The 17th Annual Mahogany & Chrome Boat Festival was more than just a boat show. The event was held at Arrowhead Yacht Club in Grand Lake, Okla. It officially opened with 50 boats and 15 outboard motors on display. Seventy-four club members registered at the event with a final total of 52 boats. There were boat rides for the public, a cookout, banquet and lake cruises.

The festival opened with a pre-event dinner on Thursday evening at Pensacola Pizza and Pasta with 32 members and guests in attendance. Friday’s activities included a cruise in the Grove, Okla. area with the help of Event Coordinators, Jim and Marilyn Connor. Darren Arnold was the cruise master for the boat ride over to the Aqua Bar at The Landings where we met up with the Connors for lunch. We were greeted by owner Paul Staten and his staff who did a fantastic job of helping dock 20 boats and feeding 50 people some great food in a minimum amount of time.

After lunch at The Landings the cruise continued on to Royal Bay where we were welcomed by owner Larry Streckline who opened up the Cherokee Queen River Boat for members to relax with snacks and a cash bar while the boats were on display at the docks for the media and public.

A shuttle bus took shoppers to Grove with several stops at antique stores and specialty shows. Alicia Diehl came back with a great wall sconce and Paul Hastings purchased a toy metal fire truck to go with the full size one he has back home in Little Rock.

Approximately 60 people enjoyed a great buffet dinner complete with wine, cocktails and homemade cookies for dessert. After dinner everyone enjoyed the sunset cruise back to Arrowhead Yacht Club. The water was smooth and the weather was beautiful - what a great day.
It’s been a great year for Heartland Classics!

Our chapter has 130 memberships as of Sept. 1, 2010, thirty of those are new members in the last 12 months! Sixty-two percent of our members took part in at least one of the Heartland events. Every member has received this Mahogany & Chrome newsletter and many members accessed the chapter’s website. All members have the chance to network with others who share the classic boats hobby.

You’ll soon be receiving the renewal form for 2011 membership in ACBS and the Heartland Chapter. On this form you will also have the opportunity to contribute toward the ACBS Scholarship Endowment Fund which supports students attending four different boatbuilding schools. Having a new generation of artisans who become experts at restoration and repair of classic boats is one way to increase the value of your chosen hobby. I hope you join us in contributing to the Endowment Fund which works toward the preservation, not only of boats, but of the legacy of beautiful craftsmanship.

Kathy

Upcoming Ports of Call

Heartland Classics Restoration Workshop
Howard’s Classic Boats
Langley, Okla. • Feb. 26, 2011

Garvan Gardens Cruise
Lake Hamilton, Ark. • April 8-9, 2011

Classics Cruisin’ Weekend
Table Rock Lake, Mo. • June 9-12, 2011

Beaver Lake Day Cruise
Eureka Springs, Ark. • Aug. 13, 2011

ACBS International Show & Meeting
Lake Geneva, Wis. • Sept. 21-24, 2011

18th Annual Mahogany and Chrome Boat Festival
Grand Lake Okla. • Sept. 30 – Oct. 2, 2011

ACBS International Show & Meeting
Table Rock Lake, Mo. • Sept. 16-23, 2012
The Beaver Lake Rendezvous was held August 5 – 7, 2010, at Eureka Springs and Beaver Lake, AK. Two pre-events kicked off a terrific extended weekend. Club members met on Thursday night for a pre-event happy hour and dinner at Rogues Manor in Eureka Springs. Everyone in attendance enjoyed a delicious dinner amid the unique décor and ambiance of the manor restaurant.

The Friday pre-event consisted of a get together at Lost Bridge Storage where members chatted about wooden boats, partook of liquid refreshments while feasting upon hamburgers and chicken breasts topped with Texas jalapenos; all grilled to perfection by cruise director and chef extraordinaire, Guy McCollum.

Twenty boats were launched on Saturday at Lost Bridge Marina on Beaver Lake for a day of cruising. Cruise locations included the Beaver Dam, Penitentiary Falls, Hogscauld Falls and the big clifty arm of Beaver Lake. Boaters rafted up for a cove-out in Hogscauld Cove, a quiet and calm spot on the lake where everyone enjoyed conversing about boats, swimming and keeping cool. The cove-out concluded with a quick return trip to the McCollum dock for a wonderful lunch prepared for club members by Jacque McCollum.

Following the luncheon, members loaded up and readied themselves for the Saturday evening barbecue, held at Whitney Mountain Lodge. Club members were unanimous in their praise of the barbecue dinner. As good as the dinner was, the dessert was simply outstanding – a McCollum family favorite straight from Texas: Original Dr. Pepper and Blue Bell Ice Cream floats – and yes, many club members had more than one.

The new Heartland Classic embroidered logo caps were available for purchase at the barbecue for the first time. Sales were brisk and many club members went home wearing one.

Heartland Classics new logo caps are available for purchase on the website (http://www.heartland-classics.org/shipstore/) and come in ten colors. Please Note: Two of the colors, pink and iris, are available in ladies’ fit only. Sales of the caps have been great, resulting in limited supplies of some colors. If you’re planning on purchasing a cap, act now for the best choice in color selection.

Photos courtesy of Forrest Bryant, Jacque McCollum & Kathy Parker.
On Saturday morning the day of the boat show, Joe Harwood, owner of Arrowhead Yacht Club, opened the members’ only restaurant to the public for a breakfast buffet that featured their famous maple bacon with scrambled eggs, fruit, oatmeal and waffles.

The boat judging team headed by Dan Diehl got to work while the dock area filled with the public who came to see the classic boats. Captain Jim Conner gave classic boat rides in his 1991 Hackercraft 30’ Triple. The Mazda Miata Club of Oklahoma displayed approximately 16 Miata’s on the grassy area in front of The Yacht Club which added to the fun and gave the people an additional attraction.

The Heartland Classics Ships Store was well stocked with t-shirts, caps, polos and burgees. The polos and burgees were new items and sales were good. These items have been added to the order form on the website. The new Heartland Classics burgees (available in Raked and Swallow Tail) were given to all participating members as well as our guest speaker, Lou Rauh, of Antique Boat Center and our host at Arrowhead Yacht Club, Joe Harwood.

Heartland Classics chapter president Kathy Parker welcomed members and gave a brief update of the Heartland Classics chapter, announced the new Board Members and reminded us that we are host to the 2012 ACBS Annual Meeting at Table Rock. She also presented the President’s Club Award.

The guest speaker, Lou Rauh of Antique Boat Center, gave a great presentation on restoration discussing the different types of bottom replacement methods and his prospective of where the classic boat market is in today’s economy.

Darren Arnold, the Heartland Classics chapter vice president and Grand Lake Event Chairman, was MC for the awards banquet. Darren recognized all the sponsors.

Saturday’s activities were capped off with the official awards banquet held across the cove at The Cherokee Yacht Club. Tom McKibben and Joe Harwood greeted members with complementary wine and their staff prepared an awesome dinner buffet and provided excellent service.
that helped make the event possible and all of the club members that volunteered for duties necessary to have a successful event. Special thanks were given to Steve Spinharney, Dock Master;

Dan Diehl, Head Judge; Chick Wheat, Youth Director; Kyle Jamar, Cruise Leader; and Jim Connor, Grove Area Event Coordinator and Boat Captain for Rides. Darren comments: “I could not have done it without them.” Darren also announced the Boat Show Trophy Class winners and presented the awards. The event was capped off with a cookout at Cherokee’s Hooker’s Bar on Sunday. Approximately 40 members attended and everyone left with a door prize.

Next year’s Event Chairman, Phil Hennage, has his work cut out for him because the 2010 Grand Lake Boat Festival was the best ever. Congratulations to Darren Arnold on a job well done!

Mahogany & Chrome Boat Show 2010 Trophy Winners

<table>
<thead>
<tr>
<th>Judged Awards</th>
<th>Year</th>
<th>Make</th>
<th>Model</th>
<th>Owner</th>
<th>From</th>
</tr>
</thead>
<tbody>
<tr>
<td>Best Outboard Motor</td>
<td>1952</td>
<td>Mercury</td>
<td>KG 7</td>
<td>Howard Dehaven</td>
<td>Tulsa, Okla.</td>
</tr>
<tr>
<td>Best Wood Boat</td>
<td>1964</td>
<td>Century</td>
<td>Resorter (Dr. Bob)</td>
<td>Bobby Gibson</td>
<td>Ponca City, Okla.</td>
</tr>
<tr>
<td>Handsome Transom Award</td>
<td>2010</td>
<td>Glen L</td>
<td>Riviera (Midnight Cry)</td>
<td>David Lott</td>
<td>Branson West, Mo.</td>
</tr>
<tr>
<td>Best Preserved/Most Original</td>
<td>1958</td>
<td>Speedliner</td>
<td>Contesa M445</td>
<td>Howard Dehaven</td>
<td>Tulsa, Okla.</td>
</tr>
<tr>
<td>Best Century Boat Award</td>
<td>1962</td>
<td>Century</td>
<td>Resorter (Bobby’s Girl)</td>
<td>Bobby Gibson</td>
<td>Ponca City, Okla.</td>
</tr>
<tr>
<td>Best of Show</td>
<td>1930</td>
<td>Chris Craft</td>
<td>Triple Cockpit Runabout (3 Wishes)</td>
<td>Clay &amp; Patty Thompson</td>
<td>Altus, Okla.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Boat Show Voted Awards</th>
<th>Year</th>
<th>Make</th>
<th>Model</th>
<th>Owner</th>
<th>From</th>
</tr>
</thead>
<tbody>
<tr>
<td>People’s Choice Award</td>
<td>1930</td>
<td>Chris Craft</td>
<td>Triple Cockpit Runabout (3 Wishes)</td>
<td>Clay &amp; Patty Thompson</td>
<td>Altus, Okla.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Special Awards</th>
<th>Year</th>
<th>Make</th>
<th>Model</th>
<th>Owner</th>
<th>From</th>
</tr>
</thead>
<tbody>
<tr>
<td>Best Display (Boat or Motor)</td>
<td></td>
<td></td>
<td></td>
<td>Brent Howard</td>
<td>Langley, Okla.</td>
</tr>
<tr>
<td>9 Boats and 7 motors were displayed during the show</td>
<td></td>
<td></td>
<td></td>
<td>Larry Nichols</td>
<td>Ft. Myers, Fla.</td>
</tr>
<tr>
<td>Furthest Hauled Boat</td>
<td>1972</td>
<td>Chris Craft</td>
<td>XK-18 (Pumpkin)</td>
<td>Forrest Bryant</td>
<td>Kansas City, Mo.</td>
</tr>
<tr>
<td>Rudder Award</td>
<td></td>
<td></td>
<td></td>
<td>Forrest Bryant</td>
<td>Kansas City, Mo.</td>
</tr>
<tr>
<td>Youth Judged Award</td>
<td>1957</td>
<td>Chris Craft</td>
<td>Futura (Twitty Bird)</td>
<td>Brent Howard</td>
<td>Langley, Okla.</td>
</tr>
<tr>
<td>Presidents Cup Award</td>
<td></td>
<td></td>
<td></td>
<td>Forrest Bryant</td>
<td>Kansas City, Mo.</td>
</tr>
</tbody>
</table>
Four youth judges and one yellow lab clad in official Hagerty judging apparel judged boats at Saturday’s boat show. The four youth judges – Laci Thole, Meg Watkins, Annabella Beachner (daughter of Michael and Angela Beachner) and Haley Jo Harwood (daughter of Joe Harwood) along with Haley’s yellow lab, Hattie, were given the opportunity to participate in the judging process.

Chick Wheat, Youth Judging Coordinator, and Darren Arnold guided the young judges. They had the chance to board and judge six boats in various categories recording their scores on an official score card.

Led by Chick Wheat they got to interact with the boat owners to learn about their boat, check the condition of the interiors, paint and varnish, and test the sound of the horn. They also were able to voice what they thought of the boats’ names.

Youth judging is part of Hagerty’s “Operation Ignite”, a program to encourage interest in collector vehicles and boats among young people between the ages of six and 16. “Operation Ignite” is dedicated to involving the next generation in the hobby of collecting and appreciation of collector vehicles and boats through hands-on experience and education.

Our team of expert youth judges picked a 1957 Chris Craft Futura named “Twitty Bird”, owned by Brent Howard of Langley, Okla. as their winning entry. I believe the judging was a two-to-two tie before Hattie, the yellow lab, turned in her score card. She choose “Twitty Bird” because she liked the Twitty Bird painted on the transom. Go figure – a lab and birds.

All kidding aside, Hagerty is to be commended for such an innovative program as “Operation Ignite.” It’s just another example of how they sponsor and support the wonderful hobby we have.

A Special Thanks to all of this Year’s Show Sponsors

2010 EVENT SPONSORS
Offered money, goods or services towards the 2010 Annual Mahogany & Chrome Boat Festival

PLATINUM SPONSOR:
Bank of the Lakes – Langley, OK

GOLD SPONSORS:
The Cottages at Big Hollow
Grand Lake, OK
Housed our Guest Speaker, Lou Rauh

Arrowhead Yacht Club
Grand Lake, OK

Cherokee Yacht Club
Grand Lake, OK

TROPHY SPONSORS
$312 donations collected
Arnold RV – Enid, OK
Howard Classic Boats – Langley, OK
Joe Harwood – Arrowhead Yacht Club
Paladin Apartments – Ponca City, OK

DOOR PRIZES
$1500 est. door prize donations
Antique Boat America – Fineview, NY
Antique Boat Center – Cincinnati, OH
Art of Sound – Grand Lake, OK
Cherokee Yacht Club – Grand Lake, OK
Classic Boat Connection – Mankato, MN

Classic Boat Hardware – Stillwater, MN
Glen L Marine Designs – Bellflower, CA
Graves Plating – Florence, AL
Hagerty Classic Boat Insurance – Traverse City, MI
Howard Classic Boats – Langley, OK
Jones Hardware – Ketchum, OK
NAPA Auto Parts – Langley, OK
Paints Plus – Stover, MO
Pier 13 Wine & Liquor – Langley, OK
West Marine – Tulsa, OK
Woodies Restorations – Russell Springs, KY
Hagerty invented Agreed Value coverage for classic boats. And we’ve spent over 25 years perfecting it. So relax, we’ve got you covered.
The Antique and Classic Boat Society “Come Back to Michigan” International Meeting & Boat Show was held in Bay Harbor, Mich, September 11 – 18, 2010. The Blue Water Adventure was hosted by The Water Wonderland Chapter. The event was open to the public, drawing thousands of spectators. More than 150 of the most unique and beautiful antique and classic boats were on display at the show. Heartland Classics chapter members in attendance were Don and Kathy Parker, Guy and Jacque McCollum and Forrest and Kally Bryant.

Saturday was a travel day for most attendees so the activities included checking in at the hotel, dropping off boats in the south parking lot, picking up pre-event packets and attending the evening dinner. The dinner was planned as a beach party on Lake Michigan at Bay Harbor. Due to rain and cool weather it had to be moved into the Conference Center. That didn’t stop everyone from enjoying the buffet featuring Michigan products, local cheese, beer and wine. Following dinner the curator of the Island Waterway Historical Museum gave a presentation and showed vintage footage of wood boat racing in the Island Waterways.

Sunday started with a great breakfast buffet at the Conference Center. A mandatory captains meeting was held at 9:00 a.m. for all members that planned to boat on one of the inland water ways or lakes or the Big Water Adventure to Mackinac Bridge. Following the captains’ meeting, everyone enjoyed a lunch buffet and headed out for the cruise of their choice. We chose to cruise the Inland Water way of Indian River which connects into Mullet Lake.

Indian River was calm and narrow with houses on each side. The last two or three miles of the winding river had grassy marsh banks and wildlife. The south end of Mullet Lake was calm, but as we boated North a couple miles, the wind came up, producing white caps. The water was rough, even at idle speed. Upon reaching the West shore, we had a wind break. Needless to say, we were happy to get off of Mullet Lake and back into Indian River’s calmer waters. That evening, we enjoyed a wonderful meal at the Pier Restaurant and shopping in the quaint town of Harbor Springs.
Monday started with another great breakfast buffet at the conference center followed by boating on Wallon Lake. After our rough water adventure we elected to spend the day shopping in Harbor Springs and Petoskey. Dinner that evening was on site at “Knot Just a Bar” at Bay Harbor Resort.

Tuesday began with breakfast (complete with omelet station) at the Conference Center followed by boating on beautiful Lake Charlevoix. Lunch was on your own in Charlevoix, East Jordan or Boyne City. We decided to have lunch at a great Mexican restaurant in Boyne City. The afternoon was a fabulous tour of John and Zita Winn’s fantastic home and boat house. John Winn was one of the family owners of Four Winns Boats before they sold the company several years ago. What an incredible boat house and collection of boats and memorabilia. Later on, the Charlevoix Lions Club served up a grilled chicken dinner with all the fixings at Charlevoix’s downtown lakefront park.

Wednesday was the official opening of the ACBS Membership meeting at the Bay Harbor Resort. Registration and The Ship’s Store were at the Conference Center. A welcoming reception was held that evening in a large tent set up on the marina lawn.

Thursday was meeting day with a Chapter Round Table from 8:00 a.m. - 10:00 a.m. The annual meeting ran well into the afternoon. Dinner was served in the tent on the marina lawn.

Friday brought the start of the boat show at the marina. The evening activities consisted of dinner at the Bay Harbor Yacht Club and a charity auction to benefit the ACBS Scholarship Fund.

Saturday saw the continuation of the boat show and judging. The docks were full of people who had come to see the best collector boats available anywhere in the world. The evening feature was the banquet and awards ceremony held at the Lange Center Ball Room at Bay Harbor Yacht Club.

Attending an ACBS International Meeting and Boat Show is a wonderful experience. The boats are the finest you’ll see anywhere and you meet boat lovers from ACBS Chapters all over the world. If you’ve never been to one, you should consider attending the Lake Geneva Show in September of 2011. And remember, The Heartland Classics chapter will be hosting the 2012 event at Big Cedar on Missouri’s beautiful Table Rock Lake.
The Antique Boat Center of Cincinnati, Ohio

Lou Rauh, founder of Antique Boat Center of Cincinnati, Ohio, grew up loving boats, especially classic wooden boats. After Lou established a very successful insurance company, his next dream was pursuing his love affair with wood boats. Lou dreamt of a spot where people could bring good solid boats that people want to sell to one location. Then others who are interested in buying a boat could inspect them. After many frustrating years of searching through classified ads and chasing leads only to find the boats weren’t entirely as advertised, he decided to make his idea a reality.

Lou Rauh

Antique Boat Center is housed in two large showrooms with 60 to 70 boats on display, including Chris Craft, Gar Wood, Century, Lyman and other custom-built boats from the 1930s to late production.

Antique Boat Center is not only a leader in sales of these beautiful wooden boats, they also have restoration services that are performed by a team with 45 years of combined experience. Dennis Ryan, the president of Antique Boat Center, has raised the bar by expanding the restoration shop and increasing efficiency, in turn increasing service and sales. Joel Terbrueggen is the shops master restorer. He and his six experienced crew, consisting of mechanics and wood craftsmen, have the expertise to make repairs, refinish and handle mechanical problems.

Antique Boat Center also is a dealer of limited production, high-quality, newly manufactured contemporary classic mahogany boats. They are a proud dealer of Clarion Boats, Fish Bros. Marine and Aristo Craft boats. Modern technology and uncompromising standards of excellence creates beautiful boats for the unsurpassed pleasure of a lucky owner.

You can browse through the inventory that is available by visiting the website www.antiqueboat.com and also get additional information on service available through the restoration shop.

Photos courtesy of Antique Boat Center & Forrest Bryant.

RESTORING THE PAST. Antique Boat Center's Tim Frey (in back) and Joel Terbrueggen work on restoring a 1961 17' Chris Craft Ski Boat to its original splendor.

GOT BOATS? Antique Boat Center has a wide selection of classic boats, lovingly restored to their former glory, available for sale to collectors and boating enthusiast alike.
A Love Affair On The Water

Antique Boat Center sells, restores and maintains classic wood boats.

For over 20 years, we have been at the center of the wood boat industry.

View over 700 boat listings and restoration projects in progress at: www.antiqueboat.com

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ANTIQUE BOAT CENTER
www.antiqueboat.com
5521 Vine Street, Cincinnati, OH 45217, 513-242-0808
The Warner Collection Goes on Mecum’s Auction Block
Story & photos by Forrest Bryant

The 2010 Mecum Auction, was held Oct. 13-16, 2010, in Winsted, Minn. The preview of boats was Wednesday the 13th and Thursday the 14th by appointment only. The public preview was Friday the 15th. The auction was held Saturday the 16th.

A great crowd gathered at the auction demonstrating the broad interest in classic and vintage wooden boats. There were more than 100 vintage wooden boats at the auction, providing a once-in-a-lifetime opportunity to purchase rare boats ranging in price from under $1,000 to over $250,000. Other items up for auction included approximately 100 engines, parts and accessories, along with additional memorabilia and collectables. All items were sold at no reserve.

The auction included many collectables from Todd Warner, which were appropriately named “The Warner Collection”. Mr. Warner is the owner of Mahogany Bay, a company that specializes in the sale and restoration of wooden boats. More than 40 years of collecting by Mr. Warner was represented in the boats and collectables put up for auction.

A reception for buyers was held at the Wild Marsh Golf Club in Buffalo, Minn. called Woodystock. The reception was sponsored by Antique Boat Center, Sierra Boat Company, Woody Boater and Nelson Boat Works. Approximately 130 wood boat buyers from all over the country enjoyed fine food, drinks and camaraderie.

The Heartland Classics chapter was represented by Guy McCollum and myself. There was a drawing for the framed theme poster “Woodystock: A Peaceful Gathering of Classic Boat Lovers”. Yours truly was the proud winner and I am now the owner of a limited edition collector’s item. Wow, what a great poster!

A complete list of auction results is available online at Mecum’s website. The website address is www.mecumauction.com. Once there, click on the “InfoNet” link and join.
It was another amazing gathering of not boats, but \( \text{Paul Merryman, Co-Chairman of Keels and Wheels Concur, and I met at Minneapolis-St. Paul International Airport on a recent Thursday afternoon to go to what both of us now consider as the most unique boat sales event in Classic Boating history. The Warner Collection/Mecum Auction of 100 boats and classic engines and parts.} \)

We made our way 40 miles west to the beautiful rural farming community of Winsted. The Net navigate on my Blackberry came in very handy. The directions in the Mecum brochure were little more than go to the Water Tower in Winsted and look for the building below it to find the Auction. We headed there a day early to find our contacts for a meeting about the future of boat auctions. We parked in front of a non-descript Warehouse. We chanced walking past the sign "No public allowed until Friday" and in to the building at 5pm. We found the Mecum staff bailing out the door to find dinner. Inside was every type of boat imaginable displayed in a 30,000 square foot warehouse. As we walked far enough to garner the stares of security, a tap on my back prompted my turning around to find the Collection’s owner, F. Todd Warner’s smile.

Whatever the reasons speculated for this sales event, Todd was completely in his element and his usual gracious self. He offered to show us a few of the rarest boats to be auctioned, and proceeded to give Paul and me the full kitchen tour for the next hour and a half of every boat in the building. Off his lips flowed each boat’s history washing over the concrete floor in waves. This exclusive and completely impromptu tour was like walking thru classic boating history. I had my video recorder in my pocket, and was so mesmerized I never thought of it.

The next morning was Preview Day. After having such a personal review of the collection as well as another room full of engines and parts, you would think we would be slow to get back to the warehouse; not so. We arrived early to find several hundred boating enthusiast, restorers, brokers, and collectors all over the warehouse like bees on honey. Many came and left, many more came later in the day, and most stayed all day!

The stature of the event was readily apparent by the persons in attendance. History was about to be made with most of the hierarchy of the ACBS, the top echelon of Restorers and brokers, and more than a few recognizable collectors or their surrogates all in one warehouse at one time. It was funny on the day of preview, not one person would admit he or she was there to bid!

That evening, a new group of distinctly qualified restorers collectively calling themselves the “Woodystock” hosted a cocktail party. It was a gathering of peaceful boat lovers by their own definition. It was another amazing gathering of not boats, but groups you would not normally see all in one place having a good time! Still not one would admit to being a bidder the next day.

The next morning Paul and I again showed up early to find the four hundred chairs for bidding empty! Reports were that they would be full two hours before the beginning of bidding at 10am. They were not filled until one minute until ten. All at once they were full of the bees buzzing to suck the sweet nectar from the sale.

The first two hours were slated for the sale of engines. A simple calculation indicated that the engines had to sell at a rate of every 3.5 minutes to finish at noon. If I had known what was about to happen in that first two hours, I would have brought a bobtail. The rarest engines sold for incredible prices while the remainder went for ridiculously low prices. But alas, most buyers were “resellers” who will now put them back into the marketplace for restorations. A purely capitalistic stimulus. And the engine sales were complete at 12:03! Mecum obviously knows their process.

For the next five hours came the procession of boats flashed on three big screens for everyone to tie to their bidding green sheets. The numbered succession of boats was like swells on the ocean, great “one of kind” rigs thrown in every four to five auction items against little known and occasionally only "bones" boats. The process was actually exhausting to simply watch. The sound system was designed to rattle your brain, and the rhythm of the sales to my “first-timer” participation seemed to rush forward and then grind to a halt without warning.

As a Century Guy, I watched several rare Centurys sell for more than I expected while one or two sold so under value, even in today’s market, I wanted to toss the lunch I didn’t have time to eat. The highest price paid for the rarest boat sold was, under most informed buyer’s expectations, $285,000. A more than fair price in this recession, while several restorers and resellers agreed that many mid-range boats were sold higher than expectations or even current offerings in the marketplace.

Worn out and yet still excited about what I had just witnessed, I walked out with a qualified restorer friend who had already tallied his green sheet with his calculator. His estimate of the day’s sales of boats was $3.7 Million. My take away from the event was; Mecum or any other national Auctioneer needs only to tweak this process to cater to the boater’s differing profile from car buyer’s, and they will succeed in making this style of boat exchange a viable process in any market.

I left Minnesota much more educated about rare boats and the boaters that love them, and as usual wanting yet another boat in my future. 🦜
On my last update I had completely removed all of the old bottom paint and discovered some areas of rot and a couple of previously installed patches (Photo 1). After contemplating a repair plan I asked my friend and fellow Heartland member Kyle Jamar to come over and assist me in cutting out the bad plywood. We flipped a coin and I let Kyle win, it was his saw after all.

Once the rotten plywood was removed I found some rot in one of the structural members of the boat. These areas were cleaned of any loose material. I then injected Smiths penetrating epoxy with a large livestock syringe into drilled holes, cracks and crevices until the wood would not soak in any more, I then brushed the rest again until it could soak no more (Photo 2).

After the epoxy cured I applied Smiths Fill-It epoxy filler and sanded smooth after drying. The finished product is stronger than the original wood and I did not have to remove a major structural member. I then cut, fitted and pre-installed the patch panels and spray rail, then removed the pieces and applied penetrating epoxy to them (Photo 3).

Once they were dry they were re-installed permanently using 3M 5200 and bronze screws. I then applied Smiths penetrating epoxy to the entire bottom of the boat. I am presently in the process of filling with Interlux 2 part epoxy filler and fairing the repair area, screw holes and the rest of the bottom (Photo 4). I hope to finish the bottom and flip before the next issue of Mahogany & Chrome sees publication.

Bryant Awarded 2010 Heartland Classics’ President’s Cup

An ACBS Chapter President is given the privilege of designating a member whose dedication and contributions to ACBS during the past year has been exemplary. This year’s President’s Cup goes to Forrest Bryant. One year ago, he accepted a three year term of Director of Heartland Classics. At his first meeting, he presented the artwork for our new Chapter Logo which we are all proud to display. His contributions to the Mahogany & Chrome newsletter began with a new design for the front page and have led, now, to this world class newsletter which is edited and published by Forrest and his business associates. Also, Forrest has revived the chapter’s Ship’s Store with quality, popular items. This award was given with admiration and appreciation for the time and talent which Forrest has invested in our organization.
Parker Named to ACBS International Board Position

Congratulations are in order for Heartland Classics chapter president, Kathy Parker. Parker has been named a Director-at-Large of the International Board of the Antique and Classic Boat Society. In this role Parker will serve as a liaison between ACBS members, the Heartland Classics chapter, and the International Board. She will also serve as a member of various ACBS International board committees.

Parker’s presence on the International Board will be extremely beneficial to the Heartland Classics chapter as we begin planning the 2012 ACBS Annual Meeting to be held at Big Cedar Lodge on Table Rock Lake, in Ridgedale, Missouri.

The ACBS International Board meets quarterly and the minutes of the meetings are available on the ACBS website. Congratulations Kathy!

Photos this page courtesy of Forrest Bryant & Kathy Parker.

Thompson Receives 2010 ACBS Rover Award

The Antique Classic Boat Society annually recognizes an outstanding effort by an individual in organizing and implementing a major cruise or other special function that encourages the use of antique and classic boats for the benefit and enjoyment of the society’s membership. What event better qualifies than a two day cruise on Table Rock Lake from Branson, Mo., to Eureka Springs, Ark. and back?

Apparently none, as ACBS awarded Heartland Classics member, John Thompson, the 2010 Rover Award for conceiving of and planning all of the details of the 108 mile round-trip cruise. Thank you John, for giving so many of us the chance to really enjoy cruising in our classics.

Photos this page courtesy of Forrest Bryant & Kathy Parker.
My maternal Grandfather was named Tom Rogers. He was half Cherokee and was born on the Oklahoma reservation in 1903. He moved to the Los Angeles area in the early 1950’s.

Grandpa purchased the Delbilt boat new in 1958 at a small shop in Agoura, Calif. He said the guy was a friend of a friend and that he had gotten a really good deal, as he had purchased only the hull, trailer and the motor with controls. Grandma was an excellent seamstress and she made the original seats. The boat was originally red on the bottom and white on top while the seats were red vinyl.

My love affair with the boat began while learning to water ski behind it at the ripe old age of 10. We still have some old home movies from back in the early 60’s of me skiing behind it.

My Grandfather eventually got too old to water ski anymore, so he sold the Delbilt to me for $200. I was 19 years old at the time. The windshield was cracked and the lower unit of the motor was ruined. In 1972 I purchased a new Evinrude 65 hp motor for it. It’s the same motor it has on it today. I had it painted the beige color, bought a new windshield from the Sears catalog (the same windshield still on it), and enjoyed skiing behind it for several years. I got married in 1978, and the boat has almost always been in a garage.

After moving to the Kansas City area in 2007, I decided it was time to refurbish the boat again. The blue and white epoxy marine paint was purchased on the internet from Top Secret Paint. The paint is formulated to be applied with a brush or roller.

Recently, I took my 18-month-old granddaughter for a ride in the Delbilt. Five generations of my family have now enjoyed this fine watercraft. It has been on lakes in at least ten states and has even been in the Pacific ocean. I only know of two other Delbilts of the same model still afloat. One is in Iowa and the other in Idaho. I know very little about the manufacturer other than the name and the year of the model. The other two owners have even less knowledge of the Agoura, CA boat shop than I do.

I know the old boat isn’t the original color or has the original motor (the original motor was a 50 hp Mercury), but she’s 52 years old and to me, she’s a real classic.

It’s funny, but all through the years the old girl has never had a name. I would love to hear some name suggestions from you, the reader. The Delbilt is definitely a family heirloom. Maybe I should call it “Blue Loom”...what do you think?

Send your boat name suggestions to Forrest Bryant at advertising@blbadv.com

Member Profile is a new feature section debuting in this issue of Mahogany & Chrome. We hope you enjoyed reading it! We plan to publish additional members’ stories in future issues.

Anyone interested in being featured in Member Profile should submit photos of their boat(s) along with their “inside story.” The member selected for profiling will also have a photo of their boat featured in the Mahogany & Chrome nameplate at the top of the front cover of that very same issue.

Send all Member Profile stories and photos to Forrest Bryant at advertising@blbadv.com
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Adventures in Varnishing and Ventilation...

One of the best things about antique boat restoration is the varnishing of the wood. Seeing the wood grain just jump out at you after applying of a fresh coat of varnish is a very special time for all of us who enjoy this wonderful hobby. With that thought in mind, I would like to share a story with you concerning just what can happen to you while applying varnish (or just about any kind of paint for that matter) to your boat without proper safety gear and ventilation.

On a Thursday evening about ten years ago, I was getting my 62 Century ready for the Madisonville Wooden Boat Festival, which is held just outside of New Orleans. In the process of doing so, I inadvertently lifted some fresh varnish off the boat while pulling a tape line. Frustrated, I elected to reshoot the entire boat. After completing all the prep work (sanding, taping, etc.), I was ready to start spray varnishing the boat at 1:00 a.m. Friday morning.

After mixing the varnish to get it the right consistency for my spray gun, I began to coat the first side. Half way down the side of the boat, I realized that I had forgot to put my respirator mask on. By then, the fog from the spray varnish had become fairly thick. I quickly put on the mask and wore it for the rest of the job. What I didn’t know though, was that the damage had already been done.

With the spray job over and gun cleaned, I pushed off to bed. I went to work the next morning with about three hours sleep. I still thought everything was okay and boy, the boat looked great!

The following Saturday evening, I was at a social gathering where adult beverages were being consumed...still not suspecting anything was wrong. The following morning, concern came over me. Approximately 36 hours had passed since spray varnishing my boat...and I had yet to urinate even once!

I immediately called my father, Bob Gibson, who was a medical doctor, and told him of my concern. I told him how long it had been since spraying the boat and he knew immediately what was wrong. The inhalation of the varnish fumes in the fog which resulted from spraying just one half of one side of my boat were enough to slow my kidneys down to a crawl - if not shut them down completely! Dad told me that if I didn’t pass any water by that evening, we would be going to Oklahoma City to see a specialist.

Well as luck would have it, my kidneys started to come back online that afternoon at around 5:00 P.M. The fluid (if you can call it that) was about the consistency of maple syrup.

Having told my tale, I always wear a respirating mask when spraying or brushing any type of paint - especially oil based paints and varnishes - and I encourage all of you to take the same precautions when painting your boats. We have a great hobby and I consider all of you great friends with a common interest, but let’s not kill ourselves enjoying what we do. As a side note to this tale, as most of you probably already know, my Dad was a boating enthusiast. He owned a 59 Century Resorter just like the one I had in the recent show — that’s why I named the boat Dr. Bob!
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Chris & Sarah Henry Oklahoma City, OK 1966 Speedliner Apollo 1959 Whitehouse Malaytan 1962 Buehler Torbcraft
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Ferrel & Cheri Moots Kirksville, MO
George Weingaertner St. Louis, MO 1969 Century 21' Coranado

Heartland Classics Website & Email Address:
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Submissions for the Member Profile Feature

To participate in the Member Profile feature, please submit a story about your boat’s history and photos to:

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