published quarterly by the Rocky Mountain  
Classics, the 41st ACBS chapter.**

**Send all ads and other publishable materi-  
als to President Bill Tordoff, P.O. Box 4608,  
Frisco, CO 80443**

### **Dear wooden boat enthusiasts,**

My name is Mark Mihelich. I am from Pueblo and I am in the process of organizing a wooden boat show on Lake Pueblo.

I have a 1950 Chris Craft 41-foot cruiser, and a small restoration service. There are also a few other wooden boat owners here.

I am looking for any possible participants to bring their boats down for a weekend of fun and sun. The wood boat hobby is just getting started here and I think this is the best way raise awareness and interest.

I am hoping this will turn into an annual fall event. The water is still quite warm here and we have nice cruising weather late into the fall season as well as throughout the winter on warm summer-like days.

**See Pueblo on page 8**

## *Greetings from the Helm*

### **Greetings, Shipmates,**

The season is over — way too soon!

Summer 2006 seems to be over before it started. I guess it was all the rain and a cold September. But, it was an enjoyable and an active boating season.

For those of you who attended the Loveland Shake Down you will recall the picnic on the beach. That's right — "on the beach." Loveland was a little short on water, maybe down six to eight feet, but we managed to have a good time. Thanks again to Richard and Lu Ball.

Then came Grand Lake. Good weather, a good turnout and a great time during Buffalo Days and the Rotary Pancake Breakfast. Lots of boats and lots of visitors at the Public Dock. The island lunch cruise and Chris Smith's talk was a big hit. Thanks again to Chris and Bob Braaf.

Then came Frisco's Frolic. Over 2,000 people hit the new dock to see the 21 boats that turned up for the outing. It just happened to coincide with Vettes in The Rockies. As a result we have been asked by the city to come back again for an even bigger event in 2007. Thanks Wayne Spaulding, Jeremy Smith and Miles Porter.

The season's final event was another great trip to Wyoming and the reservoir at Alcova. Thanks to Linda and Charlie Peak, the Casper Boat Club and all the members. Everyone had a blast. The river cruise is always a kick and the Poker Run was fun. By the way, I finally won something the Poker Hand, no less.

The annual meeting at Wayne and Cindy Spaulding's Boatyard restaurant in Frisco was Oct. 14 and proved to be a great time. Mike Novick was presented the gavel as the new chapter president.

While I only served one year as your president, I had a great time and would like to thank all of you who participated, provided ideas and leadership, attended the outings and responded to the survey.

We have a great group of people and the lure of old boats provides lots of opportunities to enjoy each others company.

Thanks to you all. See you on the water.

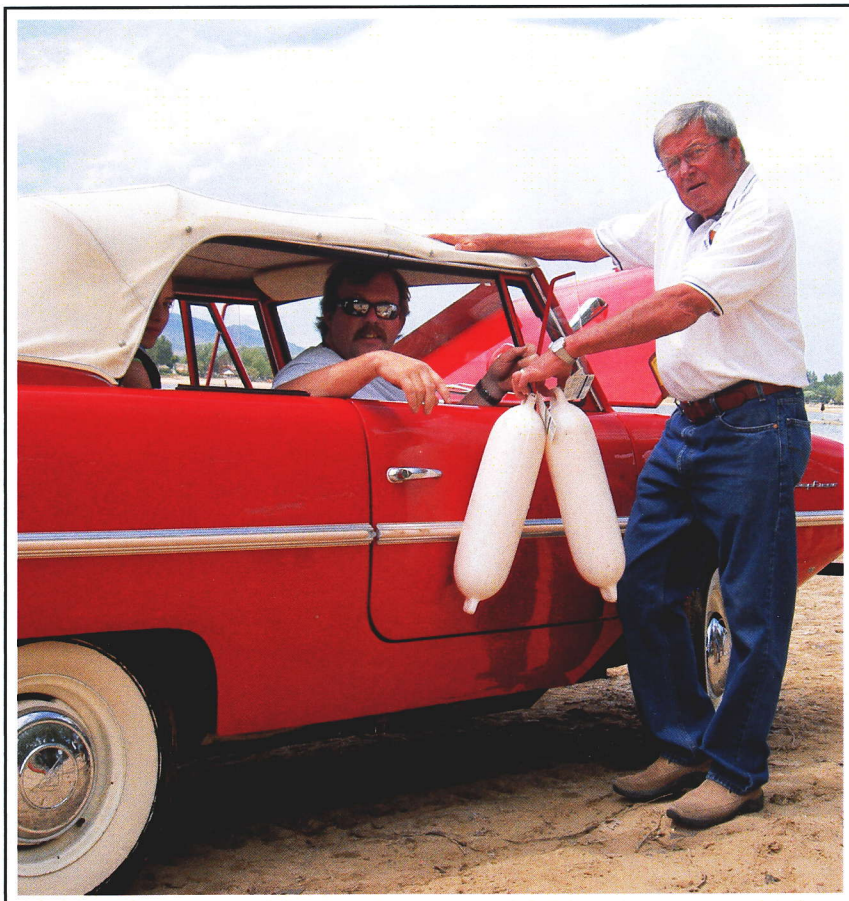
**Bill Tordoff**

***H2O Dancer***

**Frisco Bay**

**Lake Dillon, Colorado**

**amsiinc@cs.com**



**ACBS Rocky Mountain Classics Chapter President Bill Tordoff presents the "Best Docking" award fenders to a visiting Amphicar owner at Lake Loveland. Due to low water, the unique vessel was the only one to make it to the dock at Richard and Lu Ball's home.**



**Capt. Ron Ellis, on Lake Loveland, surrounded by just a few of his boats.**

## ***Capt. Ron brings color and a lot of boats to the water***

Ron Ellis, better known in the Rocky Mountain Classics Chapter of the Antique and Classic Boat Society as “Capt. Ron,” has a fleet of boats he bases out of Glen Haven, Colorado.

Capt. Ron and wife Catherine show up at the region’s scheduled events with at least two boats and sometimes three. At the Richard and Lu Ball-hosted Lake Loveland private soiree Ron arrived with a 1962 25-foot long Owens Sea Skiff, the “Rockin’ R,” hardtop cabin cruiser with a V-8, boasting 178 horses.

That was tendered by an Avon plastic rubber inflatable dinghy along with a little bright red plastic outboard runabout, a

1963 Razorback Skimaster powered by a 55hp Chrysler outboard.

In a recent update to the Owens, Capt. Ron reports the vessel is now stuffed full of horsepower with a modern bored out marine Vortec 350hp engine. (Look out Wayne, Charlie and Doug.)

Where many other chapter members stay in motels and lodges, campers, campsites, or with local members, Ron and Catherine stay aboard their lapstrake mahogany Owens, decked out with plastic palm trees and festive strings of lights. Often topping off the nautical scene is the skull and cross bones pirate flag.

In the 2006 ACBS monster

membership listings — some 700 plus pages — the Ellises have 14 vessels listed. The oldest is a 1956 Fleetform with a 70hp Mercury outboard, while the newest is a 1963 Span America 15-footer with a 40hp Johnson outboard.

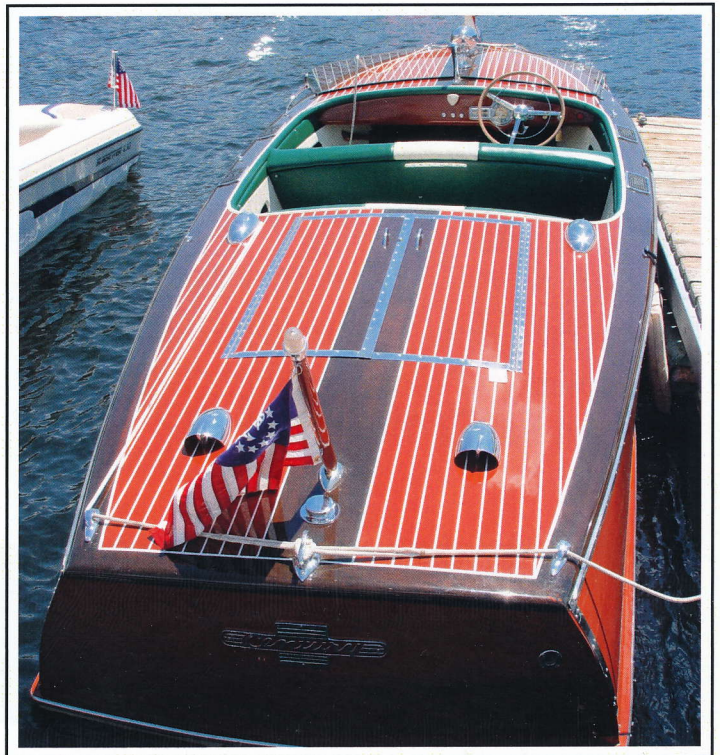
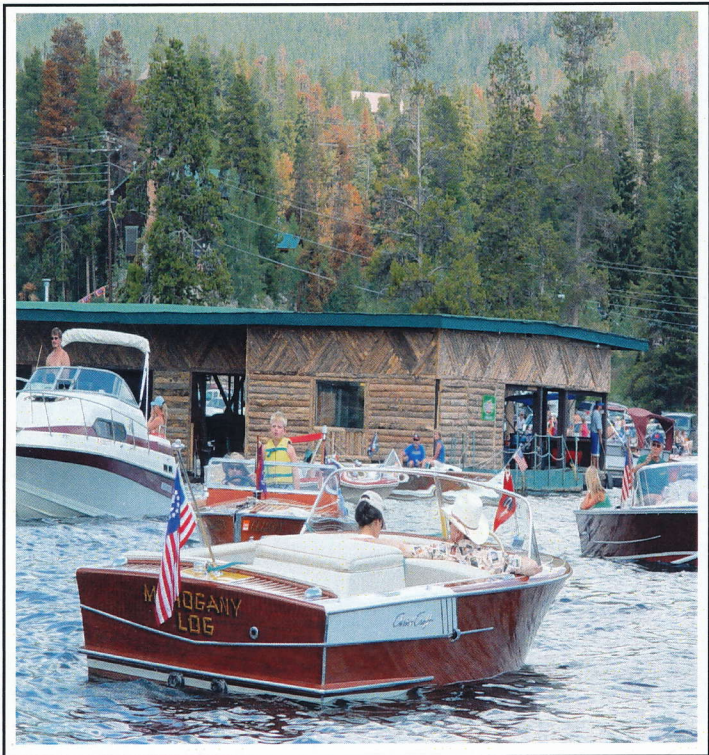
The “captain’s” favorite is the “Bob-A-Loo,” a 1958 Dorsett Monterey fiberglass hardtop in 17 feet, powered by a Johnson 100hp, which easily makes up for the higher altitude in Colorado.

Other names possibly not familiar to woodie fans are Glastron, Razorback, Sea Fury, Endura Craft and Red Fish, all of which maybe found at the Ellis Glen Haven boatyard not far from

**See Capt. Ron on page 8**



*Grand Lake lives up to its age*

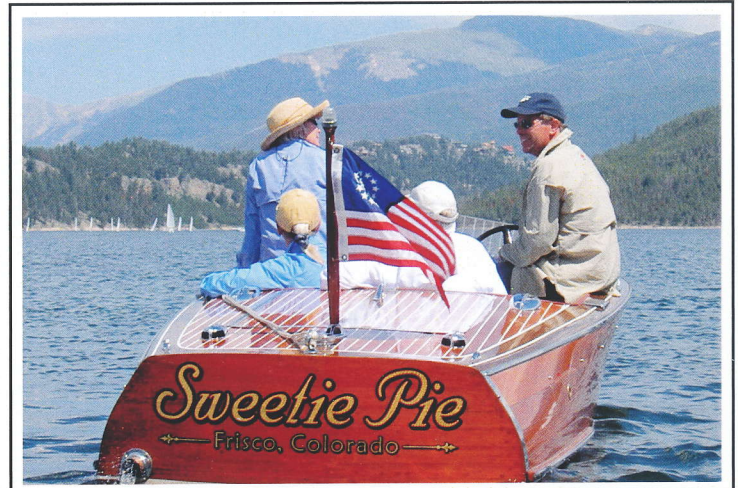


# Rocky Mountain Classics Chapter

**Denver, Colorado**

**January 18-21, 2007**

Antique and Classic Boat Static Display  
of the Rocky Mountain Classics  
ACBS Chapter at the Denver Boat Show,  
Colorado Convention Center. Contact:  
Tom Green at 303-797-7630 or at  
j8tg@ix.netcom.com



**Denver, Colorado**

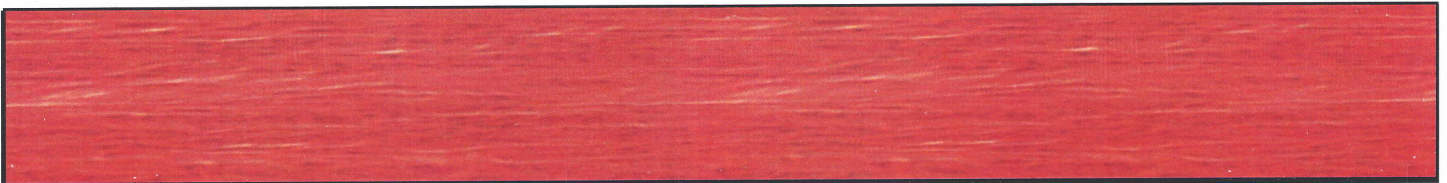
**March 1-4, 2007**

Antique and Classic Boat Static Display  
of the Rocky Mountain Classics  
ACBS Chapter at the Colorado RV,  
Sports, Boat and Travel Show, National  
Western Complex. Contact: Mike Novick  
at 303-674-5524 or at  
michaelnovick@msn.com

**Lake Loveland, Colorado**

**June 16, 2007**

Richard and Lu Ball host an informal  
RMC chapter gathering at their lakehouse  
at 1801 N. Garfield. Dock reception starts  
at 5 p.m. Campsites are available along  
with plenty of nice docking. Contact  
Richard Ball at 970-667-3965.



# 2007 Boat Shows and Contacts



## Grand Lake, Colorado

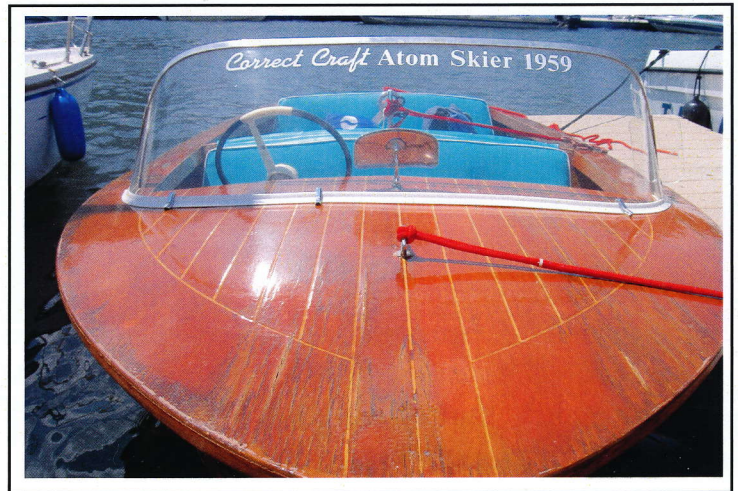
**July 20-21, 2007**

10th Annual Antique and Classic Boat Show, at an elevation of 8,369 feet, Colorado's largest natural lake in the heart of the Rocky Mountains at the West entrance to Rocky Mountain National Park. Contact: Bob Moore at 303-761-4453 or RMoore7744@aol.com; Bob Braaf at 970-887-2210 or bbraaf@msn.com

## Lake Dillon, Frisco, Colorado

**July 28, 2007**

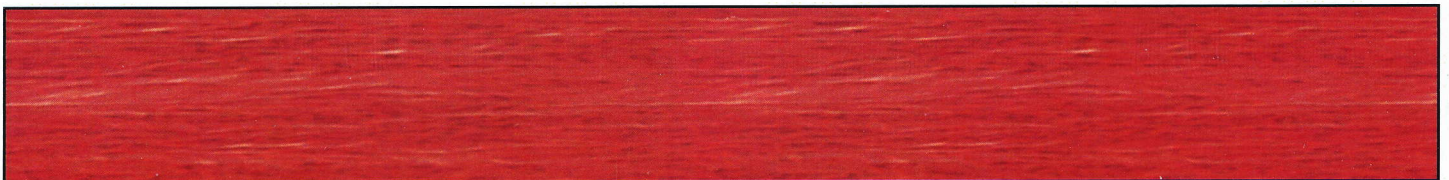
Rendezvous in the Rockies at the Frisco Bay Marina on Lake Dillon at 9,017 feet above sea level. Rocky Mountain Classics ACBS Chapter. Contact: Bill Tordoff at 970-668-8213 or at AMSIINC@cs.com



## Alcova, Wyoming

**August 18, 2007**

5th Annual Alcova Lake Boat Show at the Casper Boat Club at Alcova Lake. Rocky Mountain Classics ACBS Chapter. Contact: Charlie Peak at 307-234-0382



## **Pueblo from page 2**

Lake Pueblo is one of Colorado's largest bodies of water on the Front Range. We have abundant bird life and an interesting shoreline. We even have a large gathering of bald eagles who nest at the west end. It doesn't look like your typical man-made lake. There are many nice coves and from east to west, we are about eight miles long. We are enjoying the highest level of water in almost a decade. Also, the throngs of jet-skiers, etc. are pretty thinned out after Labor Day so there is lots room.

I realize this is last minute and I expect that we may have a small gathering this first year. I can tell you that we draw a lot of attention here with our Chris Crafts and I expect that we can have a decent turnout if we get the word out. I have a direct line to the Chamber of Commerce here as well as some other organizations, so I think it could be pulled together in short

order. I can assist with lodging and logistics with slips, parking, etc.

I am thinking about October. Preferably the weekend of the 7th and 8th or 21st and 22nd. I think that the 14th and 15th may be a conflict with the annual meeting at Lake Dillon. Of course, the earlier the better as fall marches on.

This is an opportunity for everyone to have some fun before the 2006 season comes to an end and to experience a great new piece of water.

I need to hear from any potentially interested parties as soon as possible.

I can be reached on (719) 252-1026 or via email at newcarsuck@yahoo.com — don't laugh, I feel the same way about boats

Kind regards,  
**Mark R. Mihelich**

## **Capt. Ron from page 4**

Loveland in Larimer County, an hour's drive north of Denver.

A boater for 42 years, Ron started out racing a Sunfish sailboat at age 10 and then moving to the larger Star and Soling fleets on Lake Travis. He and his brother, who later went on to take a World Cup third place in Spain, were skilled enough competitive sailors to also place third in the 1976 US Olympic Trials.

On his wish list today is an early '80s Glastron Carlson Scimitar 23-footer with T-tops.

When he's not restoring fiberglass and wooden boats, the former Austin, Texas resident builds "artistic and custom" homes. He has twice had his construction efforts published.

Capt. Ron can be contacted at rockinr250@yahoo.com or 970-586-3242.

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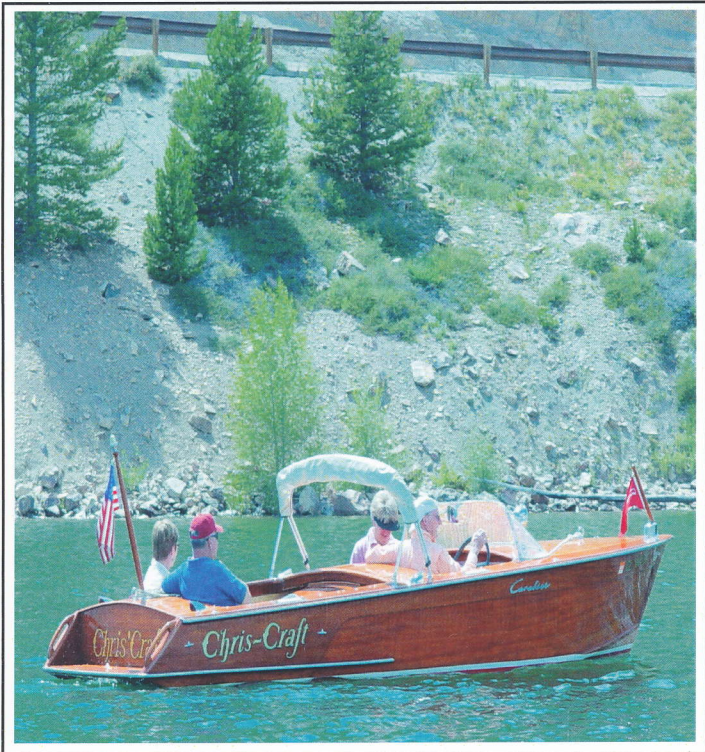
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## *Lake Dillon lures woodie lovers*





**Linda and Charlie Peak's 1929 26-foot Chris Craft triple wowed the Frisco show visitors.**

## *Wintertime effort will make summertime much easier*

A good excuse to apply some TLC to your vessel is the winter haulout.

This winterizing checklist (considerably shortened here) was inspired by Nigel Calder's invaluable Boatowner's Mechanical and Electrical Manual (Model 7103625) and suggestions of Phil-brook's Boatyard in Sidney, BC, on Vancouver Island.

### **Engine and Gear Train**

Change the engine oil, transmission oil and antifreeze. Replace fuel and oil filters. Add oil stabilizer. Drain the raw water system, taking particular care to empty all low spots. Remove rubber pump impellers, lightly grease with petroleum jelly and replace. Leave the pump cover screws loose so that impellers won't stick in the pump housings. Run the engine for a few seconds to drive any remaining water out of the exhaust. Replace water with engine antifreeze.

Check the primary fuel filter and fuel tank for water and sediment.

Keep a diesel tank full to cut down on condensation. Run gasoline tanks down to a minimum amount of fuel and add fuel stabilizer

Squirt some oil into the inlet manifold and turn the engine over a few times (without starting) to spread the oil over cylinder walls.

Drain crankcase oil and replace.

Replace lower unit gear lube.

Lubricate all grease points: tilt/trim, steering, control cables, etc.

Remove and inspect spark plugs.

Inspect ignition wires and system components. Replace as necessary.

Use an engine flusher to remove salt, silt and sediment from engine's lower unit.

Remove the inner wires of all engine control cables from their outer sheaths; clean, inspect, grease, and replace. Check the sheathing.

Seal all openings into the engine (e.g., air, inlet, exhaust) and the fuel tank vent. Put a conspicuous notice somewhere so you remember to unseal everything at the start of next season.

Inspect all hoses for signs of softening, cracking and/or bulging.

Clean and degrease engine.

Apply touch-up paint as needed.

Spray corrosion inhibitor on engine exterior.

If hauling out: Check for propeller blade misalignment and cutless bearing wear; tighten any strut mounting bolts; inspect stainless steel prop shafts for crevice corrosion; remove prop nut and check under it.

## ***Bilge Pump*** **Advertising Policy and Rates**

Historical productions cost of The Bilge Pump has averaged \$1200/yr (\$3/cc - 100ccsX4 times/yr). Membership fees of \$15/member has supported the cost since little revenue was generated through sale of ads.

Based on today's cost of \$6/copy (\$600/100 cc's) sale of advertising space will reduce the Chapter's publishing expenses.

It is therefore the policy that the Bilge Pump will make not more than 20% of printable space available to members and non-members for advertising and generation of revenue.

The following rates will apply(Charges are per-issue): (\$7/sq")

AD SIZE	Square inches	Cost Non-Member	Cost Member
1" X 2"	2	\$14	\$7
2" X 3"	6	\$42	\$21
3" X 3"	9	\$63	\$32
3" X 5"	15	\$105	\$52
1" X 6"	6	\$42	\$21
3" X 6"	18	\$126	\$63

Advertisements must be received 14 days prior to publication.

Advertisements shall be direct to the Publisher.

Ad rates are posted yearly in the Bilge Pump.



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