



ROCKY MOUNTAIN CLASSICS,  
41ST CHAPTER OF THE  
ANTIQUE & CLASSIC  
BOAT SOCIETY

Rocky Mountain Classics Chapter

VOLUME IV ISSUE I

JANUARY - MARCH 2012

## January, February & March: 3 Months, 3 Events!



### BOARD MEMBERS

- **Bob Phillips, President**
- **Tom Lange, Vice President**
- **Charlie Simons, Treasurer**
- **Vickie Rutkowski, Secretary**
- **Directors:**
  - **Jim Brooks**
  - **Mike Rutkowski**
  - **Michael Vannier**
  - **Doug Brown**
  - **Charlie Geuin**
  - **Chip Taft, Director-at-Large**

Rocky Mountain Classics kicked off 2012 with three events that typified the mission of our chapter. All three gave us an opportunity to share our love of classic boats and cultivate potential new members.

At the **January Denver Boat Show**, our exhibitors were busy showing our boats and talking up the club to people who were interested in antique and classic boats from noon on Friday, January 13 until 5pm on Sunday, January 15 - that lull Saturday night during the Broncos game notwithstanding.

Thanks to the efforts of Coordinator, Jeff Waco, and many club members, we got good feedback that our display "made the show" and that ours was "the best display at the convention center!"

Diane Waco created a beautiful banner for the show with pictures from Grand Lake meets that David Wise had enlarged to 11x17. They really made the banner distinctive.

And then there were the boats. Bill Tordoff and Wayne Spaulding displayed their Hacker Crafts, and as usual, they were a big hit. Coming from Frisco is not an easy trip for either of them, and we appreciate the time they devoted to the show.

Don and Max Hendrickson trailered their Chris Craft Fiesta kit boat from Cheyenne, Wyoming. People LOVED it and could not believe it was a kit boat. Hopefully, he will be at the in-water shows this summer, and all will have a chance to see the little "yacht."

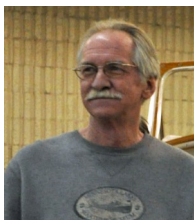
Kevin Anderson displayed his magnificent 1929 triple cockpit, and our president, Bob Phillips displayed the Shearwater. As usual, it commanded lots of attention. Bob

does a great job explaining the intricacies of the steamboat, as well as the benefits of club membership.

In the unrestored category, Shawn Shambo displayed his 1953 C.C.

It's not too early to think about next year. If you have a boat that you would like to display, please email Jeff Waco at jef-f54@earthlink.net so he can put you on the list.

In February 11, Tom & Kathy Lange hosted the "**Take a Closer Look**" membership event at their Lange Family Boating Center in Boulder. It was a FRIGID night, but that didn't stop 11 skippers and 15 guests gathering to share the sounds, smells, and memories of great boating events. Mike Vannier was the lucky winner of the door prize – an event poster signed by our own Chris Smith.



Tom Lange

Part of the event was the sale of nautical items with all proceeds going to the RMC. Items sold included Chris Craft memorabilia – some signed by Chris Smith – event posters, photos, and other art and nautical items. Tom presented \$520 from this sale to the RMCC treasury!

All attendees received an event poster and a laminated 2012 boating calendar.

Many thanks to Tom and Kathy for their constant support of our club and their wonderful generosity. We really appreciate it.

Early March brought us beautiful weather and a great experience at the **55<sup>th</sup> Annual Colorado**

**RV, Sports, Boat, and Travel Show.**

Coordinators John Stiller and Jerry Ross created a Classic



John Stiller, Thad Bergh, and Jerry Ross with Jerry's Lyman.

Campground right in the Western Complex. In addition to the Chris Craft Camper, we had six great boats on display.

Thad Bergh displayed his 1952 14' Viking Runabout, which just happens to be the 145<sup>th</sup> boat registered in the state of Colorado. It was displayed with its original Tee Nee T-frame trailer.

Jeremy Lange displayed his 1947 18' Ventnor Deluxe Utility, which boasts the original engine. It's a rare boat and in beautiful condition.



Lange's 1947 18' Ventnor Deluxe Utility

Jerry Ross displayed his 1961 16' Lyman Utility. It's "clinker built", meaning the topsides are lap strake in which the strakes or side boards are overlapped at the edges.

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## From the Helm *by President, Bob Phillips*



President, Bob Phillips  
Lake Loveland, June '11

Ahoy mates, one and all. I just spent the weekend in our RV at Chatfield St. Park. With the weather pattern in its present balmy mode, we could not resist. A few things to read, the occasional walks, a DVD or two for evening viewing, and the unseen, but very evident, cloud of spring allergens. The pluses and minuses of life!

Boaters were there, too, in small numbers - bobbing, fishing, sunning, skimming, beaching. Each to his own tastes, and all representing the harbinger of boating season to come.

For most of us, now may be the time to contemplate preparation. Hmm, what was it that I intended to replace or repair? What about new cushions? What is needed for engine maintenance? Steering cables OK? – better check. Where's the sea cock? Is the bilge pump working, need cleaning? Running lights OK? Oops, the battery charger wasn't plugged in!

Each of us has our own list, either in mental or on paper. Personally, I am a paper kind of guy. Goes with the aging process. Anyway, do your stuff when you can, the best you can.

### Happenings

The January RMC boat show display was very well received and appreciated by show folks and by the meandering public. We had some visitors who came from extended distances to look and chat. Always a fine fun time. Thank you Jeff for coordinating this.

Tom Lange's February event went well by all accounts. Sales from art and other boating miscellany dropped over \$500 into the club treasury. Way to go VP Tom!

Hey – did John Stiller and Jerry Ross do a nice job at the RV show in early March or what? Well, yes they did. Thanks to all who helped with it.

So now it's onward to the open sea of spring and summer. Let us collectively look forward to good camaraderie, few towing incidents, no lost props, no accidents, and, of course, Charlie's divine brisket at Frisco.

Bob Phillips  
RMC President

Our display “made the show” and ours was “the best display at the convention center!”

## January, February & March: 3 Months, 3 Events! *Cont. from P1*



John Stiller’s 1959 14’ Biesemeyer. That’s Jersey Girl in the background.

waterski behind it – making it very unique.

The show was busy and generated lots of interest in classic boating and the Rocky Mountain Classics. All three events were very successful and helped get us all in the mood for a great 2012 boating season!

The 1959 14’ Biesemeyer owned by John Stiller was also on display. Restored in 2010-11, this boat has a Johnson 70hp engine that makes it perfect for weekend racing. John also exhibited his 1968 9’ Barracuda Hydro cycle. Introduced after the powered surfboard concept but before the Jet Ski, the Barracuda Hydro cycle could be equipped with up to a 35hp outboard motor and made the cover of Sports Illustrated in June of 1969. John plans to restore this boat this summer.

Finally Jeff Waco displayed his 1960’s Vintage Klepper 12ft. Folding Sailboat, which can be rowed, sailed or powered. You can even



Jeff Waco’s 1960’s Vintage Klepper 12’ Folding Sailboat

## Horsetooth Rendezvous Set for August 25—RSVP REQUIRED!

Coordinator Doug Brown has confirmed the details for our 2012 Horsetooth Rendezvous.

Date/Time: 8/25/2012—8:30am until whenever—**RSVP by 8/18 please!**

Launch Location: Horsetooth Reservoir, Public Ramp, South Bay Area, Fees: \$14 (\$7/vehicle + \$7/boat)

Members Bud & Gail McMahon have again reserved The Sail and Saddle Club for our event so we’ll have it all to ourselves. Bud and Gail will provide some food (hence the RSVP), but participants are encouraged to bring a dish to share.

The Club has dock space for up to 10 boats and several buoys, with a dingy available for transport to-from the buoys. The buoys are a really good option for longer boats!

Bring your own coolers with food and beverages. The Club has grills and refrigerators available for our use - and BATHROOMS.

If you have questions about this event, contact Doug Brown at 970/635-2466 or [woodworking@earthlink.net](mailto:woodworking@earthlink.net).



### You Got Mail!

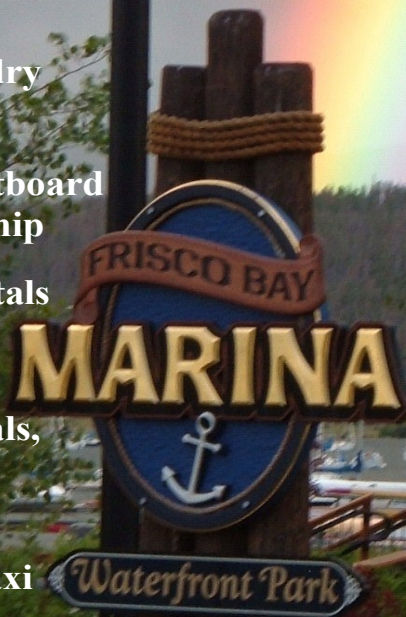
Stay connected to the RMCC! We pull our roster with email addresses from the ACBS site, so please make sure your email is correct there. We use email to communicate important chapter information so don’t miss out. Update your email today!

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## The Perfect Boat—Part II, by Jeff Waco



In Part I of our story, I left off where my wife was introduced to our new yacht.

At first look, Diane had an expression of disappointment on her face. She knew this project was going to take time and money – money that we didn't have. Nevertheless, we were determined to figure out a way of at least getting the new boat cleaned up and maybe even powered.

My mother had a house in Long Beach, NY, but the commute to the boat's location on City Island was long and expensive given gas and tolls. My wife decided we should load up the dog and move aboard The Matthews, our 42' boat.

Diane scrubbed every nook and cranny of that boat, and we moved in. We had no hot water, and our water pressure was a dock hose passed through a porthole. OK – the living conditions were a little primitive, but I still thought I'd died and gone from heaven. But then I'm the ultimate optimist when it comes to

boats. Diane felt a little differently about the situation.

We made arrangements to move the boat to her new berth at Freeport, LI. The marina owner offered to tow the boat for me free of charge, only charging me for the fuel cost.

At last the day came to tow the boat. It was only 33' long, and I was told that even though the tow would be 10 hours long, I didn't need to worry. I checked and rechecked everything I could. I rigged up a bilge pump in case she started to take on water, and off we went.

As we pulled out of Long Island sound heading towards the East River when we realized we were taking on water. The shafts were not attached to the transmission, and in the forward momentum, the shafts pulled back and broke the bolts that held the shaft logs in place. We later found out that the bolts were electrolyzed.

My wife and I took turns steering the boat and bailing with a bucket. This went on all day. When we reached Hell's Gate, the current was running like an express train. It spun the tow boat around, and the tow boat lost our boat. Fortunately, there was little traffic at the time, and they were able to come about and get us going again.

The trip down the river was spectacular, even though we had to work on keeping the boat afloat. When we passed under the Verrazano Bridge, the wind increased to about 20 knots and the water was churning up to about three feet. Not a very comfortable situation! My boat rolled. The tow bridle pulled out of the chock and knocked against the bow light. That light took off like a bullet, and that fitting was very hard to come by!

Finally, the ocean calmed a bit, and we stayed about two miles offshore for the next 20 or so miles.

I was really glad to see the JI buoy which marks the entrance to Jones Inlet. The inlet was a little rough with the change of tide, but I wasn't worried. We proceeded slowly, and then. . . the tow line snapped in the middle of the inlet! Rocks to the east of us and shallows to the west of us. The tow boat operator was an excellent helmsman and was able to come alongside in confusing seas and get another line to us. It was a dangerous situation to be on the fore deck with the boat pitching and rolling. I have to admit that I was very nervous at the time.

We got through the inlet without any other incidents and thought we were home free. Little did I know! As we went down Freeport Creek to the marina, the tow boat ran out of fuel, and we were now adrift. My boat was drifting towards another boat, and I was working hard to fend off. The owner of the other boat was screaming at me, and my hand went through my port side window – but I was able to keep my boat off his.

We ended up on the other side of the canal where a smaller boat took us in tow, and we got into our slip. We tied up, plugged in, and both Diane and I just collapsed in exhaustion. When we got ourselves together, we ordered a pizza and went to sleep.

About six o'clock the next morning, the marina owner came banging on the side of our hull telling us that we were going down. I jumped out of my berth, and the water was almost up to my knees. He gave me a pump, and we saved her from going down.

The perfect boat? I don't think so.

That week we went looking for engines, and we hauled the boat out to refasten the shaft logs. Since the boat was going to be on slings overnight, my wife wanted to stay in the motel next door so we could have at least one night in comfortable surroundings. I was glad we checked into the motel because it rained profusely that night.

We had a great night's sleep, and we were ready to go the next morning. I got up quite early and walked next door to the marina to check on my boat. There she was – with her stern on the ground. The stern all the way up, and the rear of the cabin was crushed. Unbelievable! I literally sat down on the ground and cried. All my hopes and dreams were in a pile on the ground.

I took a walk to gather my wits and evaluate the situation. Obviously, the smart thing to do would be to walk away and just chalk this up to a bad experience and lesson learned. So of course I decided to keep going on the project!

The marina took care of the crushed cabin. The leak was fixed, and I found a pair of engines that were just like the ones I'd taken out. We were moving along quite well, but summer was coming to a close for us. We both had to get back to Colorado and get back to work teaching school.

We packed up, got in the car and started driving. Diane and I talked about our summer and even laughed at some parts, but we were actually looking forward to get back home.

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## The Perfect Boat—Part II, by Jeff Waco, *continued from p5*

We stopped for gas in some town in Nebraska, and I told the attendant to check the oil. He did, and in a matter of minutes, we were on our way. And in another few minutes, the engine light came on. We pulled onto the shoulder. I checked the oil and found the attendant hadn't put the oil cap back on. The oil had just blown out. I put some oil in and drove for a mile or two, and then the rod went through the block. At that point, we believed we were jinxed.

We were towed to a Volkswagen dealer in Grand Island, NE (and thank goodness they HAD one), and discovered we needed a new engine. We were down to our last \$300, and we spent the money to tow our car to Denver to our Volkswagen dealer. We bought a new car that night.

What a summer! Any other wife would have divorced her husband on the spot, but Diane stuck with me.

In the meantime, the marina was finishing up the engine installation, and we were ready for a test run. I flew back to New York to check on the installation. You can't take anybody's word in the marine industry back there! If you have someone do work for you, you need to check everything including the time they actually spent on the job.

I was really excited. The engines started right away and sounded great. But when I put it in gear, I realized the engines were installed backwards. I was beside myself. The

marina refused to correct THEIR mistake, so I just had to live with it.

The boat handled a little differently, but it was fine. We spent the next seven years putting the boat into GREAT condition. We rebuilt the generator, installed air conditioning, and replaced most systems.

But my summers were getting cut. The school year was changing, and my budget was getting smaller. We did not have the money to continue to restore "Aldebaran". We put her up for sale, and a young guy fell in love with her just like I did. I did well on the sale, only losing a few thousand dollars. The new owner was quite well off and put in tons of money, installing new engines, new ribs – all the things I couldn't afford to do.

In the meantime, I was on the hunt for another "Perfect Boat." Diane put her foot down and said the next one HAD to be in good condition.

There wasn't much in my price range. I got a phone call from the person I'd sold my boat to. He wanted to sell it because he was buying a larger boat. He'd done a lot to the boat, and I thought it was a good buy. I BOUGHT IT BACK! People told me I was insane. When I looked at the boat, I was in love all over again. It was like returning home. It really WAS "THE PERFECT BOAT."

### Lange Family Boat Center hosts 3rd Annual Show on May 12, 2012

#### SAVE THAT DATE!!!

It is the 3<sup>rd</sup> Annual Boat Show & BBQ at the Lange Family Boat Center in Boulder.

The featured marquee this year is Chris Craft.

There will be free refreshments, great music, wonderful folks and an Art and Oddities Sale with all proceeds going to our local Rocky Mountain Classics Chapter of the ACBS!

Catered food, handcrafted beers, 30 plus years of collected boating stuff and early rock and roll items up for sale. ALL FOR A GREAT CAUSE!

Plan to be here! Our neighbor, Avery Brewery has a big event planned that weekend too, so please bring your boat if you can.....there will be a big crowd to enjoy our boats!

We have several Chris Smith autographed items for sale at reasonable prices so everyone should be able to have a nice keepsake of the man we all love. Some have even been sent to us by Chris himself for this event. There will be framed pieces of art featuring a few members of our club that they will see for the first time. These will be sold to benefit the club as well.

So, COME JOIN US! Bring a favorite dessert to share if you like and let's have our first summertime fun for the benefit of our RMC's.

**Please RSVP to [tklange@msn.com](mailto:tklange@msn.com) or 303-641-3312 so we have plenty of food for all.**

SEE YA THERE!!!

## Introducing....New Members!

Since last summer, four new members have joined our club. Please extend an warm RMC welcome to:

Mark & Maleah Delano of Littleton, CO

Colin Everson of Monument, CO

John Friedery of Lafayette, CO

Brent and Carri Grinditch of Berthoud, Co

We look forward to meeting these new folks and learning more about them and their boats during the 2012 boating season. Again, welcome!

## 2012 RMCC Event Schedule

Dates	Event
January 13-15	<b>Denver Boat Show/Colorado Convention Center</b> Coordinator Jeff Waco at jeff54@earthlink.net or 303/421-3141
February 11	<b>Fall in Love with Classic Boats/Boulder, CO</b> Coordinators: Tom & Kathy Lange at tklange@msn.com or 303-447-1738
March 1-4	<b>55th Annual Colorado RV, Sports, Boat &amp; Travel Show National Western Complex, Denver, CO;</b> Coordinator: John Stiller at john.stiller@qwest.com or 303-670-6837.
June 9	<b>2011 RMCC Shakedown Cruise</b> <b>Lake Loveland, Loveland, CO</b> Coordinator: Rich Ball at rball@fwtb.com or 970-667-3965
July 14	<b>Grand Lake Antique Boat Show /Grand Lake, Co</b> Coordinator: Chris and Bob Braaf at bbraaf@msn.com or 970-887-2210.
August 11	<b>Frisco Boat Show/Frisco, CO</b> Coordinator: Bill Tordoff at amsiinc@cs.com or 970-409-9224
August 25	<b>Horsetooth Reservoir/Ft. Collins, CO</b> Coordinator: Doug Brown at woodworking@earthlink.net or 970-635-2466
September 16-19 September 19-22	<b>ACBS, Pre-Event Classic Wake on the Lake</b> <b>ACBS, Annual Meeting</b> Big Cedar Lodge, Table Rock, MO
October 6	<b>Sloan's Lake Rendezvous/Denver, CO</b> Coordinator: Mike Novick at michaelnovick@msn.com or 720-244-3376

*The Bilge Pump*

Newsletter for the  
Rocky Mountain Classics Chapter, ACBS

Visit us on the web at

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**More Boating Fun Inside!**



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