



at the Waterline



The Antique and Classic Boat Society, Inc.

GLACIER LAKES CHAPTER

VOLUME 6 ISSUE 3

May/June 2009



MUSCATINE BOAT SHOW, by Jack Schneiberg page 5

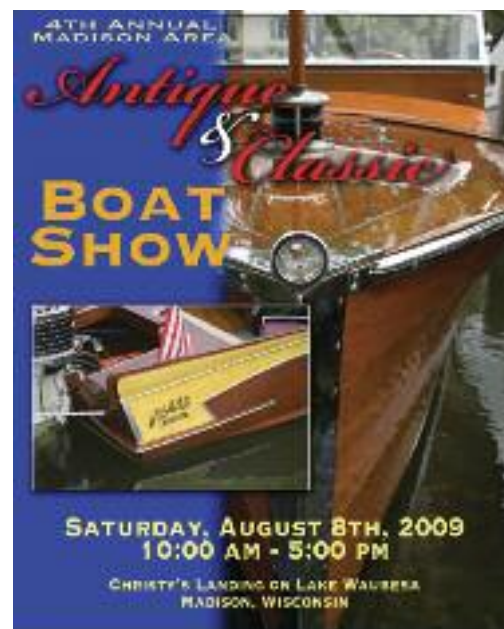
OTHER STORIES IN THIS ISSUE

Trailing your Antique or Classic Treasure -
by Kurt Rothe.....page 4

Prop Shaft Coupling Alignment-Why do it?
Why adjust your propeller and rudder shaft packing?
by Paul Cundiff.....page 7

What's in your oil?
by Ted Cartner.....page 12

Pass The Hammer, Please
by Jack Schneiberg.....page 13

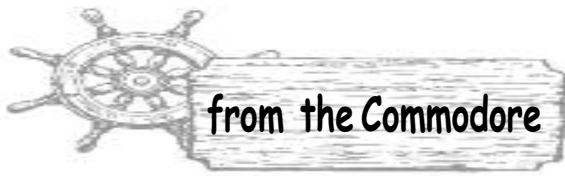


Saturday August 8, 2009
REGISTRATION page 8-9



Saturday August 22, 2009
REGISTRATION page 10-11

See newsletter pictures in color www.glacbs.org



Summertime!

By the time you receive this newsletter, it should be officially summertime, and hopefully the warm weather will have arrived as well. We've had a few nice "teaser" days, and I'm sure that most of us are looking forward to the "real thing". In the last newsletter, we highlighted all the great events that were ahead of us. A few have come and gone, but the majority are just around the corner. Remember to send in your registration forms early (Madison and Pewaukee) to make sure there's room for you and your vessel. The event planners work hard year round to make sure that everything runs smoothly.

With less than 8 weeks to go, our Madison group is setting the stage to make the 4th annual Madison Boat Show better and more fun than the last.

Our Pewaukee show continues to blossom, and at the rate we are going, we may some day compete with Summerfest! This year we will have more boats, more cars, more art, and more fun if that is at all possible. We've added a Saturday BBQ at the Pewaukee Yacht Club after the show on Saturday. I hope to see you all at these shows.

It is hard to believe that it was a year ago that they finished filming for the movie Public Enemies. Everyone has been asking me, "when is the premier?" Officially the premier for the public will be on July 1st at your local theater. They are having special screenings for the participants on June 30th in Madison, Milwaukee, and Oshkosh. I may have to take the whole week off from work, just to drag the truck around to all the theater's that want to feature a "Public Enemies" vehicle as a draw. Unfortunately for us, the economy seems to be as bad as when Dillinger went on his crime spree in the early 30's. At least there won't be any work to pile up on my desk while I'm away. Things are bound to get better soon, so take that boat out, stimulate the economy, and enjoy the Summer!

See you all soon,

John Baumann

John Baumann, Commodore

Glacier Lakes Chapter, ACBS

PS Don't forget to donate towards the pier fund. Page 3.

Officers and Committee Members 2009

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Karl Johns 262-567-1772
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Howard & Donna Schneider 262-679-4391
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Andy McCormick 608-222-0018 andy@mccormicklumber.com

WELCOME NEW ARRIVALS TO THE GLACIER LAKES CHAPTER

Gayle Ritter-Membership Chairperson



★ Jeff and Cathleen Cornelius-Waterford, WI

★ Todd Warner-Mound MN

WISCONSIN & ILLINOIS BOAT SHOW ANNOUNCEMENTS

WAUPACA, WI July 11 3rd Annual Antique & Classic Boat Show & Parade at Clearwater Harbor, Chain O'Lakes. Sponsored by the Waupaca Chain O'Lakes Association. All makes and models 40 years or older and in original or restored condition are welcome. Contact: Barry Tomaras at (715) 258-3414 or btomaras@charter.net

SHOW CANCELLED JOEY T'S on The Fox, McHenry IL July 18 Due to a fire and the resulting demolition of Joey T's Restaurant we have canceled the 2009 Boat show. . Hopefully we can return in 2010. Jim Staib

NEENAH, WI July 18 4th Annual Neenah Classic Boat Show at Shattuck Park. Contact: Mick Raub at (920) 843-2293 or mick.raub@gulfstream.com

SUPERIOR, WI July 25 10th Annual "Woodies on the Water," Lake Superior Wooden & Classic Boat Show at Barker's Island Marina, 10-4:30. Contact: (612) 889-9142 or amazingskif(@msn.com

STURGEON BAY, WI August 1-2 19th Annual Door County Maritime Museum Classic & Wooden Boat Show. Dozens of classic boats on display, Sikaflex boat building contest, demonstrations. Contact: Jon Gast at (920) 743-3321 or jgast@dcmm.org

LAKE GENEVA, WI Sept. 25-27 Geneva Lakes Annual Antique & Classic Boat Show at The Abbey. Blackhawk ACBS Chapter. Contact: Matt Byrne at (630) 802-2698 or mattbyrne@mrbtech.com



Pewaukee Lake Boat Show PIER FUND APPEAL

Name _____

Address _____ City _____ State _____ Zip _____

Amount: \$ _____

Make Check payable to "Glacier Lakes Chapter, ACBS/PIER FUND"
Mail to: Mary Willis, Treasurer 18875 Black Forest Dr. Brookfield, WI 53045



18th Annual Minocqua Antique & Wooden Boat Show

Event Starts

Friday JULY 24, 25, 26 2009

An entire weekend of fun!

The weekend starts with a wooden boat parade Friday night (6:45 p.m.). Saturday offers antique & classic wooden boats & woodie cars displayed at Bosacki's Boat House, People's Choice voting, concessions, and live music. The awards ceremony on Sunday serves as the show's finale. -- The Minocqua Antique & Classic Wooden Boat Show benefits the Multiple Sclerosis Society.

For more information contact:

Gordon Moore

715-356-4218

All proceeds are for the benefit of
Multiple Sclerosis.



The Wheelmen will do
demonstrations at this year's
Pewaukee Lake
Antique & Classic Boat Show
August 22nd



Trailering your Antique or Classic Treasure

- by Kurt Rothe

Reprinted with permission from the Sunnyland Chapter newsletter, The Sheerline.

Kurt is Editor of The Sheerline and is a member of Glacier Lakes Chapter

Most of us own either antique, classic, or contemporary boats worthy of displaying to the public. In fact, most of us rather enjoy displaying our craft in boat shows, festivals, or wherever we can get the public to gather in order to see what boating was like many years ago. As I look at the hair on my head, which of course is silver gray, I feel that I also fall into this category. That is what makes doing this job as your editor so much fun.

In taking some time to watch many fine craft being launched at our recent boat show, an idea occurred to me. What about our trailers? We take such good care of our boats but what about taking care of what carries these boats around our city, state or country? I saw many really fine boats being towed on trailers that I would not think would even hold them securely. And that is my concern. We are all really into "the varnish" but what about trailer upkeep? Have you had your brakes checked lately? What about the safety chains, lights, and other items? What about the tie-downs used to secure the boat to the trailer? What about the winch assembly? Is it secured properly to the trailer? Is there adequate line on the winch assembly? Do you have sufficient line available in case something goes awry when launching your boat or putting it back on your trailer? Needless to say, I saw very expensive ornate craft on rusty old trailers, most with no spare tire in case of a flat. Do you carry a tire jack to change the tire if that happens?

There are many do's and don'ts with regard to boat trailering.

Let's examine the following for future reference -

- Does my trailer have adequate lighting? Do the lights work, including the directional signals?
- Are my trailer bunks sufficiently padded to cradle the craft that I am towing? What is the condition of the wood on the bunks? Or the carpet covering the wood?
- Are my trailer wheel bearings sufficiently greased so that I will not have any major problems when moving my boat?
- Do I have adequate safety chains to take care of the boat and trailer in case they should separate when driving?
- Is there rust on my trailer? Maybe I should restore my trailer along with keeping up the varnish on my boat?
- Are there any parts on my trailer that might break? Do any of the parts have cracks located in them?
- Do I have sufficient tie-down straps to safely go down the highway?
- Do I have the proper vehicle to tow the boat in the first place or am I going to have a problem like ruining my transmission because I am towing far too much weight?
- The capacity of the trailer should be greater than the combined weight of the boat, motor, along with other equipment. The tow vehicle must be capable of handling the weight of the trailer, boat, equipment, as well as the weight of the passengers and equipment which will be carried inside.

This may require that the tow vehicle may need to be specially equipped with a(n):

- Engine of adequate power.
 - Transmission designed for towing.
 - Larger cooling systems for the engine and transmission.
 - Heavy duty brakes.
 - Load bearing hitch attached to the frame, not the bumper.
- (Check your vehicle owner's manual for specific information.)

These are all the issues that we should continue to address as we go about our hobby of antique and classic boating. If we do, I believe we will have a pleasant experience and day on the water.

**That was then...
This is Now...
Muscatine Boat Show and
Racing Boat Exhibitions**

Muscatine, Iowa By Jack Schneiberg

Friday, May 15 – travel day – did not dawn bright and sunny, or warm. But, David Doyle showed up at my place anyway with the top down on his Mazda RX7 roadster and his Switzer Craft Shooting Star in tow. We had decided to take the back roads – sort of. Just west of Madison the rain set in. As we knew we could not travel at 60 mph plus through little Iowa towns, we conceded to nature and the top went up. Arriving in Muscatine just after 2:00PM, the rain was still playing with us. It didn't play with us for long before dedicating Friday as a "rain day".

A fellow Century Boat Club member asked me to help him launch his boat in the downpour. He provided a rain poncho, so having nothing else immediately at hand, I drove down to the launch ramp with him and we made do. Several others actually showed up to launch their boats and so by the time this little 3 hour adventure was finished I was soaked to the skin and had actually launched a boat with sleet pinging off my cheeks. Ugh!

There are no entry fees to display at Muscatine. The local business groups organize the event and it is not judged, nor is it associated with ACBS. It is just a growing fun event that the local folks have put together to display classic boats, classic cars, and classic and somewhat contemporary racing boats. Friday night is Pig Roast night and the rain dampened aroma permeated the air. This is the only portion of the event that requires and outlay of cash. For \$8.00 a head you can eat until you're full. We did. The event headquarters and registration are all held in the Riverview Center building. This is a nice new building with participant's registration at the top of the stairs and a large gathering room filled with tables for getting together for meals and boat talk throughout the show. I'd lost Mr. Doyle sometime about 15 minutes after we had arrived. Everyone I knew had booked a room at the local Holiday Inn Holidome; a nice hotel with a pool, dining room and cocktail lounge. After we made it back and checked in, we found a good group of Glacier Lakes folks and some members of the Blackhawk Chapter had even found their way to the bar. Imagine that!

Saturday dawned bright and sunny; also windy and a bit chilly. But boats kept pouring into the display area anyway. The gathering room was set up to provide all participants with scrambled eggs, sausages, bacon, donuts, and coffee; all at no charge. This event is held on the Mississippi River. River boating can be a cautious undertaking. Last year, most boating was not wise because of the heavy spring flooding. There is a mark on the Riverview Center building which shows that in 2008, the river reached within 8 inches of the all time high flood mark set in 1993. This year was much more accommodating. Probably more fascinating – to me, at least – was the ongoing race boat display and the actual running of these boats in pairs around a course set up just off the banks of the show grounds.



Eric & Kathy Moberg, Blackhawk Chapter



CONTINUED ON PAGE 6

at the Waterline PAGE 5

CONTINUED FROM PAGE 5

Two huge cranes would lift the boats in and they would proceed to run several laps each set at speed. The fastest woman on water was present with her boats to add to the demonstrations. The music of finely tuned engines and the display of rooster tails were present throughout the day.

A second building about a block up the river, but still on the show grounds housed a display of fine classic boat artwork, model boats, classic motorcycles and another fine deck to view the activities from. A little further on the display of classic cars had been setup. With all there was to do on the grounds and all the people to visit with, I never made it up there, even after several well intentioned attempts.

If you like to eat, this is the place to go. Scattered throughout the grounds are local vendors with a variety of sandwiches and drinks, ice cream, and haystack onion rings. Also set off from the Riverview center is various vendors with boat and motor parts for sale.

Norm and Jim Wangard were present for an early start photo shoot that was scheduled. These photos should accompany an article that will appear in a future issue of Classic Boating Magazine. The photo boat was a fine replica with modern power of a paddle wheel-er. The in water display was a little light on boats again this year, but there were numerous boats of all varieties displayed on the grounds.

This year, the Century Boat Club had chosen this show for their annual gathering. There were Century Boats from Indiana, Michigan, Illinois, Wisconsin and Iowa present. Of the boats in the water, most were, in fact, Century's.

Also sprinkled into the Saturday afternoon events was a two heat cardboard boat race with entries from the local youth of Muscatine. Great fun to watch as these craft were very imaginative and the final two actually made it through both races completely intact. Next up was a paddle boat race with volunteers culled from the crowd. Yours truly did not participate.

At 4:00 PM on Saturday, the food comes out again with sliced pork and chicken sandwiches, potato salad and two large cheese cakes for dessert. All – again – provided to the participants at no charge. I think I gained a few pounds I don't need. At 8:00PM on Saturday night a street just a half block from the show grounds was closed off and a street dance commenced.

Sunday morning dawned warmer, with calm winds and it was time for some boat rides. The racing boats were out again screaming down the course and the Chris Crafts, Century's, and other miscellaneous marquees could be seen heading out from the docks for a run up and down the river. The water was like glass and I'm sure many boat owners enjoyed a fine ride with their companions. I was still drying out from the two rides I'd taken in the downpour on Friday afternoon.

Attendees from our Glacier Lakes Chapter included Gary and Sue Rehcygl with "Double Trouble" as well as Bob Stolz, Mark Walters, David Doyle and yours truly. With a 6 hour drive home we parted company with the group around 11:00AM. Top down, Switzer Craft in tow, we took the river route along the Mississippi on the Iowa side – a truly scenic road trip – until we crossed over to our home state.

This early season outing in May can be challenged by the climate we live in. Yet, two out of the three days turned out just fine. A wide variety of things to see and experience, as well as a chance to boat on the Mighty Mississippi make this a great addition to next season's show calendar.

That was then... *This Is Now...* **Muscatine Boat Show and Racing Boat Exhibitions** www.muscatineboatshow.com



Prop Shaft Coupling Alignment

Why do it?

If your engine is not properly aligned to the propeller shaft two bad, bad things will happen.

Reprinted with permission from Paul Cundiff of Woodies Restorations, Jamestown, Kentucky

First the shaft will be bending - ever so slightly with each revolution of the engine. This bending will work harden the shaft and cause it to eventually break. The process is the same as when you bend a paper clip over and over. Eventually the paper clip metal will work harden and fracture. The paper clip activity is a wonderful time passer when in your bosses BORING meetings! Anyway, we have all done it and we know the more we bend it the less number of cycles it takes to cause it to break, and conversely if we bend it just a little it takes lots of bending cycles to make it break. Us farm boys and girls also know this is how you cut bailing wire with your bare hands! Kink the wire and cycle it a few times and you're done! Believe it or not this is the same process that will break your prop shaft!

The second bad thing that happens is that the output shaft bearing on your transmission gets overloaded! Doubling the load on any bearing reduces its life by a factor of 8! You may not be doubling the load if the shaft is not aligned but who cares about the calculation! If you increase the load by one eighth then you have cut the life of your bearing in half! Why take the chance?!?!? You will generally see a seal failure just before the bearing goes completely out and you'll have oil in bilge! Do you have oil around the output seal of your transmission? You can arrest the damage and extend the life of the bearing and seal by aligning your coupling, but you are already on your way to a premature replacement of the seal and bearing.

First Check your engine mounts - if they are not in good condition it is pointless to do this procedure until they are. For mounts with rubber pads bonded to metal (like the Hercules engines use) the rubber should be attached to the metal. If the rubber has started to deteriorate or has begun to separate from the steel bolting pads then they need replacement. They could fail during the boating season and cause misalignment of the shaft and worse. The mounts in the video are in good condition. If your mounts are bad change them before you go to the water for the second step! Yes we can help!

Second This alignment procedure should be done in the water. Wooden boats are flexible, in fact, fiberglass and other boats are flexible too! This procedure will work for either wooden boats, recycled pop can boats (aluminum), recycled 57 Chevy bumper boats (steel) or frozen snot boats (fiberglass). If you align the coupling while on the trailer the boat may not be the same shape as it is once placed in the water.

Follow the procedure in the video. You can see the video at www.woodiesrestorations.com under news. you may want to try it once on land just to get familiar with it - don't make any adjustments while the boat is on a trailer on land as they will probably

change once the boat settles in the water.

Don't forget! Make sure if / when you raise or lower the engine in front or in back that you do not make the prop shaft come in contact with the shaft log! It will add load to your engine, and load to your transmission, possibly cause your transmission to slip (and eventually need adjustment or rebuild) or WORSE it can wear a hole in the shaft log!



Why adjust your propeller and rudder shaft packing?

This photo shows the shaft log bolted to the keel of the boat and it has the packing gland sometimes called stuffing box attached.

Since water is used as a lubricant to cool the shaft and packing material thus reducing wear on the shaft this packing gland should "leak" at about the rate of 3 drops per minute at the point where the finger is pointing.



This activity was featured in Wood Workers Journal and we have had inquiries from all over the nation!



4th Annual, Madison Area Antique & Classic Boat Show

August 7-8th, 2009

You are invited to take part in the fourth annual, Madison area Antique & Classic Boat Show. The renowned Christy's Landing Restaurant will be the site for the show on Friday and Saturday, August 7th-8th. This location is simply outstanding for the public to view these beautiful boats on Saturday. On Friday we will be hosting a tour of the Madison chain of lakes; including Lake Waubesa, Lake Monona, & Lake Mendota (weather permitting). The tour will break for lunch at the Elks Club Lodge on Lake Monona and will also include a stop at the Governor's Mansion on Lake Mendota (great photo opportunity).

One of the most important aspects of this show is that nearly all of the proceeds will go to Madison's Multiple Sclerosis Society. Last year we donated \$2,500 to MS. Our goal for 2009 is to raise over \$3,000 by selling 50/50 raffle tickets, acquiring donations from the public and area vendors, and offering some unique items for sale in the form of a Silent Auction the day of the show.

Awards will be given in several categories including the Best Chris Craft, Best Century, Best Inboard Motor Boat, Best Outboard Motor Boat, Best Non-Motorized Boat, Best Fiberglass Classic, and of course the "Best of Show". Along with the public selecting the People's Choice Award Boat.

Please return your Registration Form soon, as we are limited to approximately 40 boat slips (entries accepted on a first serve basis). Also please include a brief history of your boat and a photograph (e-mail preferred) to enhance our Boat Show Program Booklet, which will feature all the show participant's boats.

The enclosed Schedule of Events and Registration Form should help answer your questions. Should you need additional information, please feel free to contact Mark Walters or Andy McCormick via e-mail or telephone (see below). Should you desire lodging, we've listed local hotels on the enclosed map.

Mark Walters, Program Director	4439 Beale Street.	Madison, WI 53711	(608) 224-0815	waltsw Woody@charter.net
Andy McCormick, Program Director	2826 Waunona Way	Madison, WI 53713	(608) 222-0018	andy@mccormicklumber.com
Eric Christenson, Christy's Landing	2952 Waubesa Ave	Madison, WI 53711	(608) 222-5391	www.christyslanding.net

Glacier Lakes ACBS Chapter Website: www.glacbs.org

Lodging: We have secured a block of rooms at the Country Inn & Suites (400 Park Place, Madison, WI 53716) approximately four miles from the Boat Show sight. To make a reservation, call (608) 221-0055 and mention you are part of the "Madison Area Antique & Classic Boat Show". Other hotels in area include: AmericInn 101 West Broadway – (608) 222-8601; Days Inn – 4402 E. Broadway Service Road (608) 223-1800; Holiday Inn Express 722 John Nolen Dr. (608) 255-7400; Sheraton – 706 John Nolen Drive – (608) 251-2300

Christy's Landing 2952 Waubesa Avenue Madison, WI, 53711 (608) 222-5391

From Milwaukee: • I-94 West to Madison • I-90/39 Towards Janesville (4 miles) • Take Hwy 12/18 (the Beltline) West towards Madison • Exit at South Towne Drive • Take left (South) on South Towne Drive for .7 miles (one stop light, straight thru roundabout) • Take left on Moorland Road (turn in front of Farm Tavern) • Moorland Road (turns into Lake Farm Rd.) for approx. 3 miles • Take Left on Alma Rd. • At T in the road at the end of Alma take right on to Waubesa Ave. • Christy's is about .5 mile down Waubesa Ave.

From Madison: • Hwy 12/18 East (Beltline) • Exit at South Town Drive • Take right (South) on South Towne Drive for .7 miles (one stop light, straight thru roundabout)

2009 Schedule of Events:

Friday, August 7th

8:00 am – 9:30 am Early Bird Launch for boat tour of the Madison lakes. Stop at Christy's Landing to pick-up your registration packet. Dock assistance will be provided at launch site & Christy's Landing piers.

9:30 am – 9:45 am Captain's Meeting: At Christy's Landing near Tiki Hut. "Points of Interest" tour maps will be given out.

10:00 am – 4:30 pm Boat Tour Begins: Lakes visited will include Waubesa, Monona, and Mendota. This excursion will include passage thru the "Tenny Locks" and a tour of the Governor's Mansion.

11:30 am – 12:30 pm Elk's Club Luncheon: Enjoy a good ol' fashion Wisconsin Cookout (optional). Pre-registration required for headcount. Please, no carry-in lunches.

5:00 pm – 6:00 pm Boats Docked & Refreshments Sold: Participants can dock their boats for the night (overnight security provided) in the slip they will have for Saturday's show. Refreshments will be sold at Christy's outdoor Tiki Hut.

6:00 pm – 7:00 pm Friday Night Fish Fry: Celebrate the beginning of the boat show with a great Friday Fish Fry (optional) with fellow boat show participants, (pre-registration required).

Saturday, August 8th

8:00 am – 9:45 am Registration: Stop at Christy's Landing to pick-up your registration packet and slip assignment. Dock assistance will be provided at launch site & Christy's Landing piers. Complimentary donuts & coffee provided.

10:00 am – 10:15 am Captain's Meeting: At Christy's Landing near Tiki Hut.

10:00 am – 5:00 pm Boat Show Open to the Public - Food & Refreshments Sold. Enjoy a famous Chocolate Shoppe ice cream cone! 50/50 Raffle Tickets sold, bid on your favorite Silent Auction items for sale. All proceeds given to MS Society.

11:30 am, 1:30 pm, & 3:30 pm: Captains, Start Your Engines! Let the public hear & see these beauties in action!!! Share a story with the public.

5:00 pm Presentation of Awards: Final silent auction sale & 50/50 raffle drawing. Trophies presented to winning boats.

Registration Form

Madison Area Antique & Classic Boat Show

August 7-8, 2009

PARTICIPANTS:

FEE: \$30

Skipper's Name _____ Mate's Name _____
 Address _____ City _____ State _____ Zip _____
 Evening Phone _____ E-mail Address _____ ACBS # _____
 (Not required)

Cell Phone _____ (for boat show communication)

ADDITIONAL CREW: (Please include both first and last name) _____

BOAT DISPLAY:

Land Display _____ Water Display _____ Friday Boat Cruise _____ Yes _____ No
 Year _____ Manufacturer _____ Model _____
 Boat Nickname _____ Length _____ Engine Type _____ HP _____

EVENT FEES:

Event	Fee	# of Participants	Total Fees (multiply by # of participants)
Registration (required for skippers)	\$30	N/A	\$30
Friday Lunch on Boat Cruise	\$15		
Friday Dinner at Christy's Landing	\$20		
Boat Show T-Shirt: S, M, L, XL, XXL (circle size)	\$20		
		Grand Total	

REQUIREMENTS FOR REGISTRATION:

- 1. COMPLETE FORM** and sign the below registration release. Include photo & bio of your boat to be included in our commemorative Program Booklet, listing all this year's Boat Show participants
- 2. MAIL CHECK** (payable to MAACBS), Photo, & Registration Form to: Mark Walters, 4439 Beale Street, Madison, WI 53711 Questions – call (608) 224-0815 or e-mail waltsw Woody@charter.net
- 3. COME PREPARED** - Bring fenders, extra line, and be alert at all times

REGISTRATION RELEASE: By signing below, the undersigned registrant verifies that the registrant has read and understands all the foregoing important risks and warnings. Registrant voluntarily assumes the risk of damage to persons or property arising from participation in the boat show after disclosure of risks and warnings. The undersigned further waived, releases and discharges Christy's Landing, Glacier Lakes Chapter, ACBS, all Program Directors, and Volunteers from any and all claims for damages to persons or property arising from participation in the boat show. Finally, the undersigned warrants and represents to the show sponsor that the undersigned's boat registered for the show is covered under a policy of casualty and liability insurance.

Signature of Registrant _____

Date _____



Pewaukee Antique & Classic Boat Show
to include art fair, more classic cars and 1900's big wheel cycles
AND a Saturday night BBQ at PYC

NEWS FLASH

**Enjoy a BBQ Dinner at The Pewaukee Yacht Club
Saturday after the Boat Show.**

FULL RACK/dinner \$20.00 per person

1/2 RACK/dinner \$15.00 per person

The Pewaukee Area Arts Council will be back putting on an art fair at the lake-front. There will be an expansion of antique cars. The Wheelmen of Racine, WI will put on demonstrations. For the first time there will be toy boats to be painted by kids. *A special thanks to Dick Sherwood of The Finger Lakes Chapter for supplying us with a model boat to make for this first time event.* The Wisconsin Scale Boating Association will again bring static and radio controlled models to the show. Of course, by popular demand, the band "A Little Bit of Heaven" will be back to perform the sweetest music THIS SIDE OF HEAVEN.

The deadline is July 30. Hurry and register. Be sure to e-mail your story about your watercraft and picture if you want to be in the Program Book. You should do this by July 30, 2009.

We can also run the same story as last year. E-mail to wvidaljr@wi.rr.com

If you have any questions contact: Jack Schneiberg at 262-689-7934; e-mail: soul-work@charter.net or Wil Vidal at 262-695-2994 or e-mail: wvidaljr@wi.rr.com

REGISTRATION & BBQ sign up FORM IS ON PAGE 11

at the Waterline PAGE 10



5th Annual Glacier Lakes Chapter of ACBS ANTIQUE & CLASSIC Boat Show
Saturday, August 22, 2009 at Pewaukee Lakefront Park

Boat Show REGISTRATION FORM (COMPLETE by July 30)



Registration Fee: \$35.00 REGISTER BY JULY 30

In water or on land display \$35.00 Vendor \$55.00; Outboard club \$15.00 Classic Car \$10.00 per car. **NO REFUNDS**

Limited mooring space. First come first served. Glacier Lake members will also provide overnight mooring if needed. Phone numbers of close proximity motels will be supplied to those wishing overnight accommodations.

* Launching 7am-9:00am

* Show Hrs Sat. Aug. 22 9am-4pm

* Judging 10am to 2:00pm

* Boat winners Announced 2:30pm

* Start engines & tour of lake 3:00pm

Name _____ Spouse/Partner _____ ACBS# _____

PHONE: home _____ cell _____

Address _____ City _____ State _____ Zip _____

E-mail _____ Fax _____

Boat Name _____ Builder _____

Length _____ Model _____ Yr built _____ Engine _____

No. Cylinders _____ Horsepower _____

BE IN THE PROGRAM BOOK Submit a picture (non returnable) of your boat and a story with your name for inclusion in the program book. The booklet will be distributed to spectators at the show. Include this information with your registration fee. Information should be type written. **BETTER YET**-E-mail it to wvidaljr@wi.rr.com Let us know if you want to use last year's story with updating. Material needs to be submitted by July 30, 2009.

-RELEASE OF LIABILITY-

Please read and sign the following agreement, which is required of all participants:

I hereby release, discharge, protect, indemnify and hold harmless the Glacier Lakes Chapter of the Antique & Classic Boating Society, Inc., The Village of Pewaukee, The Park and Recreation Department, Positively Pewaukee, organizers, committee chairpersons, volunteers, vendors directors and officers, administrators, successors and assigns from and against any and all claims, liability demands and causes of action of all kinds, including without limitations property damage, injury, illness or death, including costs and attorney fees incurred in connection with the undersigned's use of all facilities during this event. Further,

I certify that I currently have effective insurance to cover any damage to my boat, outboard motor or vehicle and to cover my liability from any damages to others and their property arising from the use of my boat, outboard motor or vehicle during this event.

Signed _____ Date _____

Questions? Contact Jack Schneiberg at 262-689-7934; e-mail: soulwork@charter.net

Wil Vidal at 262-695-2994 or e-mail: wvidaljr@wi.rr.com

I need overnight mooring {circle} Fri. night (YES) (NO) Sat. Night (YES) (NO)

Make check payable to: Glacier Lakes Chapter, ACBS
c/o Jack Schneiberg, N168 W21860 Main Street #26 Jackson, WI 53037

REGISTRATION FEE and PYC Cookout

REGISTRATION:

BOATS: (In water or on-land) {circle} \$35.00 per boat. (Limited space-first come first served)\$ _____

VENDOR: \$55.00; OUTBOARD MOTOR CLUB \$15.00, CLASSIC CAR \$10.00 ea {circle category}\$ _____

SATURDAY NIGHT BBQ FULL RACK DINNER \$20.00 per person X _____ =\$ _____

SATURDAY NIGHT BBQ 1/2 RACK DINNER \$15.00 per person X _____ =\$ _____

Check # _____ Amt \$ _____

NO REFUNDS on boat show registrations or BBQ. *Limited mooring space. First come first served.*

Judging Criteria: This will not be an official ACBS judged event. Judging will be done by the registered captains and the "People's Choice" by popular vote. Awards will be provided by the chapter and marque clubs: Century Club-"Best Century"; Chris-Craft Club-"Best Chris Craft". No boat will receive more than one award. Judges reserve right to adjust categories to reflect registrations.

- ☆ Skipper's choice
- ☆ Best Century
- ☆ Best Chris Craft
- ☆ Antique 3 Cockpit

- ☆ Antique (Non 3 Cockpit)
- ☆ Classic Utility Under 20'
- ☆ Classic Utility 20-22'
- ☆ Classic Utility Over-22'

- ☆ Classic Runabout
- ☆ Racer
- ☆ Classic Fiberglass
- ☆ Outboard Boat

- ☆ Contemporary
- ☆ Sailboat
- ☆ Peoples Choice
- ☆ Best Preserved, Most Original Boat

WHAT'S IN YOUR OIL?

by Ted Cartner

Reprinted with permission from The Blackhawk Chapter newsletter, The Smoke Signal

Last spring during the Tech Session someone asked about whether I had heard about recent problems with engine oils.

I hadn't, and replied that the worst oils today are better than the best oils 50 years ago. We'll, I was wrong. After looking into what's been going on in the world of engine oil, it seems we who have older engines, now have to be careful of the oil we use.

As the oil companies are not readily publicizing the changes being made, the facts are a bit murky. The situation seems to be continually changing, but I'll try to explain it the way I understand it today.

For a long time engine oils had an anti-scuffing additive (ZDDP) composed of a compound of zinc, phosphorus, & sulphur. This additive protected high pressure contact areas of older engines, such as gears and in particular cam lobes and lifters (flat tappets).

Since auto manufacturers are now required by law to guarantee their engine pollution control systems for a given length of time, and since ZDDP degrades catalytic converters, the auto manufacturers have asked the oil people to greatly reduce the Zinc compounds in the oil. The result has been a rash of cam and lifter failures in the type of engines we have in our classic boats.

These newer oils most commonly have the API Service Mark "SM". That mark is in the little donut on the oil bottle. Stay away from these "SM" oils. So why don't the engine manufacturers have problems with these oils in their newer engines? Most new engines do not have flat tappets anymore. Older oils, such as SL, SJ, & SH are OK if you can find them.



Many "off road" oils such as racing oils, Castrol GP, Pennzoil Z-7, etc. have good amounts of the needed anti-scuffing additives, these do not have the "SM" mark. But some also have added "friction modifiers" to make the oil very slippery. Friction modifiers are OK if you have a later hydraulic transmission (reverse gear), but not so good if your boat has a manual shift transmission.

Since "wet clutch" transmissions with manual shift, such as all the Chris Craft flat head sixes, share their oil with the engine, friction modifiers can cause the trans to slip, especially the older ones with worn clutch plates. So now what?

If your boat does not have a manual shift transmission, there are lots of choices. For now the oils mentioned above, as well as Shell Rotella T and other heavy duty diesel and racing oils will be OK. Although catalytic converters are now showing up on some diesels, so be cautious in the future.

Some of these may (or may not) be OK for the wet clutch transmissions that share the engine oil, for these the choices are far fewer. Right now, and I don't know for how long, Shell Rotella T seems OK. And there are a few oils that are specifically noted to be good for "wet clutch" applications, these are usually motorcycle oils. My next oil change will use one of these motorcycle oils. If anyone out there has more to add to this story, let me know.

Pass The Hammer, Please

by Jack Schneiberg

Story originally appeared in fall 2001 issue of Century Thoroughbred

Today my boat fell off the dollies. Not one of my Century boats, but the Cruiser's Royal Vacationer I keep trying to finish so I can get back to work on my Century boats. I will not bore you with all the details. On the other hand, some of the details may set the mood here. The Cruisers was outside in front of my shop on the concrete drive pad. I had moved it there so I could pressure wash the interior yesterday. The weather was supposed to be nice again today, and as I would rather work out in the sun than in the shop, I thought I would be able to continue that work for the little time I had this morning.

Our small southeastern Wisconsin Boat Club – M.A.C.B.A (Midwest Antique and Class Boat Association) was scheduled to have a board of directors meeting at two this afternoon; about a 45 minute drive from my shop. I knew I would have to leave in time to grab some lunch on my way, so I was aiming for a one o'clock departure.

First thing this morning I was sidetracked. I remembered that one of our fellow club members had agreed to rebuild the dual Zenith carburetors for my 1949 Century Sea Maid. It seemed that the board meeting might be a good opportunity to hand them over to him.

The Sea Maid is a long way from seeing water again – but getting the Zenith's rebuilt would feel like progress and we all know that sometimes feelings of progress when restoring a boat come few and far between.

I had mentioned to my son-in-law, Kurt – the one in the family who knows how to use tools – as he arrived to work on his Resorter 15 this morning that we should probably bring the Cruisers in after I finished removing the Zeniths from the Sea Maid; that way if something went amiss – as it usually does – we would not be pushing the clock for my meeting. That was probably my one bright insight for the day.

So, I finished the task on the Sea Maid and went out to start moving the Cruisers back into the shop. It was sitting outside on two of those nice bunk dolly units that I had paid way too much for. There is a raised metal lip on the shop floor that drops off an inch or so to the concrete pad on which the boat was sitting. Therefore, the wheels on the dolly had to lift up and over that lip to roll back into the shop.

Previously I had built a small cradle for the stern of the boat where it rested on the rear dolly. As I pushed the boat back towards that lip I was unable to slow it fast enough and the dolly wheels hit the lip and stopped dead. The cradle I had built collapsed and the boat dropped down on the remains of the cradle pieces which were now lying over the top of the dolly. O.K, no big deal; get the floor jack out there and lift the keel of the boat back up and pull the broken cradle pieces out and rebuild them again the right way this time.

Kneeling on the floor and attempting to reconstruct and line up my busted cradle pieces, Kurt and I were both brought to attention by a strange sounding and ominous groan. As we both stood toward the sound, we were able to watch as the Cruisers gracefully did a half barrel roll onto its side on the driveway. Kurt had already started his run for the boat. I simply stood shocked and open mouthed with unutterable words forming in my throat. Did I mention the rather stiff wind blowing against the flanks of the boat?

Hesitantly we cautiously peered under and around the boat. The front dolly had squirmed out sideways and we had to lift the boat and let it down off the dolly to get the pressure off the planking. Amazingly, everything else seemed OK. We were simply left with the task of getting the boat back up on both dollies and into the shop. This entailed the use of the old lever and pulley game. We did not have any levers and pulleys.

This whole event might not have taken place if I had been paying a bit more attention to what I was doing when I was building that cradle. The thing is, I knew that when I built it. When I saw how miserably it fit the bottom of the boat, I vowed to start taking my time on all future projects related to this project. A vow not taken quite soon enough as it were.

That led to a reflection of sorts on the various tools I have accumulated around the shop and how they seem to work for me. I thought I might share this good insight with you folks and see if you agree, or disagree.

First on my list would be the band saw. This tool cuts wood better than anything



in the shop I try and use, so I always seem to default to it first. The unfortunate thing is that the mouth of the saw table is designed to only accept fairly narrow pieces of wood. In addition to that is the knowledge that no matter how hard I try to follow the dark pencil line I have taken great effort to mark on the wood, the saw blade will wander off on its own path. The results of this are often less than desirable (my cradle for instance), and usually result in getting out a new piece of wood.

Then we have the cordless screwdriver and drill. Did you know that a Resorter 15 bottom will suck the juice out of four battery charges before the

fasteners are out? I only have two battery units and of course the first battery pack will not recharge before the second runs dry. This leaves me with the time to stand around and assess the progress of my various endeavors. Never-the-less, this tool – without the cord – is irreplaceable. Of course, it also has a knack for driving fasteners right down into fresh mahogany a bit too far sometimes. That also results in getting out a new piece of wood.

Speaking of cords, did you ever notice that any given extension cord, or hose will instantly tangle as soon as you attempt to move it more than one foot? I have many cords at the shop. One always has the shop vac plugged into it. As I only have one good cordless drill driver, another is usually supporting another drill/driver and another is usually supporting the random orbital sander I use to abuse new fresh pieces of wood. At any given time there is probably 4 or 5 heavy duty cords stretched across the shop floor just waiting to slip under the gantry wheels or the corner of the workbench, or the shop vac. The latter occurrence always manages to tip the shop vac over. That usually happens when the shop vac is nestled between the stingers of the boat I am in which results in the automatic shut off. All of these entanglements, of course, occur just out of arms reach.

All those who have knocked over a coffee can of paint stripper please stand at attention. All those who have knocked over a coffee can of paint stripper on something they did

CONTINUED ON PAGE 14

CONTINUED FROM PAGE 13

Pass The Hammer, Please

not want stripped please do likewise. I'm sure none of you have – like I do – picked up the wrong sized slot headed screw driver from way over there only to bring it way over here and discover the misjudgment. This same law accords itself to all sized wrenches and sockets. In working on boats, I often wrongly assume that all the fasteners I am about to remove from any given place have similar heads. Bad assumption. If there are 20 fasteners in a row, two of them will have been replaced by a cross slot somewhere along the way; one will break off and one will magically melt its slot so as to make it unmovable

Have you ever tried to cut hard white oak with a handheld jigsaw? I have noticed that lining up the little notch in the front of the plate on the "Skil-saws" when cutting a rather critical line is almost impossible. This often results in getting out another new piece of wood. A sawzall is a wonderful salvage tool. Using it any place on a wood boat will result in the need for more new wood. Are there any saw horses that do not rock? How many of you have sat down in fresh paint stripper. This usually results in getting out a new pair of jeans. How about sitting in fresh bilge paint? Worse yet, how about sitting down in fresh 3M 5200?

Another law of the Universe must state that no matter how often I clean up the workbench, it will instantly revert to a cluttered state of confusion. This is especially true whenever I need what is under that clutter.

I do not have an old truck for use in my boat work. That means I am using my good vehicle to travel back and forth to the shop. As I usually forget to stop at the hardware store on the way to the shop, it is often necessary for me to make a second, third, and fourth trip for whatever it is I am missing. Who here has uttered an expletive when upon exiting the

"good" vehicle you discovered that whatever you sat in now adorns your nice upholstery? If I had an old truck I'm certain that 3M 5200 would still find its way to my nice vehicle. 3M 5200 sticks to everything and moves about in a ghost like fashion to just about anything I touch when I am using it.

Remember how it sends shivers up your spine when someone scrapes their fingers across a blackboard? Have you noticed how that effect is now obtained by the crack of fresh mahogany? And, why to the people who write the instructions on the back of the paint stripper cans lie? None of these products seem to work the way I'm told they should, nor as fast. How many scrapers have you ruined on the bench grinder while trying to make them more efficient?

Kurt's Resorter 15 is now all nice and square and re-framed. Why is it none of the planks fit anymore? And, so it goes. I could ramble on I'm sure, but you kind of get the idea here. We finally did get the Cruisers back in the shop and properly braced. Then I quickly cleaned up and headed out for the board meeting. I arrived just in the nick of time to find nobody else was present. I read and re-read the agenda I had received just last week and all the details were there and I was where I was supposed to be. I made a call. It seems I had left the impression that I would not be able to attend this meeting and when several other board members also called our Commodore to cancel out, he called off the board meeting for lack of a quorum. Thinking I was not attending anyway he did not bother to call me about the cancellation.

It seems it was just one of those days. So, did I swear off future involvement and attempts at using tools I don't know how to use and taxing the way the Universe can test my mettle? Not on you life. I cannot wait to go back and see what I can screw up tomorrow. Pass the hammer please; I have some rather meticulous carpentry to attempt.

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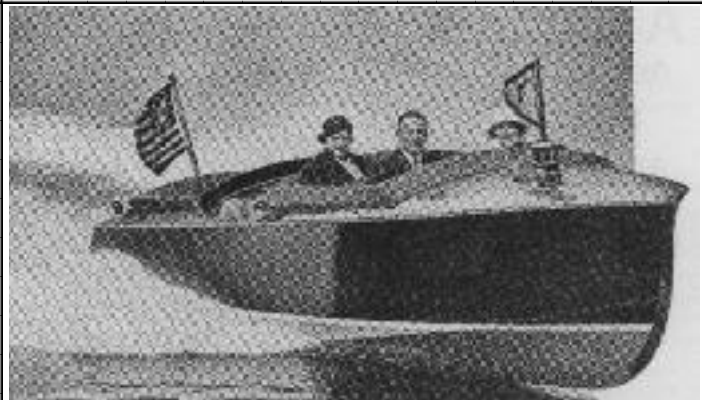
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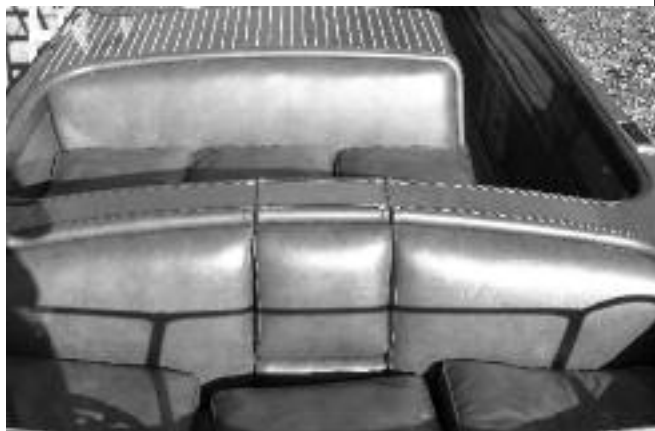
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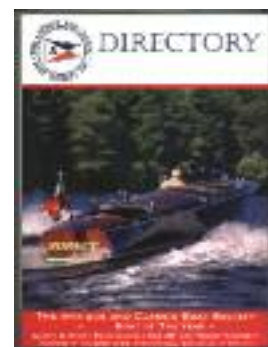
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Reason #3

"at the Waterline", The Glacier Lakes Chapter bi-monthly newsletter keeps you informed on local events and projects. You are invited to contribute stories about your experiences with your boat from trips to restorations.



Reason #4

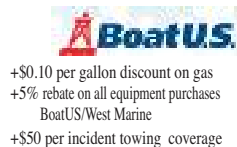
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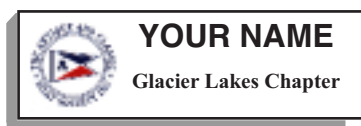
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