

Mahogany & CHROME

ISSUE 3, 2025

GAR Wood

Leisure

Hacker-Craft

runabout

ARVER

Crest + Crest

Riva

Thompson



THE OFFICIAL MAGAZINE OF HEARTLAND CLASSICS

A CHAPTER OF ACBS

WWW.HEARTLANDCLASSICS.ORG





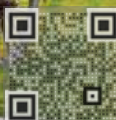
BIG CEDAR LODGE

AMERICA'S PREMIER WILDERNESS RESORT

Join us at Top of the Rock for a truly one-of-a-kind Ozarks experience. Take in the nightly sunset ceremony complete with the firing of a Civil War cannon while dining at Buffalo Bar or Osage Restaurant. After dinner, don't miss the awe-inspiring Ancient Ozarks Natural History Museum, located on the lower level.

For more information, including overnight accommodations at Big Cedar Lodge, visit bigcedar.com.

BIG CEDAR LODGE
BIGCEDAR.COM



RIDGEDALE MO
877-520-7732

From the Helm



Well summer is winding down, school is starting or started, and we have held six club events so far this year. With the Spring Workshop, Hot Springs, Lake of the Ozarks, Table Rock, Tenkiller and Beaver Lake events behind us, we turn our focus to Grand Lake show. I am thrilled to see how we have grown this club. We are up to seven official events covering multiple states. The Grand Lake show continues to be our only optionally judged event with an always wonderful formal dinner and awards along with a silent auction. If you have not been, I hope to see you there this year.

Our board has been busy working on filling new Director positions for next year as well as officer replacement. We have a slate of great candidates we will be discussing and approving at our October board meeting. Don't hesitate to get involved. We are in need of volunteers to help with our online media and membership tracking as well as future director roles. Look for our all membership meeting to be scheduled in November and join to listen and provide feedback. This is your club so let us know what we are doing right or what you would like to see changed or added.

Since you are reading this you know how awesome our Mahogany & Chrome publication is. This

magazine is made possible by our own Forrest Bryant with a bit of help from others. One way you can help is to volunteer to write a Member Profile article. Tell us about yourself and your love of the hobby. Forrest is always on the lookout for our next Member Profile. Or perhaps you would like to write an article on your restoration – we welcome your submissions!

A couple of other notable contributors are John Davenport and Kathy Parker. John has been our club Treasurer for some time and keeps our finances up-to-date. This is a role that is so necessary and often does not get the appreciation it deserves. Kathy keeps our social media and membership records up to date. She also helps with several events and keeps our BOD on track. We are always on the lookout for volunteers to help with club tasks. Reach out to any of us and express an interest.

Hope to see you soon,

Mark Engstrom, President



Contents

From the Helm	3
ACBS's Vintage Boat Week	7
Lake Tenkiller Runabout Follow-Up	8
Paul Hastings Memorial	11
Member Profile: Adam Leigh and Josh Jagger	12
Saga of a Boat: Part 3	16
Mahogany & Chrome Boat Show Invite	21
Mahogany & Chrome Boat Show Poster	22
Beaver Lake Rendezvous Recap	24
Trading Dock	26

Welcome to our New Chapter Members

Robert Aldrich of Fort Worth, TX

1956 Century 18' Arabian
1968 Century 19' Arabian
1974 Century 21' Coronado

Bob Berthelson of Kimberling City, MO

1953 Chris Craft 18' Riviera

Russ & Brenda Bourgeois of Geismar, AL

1952 Chris Craft 17' Special Runabout
2019 Home Built 24' Bateau

Howard Chamberlin of Lake Lotawana, MO

1965 Century 17' Resorter

Phil & Vickie Masters of Chariton, IA

2002 Glenn L 16' Audeen
1948 Chris Craft 23' Express Cruiser
1959 Tomahawk 15' Ski Mate

David and Matthew Rutkowski of

Gravois Mills, MO
1955 Chris Craft 18' Sportsman Utility

Jim & Peggy Snyder of Bentonville, AR

1957 Thompson

Issue 3, 2025 Contributors

Mark Ingstrom, Kathy Parker, Kerry Jensen, Adam Leigh, Kasey Rideout, Chuck Gibbs and Forrest Bryant. Photo credit page 10 – Stan Weed.

Cover Image

Photo provided by Adam Leigh.

1965 Century Sabre Gullwing
"Lucky Debonair" the first Century Sabre off the production line in 1965.
Owned by Adam Leigh and Josh Jagger.
Profile story on pages 12-14.



CHAPTER OFFICERS

PRESIDENT:

Mark Engstrom, (309) 256-1727

1ST VICE PRESIDENT:

Kerry Jensen, (479) 270-9406

2ND VICE PRESIDENT:

Kevin Hogan (913) 707-6045

SECRETARY:

Sunday Carlson (402) 677-9749

TREASURER:

John Davenport, (479) 234-5102

MEMBERSHIP:

Kathy Parker, (402) 202-3433

WEBMASTER:

Kathy Parker, (402) 202-3433

RESTORATION WORKSHOP:

Dan Diehl, (918) 230-4508

HOT SPRINGS CLASSIC:

John Davenport, (479) 234-5102

LOTO CLASSIC RENDEZVOUS:

Mark Engstrom, (309) 256-1727

CLASSICS CRUISIN' TABLE ROCK:

Becky & Jerry Caddell, (417) 840-8699

BEAVER LAKE RENDEZVOUS:

Kerry Jensen, (479) 270-9406
Kevin Hogan, (913) 707-6045

MAHOGANY & CHROME BOAT SHOW:

Chuck Gibbs, (918) 645-9000
Kasey Rideout, (918) 809-3745
Dan Diehl, (918) 230-4508

SHIP'S STORE:

Jenni McGowin, (573) 286-4913

PAST PRESIDENT:

Buddy Butler, (405) 769-2013

MAHOGANY & CHROME

EDITOR:

Forrest Bryant, (816) 896-1818
forrestdbryant@gmail.com

ART DIRECTOR:

Courtney Mullan, (913) 909-0483
court.mullan@gmail.com

TO ADVERTISE IN

MAHOGANY & CHROME:

Forrest Bryant, (816) 896-1818
forrestdbryant@gmail.com

Ports of Call

ACBS ANNUAL MEETING & SHOW

Antique Boat Museum in Clayton, New York
September 15 - 21, 2025

CAPTAIN RON'S VINTAGE BOAT SHOW

Captain Ron's at 34.5 mm on Lake of the Ozarks
September 27, 2025, 12:00 pm – 4:00 pm

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.

Chapter Board of Directors

CLASS OF 2025

Dino Darling (562) 665-6286
Logan Fure (620) 200-3607
Doug Heinsohn (636) 544-0622

CLASS OF 2026

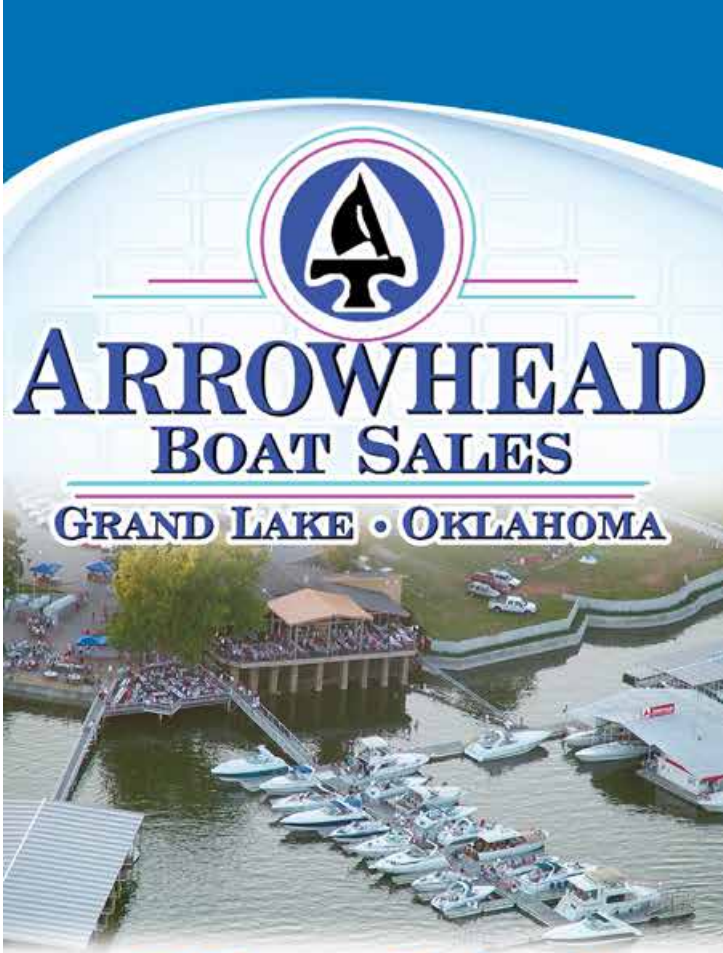
Kally Bryant (816) 863-2141
Jerry Caddell (417) 840-0657
Loretta Sheets (214) 725-5041
Scott Wallace (417) 213-2585

CLASS OF 2027

Richard Moist (417) 866-9944
Steve Murphy (402) 813-6541
Kasey Rideout (918) 809-3745

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.



**ARROWHEAD
BOAT SALES**
GRAND LAKE • OKLAHOMA

We sell fun!

COBALT BOATS
Barletta
Malibu
HARRIS
FLITEBOAT

COME JOIN THE FUN!

Arrowhead Boat Sales
32894 S. 4507 Rd • Afton, OK 74331
(918) 782-BOAT (2628) or (918) 782-3292
Fax (918) 782-2317
www.arrowheadboatsales.com

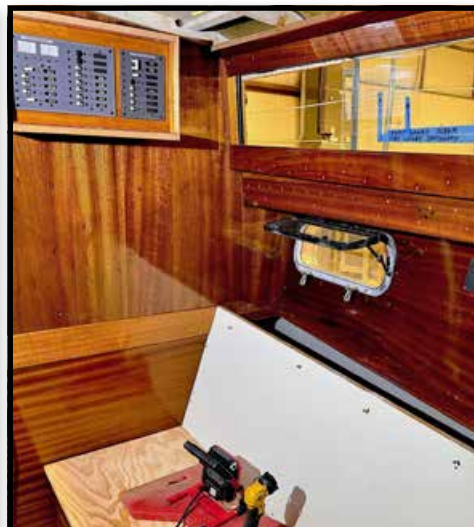


Renovations-One Item to Keel Up

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



**JOIN US FOR 2025
VINTAGE BOAT WEEK ON
THE EXTRAORDINARY
ST. LAWRENCE RIVER,
HOSTED BY ACBS
INTERNATIONAL AT
THE ANTIQUE BOAT
MUSEUM IN CLAYTON, NY.
FEATURING VBW CRUISES,
ACBS ANNUAL MEETING
AND THE INTERNATIONAL
BOAT SHOW.**

= SCHEDULE OF EVENTS =

MONDAY, SEPTEMBER 15TH

Early arrival in Clayton. Registration starts at 10:00AM at ACBS International Headquarters.

At 3:00PM we will take an afternoon Shake Down Cruise. To end the day we'll sit down for a traditional 1000 Islands Shore Dinner at the Antique Boat Museum (ABM).

TUESDAY, SEPTEMBER 16TH

"Up River" Cruise Day. Get your boat ready, and we'll plan to depart the ABM at 10:00AM to head around Grindstone Island and weave in and out of the islands past Gananoque, Ontario. We'll head back to the ABM for lunch.

Around 1:00PM, we will reload the boats and head back out for another cruise around the "Up River" Islands. Dinner on your own.

WEDNESDAY, SEPTEMBER 17TH

"Down River" Cruise Day. Once again, have your boat ready to depart the ABM at 10:00AM. Today we'll head Down River under the US Span of the Thousand Islands Bridge to Alexandria Bay through Millionaires' Row. Those wanting to stop can visit Boldt Castle or tour around downtown Alexandria Bay. Box lunches will be provided in the morning. The ABM boats will then lead the cruise around Wellesley Island bringing you under the Canadian Span of the Thousand Islands Bridge.

Evening Reception at the 1000 Islands Harbor Hotel.

THURSDAY, SEPTEMBER 18TH

8:30AM to 10:00AM – ACBS Chapter Round Table – 1000 Islands Harbor Hotel

10:30AM to 2:00PM – ACBS International Annual Board Meeting – 1000 Islands Harbor Hotel, with Lunch.

Explore the 1000 Islands – Self guided tours of the Islands by boat or car, we'll have a list of suggested destinations.

Boat Launching & Judging – Get your boat into your slip for the Show. ACBS Judging teams will start judging some boats on Thursday.

Dinner on your own.

FRIDAY, SEPTEMBER 19TH

10:00AM to 5:00PM – ACBS International Boat Show – ABM, Lunch provided onsite.

ACBS Annual Dinner – 1000 Islands Harbor Hotel – Spend a wonderful evening with all your ACBS Friends. We'll cap the night with fireworks over the St. Lawrence in honor of ACBS's 50th Anniversary.

SATURDAY, SEPTEMBER 20TH

10:00AM to 5:00 PM – ACBS International Boat Show – ABM

11:00 AM – Boat Show Class Awards Presentation – ABM, Danforth Porch

Lunch provided onsite by Dinosaur BBQ (A NY Favorite!) and drinks by Wood Boat Brewery

Evening Reception – ABM Boat Shop Dedication, and the Best-In-Show Awards Presentation

SUNDAY, SEPTEMBER 21ST

Boat Loading & Departure

Boating, restoration, and history seminars will be ongoing throughout Thursday, Friday, and Saturday at various locations around the ABM campus. Presenters, topics, and times to be announced.

Burnt Cabin

2025 LAKE TENKILLER RUNABOUT - FOLLOW-UP -

Story by Kasey Rideout

Photos by Forrest Bryant unless otherwise noted



Neither rain nor rain, nor rain, nor rain will stop us from our boat show! The inaugural Lake Tenkiller event was initially an idea launched at the Tulsa Boat, Sport, and Travel Show when one of the owners of Burnt Cabin Marina approached the HC display and told us he had been trying to get HC to Lake Tenkiller for years. The idea was bounced around and pretty much put on the back burner until 2026 when people started hearing about the idea and voicing their desire to attend. Thus started the planning process.

A one-day event, the 2025 Tenkiller Runabout was an astounding success! What was initially thought of as an event with 3-6 boats and 10-12 people ended up having 15 boats and 36 people registered, including six boats and their owners who had never been to an HC event. It has resulted in one new member to the club (so far).

Burnt Cabin is one of the largest marinas at Lake Tenkiller, and by far the most beautiful! Bryce and his mother, Karen were gracious hosts and thrilled for us to be there. Accommodating the members, they

moved their rental inventory from one of their covered docks so that our members could keep their boats out of the elements. Thank goodness they did! Arrival Friday evening saw clear, dry, beautiful weather. Saturday, however, the sky opened, and the rain set in. It stopped a few times during the day and allowed for short cruises, but for the most part, it was wet. At least there was a reprieve from the heat!

A planned cruise to Barnacle Bill's was scratched except for a few brave souls, which turned out to be fine because that was one of the times the rain let up. Others took to the roads and drove to the Barnacle Bill's marina. Owner Fran opened their upstairs private dining area for us, and almost 30 people enjoyed great food and cold drinks.

Once back at Burnt Cabin, the public were there in droves to admire and voice not only their admiration, but also thanks to members for bringing their boats to Lake Tenkiller. The Lake had never had an event like this, and they were amazed. The staff at Burnt Cabin were also surprised by the turnout. People from miles away came to see us and assured us they would be back any time HC boats were there.

The weather cleared up just enough for people to go for a cruise. Bryce brought out his new drone to take video of the departure and members set out for a cruise of this beautiful lake. People on the docks stopped and watched as the boats went by, in awe of the spectacle. Once on the water, boaters were able to see the views of the area, including the cliffs, the islands, and the amazing examples of Oklahoma's Green Country and Ozark Mountains.

(continued on next page)





Photo credit: Stan Weed

Storms developed in the distance, headed toward the lake, resulting in the cruise time getting cut short (for some) and thus, the need for getting back to safety in the docks.

Dinnertime at Burnt Cabin started with a little panic due to the hosts at the restaurant not understanding we were having our Saturday night dinner there. Not to worry!! Bryce, ever the problem solver, came to the rescue, moving tables and chairs to a covered walkway, thus having our dinner “al fresco”!

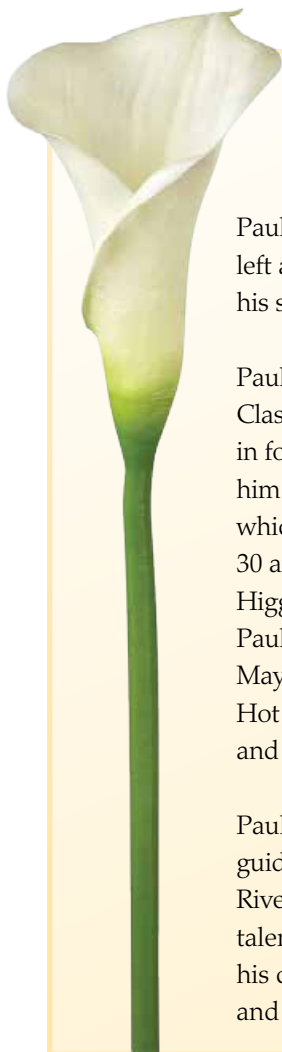
Oklahoma Ozarks Tourism Association and Executive Director Gena Woods exceeded all hopes and expectations by talking with the United Keetoowah

Band of Cherokee Indian Nation and introducing them to our organization. The Nation generously contributed \$500 to help cover the members’ cost of Saturday night’s dinner! Gena was also instrumental in promoting the event around the area resulting in such a large turnout by the public for the show.

The evening ended with some preparing for the journey home, and others spending time with new friends listening to music and having late night fun.

It was a resounding “yes!” to the question of “Would you come here next year for a two-day event?” So, make plans to attend the 2nd Annual Lake Tenkiller Runabout in 2026! 🦋





in memory of Paul Hastings

Paul Hastings, 79, passed away on June 23, 2025. He left a wake of friends and family who will be retelling his stories for a long time.

Paul joined ACBS in 1992, before this Heartland Classics Chapter was formed. He was an early leader in forming our Chapter in 1998. We expected for him to be at events, but were always surprised by which boat he brought from his collection of over 30 antique and classic boats including many Higgins, Chris-Crafts, Rivas, Bowmans, and others. Paul continued to "show" at Keels & Wheels every May. He started the Heartland Spring Classic at Hot Springs, AR. And he was a pillar at Grand Lake and Table Rock Lake events.

Paul incorporated the Little Rock Harbor Service to guide and service the barge traffic on the Arkansas River. His ingenuity, mechanical and engineering talents led to many inventions. He was also active in his community: Holy Souls Catholic Church, Sales and Marketing Executives Association, and he kept

strong ties to the Wine and Spirits Wholesalers of America. Oh, yes, he was also a concert pianist.

Paul was the consummate storyteller, including lots of Arkansas history, sometimes embellished to make it more memorable. He was loved for that.

Our condolences are with his family including son Paul, Jr. and daughters Paula, Teresa, Leesa (John Watkins) and grandsons Collier, Slater, and Walker Watkins. Heartland Classics has given a \$100 donation to the ACBS Scholarship Fund in Paul's memory.



YOUR ONE-STOP SUPER SHOP

Automotive • Marine • Aircraft • Industrial

In business for 38 years, we have the know-how and the product selections to provide you with only the highest Quality Brands. Over 50 brands including names like 3M™, Interlux™, Epiglass™, Sherwin Williams™, Awl Grip™, DeWalt™, Fein Tools™, West Systems™, SpiesHecker™, Hutchins™ and many others.

Your One-Stop Super Shop – We can assist you with all your needs and tech advice for automotive body shop tools & supplies, boat building & refinishing supplies, fiberglass supplies and aircraft and Industrial finishes.

We distribute all of our products at wholesale prices to customers all over the country. To find out more about our selection contact us today.

Your Complete Auto & Marine Distributor Coast to Coast.

PAINTS PLUS

603 E. 4th Street | Stover, MO 65078
1-800-472-4551 | paintsplus.com



Member Profile

ADAM C. LEIGH / JOSH JAGGER

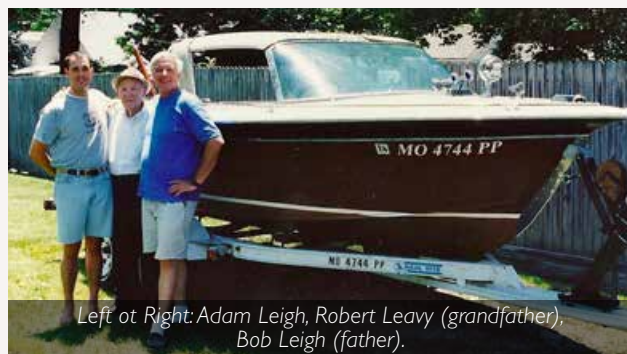
Story by Adam Leigh

Photos by Adam Leigh, Forrest Bryant, and Century Boat Co.

I was around eight or nine the first time I ever heard “the boat” mentioned. It was in a passing conversation about being down at the lake. My grandmother was referring to the Lake of the Ozarks. My grandparents apparently had spent a fair amount of time there in the 1960’s. As I wrote, my grandmother had mentioned the boat. I piped up and said, “what boat?” “You have a boat?” To which my grandmother replied, “Bob, go and see if you can dig up a picture of the boat.” My grandfather returned with a square instamatic photo of the boat. “You still have this?” “Where is it?” “It’s out in Wentzville in a boat storage place.” “Can we go see it?” My grandfather said yes and that next weekend we drove out to Wentzville Mo and that was the first time I physically saw my grandfather’s 1965 Century Sabre, with a gull-wing top, in person.

It was covered with a custom green canvas cover that snapped on, all the way around. I remember thinking how many snaps there were, a lot. The boat sat on its original shipping cradle that my grandfather had U-bolted to an enormous trailer. Field mice had made a home out of it and had eaten all the stuffing out of the seats and used the hull as their restroom. The chrome was all pitted and it was in sad looking shape. It didn’t take too long to convince my reluctant grandfather to pull it out of storage and bring it home.

Once the boat was back home at my grandparents, my cousins and I started cleaning it up and out. It took a lot of elbow grease,



Left to Right: Adam Leigh, Robert Leavy (grandfather), Bob Leigh (father).



cleaners and polish but we brought it back as best we could after years of pretty much total neglect. My grandfather had had a string of some serious health issues over the years. He was in the Army and part of the Army Corps of Engineers. In his basement he had a full machine shop and apparently anything and everything else he felt he needed for one reason or another. He rarely threw anything away that he felt would be useful. Thankfully, this included the boat.



Over the years I learned a great deal on how to repair and maintain the boat. My grandfather was a wealth of information on all things related to the boat. He taught us how to strip, stain, varnish and, yes, sand and sand and sand and sand some more. He taught us our great appreciation for this wood boat, the engineering and craftsmanship that went into building this boat.



My grandfather passed and the boat eventually came into my possession. Due to my lack of time, finances and any advanced woodworking knowledge, it went back into storage for about sixteen years.



In 2010, while I was employed as a personal assistant for a gentleman who was very well off, he randomly brought up the subject of my boat one evening. He asked where it was, and what I was doing with it. I explained that it was in storage and had been for many years. He asked, why I did not get it fixed? I replied that I did not have that kind of money. After a lengthy conversation about the history of the boat and what it meant to me, my boss and friend, very generously told me to get it fixed.



In October of 2010, the boat went to Macatawa Bay Boat works in Saugatuck Michigan. The boat would stay there for the next three years while getting a full preservation job. The shop guys took the boat completely apart, fixed, reconditioned and reassembled it with a new 3M 5200 no soak bottom and new factory-correct upholstery. Everything else on the boat is original as purchased in 1965. While the boat was in the shop, I received a call from the owner who informed me that I had the catalogue boat. I was not sure what that meant, so, he explained it to me. "You have the first 1965 Century



(continued on next page)



Sabre off the line. The hull marking reads S6550. The Sabre in the 1965 Century catalogue is your boat.”

In 2013 the boat was finally finished. I was now the very happy and honored owner of a virtually brand new 1965 Century Sabre. Since I first saw the boat so many years ago, I had always imagined what it would look like if it were brand new. Forty-eight years later I had the very good fortune to find out just that. The boat

had never really been named and certainly never had had a name painted on its transom. My husband came up with the name, Lucky

*“You have the first 1965
Century Sabre off the line...
The Sabre in the 1965 Century
catalogue is your boat.”*

Debonair. Lucky Debonair was the thoroughbred that won the 1965 Kentucky Derby. Since this was part of Century’s “Thoroughbred Fleet” and the first Sabre off the line in 1965, it just seemed fitting.

In the next few years, we had dragged Lucky everywhere we could. We have boated on many of the inland lakes on the western shore of Michigan as well as Lake Michigan itself. Table Rock Lake in Missouri, Lakes Springfield and Shelbyville in Illinois, Kentucky Lake and many others.

While at one of the Century Roundup boat shows, in Manistee Michigan, back in 2015 or 2016, a lady approached us and asked if the interior of the boat

had always been red. We explained that it had always been red and proceeded to tell her the story of it being the first 1965 Sabre and that it was the Sabre featured in the 1965 Century boat catalogue. She said, “I know this boat.” She explained that she had been on the beach the day the catalogue photos were taken and how they would grab some of the girls from Manistee high school to pose with the boats for the catalogue photos. She went on to tell us the two girls in the photo with our boat, were the twin daughters of the Superintendent of the Manistee high school. She added that they had sent out the wrong boat at the wrong time for that photo shoot. But seeing as time is money, they took the photo with the Sabre anyway and shot the other boat model photo on another day.

In 2021, due to the pandemic and its effect on us financially, I had to make an extremely emotional and difficult decision and sell our Lucky Debonair. That sale saved us from losing a lot. We made it through that very difficult period and in October of 2023, I was able to purchase our Lucky back from the gentleman that had purchased it two and half years prior.

So, we have our Lucky Debonair back now. For the past two years we have enjoyed being back out on the water, every chance we get, going to boat shows and telling the history and the all the stories of this amazing 18’ 1965 Century Sabre, Lucky Debonair. 🐾



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 SAGA of a boat

AN ONGOING RESTORATION STORY – PART THREE



Story by Kasey Rideout
Photos by Kasey Rideout & Chuck Gibbs

In, Around, and Under

Ah, the joy of hope and optimism... But, in the life of a boat restorer, as the saying goes – it's always somethin'.

When I last wrote, we had progressed in the organization of the shop, the installation of the item that would save my life and the patience of all those around me (the A/C), and had installed all remaining bottom frames. Vertical frames were being assessed to decide which could stay and which ones had to go. We had cut pieces for the keel and the chines and had them at the ready when we got to the point they could be created and installed. I think one of my last phrases was, "Next up....putting on the bottom." Like I said – hope and optimism.

Destruction and disassembly of the bottom continued. Simultaneously, the nose assembly was being constructed and shaped for placement.

The fourth of July became a date for celebration for us for a very different reason – all bottom frames were glued, screwed, and installed. There would be some sanding, filing, grinding to do in order for them to get the correct shape, but they were there. Using the original frames proved to be somewhat of a challenge since wood rot had distorted the original shape of the boards, so those corrections had to be addressed as we went along. But seeing all that beautiful new wood was amazing.

Once the bottom frames were placed, the chines could come off and the process of creating those could begin. Pieces were cut, put together with epoxy, and clamped together for placement.



Summer and fall are kind of a blur. We had so much to do, and had accomplished so much, and progress was being made. During the course of the summer/fall, the shop continued to take shape. Cabinets were acquired, benches were built, and more were found. While looking on Facebook Marketplace, I found a large open cabinet I thought would make a perfect workbench. Chuck and I made the trip to a farm outside of Cushing and found the cabinet that had been stored in a large barn/shop for about 40 years, with mud dobber nests and oil/grease all over it. It was rough, but I thought it would be perfect for our use. Once we got it to our shop and put in its place, I kept thinking it looked like something I had seen before. Some of you might remember a small department store named C. R. Anthony's. It was a regional chain of stores that supplied families with everything they needed prior to the day of Walmart being the store of choice. My mom was a manager for Anthony's for many years, so I spent many, many hours in those stores. The more I looked at our new cabinet, it dawned on me that this cabinet was one used as a fixture in an Anthony's store. A little cleaning and painting would bring it back to life and give it a new purpose. I feel like my mom is smiling down on it.

The installation of the bottom frames, I thought, was a significant step toward progress. When I ask or talk to anyone about it, they confirm that it is a major accomplishment. Then I learned that in order to make all these pieces work, they have to be attached to something. Thus began the process of placing newly polished, beautiful brass bolts.

In the last segment of "SAGA", I spoke of removing said bolts – not thinking about the steps it would take to place them in the new wood. So began the meticulous course of placing the original solid brass bolts throughout the frames. This meant someone (and when I say someone, I mean me) would have to get inside the boat (with the frames glued in place), and create the countersinks, drill the holes, place the bolt, and secure with the washer and nut. Ask me if I knew there was such a thing as a 14" drill bit. No! But as with any good student, I was bound and determined to learn. So, by the end of one afternoon, I had accomplished the feat of drilling 28 holes for the frames to be secured to the stringers. I was lucky I had others there with me who would get things for me so I didn't have to continuously get in and out during the process.

Once the bolts were placed in the stringers, since they (the stringers) were salvageable, the old red paint had to be sanded off. It was a weekend, Dan was out of town, Chuck was busy, which meant there was only one person available to do it. Yep – me. Starting out wasn't so bad. It was dirty and



(continued on next page)

hot, but I felt like it wouldn't take long. That's when the batteries in the grinder started going dead and had to be replaced with freshly charged ones. Which meant I had to get out of the boat. Ok...not too bad. But when the fourth or fifth time came that I had to get out, it was getting old. Let me tell ya, getting in and out of that boat – squeezing between those frames is something not for the faint of heart. The amount of turning, bending, inching my way into and out of the space was a LOT! About six hours later, I was finished – literally and figuratively. I was also covered in red dust. If you've ever seen the dirt in central/western Oklahoma, you know the color I'm talking about. You also know that stuff will never ever come out of those clothes.

Other holes had to be drilled for bolts to be replaced. It's amazing the lengths and efforts a person will go to in order to get the job done.

Keep in mind – I had absolutely no idea what I was doing, or what was supposed to happen next. I had my Danenberg bibles out and ready, but nothing really helps except hands-on teaching. Dan would give me my orders, show me how it's done, then I'm on my own. This was the case with cutting the intermediate frames – which was fairly simple. I really didn't initially grasp the purpose for intermediates, but I marked them and kept them in a safe place for when they were needed.

Now that the bottom frames were securely in place and the structure and stability of the boat was more secure, other pieces could now be taken off. All the remaining side planks, the battens, and the transom boards were all removed. Once the battens were removed, the vertical frames were then identified as salvageable or “done”. Port side frames were in pretty good shape; Starboard side...not so much. Slowly, but surely, all identified vertical boards were cut and replaced – attached to the new bottom frames.

At the time, it seemed like things were moving at a snail's pace. Work was being done, progress was being made, but I didn't feel like a lot was happening. We had finally gotten everything cut and produced so that the keel and chines and transom could be placed/replaced. A collective sigh was heard as we placed the final clamp to secure all the pieces. Finally – a shape was born.

I realized tasks would be easier if tools were easy to access. Much like my “things that...” concept, I also organized the power tools for more convenience. The band saw, table saw, and table sander were lined up



like good little soldiers at the opening of the shop so all would be handy. All the guys have learned it's a better idea to put things back where they belong so they can find them the next time they need them.

Late summer came, and with it the need for more wood for the bottom diagonal boards, the bottom planks, and the battens. A trip to Oklahoma City was planned to have them re-sawn from approximately 2" thick to the rough-cut thicknesses needed. Final planning was done at our shop. Again, the plan for the materials was unclear, but at least I knew there was one.

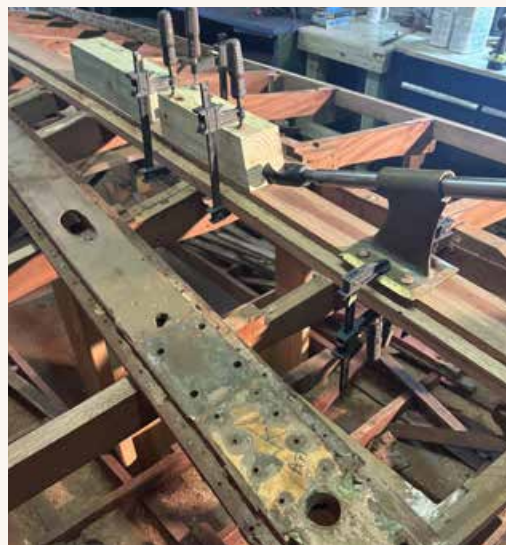
Once the structure of the boat was secure and the keel was installed, the task of drilling the hole for the prop shaft was at hand. I had seen the video of Dan and his guys drilling the hole for one of his boats and realized the magnitude of the job. The bit and drill were acquired, materials for stability was put in place, and the task ensued. Don't ask me, because I can't tell you – but this made me cry. It seemed like such a monumental accomplishment and after all the delays, it finally felt like something was happening.

Dan kept telling me we were "right there" as far as time was concerned to start placing diagonals. But first, there was the task of applying Smith's Penetrating Epoxy to every inch of raw wood we had placed on the bottom boards...and it would take three coats for sufficient protection...and it would take 2-3 days for it to cure.

The new wood had been retrieved from Oklahoma City and brought to the shop and now it was time to reduce the thickness of the boards that would be used for the diagonals. Using the planer loaned to us by Kyle Jamer, Chuck and I put it to use and reduced about 12 boards to 1/4". We were finally ready. No, we weren't. Next, I had to use Smith's Penetrating Epoxy on all of those boards, applying three coats on the inner side. Now we were ready. No, we weren't. We were smack dab in the middle of football season and the holidays. But the pieces were ready – and they were beautiful.

"This part will go so fast, Kasey, and it will be so fun!" I heard this many times. I just kept waiting for the fun part. I will say, however, that I learned a lot while I was completing this segment of the project. The purpose of the intermediate boards became clear, and attention to detail was paid to the placement of the bottom frames was now understood. I learned the effect of the curve on the bottom frames on the ease of placement of the diagonal boards.

(continued on next page)

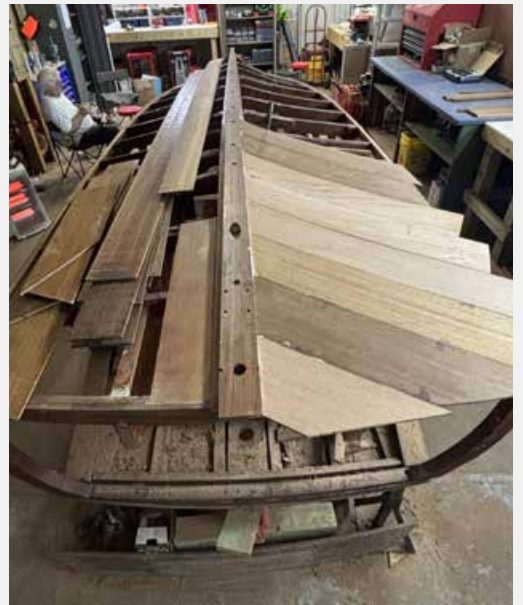


In case you don't know – or don't remember, cutting a piece of wood on a straight line is not as easy as it sounds. When you put a piece of wood next to another piece of wood, and they're supposed to fit tightly – and you have an uneven cut piece of wood...the process is, shall we say, daunting. I recognized my newfound talents with a band saw and a table sander needed to be honed a bit. By this time, it's the first of January, and my goal is to have the diagonals completed in time for the Tulsa Boat, Sport & Travel show, which was to open January 27. No problem! But remember what I said about my talents with the band saw. What appeared to be an easy task, ended up taking a lot more time than I anticipated. There were more nights than I can count when I was working on a board until well after midnight. Even though I could've achieved the goal, I decided it would be better to wait and make sure it was as perfect as possible, and that would take more time. My next goal is to take it to the Workshop in February.

This is hard work, tedious at times, and frustrating with the new and the unknown. It's tiring. You find yourself in the middle of a task, seeing people who are looking at you with a smile on their faces, realizing you've been asleep. There are several good places to get in a little nap.

Like I've said many times before, this is a learning experience – one that never ceases to be a challenge. There have been several moments during the past weeks that I've questioned if I'm capable of completing this because it's a LOT. If I had any clue about how to do some of it, I don't think it would be so challenging. But I persevere and go on, determined to get it done, no matter the mistakes/corrections or delays. 🐦

**Next up –
battens and
bottom planks
(fingers crossed).**



HEARTLAND CLASSICS GRAND LAKE EVENT INCLUDING THE

Mahogany & Chrome Classic Boat Show

Story by Kathy Parker / Photo by Forrest Bryant



It's that time of year! The Mahogany & Chrome Classic Boat Show is the longest running show Heartland Classics puts on and has become the “Granddaddy” of the years’ shows. It takes place on beautiful Grand Lake O’ the Cherokees in Northeast Oklahoma and will be held **OCTOBER 2 – 4, 2025.**

MAHOGANY & CHROME BOAT SHOW AGENDA

THURSDAY, OCTOBER 2, 2025

6pm-9pm Welcome Dinner – Cherokee lower dining room (Packets available)

FRIDAY, OCTOBER 3, 2025

8am-10am Arrival & Registration – Cherokee @ Show Booth (Packets available)

10am-2pm Cruise Lunch – Doc’s at Shangri La

6pm-9pm Dinner – Blind Swine at Harbors View – Shrimp Boil

SATURDAY, OCTOBER 4, 2025

8am-10am Registration & Boaters’ Breakfast

10am-3pm Show Time – Cherokee Courtesy Docks

11am-3pm Lunch Buffet – Cherokee lower dining room

6pm-7pm Happy Hour – Cherokee upper dining room

7pm-10pm Dinner & Awards – Cherokee upper dining room

Mahogany & Chrome Show is the one Heartland Classics event where official judging is offered. The ACBS criteria for judging are used which are based on comparing the existing boat to the way it would have originally left the showroom as a new boat.

A point system is used to determine groups of winners:

93-100 is Platinum, 84-92 is Gold, and 75-83 is Silver.

Having your boat judged is an educational experience for you and the judges.

REGISTRATION:

Registration for the Mahogany & Chrome event is as easy as clicking the “Online Registration” button on the event website, answering a few simple questions, and providing payment information.

FEES:

- Event Registration – \$40
- Boat Registering – The first boat registration fee is \$35. Addition boats are \$15 each. *You do not need to bring a boat.*
- Meal Reservations are available online.

LODGING:

Various suggested lodgings listed on the Heartland Classics event website.

*All details will be kept up-to-date
on the event website:
www.heartlandclassics.org*

FOR QUESTIONS, FEEL FREE TO CONTACT THE SHOW COORDINATORS:

Chuck Gibbs

(918) 645-9000

c.gibbs@law4hire.net

Kasey Rideout

(918) 809-3745

kkrideout@yahoo.com

— 32ND ANNUAL —

MAHOGANY & CHROME BOAT SHOW

CLASSIC, VINTAGE, RETRO BOATS ON DISPLAY



PUBLIC WELCOME
— FREE ADMISSION —



Cherokee Yacht Club & Marina
Grand Lake, OK

October 4th, 2025
10:00am — 3:00pm

www.heartlandclassics.org



Details are Important.



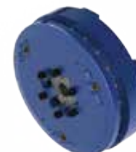
Craftsmanship might seem simple at a first glance but further inspection reveals a master boat builder's countless hours in the details. They focused on the particulars creating something of value and quality from anchors to windshields. Decades later the workmanship is still appreciated and admired.

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.

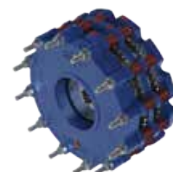
Featuring



Pilotless™ Power Take-off



Power Grip Clutch



Water Cooled Brakes

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



2025 Beaver Lake Rendezvous

RECAP



Story by Kerry Jensen
Photos by Forrest Bryant

Captain's Log 1600 hours Thursday

Boats began arriving at Coppermine Lodge for the 2025 Beaver Lake Rendezvous. Lake level was 1225 feet above sea level which is 4 feet above full pool. The top of the boat ramp at Coppermine Lodge was 3 feet underwater. We sent Brendan Jensen to wade into the lake to locate the top of the boat ramp. Brendan then became the target to aim for when launching boats. We used high-clearance vehicles to launch all boats as they had to back approximately 10 feet into the lake to launch. All were launched successfully and moved to Coppermine Lodge boat dock.

Captain's Log 1800 hours Thursday

Co-Chair Kevin Hogan and his cooking crew had the fire ready in the firepit by the pavilion for the hot dog BBQ. Everyone enjoyed roasting hot dogs and social time while taking in the lake front view of Beaver Lake.

Captain's Log 1900 hours Thursday

Retired Ranger Alan Bland gave a talk on Beaver Lake and the mission of the US Army Corps of Engineers. Alan was back by request from last year's event. He ended his talk by answering several questions from the group. Following Alan's talk, we moved to the bonfire pit down by the boat dock for beverages and sharing boating wisdom.

Captain's Log 800 hours Friday

A highlight of the Beaver Lake Rendezvous is Hogan's Homestyle Breakfast. Kevin and his cooking crew of Penny Shaffer, Scott and Heather Townsend and Buddy Butler were on top of their game as we enjoyed an excellent breakfast. Co-Chair Kerry, wearing his host hat, got to enjoy an early morning boat ride in Russ and Brenda Bourgeois' 17-foot Chris Craft to the nearest marina.



Captain's Log 1000 hours Friday

Time for the club cruise up Indian Creek and lunch at Starkey Marina. All but one boat made the trip (more about that later). We cruised around one hour and fifteen minutes before arriving at Starkey Marina. We enjoyed a relaxing lunch on the dock with area residents stopping by to see the boats.

Captain's Log 1330 hours Friday

It was boaters' choice to cruise more or head to Shaddox Island by Rockey Branch Marina to cove out and swim for the afternoon. Kerry and Bobbie's Christ Craft Constellation "Liberty" anchored the group with most boats tying up along each side. Brendan Jensen brought his inflatable island for added enjoyment. The fun finally came to an end as people got hungry and the evening dinner plans started taking shape.

Captain's Log 1800 hours Friday

Heartland Classics events run on food (and gas) and Friday night had choices for dinner. Kevin Hogan led about half of the group by land to Monte Ne Chicken for an excellent family style dinner. Kerry joined the other half of the group by boat for dinner on the dock at the Captain's Seat at Prairie Creek Marina. Both groups arrived back at the resort for a quiet evening of beverages and sharing more boating wisdom by the lake.

Captain's Log 800 hours Saturday

Another great Hogan's Homestyle Breakfast from Kevin and his cooking crew. These breakfasts are truly a highlight of the event.

Captain's Log 1000 hours Saturday

Free time to cruise Beaver Lake and select a restaurant for lunch. Kerry led a flotilla of 5 boats to Prairie Creek Marina for fuel. Then headed up the lake to Eden's Bluff, a part of the lake we had not explored this year. The group returned on their own enjoying the sights along the way.

Captain's Log 1300 hours Saturday

Boat Show. All boats were present and ready for the boat show visitors at Coppermine Lodge. We had a steady stream of people coming to see the boats. Flip Putthoff from the NWA Democrat Gazette covered the event and will have an article in their Outdoor Magazine. Special thanks to Russ Bourgeois and Kevin Hogan for giving our Coppermine Lodge Hostess Samatha Mott, her husband Roudy and son Ranger rides in their boats.

Captain's Log 1800 hours Saturday

The banquet was held in the pavilion overlooking Beaver Lake at Coppermine Lodge. Dinner was catered by Olive Garden. Kasey Rideout gave an update on the 2025 Grand Lake Show October 2, 3, & 4. Then it was time to present the "lucky" Albatross Award to the unlucky boater of the weekend. As previously mentioned, 1 boat could not make the Saturday cruise earning its owners, Scott and Cathy Wallace, this year's award. Scott mentioned he has a place in their boat room to hang their new award. The banquet was followed by another bon fire and reminiscing about the fun we had.



The Trading Dock

TRADING DOCK POLICY:

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

Ad Sizes	Heartland & ACBS Members	Non-Members
1/4 Page Ad: 3.75"w X 5"h	15.00	30.00
1/2 Page Ad: 7.75"w x 5"h	30.00	60.00
Full Page Ad: 7.75"w x 10.25"h	45.00	90.00

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.

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

FIND MORE DEALS ONLINE: www.heartlandclassics.org/trading-dock/

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

1957 Thompson Brothers 15' Runabout

Powered by a 1957 35 HP Evinrude Lark Outboard with metal 5 gallon gas tank included. The vinyl seats are in great shape and along with the red steering wheel, really help this boat pop! Single axel trailer is also included in the sale and is 1980s vintage.

The engine is intermittently having trouble shifting into reverse but runs well forward so some repairs are in order to get it fully functional but is being sold as-is.

The boat is located at Lake Lotawana, MO. Owner is moving to South Carolina, so motivated to make a quick sale.

\$2,250



Contact: Joe Goeke at joseph.goeke@gmail.com

1962 Century 18' Gull Wing

The gull wing hardtop came as an option at the time of the original purchase. Like most old boats, she comes with stories. It was purchased in 1987 by Chick Wheat from a woman needing to raise bail to get her husband out of jail.

A fresh Gray Marine Buick V/8 280 engine was installed for power. The boat underwent a restoration beginning in the early 2000s and was completed in 2007 with a non-soak bottom. The boat has been recently detailed and water-tested.

The tandem axle trailer is included in the price. She looks and runs great!

\$12,000



Contact: Phil Hennage (918) 633-7153

1957 Lyman 15' Outboard Runabout

Purchased restored in September 2012. Used on Glee Lake, MI. Added since: windshield, custom upholstery, custom cover and custom rear seat back. The 35hp Golden Javelin outboard and Gator trailer believed to be original to the boat. The outboard is easy to start and runs smooth, trailer was restored in July of 2013. Includes spare parts, spare gas tanks, shop manuals and boating accessories. Located in MO and stored in a climate controlled garage since 2017.

Asking \$6,500 – proceeds to charity



Contact: Steve Bradbury at (314) 477-8396 or jstevebradbury@aol.com for more information

Chris Craft Sportsman 24'

This beautiful boat is powered by a 185hp Chris Craft/GM 283 cu. in. engine. The engine starts easy and runs great. It's ready to go with comfortable seating for 5 and directors' chairs for additional seating. Includes new Bimini, new gas tank, new fuel lines and filter, mooring cover and custom Marine Concepts full cover, Garmin GPS/depth unit, and many boating accessories. Trailer, spare parts and filters also included. Osage Beach, MO.

Asking \$27,000



Contact: Steve Bradbury at (314) 477-8396 or jstevebradbury@aol.com for more information

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, a \$5,000 value. Aluminum wheels & LED lights, includes ski boat crossmember, target bunk & 2 lighted loading poles at rear.

\$21,000



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

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



Sister Ship



Contact: Brent Howard, bhoward@howardclassicboats.com



Heartland Classics Chapter
9029 NE Sam Ray Rd.
Kansas City, MO 64156
www.heartlandclassics.org
heartland-classics@hotmail.com



Heartland Classics Caps

\$20.00

(Available in stone, ensign blue, navy blue, hunter green, dandelion, melon, periwinkle & spearmint green)

Heartland Classics
Burgees **\$30.00**



ORDER NOW WHILE SUPPLIES LAST!

Contact Jenni Webber at
jenniwebber@outlook.com or (573) 286-4913

CLASSIC BOAT
COLLECTIVE
The Next Generation In Classic Boating

VISIT US
WWW.CLASSICBOATCOLLECTIVE.COM
Brokerage Sales | Storage | Restoration
315.608.0551 info@classicboatcollective.com