

Mahogany & CHROME

ISSUE 1, 2025

GAR WOOD

Lester

Hacker-Craft

Windy

ARVER

Cole + Craft

Riva

Shompson



THE OFFICIAL MAGAZINE OF HEARTLAND CLASSICS

A CHAPTER OF ACBS

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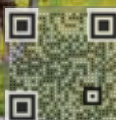
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From the Helm



Spring is on its way!

As I write this article, I can see all the signs of spring coming. The weather is warming up, a few flowers are trying to bloom, more and more boats appear on the water every day and we can feel the summer days in our near future. What an exciting time of year!

With the anticipation of all the nice weather and the return of many activities that stop or slow down during winter, my thoughts turn to getting out on the water. Many of you took this season to work on your old boat. There always seems to be a list of things that need to get done prior to Spring splashing.

Fortunately, I was able to get the most important items addressed on our old Lyman before winter set in. Now my list consists of cleaning and some cosmetic improvements. I know a few of you that pulled an engine, turned a boat over for bottom work or are in the process of major restoration. The effort and, at times, expense we put into our boats shows just how much we all love this hobby.

I enjoy seeing and hearing what work others have done during the down season. Sometimes you can see all the work they have done, many times you can't. Keeping the boat dry inside and running well doesn't show in its appearance.

I remember the hours I put in on the bottom of the boat, the hours I spent on the starter and water pump issues. No one sees this work but it is more important than the cosmetics, I hope you all got

done what you wanted or at least needed to do. Hopefully we will catch up at an event this year and I can hear all about it.

The 2025 boating season is upon us and the Heartland club has another year of great events planned. Visit our events page on the Heartland Classics website and start making your plans. Our list of opportunities continues to grow. From the start of our year with the Winter Workshop through the final event, our Grand Lake show, there are many chances for you to join the group.

If you did not get your boat running, or you don't have a boat yet, or it's too big to trailer, that does not mean you can't enjoy our events. Every event offers ride alongs and we welcome those who register without a boat. Please don't let that stop you from joining us. Pick your events and register, then include that you will need a ride along and we will take care of the rest! Who knows, there may be a time you can return the favor.

We have such a great group of people in this club. The boats are what inspired me to join Heartland Classics but the people are what keeps me renewing each year.

Can't wait to catch up with you in 2025!

See you soon,

Mark Engstrom, President



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Welcome to our New Chapter Members

Christopher Jacobson of Dallas, TX
1961 Century 21' Coronado

Jeff & Courtney Mullan of Shawnee, KS

Issue 1, 2025 Contributors

Mark Engstrom, Kathy Parker, Walt Moser, Ken Everett, Dan Diehl, Steve Murphy, John Maddox, Brent Howard, Steve Howard, Josh Zurmiller, Jodee Winkle, Ward Brasses, Chuck Gibbs, Kasey Rideout, Kyle Jamar, Ken Everett, Dave Watts, and Forrest Bryant.

Cover Image

Photo by Forrest Bryant – 1958 Century Coronado "Simply Irresistible" owned by Doug and Stacy Heinsohn of Lake St. Louis, MO. Photo was taken at Tablerock Lake in 2023. Doug and Stacy are Heartland Classics Member Profile for Issue 1, 2025. See their story on pages 16-18.



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Ports of Call

HOT SPRINGS CLASSIC

Lake Hamilton & Lake Ouachita, Arkansas

April 24 - 26, 2025

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KEELS & WHEELS

Lakewood Yacht Club in Seabrook, Texas

May 3 - 4, 2025

LOTO CLASSIC RENDEZVOUS

Hawks Landing Resort in Camdenton, Missouri

May 15 - 18, 2025

CLASSICS CRUISIN' TABLE ROCK LAKE

Port of Kimberling Marina in Kimberling City, Missouri

May 29 - June 1, 2025

BEAVER LAKE RENDEZVOUS

Coppermine Lodge in Rogers, Arkansas

August 7 - 9, 2025

ACBS ANNUAL MEETING & SHOW

Antique Boat Museum in Clayton, New York

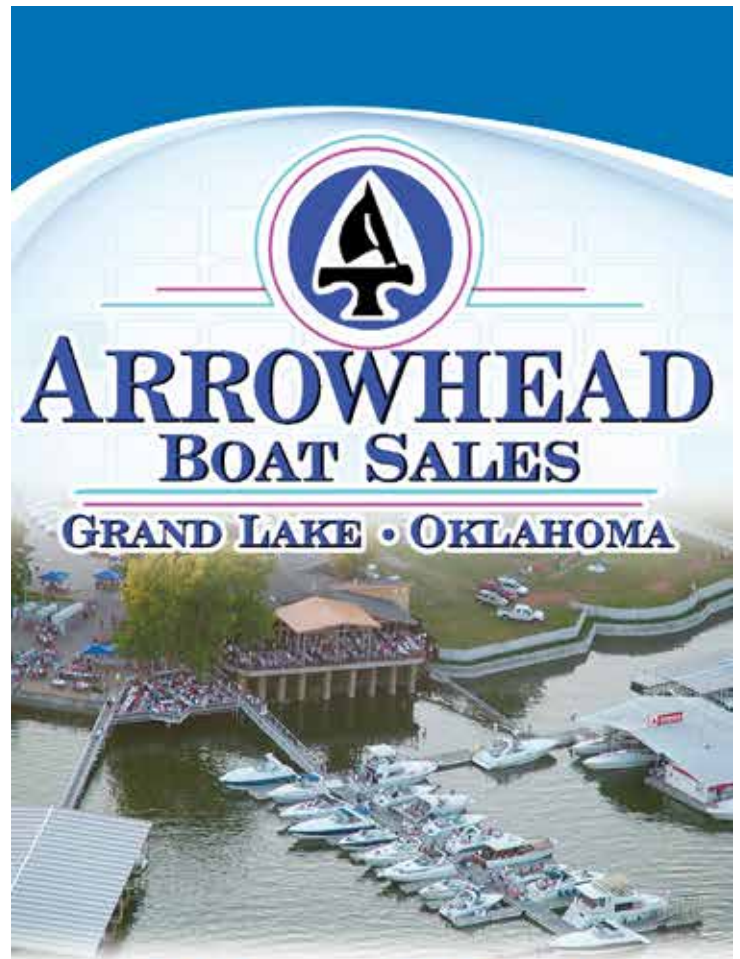
September 14 - 20, 2025

GRAND LAKE ANNUAL SHOW

Cherokee Yacht Club in Afton, Oklahoma

October 2 - 4, 2025

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



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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.

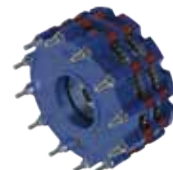
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Water Cooled Brakes

For more information on specific WPT product offerings, please visit us at WPTpower.com





WINTER WORKSHOP RECAP

SATURDAY, FEBRUARY 22, 2025 @ HOWARD CLASSIC BOATS

Story by Kathy Parker with additions by Forrest Bryant / Photos By Forrest Bryant, Kathy Parker, and Ken Everett

Heartland Classics celebrated its 26th Annual Restoration Workshop. The first five workshops started in 1999 and were called "Annual Wood Boat Workshop." The Restoration Workshops are one of the best-attended Heartland Classics events with 50-75 members and guests attending every year. Special thanks to Brent & Steve Howard of Howard Classic Boats for providing their great shop for the event!

February 2025 dealt the Midwest with bitter cold and snow-packed roads, but just in time for the Winter Workshop, the roads were cleared and the temps climbed back up into the 40s. Over 50 members and friends came together to learn and share expertise and experiences of maintaining and restoring vintage boats.

First up on this busy day after donuts, coffee, and greetings all around, the focus was on Steve Murphy's 1962 Chris Craft Cavalier which he towed to the Workshop. Although he already owned the boat, he was curious about the extent of its needs. Using this boat as an example, John Maddox, an official ACBS Judge, talked us through the process of surveying a boat. Use resources to learn about the original "showroom" boat. Books such as the *Chris Craft the Essential Guide* and possibly the original hull card give authentic information.

Here's a basic outline of John's survey topics:

- Fuel System: check fuel lines, deteriorated rubber, old fuel tanks which need to be cleaned or replaced
- Wiring System: use a camera to photo hard to see connections, replace battery if it is older than 5 years
- Engine: do a compression check
- Flooring: check for any soft spots inside and out injected epoxy into small spots might be solution
- Water Test: if possible, observe boat in water to see if water enters through any spots
- Sides: press on planks to check for any shift indicating need for refastening. Study any paint or varnish to know the details of prep, application, and durability before starting refinish job.



Dan Diehl planned and led the Workshop – as he has done for more than 25 years



Steve Murphy needs a "survey" to list problems to address on his 1962 Chris Craft Cavalie.



John Maddox provided a professional process for surveying the needs of a boat



Josh from Paints Plus displayed products and tools for refinishing wood and fiberglass hulls



Jodee from Moss Seat Covers helped with upholstery maintenance



Besides donuts for breakfast, there was plenty of pizza for lunch

Paints Plus in Stover, Missouri has been the supplier of products for years of Heartland members' restorations. Owners Josh and Lacy Zurmiller came to the Workshop with an ample supply of wood and fiberglass refinishing products and tools for all surface projects. Many of their favorite products are by Interlux, Awlgrip & Awlcraft, and West System. Tools included Dura-Block, a HVLP Gravity Feed Spray Gun. Josh demonstrated the West System dual caulk tube that mixes the resin and adhesive filler in the right proportions as the tube is used for epoxy – especially great for smaller jobs.

Adding to our maintenance know-how was Jodee Winkle from Moss Upholstery in Tulsa. Jodee has been involved in so many Heartland members' restorations creating new like-original cushions, biminies, and boat covers. Her advice was to regularly clean all leather and vinyl with a product with NO alcohol. Use a soft brush with cleaner. Treat the material like your own skin. Moisturize it with castor oil! Then finish with a UV protection conditioner. Two products she shared were VPC16 – Vinyl-Rubber-Leather Protector and Malco Clean & Shine Interior Cleaner.

Sometimes after all-you-can-eat pizza, a few attendees nod off, but not with Ward Brasses presenting. He made the history of engines from V-block to Y-block to Hemis (and their variations) so interesting. The conclusion of his speech was about how alcohol in fuel is corrosive to the aluminum in the fuel tank and engines. If that has happened, CLR can clean the surface of the carburetor. As a preventive practice, he recommends drying out the fuel bowls in the engine and spraying in WD-40 for downtime.

(continued on next page)



Swap Meet – Silent Auction is a tradition which helps support Mahogany & Chrome



A walking encyclopedia on engines, Ward Brasses kept our attention after lunch



Steve Howard with client boat needing restructuring of framework



Progress on the 1951 Chris Craft Riviera restoration by Kasey Rideout



The Highest Bid! Inspired by the day's lessons and needing a new project, as Kevin Hogan left the Workshop, he placed the highest bid and got to take this prize home



Forrest Bryant documenting the Workshop. This photo is by Ken Everett

Steve Howard reported on the work underway in the Howard Classic Boat Shop including progress on the Class of '47 and work on this FordCraft Triple which was brought to them with structural damage. Soft wood on the bottom needed replacing. And that revealed that the inner structure needs major repair.

"Saga of a Boat" was the final act of the day with a slide show to aid in the tale. Kasey Rideout wanted a wood boat of her own. So she took on the challenge of restoring a 1951 Chris Craft Riviera owned by Chuck Gibbs. Starting from scratch with the tutelage from Dan Diehl, tools borrowed from Kyle Jamar, and space in Chuck's shop, she has dismantled the original, used the old wood as patterns, and now is on the way toward a new hull. Read all about it in the third installment of the restoration story on page 12.

A 1956 Century Coronado 21' was donated to the Chapter to be sold to the highest bidder at the Workshop. Proceeds all go to the Heartland Classics Educational Fund. It comes with a contemporary dual axle trailer with surge brakes, a spare tire, and custom front netting to prevent road debris damage to the boat. ➤



Kathy Parker accepting the ACBS Chapter of the Year award from John Mason



Walt Moser awarding print to Dan Diehl

• WELCOME TO THE •

Classic Boat Collective

www.ClassicBoatCollective.com



While the name may be new, many of the faces will be familiar to you. Classic Boat Collective combines the shared experience of some of the Antique & Classic Boat industry's leading recognized brokers. Many of you have worked with members of our staff over the decades, including Mark Krzyzanowski and Andy Hoffman. The team at Classic Boat Collective has a combined experience of 80+ years in the industry which allows us to identify the best practices to market your classic boat, or find the boat of your dreams! As the next generation in classic boating, our goal is to bring boat brokerage into the modern era.

Whether it be tracking down your grandfather's Chris-Craft, educating a first-time wooden boat buyer, or helping a collector curate a collection, our team are experts at handling any of our customers' needs. Our established relationships with restorers, industry experts, suppliers, and boat clubs across the country have proven to be great resources for our clients. We have dedicated years to building relationships with the most trusted names in the hobby and we are proud to pass that benefit on to our customers.

Over our collective years in the industry, we have encountered just about every situation imaginable and have curated the resources and developed the processes to navigate them smoothly.

We not only offer brokerage services, but now offer in-house restoration services and restoration consulting services. For hobbyists who are not in our region, we can connect you with the most trusted restorers in your region. Our restoration consultants can also help you through the restoration process to ensure you peace of mind that your classic is in trusted hands.

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Feel free to reach out to one of our team members with any questions!

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Transom Show Booth

1964 Chris-Craft Sea Skiff 28'



Story by Kasey Rideout, Kyle Jamar, and Brent Howard
Photos by Kyle Jamar

In the beginning, according to Brent Howard, he wanted a boat booth for Heartland Classics to use at Workshops, Boat Shows and Events, resulting in him acquiring a non-restorable Sea Skiff to use as the platform. The concept was simple, but designing and executing was another story. The booth would wind up 9' x 7' x 3', weigh about 800 pounds, move in and out of different locations and terrains, and sit on the ground.

Once the booth section was cut out, according to Brent, it was "loose as a goose." To stabilize the structure, a platform base from steel 2 x 4s was built, and the booth was reinforced with 1 x 5 white oak ribs, 1 x white oak forward mini transoms with 1 x mahogany cover boards, 1 x white oak cross brace under the edge of the transom deck, and a removable 2 x 2 angle iron brace across the open end to double as a light bar in transit.

In order to load, transport, and unload the booth, a lot of ideas were developed, including built in retractable wheels, using a forklift, or utilizing a car hauler. A design was settled on which included designing and building a trailer for the booth that would transport, load and unload in tight spaces. The booth was bolted to the trailer to transport. The load and unload functions were accomplished by detaching the trailer from the tow vehicle and pivoting the trailer. The booth then was slid off the trailer and loaded with a cable winch mounted near the hitch.

The restoration was standard procedure; replace wood as needed, paint, varnish, Sikkens, new Chrome plating, etc. The metal deck was covered with plywood and marine vinyl. Brent recalls the transom as being a mess, including dry cracks in the planks, a sizable gap between two planks, dock dings, and screw holes from the boat name brass letters. The first thought of the restoration method was placing new transom planks. However, since it was to be used as a show booth, the decision was made to show various ways to repair different types of damage. Five different shapes of wood were used for repair. Since the new wood was a different shade, the blending of the stain color was quite a process.



His hope was the show booth would provide multiple purposes – to be helpful to classic boat owners by showing ways to repair, help determine whether to repair or replace with new planks and understand what is behind lap strake and other interior construction.

Fast forward to September 2024. Multiple years and multiple occasions for its use, the Booth was in a shape that would benefit from another restoration and redesign. There have only been a few people in its history as a Show Booth who know how to unload and place the Booth from its trailer. The difficulty in this process resulted in more than one occasion when desperate calls were made to get assistance.

Use, weather, trauma, and time eventually showed their toll. Enter the men in red capes and “S” on their chest: Kyle Jamar, Pete Seitz, Dan Diehl. Following the close of the Grand Lake show, arrangements were made to transport the Booth to Pete Seitz’s shop for the fun to begin, and these guys were there to make it all happen.

This project was not as much a restoration as it was a transformation! Beginning at Kyle’s shop in Tulsa, the Booth was cut, with 14” removed from the width, and 8” cut from the overall height. The creative approach was used to also measure, cut, and trim the wheel wells with epoxy finalizing this step. Once the chopping was completed, she took her next trip to have her permanent shoes made. Pete Seitz and his man, Tom, made a custom chassis and attached the chassis and the transom together. It was a match made in heaven.

She was now ready for her next trip – back to Tulsa and Kyle’s shop and was here that the shenanigans continued. Here is where the stripping, sanding, and building began. The chassis got a coat of paint and new decking was installed. Kyle mocked up a seating design and went forward. While he was laminating the interior pieces, his guys started the body work. During that time, a “quick” trip was made to Dan Diehl’s shop in Jenks to peruse the treasures Dan has acquired. The pile revealed a piece of mahogany veneer and an entire 4’x8’ piece of beautiful mahogany plywood – they hit their payday! The piece found its home among the rear panels of the transom, where marine plywood was used for this construction, with the mahogany attached with use of epoxy to the transom. Once the glue had set up, stain and then layers of west epoxy, with special clear hardener were applied. It was here that the first application of many would be made, in this case, the chassis, of whatever partial can of paint that they could find – gotta use up that paint and not let it go to waste!

Their next step was to tackle the veneer. After the parts were measured, made, and faired flat, they laid out the mahogany.

(continued on next page)



Trim was laminated to the parts and then made ready for finish. Once the parts were bleached (they bleached all the wood so they would have a consistent base on which to apply the stain so that all the wood would match), stained, and dried, they were ready for the epoxy base coats.

It seems Dan Diehl's shop always has its "Open" sign on. Combing through the pile of mahogany, once again, Kyle scored some mahogany combing boards (interior sides) that needed some love, and with that, Voila! - the gunnel sides are covered and finished using the same steps as their sister parts.

While all the above was happening, Kyle's guys were hard at it blocking and fairing the sides, making them straight and glorious. The first base coat hits and more fairing is needed (but that's Kyle's hobby, right?!). With the base coat finalized and the transom faired to 400 grit sandpaper, they're ready to spray the whole thing. Kyle has a thing for Automotive Clear - and it's "clear" to see why - it's fabulous, and tuff, as well! For the final finishing touch, polishing, polishing, and more polishing was completed.

To say the finishes were sublime would be an understatement. While on display at the Tulsa show, a woman argued with one of our members that the materials used for the Booth were really not wood - they were plastic. When the member tried to explain the process used to achieve the resulting product, the woman shook her head, gave a "bless your heart" look, and walked away. Many more times than could be counted, visitors were observed coming into the display, starting with admiring the boats, but always coming back to the Show Booth to admire its beauty. It was a stunning addition to the show.

Following the application of the finishes, it's now time to assemble, wet sand, polish and complete even more assembly. She's ready to go to the Tulsa Boat, Sport and Travel Show - and looks great! Just in the nick of time, Jodee Winkle comes in with the final *pièce de résistance*! Seat cushions made of white vinyl and green ostrich welting cord were placed and were perfect!

To say there requires a lot of time, effort, manpower, and funds to complete a project such as this is an understatement. Many, many hours were spent on its reconstruction to restore it and make it something to admire. An abundance of appreciation goes out to: Pete Seitz, Tom Hall, Dan Diehl, Joe Park, Darren Arnold, Jodee Winkle and Moss Seat Cover, and ALL the guys at High Prairie! A special and huge amount of gratitude goes to Brent Howard for his creation of the original Show Booth and his donation of it to Heartland Classics. 🏹



Finished Transom Show Booth at the Tulsa Boat Show

BOAT SAFETY



Story by Brent Howard

ALL IT TAKES FOR AN EXPLOSION IS FUEL FUMES AND A SMALL SPARK.

The 1955 Century boat explosion is a heads up to evaluate boats for explosion risk and take needed action to insure our boats are safe to enjoy.

Take a safety tip from Pilots. Before each flight, pilots do a walk around and check essential equipment. If they do not, do not board the aircraft. Antique and Classic boats were fairly safe when built. 50 to 70 years later, well past intended life of 15 years, it is a different story. It is up to us to maintain and retrofit for safety, or risk significant consequence.

Pre-launch: Make safety inspection mandatory each and every time you launch. Raise the motor box, or hatch, smell for fumes and look for signs of fuel on carburetor, fuel lines, fuel pump, and in the bilge. Check the safety devices you installed and other safety items like flotation vests, etc.

Bilge blower: Run the blower(s) 4 to 5 minutes before starting the boat. Make sure the vent hose is attached from the blower to air exit and lower end is near the engine and keel. Run bilge blower when boat is on idle and air is not forced through vents at speed. Turn bilge blower off when fueling. Cruiser ~ Install separate bilge blower for each engine and one for generator.

Wiring: Marine Grade wire, stranded copper, tinned, and marked marine. Marine grade connectors and or Solder. Romex and wire nuts are pieces of a bomb.

Fuel Lines: Marine 'inboard' (not 'outboard') fuel lines and copper. Flexible marine fuel line from fuel pump to and attached to stringer, then fuel cutoff, then copper fuel line. Hose clamps all stainless and double clamped in opposite direction.

Fuel filter: Some engines use glass bowls – gaskets get old and leak ~ sometimes a lot. They are actually for sediment collection. Use 'metal' in line filter secured in place.

Fuel tank: Two fuel shut off's. One at tank, and one on the end of the copper fuel line where fuel hose connects to fuel pump. Both shut off's secured to frame or stringer. If the fuel tank copper vent tube has been replaced with hose, check hose condition, make sure it is marine 'inboard' (not 'outboard') fuel hose. Hose clamps all stainless and double clamped.

Exhaust: Look for cracks in manifold and blown gasket(s). Hose should be Marine Wet Exhaust. Clamps all stainless and double clamp.

Replacement parts: Absolutely use marine parts if they handle fuel or electricity; Ignition, Switches, Carburetor, Generator, Alternator, Starter, Fuel Pump, and Fuel lines. If marine replacement parts on older engines are not available, rebuild. Marine parts contain fuel in the system and are ignition proof. Automotive counter parts do not, and are not. Automotive parts are pieces of a bomb.

Other Equipment: Fire extinguisher(s), Fume detector with alarm. Small light to show bilge pump is running. Battery switch. Fire suppression system. Cruisers: add Carbon Monoxide Detector, Fire Alarms, and Fire Suppression System.

Best equipment: Clear head focused on safety when approaching a boat to launch.

**A SAFE BOAT COSTS VERY LITTLE ~
A NOT-SAFE BOAT CAN COST EVERYTHING. 🦋**



Member Profile

DOUG & STACY HEINSOHN

Story by Doug Heinsohn

Photos by Doug Heinsohn and Forrest Bryant

It all started many years ago when I was about two. Each spring our family had a ritual of uncovering the old boat from winter, placing the cushions back in, cleaning it up, and checking the trailer to make sure it was road ready. Then we would head to one of our favorite bodies of water. I can remember the smell of the old musty bilge as it was uncovered. That's when I first had a special liking to the old classic boats. We ran that 1960 Sportscraft every weekend on the waters of the Mississippi River, Lake of the Ozarks, Carlyle Lake, IL, and many more. When the keel started to rot and the transom drain plug had to be removed about every hour to drain the water out, Dad decided it was time to go fiberglass.

During the winter St. Louis Boat Show of 1975, Mom and Dad purchased a 20ft Webbcraft SS closed bow. That boat ran for many years until the ski bug hit us three boys hard. We then needed a strong pulling inboard for all of our skiing needs.

In the summer of 1980, we purchased a 1972 Century Resorter sliding soft top off the showroom dock at Links Landing at Lake of the Ozarks. Back in its day, Links Landing was one of Century's largest dealerships in the nation. We ran the 1972



Resorter hard for many years, racking up nearly 2,000 hours of skiing and cruising on Lake of the Ozarks. In the early 1990s, the family Resorter had finally had enough with a very tired 350 Chevy engine and was placed in the family lake house garage where it remains today, awaiting restoration along with a 1956 Chris Craft Capri 19ft.

In the spring of 2004, my wife Stacy and I moved to Lake St. Louis, MO and immediately had to purchase a comp ski boat for ski club activities. We found an almost perfect 1974 Mastercraft Stars & Stripes edition (RIGHT TOP). We rebuilt the 351 Ford engine and ran that boat almost everyday with ski activities until the bottom rot between the two fiberglass layers got so bad that the hull delaminated and partially sunk. The insurance man was very kind to me after finally convincing him it was rare and 1 of 20 made that year. It was time to replace yet another boat.

I landed on a 1972 Century Resorter 16ft (RIGHT BOTTOM). The boat was identical to our garaged 1972 18ft with the same color hull and interior. I purchased it from a collector in Angola, IN named Kirby Miller, hence the name "It's Miller Time." My wife, Stacy, and I kept the name in honor of Kirby who did such a wonderful job of bringing new life back into an old boat. This boat reminded me of my childhood days skiing and cruising with my family. I joined Heartland Classics with this boat and enjoyed several events with it.

At one of the LOTO events one spring, we decided to invite our daughter, her husband, and granddaughter to be a part of the fun and experience what Heartland events are all about. We managed but, holy cow, was it tight in a 16ft Resorter!! That's when we decided if we were to continue this hobby, we were going to need a bigger boat. I began a search, but didn't have



to look very far. I had heard another club member might be interested in selling his 1958 Century Coronado (BELOW). That is when I contacted Karl Dietz and we worked out a deal. We now have plenty of room, plenty of power, and I continue my love for Century classics. The 1958 Coronado is what we take to Heartland events and several shows around the Midwest. This past Fall the 1958 won a gold award with a score of 89.75 at the ACBS International Show on Gull Lake, Minnesota. It is

a great example of the attention to detail Karl gave the boat during his restoration process. As Robert Palmer states in one of his hit songs, she is "Simply Irresistible." This is the name given to the 1958 Century Coronado, as she is "Simply Irresistible" to us packed with many hours of pure enjoyment. This boat will visit many Heartland events this summer and many more in the future. Cheers!! "Ride a Thoroughbred!" 🏇



What's in a Name?

1956 Chris-Craft 23' Continental "Island Star" owned by James & Cheri Davis of Kansas City, MO.

This 23 foot Chris-Craft Continental was delivered in May 1957 to Minnetonka Marine in Minnesota. I purchased this boat in 2010 in good condition with a newer bottom and rebuilt engine. The previous owner of 15 years was from Gig Harbor, WA. The steering wheel is from a 1957 Lincoln Continental. The steering wheel and upholstery are cream and coral mist in color. We named the boat "Island Star." The boat resides at our family cabin on Star Island in Cass Lake, MN.



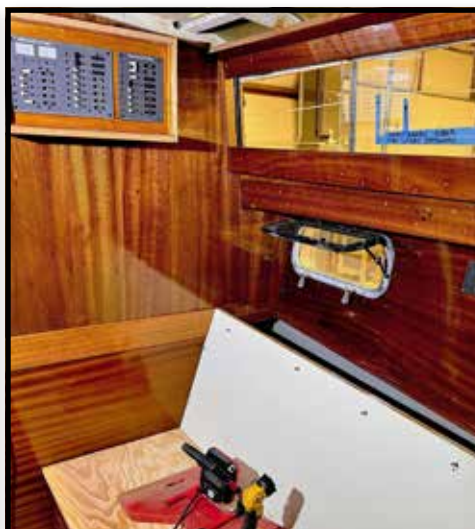


Renovations-One Item to Keel Up

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 UNSEEN Damage

Story by Steve Howard
Photos by Steve Howard

PART ONE - REPAIR AND RESTORATION OF A 1999 30' FORD-CRAFT TRIPLE COCKPIT

When a boat comes to have a leak repaired, there is usually a lot of effort to find the location of the penetration in the bottom hull. Not so with the 1999 30' triple cockpit Ford-Craft parked on the apron of our shop last fall. The Owner had struck a large submerged log while taking his father for a pleasure cruise (PHOTO 1). Beneath the engine compartment, we saw the jagged tear in the bright fire red bottom paint. We were told that its construction was laminated cold mold plywood, but we needed to know the thickness of the layers.

We start with an exploratory hole near the damage and discovered two facts. First there were three layers of 1/4" Douglas fir plywood. Second, some dry-rot. Finding the end of the rotting is the next step. We knew it would not be easy to get to because the engine was directly over the area to be repaired. After removing the engine we started making a plan for the repairs.

The area to be removed grew past the frames of the impact damaged area and across the keelson. The repaired area now covers twelve square feet.

We sistered the frames on the edges so there would be a sturdy cleat for the new plywood to be appropriately attached (PHOTO 2). We reproduced strips of Okoume plywood to replace the removed sections (PHOTO 3). The floating auxiliary frames needed to be steamed and curved to match the bottom of the boat in that area. We duplicated the original construction as we continue to replace the removed hull components.



PHOTO 1

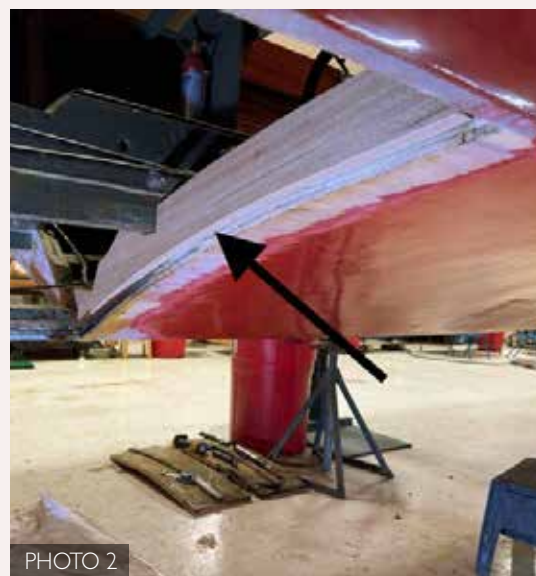


PHOTO 2



The answer to the question about the rot and how it got there was not clear. We did not have all of the information. We expanded the search. We found more compromised plywood 8' forward; I re-examined the hull exterior. Finding a 5" slit to the side of where the keel was attached to the plywood bottom (PHOTO 4). There were also many longitudinal stress cracks extending from behind the engine compartment to 12' in front of it, and it had apparently been repainted (PHOTO 5).

Another important piece of information came to us: a video on YouTube. It showed this thirty-foot vessel under power and plane out with a tremendous amount (more than a third) of the hull out of the water and crashing on the waves behind the pilot. This lengthy and beautifully crafted runabout will need some hull reinforcement. How much would not be determined until we found the end of the dark and decayed plywood was removed. 🐦



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Story by Dave Watts
Photos by Forrest Bryant

Little Rock Boat Works

Restoration of a 1926 26' Custom Launch Canadian-built Earl Barnes

In 2009, we attended the International Show in Ontario and the vintage boat collector, John Allen, from Brainerd, MN, contacted me and asked me to work on a boat that he owned.

A few months later, he brought to me what was a Canadian built Earl Barnes, a 1926 26' Custom Launch. It was represented as needing just a refinishing, but with further inspection, after it was rolled over and the bottom stripped down, it was noticed to have a dramatic haug that in the keel, approximately 1/3 of the way back from the stem. To meet the demands of an exceedingly cost conscious customer, a lamination process was implemented in place of full keel replacement. The boat possessed a "step" hull and at first the owner wanted the step removed and later changed his mind, keeping the boat original.

After the fairing process of the bottom was completed, the boat was rolled upright and the covering boards were noted to be dramatically out of fairness, extensive planing was

performed to correct this problem. Unlike American boats, where the cutwater covers the stem and the leading planks, Canadian boats have a cutwater that meets the leading edge of stem/planking. When the boat was brought to us there were numerous gaps measuring close to 3/8" that took several hours of work fairing to get an exact fit. The cutwater is secured to the boat through 4 horizontal bolts going through the stem. Fortunately, one of our workers was about 5'5" and fit in the bow and was small enough to stay there for several hours fastening and unfastening the nuts to pull the cutwater in for a correct fit.

The boat was equipped with an external rudder, which at the time was controlled by an incorrect cable mechanism. The owner wanted the boat to have its original brass tube and knuckle steering restored. A few pieces of the brass tube were remaining, but the brass knuckles were machined out of solid blocks of brass to install the correct mechanism. The gauges were all restored and the correct style of dash

was machined and installed. The plastic covered wiring was removed and replaced with correct cloth covered wiring. The owner supplied the shop with chrome plated letters "Johnny Barnes" to install aft on both port and starboard sides. The boat was stained and then varnished with Pettit. Mr. Allen then supplied the shop with a Scripps engine to install. 🦋



Tulsa BOAT SHOW

RECAP

Story by Dan Diehl
Photos by Kyle Jamar and Kasey Rideout

The Heartland Chapter of the ACBS participated in the 69th annual Tulsa Boat Show. We had a 25' x 50' space to show the public what our club is all about. The three boats shown were Chuck Gibbs '89 Century Arabian, Dan and Alicia Diehl's '55 Chris Craft Cobra, and the donated '56 Century Coronado that the club received from Jim Conner. A number of potential folks showed interest in joining our club. Many people had old memories of grandparents having wood boats.

The star of our display was our re-conditioned show booth. The booth, built 20 years ago by Brent Howard, has been a great addition to our local and Grand Lake events. Over the years, use and exposure to the elements has brought it to the point of needing a little TLC.

Kyle Jamar took notice and discussed with Pete Sitz, the possibilities of bringing it back to its former glory. Pete volunteered to build a new under carriage with independent suspension and leveling jacks built in. Kyle did an amazing transformation of narrowing the transom to 8', replacing the wood on the back, and building the seats and rear structural walls. All the new lights and wiring are built in. A simple pin is pulled to remove the tongue and the booth is ready for use. Volunteers for the show were Chuck Gibb, Kasey Rideout, Kerry Jensen, Kyle Jamar, Alex Berry, Steve Spinharney and Dan Diehl. The show ran Monday through Sunday and was manned most of the time. It should be mentioned that the very expensive floor space was donated by the show organizers. Our booth was included to be a "point of interest" to the show and was organized and encouraged by the Harwoods of Arrowhead Yacht Club. 🦋





Renovations-One Item to Keel Up



CURRENT BOAT RESTORATION PROJECTS IN THE SHOP:

Bottom: 1999 Ford Craft 30' – Bottom Repair
Upper Left: 1957 CC Super Sport 26' – Everything
Upper Right: 1947 CC Double Stateroom 36' – Everything
Center: 1967 CC Connie 25' – Bottom Repair
Right: 1963 CC Cavalier Futura 26' – Engine, Bottom, Etc.

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

The Trading Dock

Trading Dock Policy:

Ads will be placed in the magazine and online at the following rates:

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1/4 Pg: 3.75"w X 5"h	15.00	30.00
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These rates are a per issue charge and ads will continue to run in the magazine and online until you cancel or, of course, you sell your boat or item. We kindly ask you to inform us once your boat or item has sold so we can keep The Trading Dock ads current.

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1955 41' Richardson

Double Cabin. Large Fly Bridge Deck. Live aboard option. Solid to restore. Could be great B&B on land or water. Customer's boat. Trailer available to transport, not for sale.

Make Offer



Contact: Brent Howard, bhoward@howardclassicboats.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

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 Gander Lake Boat Show.

\$7,500 - NEW PRICE



Contact:
Phil
Hennage
at (918)
633-7153

1960 24' Chris-Craft Sportsman

Twin 283 V8s with tandem trailer, could use paint.

\$14,500



1961 31' Chris-Craft Roamer

Steel hull, twin 283's, beautiful mahogany interior, rare teak cockpit, fresh restoration. Won 1st Place in Class @ ACBS Show 2023 Lake Minnetonka, MN. About \$350,000 invested in restoration.

Asking \$240,000



1936 19' Earl Barnes Zephyr

Very rare boat, needs full restoration, comes with Chrysler Crown engine.

\$19,000



1965 45' Chris-Craft Costellation

Twin 431 ci V8s, teak decks, extremely original. Free to good home!

FREE



1951-52 27' Chris-Craft

Semi-enclosed, twin engines, needs restoration, great family boat and worth saving.

\$500



1955 Chris-Craft Capri 18'

KBL engine with triple carburetors, some hardware, beautiful steering wheel. Sorry, no photos. Call for more information.

\$2,500

Contact: Dave Watts of Little Rock Boat Works at (320) 393-3370



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