

Mahogany & CHROME

ISSUE 3, 2024

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Spencer

Hacker-Craft

Century

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Riva

Shompson



THE OFFICIAL MAGAZINE OF HEARTLAND CLASSICS

A CHAPTER OF ACBS

WWW.HEARTLANDCLASSICS.ORG



Details are Important.



Craftsmanship might seem simple at a first glance but further inspection reveals a master boat builder's countless hours in the details. They focused on the particulars creating something of value and quality from anchors to windshields. Decades later the workmanship is still appreciated and admired.

That is similar to how WPT Power builds its products for the Marine industry. We're not going to be found in the local boat yard or marina. That's because we design and manufacture quality clutches and brakes for industrial marine propulsion and offshore applications. WPT pays attention to the details which is why our products perform and last.

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From the Helm



Summer is in full swing and the boats are out. I am sure the waterways you frequent are full of people out in vessels of all shapes and sizes. Some cruising to enjoy the scenery, some going as fast as possible for the thrill, others fishing or water skiing but all want to be on the water.

We often pack a lunch, take some drinks and a floaty and head to our boat. We load it all up and head out on a beautiful day. We find a nice cove and drop anchor, float and relax. When we return we usually find a boat or two anchored and floating in our cove.

It is funny to think how when we are leaving to head to some other cove to anchor, there are others leaving their docks to come anchor in our cove. Why not just anchor in our own cove? Well driving the boat to get to your destination is a big part of the fun.

When I made the decision to sell my Tritoon years ago and give her slip to an old wooden boat I didn't realize how much that would change my enjoyment of boating.

With the Tritoon, I would use the boat to get to dinner, entertainment, or to cove out. She was considered water transportation.

When I started boating in the old Lyman I quickly realized the best part of each trip was actually the journey. No longer was the highlight what food we would order or band we might listen to, it was the ride to get there and back.

I think we all enjoy our boats more for the journey than the destination they can take us to. I wish you a great Summer of journeys. Get out and enjoy your old boats and remember the journey is what matters often more so than the destination.

See you soon,

Mark Engstrom, President



BUYING FOR A GOOD CAUSE

Story by Mark Engstrom

Some of you know I am also the Board of Director's President of a tiny-but-mighty local animal shelter in Sunrise Beach, MO called *Ozarks Kat & K9 Animal Shelter*.

We have a thrift shop which funds 80% of our operating costs. The remainder of our costs are raised through fundraising events and donations. We are blessed to have many local community supporters and have found that 20% needed every single year.

One special couple – Steve & Elizabeth Bradury – are long time animal shelter supporters of which OKK9 is blessed to benefit from.

They also happen to be Heartland Classics members displaying their vintage 1957 Lincoln/Lyman boat ensemble at our Lake of the Ozarks events. Over the years they have become dear friends of ours.

When I received a call from them explaining their desire to sell their beautiful combination and donate all the proceeds to three local lake animal shelters I was speechless.

If you know me, I am rarely speechless so this was a big deal for us.

Our shelter and the other two benefiting from this sale will use these needed funds to continue to fill the gap and need in the shelter care area. Please help us by sharing the story and maybe you will see this ensemble at one of our Heartland events!



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Welcome to our New Chapter Members

Steve & Peggy Berkebile of Sunrise Beach, MO

Tom & Nanette Corso of Saint Joseph, MO
1958 Chris Craft 17' Sportsman

Denny Cresap of Afton, OK

Curtis & Roberta James of Shelbina, MO
1983 Baja 19'

Tommy & Kaytlyn Needles of Lotawana, MO
1987 Ski Nautique

Rick Penno of Gravois Mills, MO
1950 Chris Craft 19' Racer

Mark Webb of Osage Beach, MO

Harry & Nancy Wyatt of Ketchum, OK
1957 Chris Craft 33' Futura

Issue 3, 2024 Contributors

Mark Engstrom, Kathy Parker, Chuck Gibbs, Karol (Kasey) Rideout, Becky Caddell, Marilyn Davenport, Bill and Charlotte Snyder, John Mason, Bruce Hurst, and Forrest Bryant.

Cover Image

Photo by Forrest Bryant – 1984 Switzer, owned by Bill and Charlotte Snyder of Little Rock, AR. Taken at the Table Rock Lake event in June of 2024.

For more information, see their Profile Story on page 12.



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Ports of Call

ACBS INTERNATIONAL MEETING & SHOW

Gull Lake, Brainerd, Minnesota

September 8 - 14, 2024

2024 GRAND LAKE EVENT

Cherokee Yacht Club & Marina, Afton, Oklahoma

September 19 - 21, 2024

Chuck Gibbs (918) 645-9000

CAPTAIN RON'S RENDEZVOUS

Captain Ron's, Sunrise Beach, Missouri

September 28, 2024, 12:00-4:00pm

Mark Engstrom (309) 256-1727

2025 HOT SPRINGS CLASSIC

Lake Hamilton & Lake Ouachita, Arkansas

April 24 - 26, 2025

John Davenport (479) 234-5102

For additional information, please visit the Events page on www.heartlandclassics.org.

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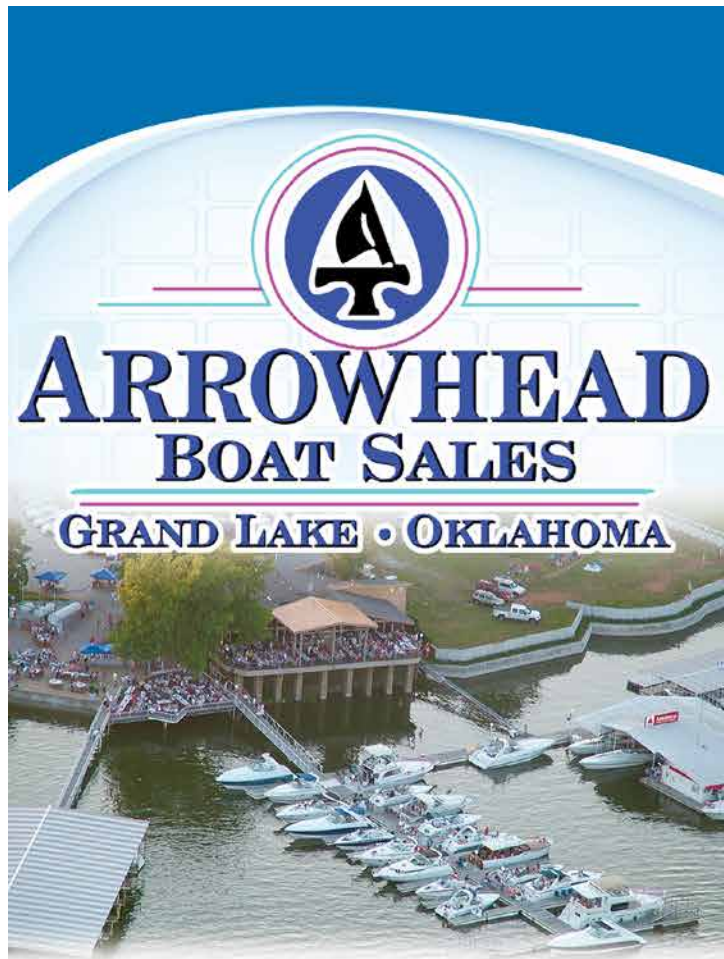
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CHAPTER CREW

It takes a lot of dedicated individuals to keep a dynamic group like Heartland Classics up and running. If you ever need to contact any of them directly please feel free to do so. The information is provided here in the interest of advancing the classic boating hobby.



We sell fun!



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Renovations-One Item to Keel Up



CURRENT BOAT RESTORATION PROJECTS IN THE SHOP:

Upper Left: 1930 Chris Craft 20' – New Bottom
Top Center: 1957 Chris Craft Futura 33' – Everything
Right: 1947 Chris Craft 36' (Class of 47) – Everything
Lower Left: 1958 Chris Craft Continental 18' – New Bottom

Brent Howard: 918.693.1855, bhoward@howardclassicboats.com
Steve Howard: 918.852.9883, stevehoward@live.com

the SAGA of a boat

AN ONGOING RESTORATION STORY – PART TWO



Story by Kasey Rideout
Photos by Kasey Rideout & Chuck Gibbs

Bolts, Bottom, and Boo-Boos...

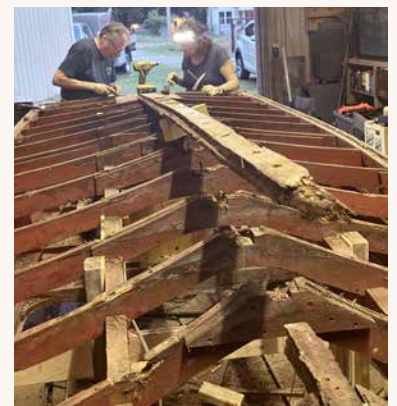
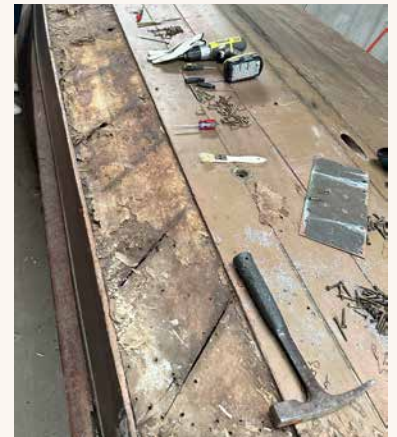
When we left off in May, things were well underway to remove the bottom of the boat. Days, nights, and weekends were spent tearing things apart. All the bottom planks were eventually removed, and with them came the linseed oil-soaked canvas that, apparently, was originally used to provide waterproofing protection. By the looks of the “fabric” that came off with the bottom planks, I’d say the success of the material was marginal, at best. But I guess it wasn’t supposed to be still afloat 70 years later.

Every plank we removed exposed more damage, more rot, and more knowledge of what we were up against. It was questionable if there would be any wood at all that was salvageable. But we were all in, and it was too late to turn back now. Dan, as always, was my optimistic leader – providing encouragement even when I didn’t realize I needed it.

I think the key word for this period of time continues to be some derivative of the word “learn.” Whether it is associated with construction, destruction, materials, equipment, it’s all new.

We got the bottom boards and the inner planking torn off and were faced with the bottom frames and the task of replacing them. It’s a process to learn all the steps that are necessary to complete in a process of this size. To say I was ignorant would be the biggest understatement of the decade. Wood had to be purchased, had to be planed to the correct thickness, and delivered to the shop. But then we realized, why deliver it to our shop when – we don’t have a saw!!!! Once again, here comes Dan with the solution. For multiple weekends and evenings, we went to his shop where I learned how to use a band saw and began cutting each and

(continued on next page)





I'm still trying to wrap my head around the process and what comes next.

every board that would eventually be used for the frames. The stringers on the bottom were in really good shape – thankfully. So, we were able to salvage each of those. Using the old boards as patterns was (again) a challenge, including those associated with using rotten wood as a pattern. Imagination has to take hold and one has to make a really good guess as to where the edge is really supposed to be. I would cut the boards and then we would haul out to our shop to put them in place for accuracy. There weren't too many that had to be re-cut, thankfully. About mid-way through the process, it became clear that a band saw was needed in our future. Kyle Jamar, once again came to our rescue. Pulling out an old band saw he had in the back of his shop, he has allowed us to give it a new home and use it for our project which saved us time, miles, and allowed Dan to actually close his shop.

The past few months – and the next several – have been and will be spent talking about the bottom. We've removed frames/boards – whichever name you call them, and we now have a bottom full of beautiful new wood. All frames have been replaced, glued and screwed, 5200-ed, and locked into their new home. It's a thing of beauty. I'm still trying to wrap my head around the process and what comes next.



May and June were filled with hours of removing boards, removing screws, and removing... bolts. It was with this task I was presented with endless evenings of pounding, prying, and praying they would come out. Chuck and Dan taught me how to work at coaxing them out, and I found – once again – my trusted Dremel came in handy when needed. But then one Sunday I was there alone, trying to get the last bolts out of the stringers. I knew I couldn't use the Dremel because it would damage the wood. I also knew I had watched Chuck and Dan use a strange looking contraption to secure an object, and another turn and click-y thing to get things to come out (I know – pitiful). This particular day I came across a bolt that decided it would rather spin than allow me to take off the nut. No matter what I did, I had no luck. Then I remembered the two objects I had seen the guys use. I was bound and determined. That was the day (I was so proud!) I taught myself how to use a socket wrench and vise grips. That bolt and nut didn't stand a chance. It took me a few (hundred) tries, but I eventually got it out. They may not look pretty when I get them out, but I know I will always win!



I think I can safely say that restoring an old boat is kind of like being out in the middle of the lake on the Fourth of July. You float a little, you panic a little, you fret a little, and you laugh a little. But at the end of the day, you've created an experience. I've never been a person who knew anything about a "shop." Now, I do. When the boat arrived, the space was basically a holding place for anything that didn't have a home at Chuck's house (or mine). It was filled with shelves that held miscellaneous tools, boxes of unidentifiable "stuff", and things that had been acquired at an auction, estate sale, or a random individual who had things to get rid of. It soon became clear that some sort of organization system had to be implemented. We also realized that restoring a boat in a

shop, there is a huge need for surfaces to put stuff on, and places for things to belong. We started acquiring things from various places. Marketplace was a favorite. Chuck put his talents to work by building a 3x8 work bench out of 4x4s and scrap Corian. It also became clear that we had gathered a large number of tools – none of which matched, most of them were old, but all of them would become a valuable part of the process. So now – where do we put them...? Enter the phrase, “things that—.” We now have a shelf for things that pound, things that cut, things that stick, things that screw, things that squeeze, etc. – you get the idea. I got a lot of eye rolls and shaking of heads, but these guys now know where to go when they need a tool. It’s fun to watch them realize they need something and ask themselves, “I need a thing that [insert function here].” They know right where to find it (they also know where to put it when they’re finished using it). They’ve also turned me into a person who looks on Marketplace for “shop things,” goes to Harbor Freight just to see if there’s something I need, and tries to figure out what kind of tool I need to do some kind of job. (*Who am I?!!*)

The past couple of months have also turned into that time of year I refer to as “the face of the sun.” Even with large fans blowing, a big metal building turns into nothing short of an oven. Heat exhaustion was becoming more frequent as we went along. It became clear we needed air conditioning. Talking, shopping, planning, all took place, and the air conditioning angels came down and made it happen. I had already thought about what we were going to do in July and August, coming to the conclusion we wouldn’t be getting a lot of work done during these months. The same could be said about the months of January – March, which can be as cold as any town in Alaska. Thankfully, and, who knew, there are actually window unit air conditioners that also have a heating element?! We’re now set and will be able to work 12 months out of the year.

All this time we were spending on shop improvement, we continued to attack the next task on the boat. Continuing on the bottom, the keel came off, as did both chines. Did I mention the nose piece? Lord have mercy... All of these pieces are now re-made and ready to be installed. Wood has been acquired to make the inner planking, and I’m currently working on cutting the intermediate frames to be placed between the main frames.

The transom such, as it is, was next on the list of items to tackle. I have to say, the curves of those boards are so amazing and beautiful. It’s another one of the things about the boat that I’m in awe of when I look at it. Again, the boards had to be removed and re-made, this time using the wondrous material known as penetrating epoxy. As strong as 5200 is, this stuff knows

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no material that can destroy it. Putting multiple pieces of wood together with epoxy between them results in a piece of wood that is just as strong as one that is original in its form. But not only does it allow a piece to be built out of thinner strips of wood, it also facilitates the bending of said piece of wood. The result is a perfect example of what belongs on this vessel.

In the midst of all of this, I have also been forced to purchase a first aid kit. Even with the necessary wearing of gloves, I constantly have at least one band aid on my hand. Both Chuck and Dan can be seen at any given time with blood on their arm/leg due to some random piece of wood or metal something-or-other placing itself in their path for them to run into. I guess they'll all be referred to as battle scars. Oh – and why...please, can anyone tell me... when I'm working in the shop, regardless if I'm wearing a mask or not – my face is covered in dirt, dust, and grime – and I don't have to touch my face for it to happen! I look like a character out of the musical, "Annie" – one of the orphan kids who are always filthy. All I know is every time I leave the shop to go eat, I have to go in the bathroom and wash my face because I look like I've been rolling around in the dirt. It's a mystery.

The boat now, in its current state, is looking more and more like a skeleton. Dan keeps telling me we're almost at the end of this phase of the DE-struction, and almost ready to begin the CON-struction. That will be a good day.

During the course of the destruction and creating what will be a new treasure, I've been thinking about the name. To me, a name has to mean something to the owner(s), but also it needs to convey

a message or meaning to those who see it. I've thought and pondered and finally settled on a name that I think is perfect. It has a personal meaning to me and Chuck, and he agrees that it's perfect. I can't imagine anyone will be able to come up with a better one, and I can't wait to tell the world!

Next up....putting on the bottom. (*To be continued...*) ➤





ACBS INTERNATIONAL SHOW

September 8-15, 2024

VINTAGE BOAT WEEK CRUISES AND OTHER EVENTS

Monday, September 9 to Wednesday, September 11 – (\$100/person for boat days of cruising and lunch)

SUNDAY, SEPTEMBER 8

Welcome Reception, Bar Harbor Supper Club, 6:00-9:00pm. Dinner is on your own, please contact Bar Harbor Supper Club to make individual dinner reservations by contacting them directly. <https://www.barharporsupperclub.com>

MONDAY, SEPTEMBER 9 – 8:00am-3:00pm: Whitefish Chain of Lakes, Moonlite

Launch & trailer parking at Marine Max Crosslake, Cruises run at 10:00 and 1:00, Lunch will be at Moonlite Bay Restaurant

TUESDAY, SEPTEMBER 10 – 8:00am-3:00pm: Whitefish Chain of Lakes, Moonlite

Launch and trailer parking at Marine Max Crosslake, Cruises run at 10:00 and 1:00, Lunch will be at Moonlite Bay Restaurant. In the afternoon Load the boats and return to Gull Lake.

Dinner Zorbaz Restaurant, 6:00pm – 9:00pm (\$45.00/person)

WEDNESDAY, SEPTEMBER 11

Legacy of the Lakes Museum – Round trip bus transportation provided, departing from and returning to Madden's. Tour the museum, and hear a special presentation. Also includes lunch at the museum. 9:00am-4:00pm (\$100.00/person)

ACBS INTERNATIONAL SHOW

WEDNESDAY, SEPTEMBER 11

ACBS International Welcome Reception – Fort Mahogany, 5:00pm-9:00pm (\$35.00/person)

THURSDAY, SEPTEMBER 12

ACBS Chapter Round Table – Madden's Resort, 8:30am-10:00am

ACBS International Annual Board Meeting – Madden's Resort, 10:30am-2:00pm

(\$45.00/person for lunch only, otherwise free to attend)

Gull Lake Cruises – Launch and dock at Bar Harbor Supper Club, Cruises depart at 10:00am and 1:00pm, lunch on your own at Bar Harbor Supper Club

Boat Launching – Get your boat into your slip for the Show.

Boating Seminars – Times and Location TBA

Water Ski Show & Cocktails – Madden's Resort, heavy hors d'oeuvres and cash bar, Brainerd Ski Loons starting at 5:30pm (\$50.00/person)

FRIDAY, SEPTEMBER 13

ACBS International Boat Show – Bar Harbor Supper Club, 9:00am-4:00pm

ACBS Fundraising Event – Anderson Classic Boat Museum, 6:00-10:00pm (\$150/person)

SATURDAY, SEPTEMBER 14

ACBS International Boat Show – Bar Harbor Supper Club, 9:00am-3:00pm

Boat Show Class Awards Presentation – 10:00am – on site at the Bar Harbor Supper Club

Annual Awards Banquet – Madden's Resort, 5:00-6:00pm Reception, 6:00-9:00 PM Dinner and Awards (\$125.00/person)

SUNDAY, SEPTEMBER 15

Boat Loading & Departure



Member Profile

BILL & CHARLOTTE SNYDER

Story by Bill & Charlotte Snyder

Photos by Bill & Charlotte Snyder and Forrest Bryant

It's always been about the water...

Charlotte grew up on the Florida east coast, fishing and snorkeling with her dad and hanging out on the beach. Bill grew up waterskiing on Lake Geneva in Wisconsin, driving cruisers for wealthy Chicagoans and racing his Switzer craft.

They met the spring of 1984 while both were employed at Wet-N-Wild water park in Orlando. Dates included speeding around on the Butler Chain of lakes in Bill's 1976 Switzer and water skiing on Lake Conway with friends. Bill's favorite pick-up line was, "chicks dig tricks." It worked and they married the next year, four children soon to follow. Life was very hectic. Bill's job with UPS required moving about every 2-3 years all over the country.

The first family boat was a 1974 Century Coronado named Truly Scrumptious (PHOTO 1). Everyone learned to ski and enjoyed camping trips on lakeshores in North Carolina, Texas, and Arizona. They participated in their first ACBS events on Smith Mountain Lake, VA as a Tidewater Chapter member in 1996. They continued showing the Coronado in Texas as a member of the Southwest chapter. Moving to Washington state was next, they sold the 74 Coronado and Bill picked up a 1976 Century Coronado Serial #1 (PHOTO 2) that was in a barn covered in Volcano ash from Mt. Saint Helen eruption.



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4

Restored it and join the Columbia Willamette chapter. Charlotte was tired of the smaller boats wanted a boat with a bed, head, and hot plate. Bill purchased a 1968 57' wooden Chris Craft Constellation named Eden (PHOTO 3). She was beautiful and they had many wonderful experiences on the Columbia River and surrounding rivers showing her at wooden boat shows in the Pacific Northwest.

Bill retired from UPS after 32 years, sold Eden and the couple moved across country back to Florida to be near Charlotte's parents and extended family. They brought with them a 1980 Chris Craft Super Sport (PHOTO 4) that Bill had just finished the restoration. They joined the Sunnyland Chapter and enjoyed the activities around Florida with their Super Sport.

Needing something to do to keep busy, Bill decided to study for and earned his 100 ton Captain's license.

Charlotte once again wanted a big boat and said it had to be smaller than the 57' CC Constellation so he purchased a 1961 50' wooden Chris Craft Constellation in Detroit named Top Priority (PHOTO 5). Top Priority was a special boat in Detroit. She was personally delivered to the owner by Christopher Columbus Smith. The boat had the honor of being the start boat for the longest running freshwater sailboat race called Port Huron to Mackinac race. A special boat for sure but to move her to Florida, she needed up to date wiring. Four months later she was finally ready for the trip. Captain Bill and his favorite (and only) first mate cruised from Lake St. Claire, Lake Erie, the Erie Canal, Hudson River, New Jersey shoreline, and the intercoastal water way down to Jacksonville in 21 days. The trip was full of challenges such as engine breakdowns, storms, and horseflies, but both agree it was the best boating experience of their lives.

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PHOTO 5

*Needing something to
do to keep busy, Bill
decided to study for
and earned his 100
ton Captain's license.*



*Always write your
plans in pencil.*

Life in Florida was wonderful until 2020 (Covid). Charlotte wanted to be close to kids and grandkids in the Midwest so they sold the big house and bought a townhouse in Nebraska with plans to be snowbirds and live on Top Priority in Jacksonville during the winters. Always write your plans in pencil. They found out that wood boats don't fare well in Florida due to the warm, shallow water and wood worms. They decided to sell her and waited 3 long cold winters to find their current yacht, a 1978 78' Chris Craft Roamer (PHOTOS 6 & 7) in Little Rock, Arkansas on the Arkansas River. It was love at first sight! They have been busy getting her all shined up inside and out over the last few years (PHOTOS 8 & 9). Bill has earned "honorary licenses" in plumbing, diesel engine repair, electrician, etc. Charlotte enjoys sunrises, sunsets, and everything about living on a boat. They have decided to keep her in Little Rock for now.

Bill is working again, from the computer in the salon. Charlotte stays busy with volunteering and church activities. Charlotte wanted a little boat to run around in and to use at boat shows, so they



*Everyone that comes aboard
is gifted with a prayer card
and is remembered in their
daily prayers.*

recently added a brand new, never titled, “barn find” 1984 Switzer (PHOTO 10) to their boat family and are enjoying participating in the Heartland chapter exploring the nearby lakes and making new friends.

They named the roamer Stella Maris, an ancient name (410 AD) for our Blessed Mother, Mary. Everyone that comes aboard is gifted with a prayer card and is remembered in their daily prayers.

O Mary, Star of the Sea, light of every ocean, guide seafarers across all dark and stormy seas that they may reach the haven of peace and light prepared in Him who calmed sea.

As we set forth upon the oceans of the world and cross the deserts of our time, show us, O Mary, the fruit of your womb, for without your Son we are lost.

Pray that we will never fail in life's journey, that in heart and mind, in word and deed, in days of turmoil and in days of calm, we will always look to Christ and say, “Who is this that even wind and sea obey him?”

O Mary, Star of the Sea, Pray for us! Amen

- Pope St. John Paul II

After nearly 39 years of marriage, 11 (soon to be 12) grandchildren (PHOTO 11) and a variety of grand-pets, participating in ACBS events for 28 years across the country with a variety of classic boats. Bill and Charlotte are thankful for their journey together over land and water always looking to heaven from where their help always comes. To God be the glory. 🏹



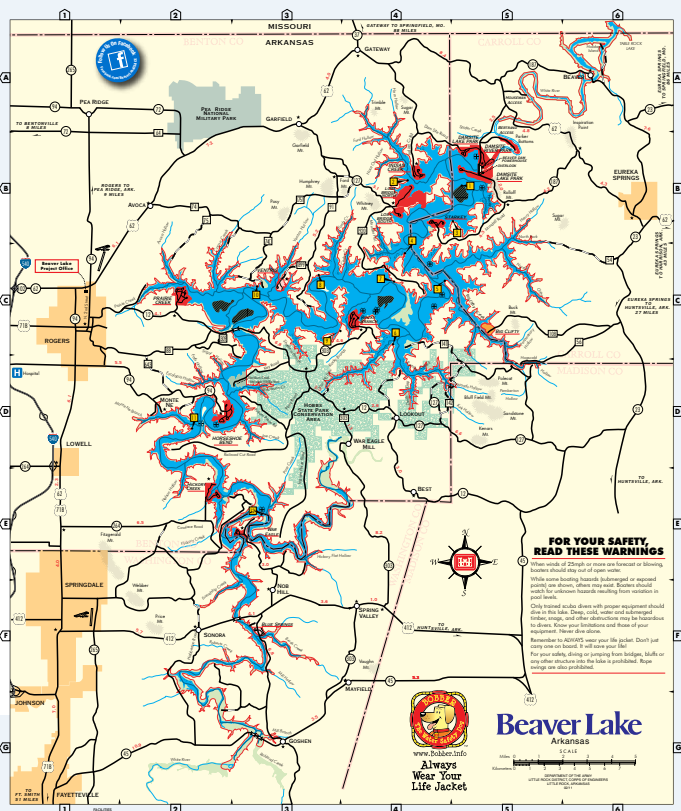
Beaver Lake

HISTORY & FACTS

Information for this story was provided by Alan Bland retired Ranger from the Corp of Engineers and from the Corp of Engineers website.

Beaver Lake is a man-made reservoir in the Ozark Mountains of Northwest Arkansas and is formed by a dam across the White River. Beaver Lake has some 487 miles of shoreline. With towering limestone bluffs, natural caves, and a wide variety of trees and flowering shrubs, it is a popular tourist destination. Beaver Lake is the source of drinking water in Northwest Arkansas, serving more than 450,000 customers. One out of 7 people in Arkansas get their drinking water from Beaver Lake.

Text and photos from Wikipedia | Map from U.S. Army Corps of Engineers



FLOOD CONTROL: Beaver Lake is the first of several flood control lakes on the White river watershed. Beaver Lakes holds back flood water from Table Rock Lake. The estimated flood damages prevented in 2007 are \$1.3 million. Since its creation, the Beaver Lake is estimated to have prevented \$52.5 billion in damage.

GEOGRAPHY: The majority of Beaver Lake is located in Benton County. The dam itself is located in west Carroll County. Parts of the lake extend into Washington County and Madison County.

RECREATION: The Army Corps of Engineers has also constructed a variety of recreational facilities around the lake. Paved access roads wind through twelve developed parks. These parks have modern campsites offering electricity and fire rings with drinking water, showers, and restrooms nearby. Other facilities, such as picnic sites, swimming beaches, hiking trails, boat launching ramps, and sanitary dump stations are also available in the parks. There are 12 recreation areas with 677 campsites along with 7 full-service commercial marina concessions, which hold 1,750 rental slips. There are 9 limited motel / resort leases and 28 boat ramps licensed to County or State. There are 8 national bass tournaments per year and many other fishing tournaments. There are 3.1 million visitors annually.



BEAVER DAM: The United States Army Corps of Engineers constructed Beaver Dam during the years 1960–1966, impounding a major part of the White River and creating Beaver Lake and flooding much of the valley including the remains of the historic resort town Monte Ne. Power generation began in May 1965 and continues today. The initial cost of the project was \$60 million. The lake is approximately 50 miles in length and covers approximately 31,700 acres, with about 483 miles of shoreline.



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Major & Minor Fiberglass Repair

Paint & Gel Coating

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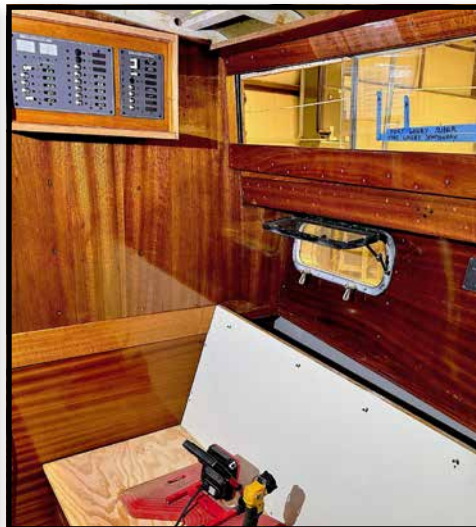
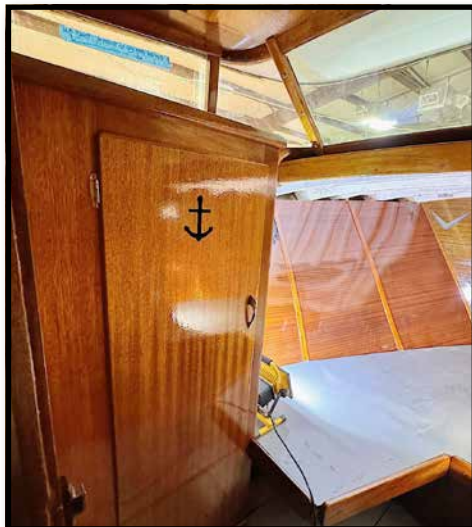


Renovations-One Item to Keel Up

RESTORATION UPDATE – Mahogany & Varnish



1957 Chris-Craft Futura 33'



Brent Howard: 918.693.1855, bhoward@howardclassicboats.com
Steve Howard: 918.852.9883, stevehoward@live.com

THE SECOND Beaver Lake RENDEZVOUS

◦ EVENT RECAP



Neil and Zanetta Hoehle in *THE SPLINTER*,
their 1961 17.5' Chetek

Story by Forrest Bryant

Photos by Forrest Bryant and Marilyn Davenport

The second Beaver Lake Rendezvous is in the books. The weather was perfect and cool for August. The rendezvous kicked off with 12 boats and 36 attendees.

Thursday night began with a social hour at 4:00 PM at the Coppermine Resort gazebo. This was followed by a traditional hot dog cookout (PHOTO 1) and of course s'mores for dessert. Alan Bland retired Ranger from the Corp of Engineers, spoke to Heartland members on the history of Beaver Lake (PHOTO 2). Alan is probably the most knowledgeable individual on the history of Beaver Lake of anyone – very informative and brought a lot of construction photos and maps for his presentation.

Friday morning began with Hogans homestyle breakfast. Complete with pancakes, sausage, and bacon. Assisting Kevin with the breakfast were Penny Shaffer, Buddy and Sherri Butler (PHOTO 3).

After breakfast, boats cruised to Monte Ne Cove. Monte Ne Cove is the site of a health resort and planned community established and operated by William Hope Harvey from 1901 into the 1920's. Most of the old resort is under water today (PHOTO 4).



PHOTO 1



PHOTO 2



PHOTO 3



PHOTO 4



PHOTO 5

Boats then cruised to Prairie Creek Marina for lunch at the floating restaurant The Captain's Seat (PHOTO 5). After lunch, several boats coved out at Shaddox Island and spent the afternoon swimming in the 85-degree water (PHOTO 6).

After swimming and exchanging boat stories, boats cruised to Ventriss Trails End Café for dinner (PHOTO 7). The evening weather was perfect for a bonfire back at Coppermine Resort.

Saturday morning was Hogan's homestyle breakfast which included biscuits and gravy. It was another day of beautiful weather and cruising, followed by lunch at Starkey Marine.

After lunch boats cruised back to Coppermine Lodge for a public showing of boats.

Social hour that evening was at Ventriss Trails End Resort followed with a lasagne dinner. After dinner, the 1st Albatross "Good Luck" Award was given to John and Marilyn Davenport (PHOTO 8). The albatross is considered good luck to sailors. The award goes to the participant that had the most boat issues and needed a little good luck.

Dinner also including the Chef playing the piano and singing (PHOTO 9). Once again, the evening was complete with another bonfire. Saturday evening and Sunday morning boats were loaded to head home. Thanks to Kerry and Kevin for a wonderful job. Mark your calendars for next years Beaver Lake Rendezvous August 7th and 8th. 🐾



PHOTO 6



PHOTO 7



PHOTO 8



PHOTO 9

What's in a Name?



Volt

2001 Home Built Electric 1902 Launch replica 16' "Volt Launcher" owned by Dick & Janet Baner.

In 2014, I finished the wooden picnic launch that is a 50% version of a picnic launch operated by my Grandfather in the early 1900's at New Boston, IL. The name of this boat is "VOLT" as it is electric powered.

Find out more about *Volt* and other member's boats on our website!

CONGRATS

A Congratulations Coffee & Cake for Bob McQuain and Jim Mader for earning THREE 1st Place Awards at the Lake Tahoe Boat Show. Hosted by Al Stoller at LOTO August 20, 2024.



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in memory of
*Wanda Correne
Walmer*

It is with great sadness that I share that early Sunday, July 28, 2024 I lost my partner and best friend of 42 years, Correne.

We have enjoyed Heartland Classic's Cruising since 2009. Prior to that, Correne raced Snipe and J24 sailboats with me all over the US and on our home lake – Keystone Lake.

Correne has one daughter, four grandchildren, five great-grandchildren, and eight great-great-grandchildren.

She loved them all and they loved her... what a Legacy.

~ Bruce Hurst



in memory of
Curtis James

Heartland Classics is saddened by the death of our newest member, Curtis James.

Curt and his wife, Robbie, attended the Beaver Lake Rendezvous August 8th, 9th, and 10th along with Robbie's sister Joan and her husband Rick Penno who had recently joined the Chapter. They fit right in and became part of the fun. Upon returning home, Curt and Robbie also joined ACBS and our Chapter.

He enjoyed boating on the Mississippi River, Mark Twain Lake, and Lake of the Ozarks with their Late Classic boat, a 1983 Baja 190 named "Happy Together." Curt was a farmer from Shelbina, Missouri. He died August 14, 2024, in a mowing accident.



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To place an ad in the Trading Dock, please send photos and ad copy to Forrest at forrestdbryant@gmail.com or Courtney at court.mullan@gmail.com

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CONNECT:

To submit videos or photos for the website, contact Kathy Parker, kathleenlparker@hotmail.com or 417.739.2124
Place your own pictures on Facebook by joining the "Heartland Classics Chapter of ACBS" Facebook group.
Contact Forrest Bryant for advertising details at 816.896.1818 or forrestdbryant@gmail.com

1955 Larson Falls Flyer

Newly finished restoration with new paint and upholstery. I am told this is one of 26 remaining. Excellent shape and ready to go.

Engine is a 1962 Johnson Sea Horse 40 hp with electric start at the engine. Engine runs strong.

Newer Shorelander trailer included.

\$15,500



Contact: Randy Rau at (303) 949-2263 or r24you@msm.com

1956 Century Coronado 21'

All wood boat with 427 big block Corvette motor. Comes on a 1994 tandem axle trailer that's in excellent condition. Contact Jim Conner for complete details.

\$24,900



Contact: Jim Conner at
(918) 787-9510 or
(918) 533-8452 or
jimdad727@gmail.com

1956 Lyman Runabout 18'

Powered by a Grey Marine 6 cyl 100 hp engine. The engine, starter, generator, and water pump have been rebuilt.

Purchased in 2011, the boat was completely refinished in 2014, all paint was stripped coated inside and out with 4 coats of CPES before repainting.

New Sapele transom and windshield. It has seat cushions, a bimini top, and GPS. Nice trailer included. More info available on our website.

\$5,000 as is



Contact: Bruce Hurst at (918) 693-4657 or brucea1936@gmail.com

1960 Century 19' Resorter Wooden Runabout

Original except for the following: bottom is new mahogany planking, new keel, battens & bottom ribs all made of white oak. Front & rear deck were rebuilt & new stainless cutwater installed. 3M 5200 adhesive used on all joints to make stronger & watertight. Doesn't need water soaking now.

Inboard engine is GRAYMARINE AMC 327 V-8 225 HP Model # M9611. Very few hours on the motor since being rebuilt.

Sits on new VENTURE Custom Tandem Axle Aluminium Trailer. Model # VATB-5225 with front axle disc brakes. Aluminum wheels & LED lights, includes ski boat crossmember, target bunk & 2 lighted loading poles at rear.

\$22,000



Contact: Don Sutton at (620) 432-8237 or donsut286@gmail.com

1957 Whirlwind 16' Boat

Family-owned for over 65 years; has always been stored indoors and under cover; never kept at dock.

Includes: vintage cushions, canvas Bimini, storage cover (in good condition), boarding ladder.

1957 Johnson SeaHorse 35HP OB with two fuel tanks. On solid tilt-action trailer. Located in Grandview, MO.

\$5,500, negotiable



Contact: Jim Perry at (816) 868-9434 or bennevita@aol.com

1961 Luger 19' Mahogany Topped Runabout

Gray Marine 140 hp 6 cyl. and an Eaton outboard.

Family owned, built from a Luger boat co. kit by Uncle Bob Matney for the Lake of the Ozarks. First inboard/ outboard on the Lake of the Ozarks. Dollied into a garage daily.

Keel replacement, fresh varnish, complete paint restoration in 2015. Excellent running condition, 2 new batteries, very sturdy trailer included. Will deliver (from Wakarusa, Kansas).

\$10,900



Contact: Kent Prather at (785) 230-1852

1957 Ensemble: '57 Lincoln Premiere Coupe & '57 Lyman 15' Runabout

Includes a '57 Lincoln Premiere Coupe with power seat, power windows, air conditioning, etc. The boat is a '57 Lyman 15 foot runabout with a '57 35 hp Johnson Golden Javelin outboard and a Gator trailer. The Lincoln is a driver, the Lyman is near fully restored. Will consider separating car and boat.

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Contact: Steve Bradbury at (314) 477-8396

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\$2750, negotiable



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Contact: Jim Perry at (816) 868-9434 or bennevit@aol.com

1977 Chris Craft Super Sport

One of only 110 built. Powered by a 225 HP V/ 8 inboard with only 724 hours. New upholstery per Chris-Craft specs. Has original gel coat finish. The matching trailer and new bimini top are included. Class of "77" was a Platinum Award winner at the 2021 Heartland Classics and Lake Boat Show.

\$9,000



Contact:
Phil
Hennage
at (918)
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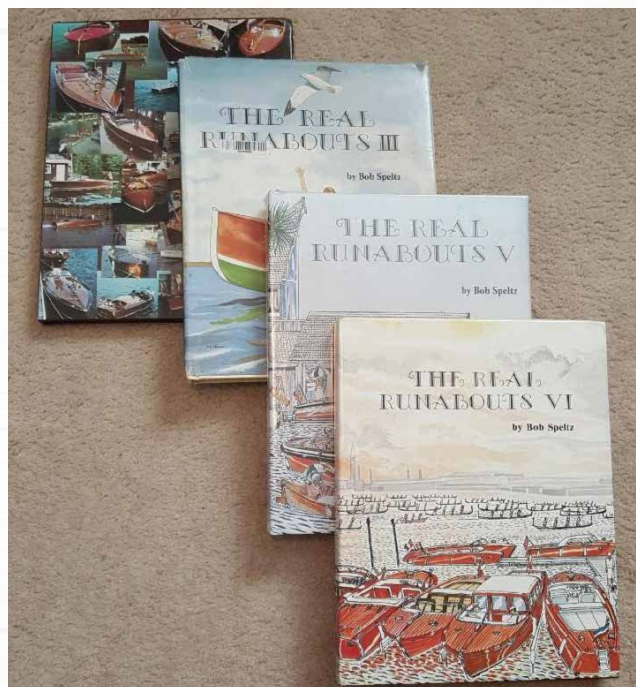


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