



# The Smoke Signal



Newsletter of the **BLACKHAWK CHAPTER-ACBS**

**VOLUME 19 ISSUE 1**

**January/February 2013**



Gary Braker at the transom of "Cove Seeker"  
See page 6 for details on this story



Matt & Lisa Byrne  
Restoration of "Miss Lisa" story on Page 8



Lisa and Matt Byrne at ACBS  
International Boat Show in  
Table Rock Missouri with their  
"Best of Show" (restored)  
award for "Miss Lisa"



Nick Wagner restores his 1953 Wagemaker Wolverine, a gift  
for his 11th birthday in September. See Page 7



Lisa Byrne drives "Miss Lisa" at ACBS International Show

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## Happy New Year!

*Many ACBS Blackhawk Memberships renew in  
December & January. Be sure your membership is current.*

*Check out the new ads on pages 11-14. Please show your  
support to our advertisers and let them know they are  
appreciated; their contributions help fund this newsletter.*

# BLACKHAWK CHAPTER

## Officers and Directors

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# PRESIDENT'S MESSAGE

Fellow Blackhawk Members:

Welcome to the first edition of the Smoke Signal for 2013. I trust that everyone enjoyed a wonderful holiday season with friends and family and that you had an opportunity to relax and recharge at least a little.

Every January I personally start the New Year with a renewed optimism and the energy to make this a year to remember. I am committed to this for the Blackhawk Chapter as well. At the Blackhawk Chapter winter Board of Directors Meeting held December 9<sup>th</sup>, I am pleased to report that the Directors and Chairpersons are committed to making this a wonderful year and we are making great progress. You may have noticed a new look and feel to the Chapter web site at [www.blackhawkacbs.com](http://www.blackhawkacbs.com). Matt Byrne is working on adding new features that will highlight Antique & Classic boating here in our backyard and across the country. If you have thoughts or suggestions please reach out to Matt or I, as we are always looking for opportunities to improve our site.

We are putting the finishing touches on a schedule of events for the 2013 season and final dates will be published shortly. In addition to our regular shows and workshops we are adding a few "Cruise" events to the calendar. These will be events where we get out on the water and enjoy the boats. So far we are targeting two on the Chain O' Lakes and one on Geneva Lake. We will organize a meeting spot to include a launch facility for those coming from other areas. Add in a lunch destination or picnic raft up, stop for a swim or dinner and we will make it a full day. The plan is to keep it simple and above all get out and enjoy the boats. So whether you can spend the entire day or meet us for any part of the cruise, get the dates on your calendar and I hope to see you there.

As always watch your email or snail mail for the latest Blackhawk updates. Regularly check the Blackhawk web site at [www.blackhawkacbs.com](http://www.blackhawkacbs.com) for the latest information on club events and meetings. I look forward to seeing you all out on the water at our 2013 cruises, shows and events.

Best regards,



Mark Svoboda



The next Board Meeting is March 16th; all are welcome to attend. Check the website in March for details on time and place.

### Editor's Note:

In consideration of the small amount of boating news in the winter and to allow time to plan and set up the details for spring events, the Board of Directors has modified the Smoke Signal schedule. The next issue will be available in April. See you in the spring!





# Looking Forward to 2013 Boating Season!

There are those of us who hate winter, for many reasons, one being that there is no boating for us on the frozen water (with the exception of those who have an ice boat and enjoy the frigid temperatures). I think we can agree that we ALL look forward to the boating season in the Midwest, and we have some wonderful waterways here waiting to be explored (or re-explored) and shared with friends.

The Blackhawk Chapter is maximizing the boating opportunities we have in the not-long-enough boating season that is ours here in Illinois and Wisconsin. Plans are being laid out now for club events so we can get out together in our boats, starting the season early and extending it longer. If this sounds good to you, read on...

The first new event this year will be the Lake Geneva Cruise which will be followed by the Annual Spring Dinner. This is scheduled to take place on Saturday, May 18, 2013. Plan ahead to have your boats out of storage and ready to go if you want to join in on the day cruise. What a great way to begin the 2013 boating season! The Spring Dinner will be at a location on Geneva Lake which will be accessible by boat or car, and all are welcome to attend. The location details are being worked out by the Board of Directors and more information will be available in future newsletters and on the website as the information becomes available.

The Blackhawk annual Father's Day Cruise will be Sunday, June 16, 2013. This year the Cruise will be back in Chicago. The Board is working out details on harbor launching, cruising inside the breakwater along the Lake Michigan shoreline through the lock, down river and back again with luncheon served at the Columbia Yacht Club. Again, details to follow as we get closer to the date.



Another new event planned is the Friday on the Fox Cruise. Imagine a cruise reminiscent of days gone by; classic wooden beauties cruising together on the Fox River, Pistakee Lake and Bay, down to the McHenry Dam and back. This will be a leisurely, fun afternoon and evening, stopping for dinner, beverages and camaraderie. The date of this cruise event will be announced in a future issue of the Smoke Signal. Watch for it on the Calendar of Events and plan ahead to leave work early if necessary; you wouldn't want to miss this fun cruise!

July 20<sup>th</sup> brings us to the 29<sup>th</sup> Annual Antique & Classic Boat Show at Famous Freddie's in Fox Lake IL. This is a casual, relaxed atmosphere for a boat show with plenty of great dock space and a large social arena for enjoying the day. There is both indoor and outdoor dining for lunch and beverages whenever you choose, and the chance to spend a few hours telling stories with old friends and new ones. The show and awards presentation usually wraps up around 1:30, so there's time to go out and enjoy the Chain of Lakes before returning for the (optional) knock-out Western BBQ dinner. The opportunity is available to help out with this show in promoting, registration desk, organizing a cruise between the awards and the dinner, etc. Please share your ideas and volunteer by contacting Ted Cartner Phone 847-395-8902



Also new this year is the Sand Bar Party and Cruise on the upper Chain of Lakes. This event is scheduled for Saturday, August 17<sup>th</sup>. We are hoping the weather cooperates for full enjoyment of being on the water for what we anticipate will be a very fun day.



The ever popular Geneva Lakes Antique & Classic Boat Show at The Abbey in Fontana, WI will be held on September 27-29. This show always has an amazing array of over 100 boats displayed in water and on land, along with vendors on the lawn in the beautiful setting of the Abbey Harbor. The pre-show events on Lake Geneva are truly awesome every year, and the boating on pristine Lake Geneva with the fall colors is wonderful. The Reception and Awards dinners are well attended merry affairs. Thousands of spectators journey to this friendly resort to view and delight in the amazing beauty of the boats, and the thrilling boat parade.



There is talk of a Fall Color Cruise on either the Chain of Lakes or Lake Geneva. This event is open and ready for someone to contribute their ideas and help make it happen. It can be an impromptu gathering or scheduled event, whatever suits your ideal. What sounds good to you? Contact a Director to let them know.

Non-boating opportunities for club members will include the Workshops and Fall Dinner. Your Directors are working now on putting dates and information about workshops together, and those will appear on the Calendar of Events as soon as details of those activities are solidified.



The Fall Dinner in October wraps up the season with a multimedia presentation of the Blackhawk events of 2013 along with dinner. There's the Chapter business, also, which includes special presentations, awards, prizes and surprises, as well as the presentation of the new slate of Officers for the coming term. It is planned to be, once again, at Fox River Valley Boat Company, date TBA.



To get the most fun out of your membership, attend as many of the Blackhawk events as you can, and volunteer to be a part of any or all of them. There is always opportunity to help plan or assist at the events, and a deeper enjoyment comes from being an active member and/or really being a part of making an event a successful one. Contact the host of any event listed in the upcoming issues of the Smoke Signal or any of the Officers, Directors or Chairmen listed on page 2 for more information. Feedback and suggestions that will help improve the events as well as any offers to host a future event (new or existing) are welcome also! Stories about these events

need to be written for the newsletter, too, and your help will be much appreciated.

Keep checking your Smoke Signal or [blackhawkacbs.com](http://blackhawkacbs.com) for information on events, signups, and updates!

Think spring ☺





# SOS

## Share Our Stories

Thank you to Ted, Nick, Matt and Mark who contributed stories and photos for this issue of the Smoke Signal! Thank you also to the merchants who renewed their ads, and our new advertisers for 2013; your support helps cover the cost of printing this newsletter, and is very much appreciated!

Attention Blackhawk members: the newsletter belongs to you; you can make it better AND WIN, in more ways than one.

It's all about our stories. Whether hanging out at the docks during a show or dining together as a group, we all share our stories...the restoration project, bringing an engine back to life, a boating event, the maiden voyage, the mishaps as well as the glorious days when all goes well. To keep the newsletter fresh, exciting and providing new viewpoints to the readers, I need your stories...the funny, the interesting, the informative. You know you have them, all wood boat-ers do...

There are over 300 members now – I invite all of you to share your stories of a day, a boat, or a lifetime of your experience(s) by writing them down and/or supplying photos that I could put into the newsletter. A different perspective of a boat show or Blackhawk event would be a welcome sight for me and I'm sure for the readers of this newsletter as well! If you are an artsy, creative person, just let me know that you'll design a flyer for an upcoming show or event and I will get the information to you. If you're not a writer, photographer or artist, but your spouse or kids who don't read the newsletter are, please show them this page. More content from as many sources as possible will save us from a monotonous newsletter and there will be prizes to be had worth over \$200! Any contribution of copy or photos per newsletter publication\* will make you eligible to win in a drawing that will be held at next year's fall dinner. (Winners need not be present.)

Help yourselves to a better newsletter by helping me get more and better content for it. Thank you,

Kathy Moberg  
Smoke Signal Editor

Send your stories and photos to  
[smokesignal@blackhawkacbs.com](mailto:smokesignal@blackhawkacbs.com)

\*Material submitted may be edited

To view the Smoke Signal in color,  
and/or to view any past issues, go to  
[www.Blackhawkacbs.com](http://www.Blackhawkacbs.com)  
Click on the Smoke Signal tab, click on any issue

If you have a business and want to run an ad or know someone who else who might, please send that information to Matt Byrne at [mattbyrne@mrtech.com](mailto:mattbyrne@mrtech.com)

# Welcome Aboard!

## New Members of Blackhawk in Nov/Dec 2012

Ed Snyder, Walworth, WI

Al Hanley, Tomahawk, WI



**BLACKHAWK  
CHAPTER**

**"SPEEDY GONZALES"**

Blackhawk Chapter name badges are again available. These tasteful badges are a great way to let other members know who you are at outings, and to show your affiliation at non-Blackhawk events. Simply send your name as you would like it to appear, along with a check for \$10 made out to the Blackhawk Chapter to:

Blackhawk Chapter  
c/o Cindy Cartner  
P.O. Box 683  
Antioch, IL 60002

# WILL WE REGRET?

Story and Photos by Ted Cartner

Most of us have had the conversation about how many good restorable utilities and runabouts were scrapped, ignored unprotected, crushed, or burned in the 1960's or 70's. We pine for them and wish we could go back in time to save them for the future (which is now). Many Resorters, Rivas, Coronados, Sportsmans, etc. that were in running condition were just left to rot.

There are still many good restorable hulls being demolished or left to rot today, these are the cruisers.

You can regularly see cruisers for sale in running condition on EBAY, in WOODEN BOAT, or various other publications for basically give-away prices, but with no takers, especially the larger vessels. Often it seems the larger the boat the lower the asking price. Any of us who have gone through a restoration knows why. A 32' Chris Craft Commander is a much bigger project than a 22' Sportsman. At 9000lbs the Commander is 3 times the weight of the 3000lb Sportsman, and so maybe 3 times the project. On the other hand more than a few of us have brought back to life 3 or more boats.

I am sorry to say I have personally been a part of the destruction of three large hulls which had fairly sound bottoms and topsides. For example Gary and Pat Brakers' 1954 36' Chris Craft Commander (pictured) was in running condition. One of its' last cruises was to Port Edwards for a Fathers Day brunch. Since the Brakers, who were short on space, also had 4-6 other boats, the Commander with its' large footprint was the most likely boat to go. After selling the boat 2 or 3 times and always ending up with it back, sadly the decision was made to scrap it. No one could be found to take responsibility for a once, and potentially again, beautiful boat.



To the left, a Chris Craft Cruiser just before it was scrapped



Inside the 36' CC Commander "Cove Seeker" during the demolition

Wooden runabouts are still being built by a number of entities. I doubt there will more than a few wooden cruisers built, the cost would just be too high. They are truly an endangered species.

Larger boats take a correspondingly larger commitment in time, space, and money but the rewards are greater also. They are far more social, more people can be comfortably aboard longer, whether it be hot, cold, or raining. There also seems to be a stronger emotional attachment perhaps from spending more time with the boat than is typical with a smaller boat. We still enjoy our faster and more highly restored boats but our 27' semi-enclosed CHRYSALIS is by far our most favorite.

There are still cruisers available in the 23-30 ft. range that would not take much more effort to bring back to life than building a new runabout from a pattern boat.

In 10-20 years will we regret that not more of these cruisers were saved? Probably.





Nick's 1953 Wolverine  
before restoration

## Old Times

By Nick Wagner  
Photos by Tom Wagner



With the hull completed, it's time  
to get the engine and accessories

It's been two months since the Geneva Lakes Boat Show. I had only gotten my boat a few weeks earlier, and I was really excited to be there, and to get started on the restoration.

The weather has changed but I still have the boating "bug" alive in me. Dad and I have stripped and sanded the hull. I was surprised to find blue paint under the green as we worked on it. Because the boat had a green bottom when I got it, I decided to repaint it the same green.



Next we stained and put eight coats of varnish on. Wow, what a change from its old and tired look! Now for the motor. This took a lot of thinking on my part. Do I just work the outboard from the back, or do I put in a steering wheel with a throttle? Yep, I think it would be best to have a steering wheel up front. Easier for me to see where I'm going. Andrew Vogeler was very kind to donate the wheel from his collection. This will be connected to the 1955 25 hp. Johnson Seahorse outboard.



Many thanks to Andrew and Will, two great guys that work with my dad in the shop\*, for all their help during the restoration.

Now that I've been working around old boats, I've decided to name my boat "Old times"

Hope Santa brings me a couple of fenders and maybe an anchor this Christmas. I'd like to be the first boater out on the water this coming spring.



\*Editor's Note: Nick's Dad is Tom Wagner of Fox River Valley Boat Company

# Miss Lisa

By Matt Byrne - Photos by Don Ayers, Wooden Runabout Co. and Matt Byrne

In early September of 2007 I was browsing through Craig's list (a classified advertisement website) and found the advertisement for a Gar Wood Runabout below. I was very surprised to see such a rare boat for sale in my area. I promptly called the seller and asked when I could come see the boat. The owner said he was in the process of gathering all the pieces so give him a day or two. Well, five long days later I went and looked at the boat. By this time I had already done some research and talked to the Gar Wood experts. If the boat was as the ad stated, I would buy it on the spot. It was. And I did.

For Sale

Price: \$4,900

Location: Addison, Illinois

## BOAT SUMMARY

Hull#6405. This is an all mahogany 19 foot inboard double cockpit runabout. It needs full restoration. Certified by the Garwood Society. Restoration was begun in the late 70's. Cracked ribs were replaced. Finish removed. Tooling to roll the boat over on a sling was built. Portable cradle was built. Some research done. Certified correct finishing stains and materials procured. Garwood decals and flags etc. procured. One size over silica bronze screws procured to refasten the hull. Reference materials procured. Work halted for lack of time. The boat has been cradled in a continuously heated garage to this day. Bow light missing, engine missing, seat cushions missing. Trailer that came with it is unusable as is. It probably is the original, needs tires.

## BOAT DETAILS

Year: 1939

Manufacturer: Gar Wood Runabout Model 912

Length: 19.5 Feet



## The Purchase

I ended up paying a little more for the boat than the seller was asking. It turns out he was getting calls from all over the country from people that wanted to buy the boat. Most of them wanted it sight unseen. I was lucky enough to be the first one to call so the seller gave me the right of first refusal. After we agreed on a price the next challenge was getting the boat home. As stated in the ad the seller had a "trailer", but it was in no shape to transport a boat. The seller insisted that the trailer had to go as part of the deal. I was able to get some air in the tires and I hauled it straight to the junk yard. The bare hull was on a cradle, all the hardware and interior were in boxes. I temporarily used a trailer from another boat I owned to get the Gar Wood home. Once home, I spent a day putting the puzzle back together to assess what was correct and what was missing. I discovered that some of the hardware, including the gauges, had been replaced with parts from a Chris Craft. The seller actually purchased the boat thinking it was a Chris Craft. Only after doing some research on the hull number did he discover it was a Gar Wood.

## The Restoration

The boat sat unchanged for several months while I did my research and finished some other large projects I had been working on. The Gar Wood deserved my full attention. In September, 2008, I flipped the boat over and began removing the bottom. All evidence showed that this was the original bottom. Once the planking was removed I was able to assess the condition of the framing. Although the boat was still very straight, most of the frames were oil soaked and in need of replacing. I spent the next few months replacing each frame one by one - replacing the chines, the keel, and the stem. When summer came along work on the boat came to a halt. As time freed up again in the fall I began fitting the inner bottom and planking. By March, 2010, the bottom was finished and the boat was flipped back upright. So if you're keeping track, that's 1-1/2 years just to do the bottom! But man did it look nice. Too bad the only ones that will appreciate it are the fish.



During this time I'm also working on other bits and pieces like getting the steering wheel restored, rebuilding the steering box and hunting down missing hardware. As luck would have it, Brian Robinson from Robinson Restoration in Fallbrook, CA, was restoring the same model boat that was only a few hull numbers away from mine. Brian has done a huge amount of research on Gar Wood boats and has restored many show winners. The 19 footer he was restoring had some incorrect hardware so I was able to add my missing pieces to the parts list when Brian was having new castings made. Brian was invaluable in helping me through my restoration.

I spent the fall and winter of 2010 replacing the topside framing. At that time I realized that I needed to track down some mahogany for the side planking and decks. After calling around to many, many suppliers, I discovered that finding good quality Philippine mahogany was not easy. Most suppliers did not want to pick through and sort out the good stuff. They wanted to sell a thousand board feet and I would have to take the good and the bad. So I turned to a couple Restorers within driving distance to see if I could persuade them to part with some lumber. One of my calls led me to Mike Trusink and Kirk Wingard at The Wooden Runabout Company in Holland, Michigan. As it turned out, they had a couple of boats that they needed Philippine mahogany for, so they had a large order ready to arrive. They were happy to help me out. They said I should just bring the original boards over and they'd lay everything out for me. So I figured no problem, I'll throw the old boards in the boat and take a trip to Holland. But this got me thinking... either I could spend 9-12 months fitting planks, or I could just leave everything at The Wooden Runabout Company and they could crank it out for me in a fraction of the time. So after a few more conversations with Mike and Kirk (and after twisting my wife's arm to agree to the extra cost) I had a plan. Fast forward to July of 2011. The side hull was planked. I didn't let Mike and Kirk have all the fun, though, I had them leave the decks and transom for me.

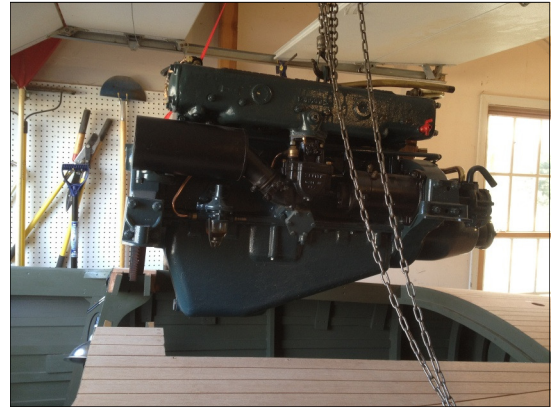
Now that the boat is really taking shape, I'm fairly confident that the boat will be back in the water sometime in 2012. I spent the fall installing the engine, wiring, plumbing, finishing the planking and was ready to begin sanding around the first of the year. I did all the sanding by hand with a long board; my arm hurts just thinking about it. I was paranoid that I would mess this part up so I spent a lot of extra time sanding. The boat got stained the first week in April- perfect timing to start the varnishing with the spring and warmer weather rolling around. After 14 coats of varnish the boat went back to the Wooden Runabout Company for transom art work, four final coats of varnish, and upholstery. I would have the boat ready for the Hessel boat show in July! Well, that was the plan. But I didn't get the leather ordered early enough so now the deadline moved to September for the ABCS International Boat Show on Table Rock Lake, Missouri. It's amazing how long it takes to get all the little details correct. But with a little luck I made it. Funny that when I put the boat in the water at the boat show it was only the second time it had been in the water...the first time since it had been all put together. I was a little nervous to say the least.





## The Engine

As stated in the ad, the boat did not come with an engine. The original engine was a Chrysler Crown Model M2 at a whopping 103hp. While doing research on other similar boats, I discovered one of the owners lived in Mount Vernon, Iowa, just down the road from Cedar Rapids where I grew up. After talking with the owner I found out that his boat lived in the Michigan Upper Peninsula. In our conversations he mentioned that he had repowered his boat and still had the original engine. After a few more conversations and a little arm twisting I convinced him to sell me his old engine. So one weekend back in 2010 my dad and I made the trek to Cedarville, MI, to pick up the boat's "new" engine. Once we arrived we discovered that the engine had been sitting behind a marine for close to 10 years. It was in rough shape to say the least. As the engine was being lifted into the truck after a couple of hours of digging it out I turned to the owner and said, "You think I'm crazy, don't you?" His reply "No, I think you're F#\$%ing nuts". The motor went straight to Ted Cartner for a full rebuild.



## The Name

This is the 3<sup>rd</sup> wooden boat I've restored, but I did not name the first two. So this boat deserved a name. After looking around at some of the older boats there seemed to be a pattern that the boats were named after the lady of the house. My wife's name is "Lisa Marie". That had a nice ring to it, so "Lisa Marie" it was. But it wasn't meant to be. While doing research of other 1939 19' Gar Wood runabouts I found another boat with that exact name. What are the odds of another boat the exact same year make and model (the boat is only 15 hull numbers away from mine) would have this name? Well, needless to say, I needed a plan B. Thinking it was wise to stick with the wife's name I chose "Miss Lisa" instead.



## The Result

What can I say? The boat turned out better than I could ever have imagined. A lot of the credit can go to the design of this boat. You'd be hard pressed to find a boat with better lines. Going into the International Boat show I thought we had an outside chance of winning an award. Since this was my first judged boat show I thought I would qualify for the "Hey, nice work for an amateur" award. Never in my wildest dreams did I think we would win the Best of Show (restored) award, but we did. That is a weekend I will not soon forget. I'd like to say a special thanks to everyone that helped me out on the restoration. Mike and Kirk and the Wooden Runabout Company: Great varnish work and upholstery. I'm glad I was smart enough to let you guys do all the stuff everyone sees. Ted Cartner: The engine looks great and runs even better. Brian Robinson: Tremendous help, near the end I think I talked to Brian more than my wife. Without Brian the boat would not have come out as well as it did. Of course, the biggest thank you goes to my wife Lisa, who put up with 5 years of boat talk (and pretended to be interested, most of the time).





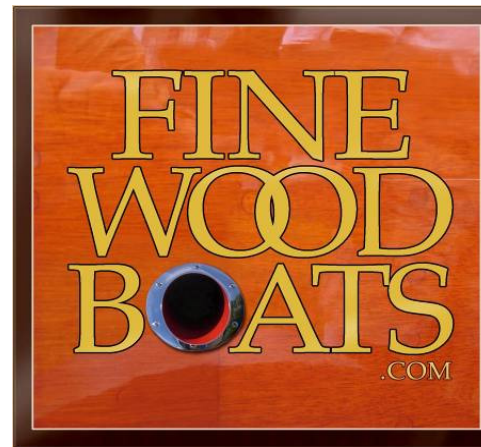
Blackhawk Members:

I would like to take this opportunity to recognize a member that has made a significant contribution to the Blackhawk Chapter. Jim Staib, a long standing member of the chapter, has donated a boat to the Blackhawk Youth Group as the next project boat. Jim acquired the boat this fall and immediately thought of the youth group. Jim and his company, Fine Wood Boats.com has been a big supporter of the group and has donated parts and expertise to our first two projects. Please join me in thanking Jim for his generosity to the Blackhawk Chapter and we look forward to the launch of this 1952 Century Resorter.

Thank you Jim !

Best regards,

Mark Svoboda, Blackhawk Chapter President



IF YOU

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KNOW THE DIFFERENCE BETWEEN ROPE AND LINE

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GIVE ALL DIRECTIONS USING PORT AND STARBOARD

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**LOVE THE FEEL OF A FRESHLY SANDED PLANK**

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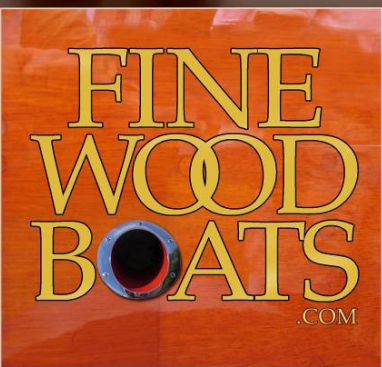


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## Classified Corner

**HELP WANTED:** Graphic Designer needed for design work. Sharing your time, talent and creativity would be a welcome service to facilitate many club activities. If you are interested in designing a poster for the July boat show, sign up sheets for Blackhawk activities and shows, or brochures to help increase membership, etc., we need your help. One or more volunteers welcome, and benefits include experience, making friends and having fun! Contact Kathy at [smokesignal@blackhawkacbs.com](mailto:smokesignal@blackhawkacbs.com) or 815-344-0060

**HELP WANTED:** Newsletter Editor or Assistant; no experience necessary. Computer skills a must. Writing, photography and graphic design or organizational skills helpful. Contact [smokesignal@blackhawkacbs.com](mailto:smokesignal@blackhawkacbs.com) to volunteer.

**FOR SALE:** I'm selling a 1940 Wagemaker 12'. It needs a new bottom. I have all the materials to repair, but no time. Please call for more info. Ace Hassen 847.308.1093 [aahassen@yahoo.com](mailto:aahassen@yahoo.com)

**FOR SALE:** 1955 20' Chris Craft Continental, Loadmaster trailer 4 yrs old. New cover. Stored 25 years in barn in Indiana. Stored indoors now. Asking \$14,000 Call Ray 847-854-6608

**FOR SALE:** 2008 21' Handy Billie, which is an all wood replica of a 1908 coastal Maine fishing, lobster, pleasure boat that was built and sold by William B. Hand. For details and photos, log onto Lady Ben Classic Boats, click on "Used wood boats for sale", and scroll down to 21' Handy Billy. Price Negotiable

**FOR SALE:** 1977 Biesemeyer 18ft, flat bottom, totally restored, fresh motor, 502 cubic inch Chevy 675 HP, V drive. Silver/gray/red with matching trailer. Must see. \$19,900. Call Victor 630-207-2210

**FOR SALE:** 1962 Sea Skiff Ranger, 283 Chevrolet V8 Convertible Top, Like new cushions, Newly refinished transom, All new flooring (white waffle) asking \$7800. New aluminum trailer optional +\$2800 - Don Taylor 630-632-9797

**FOR SALE:** 1957 20' Chris-Craft Holiday, in good-shape, new cover, newer trailer, and has 175 hp. I'm asking \$9500 OBO. Cell# 847-648-0138

**FOR SALE:** 1964 Lyman 25ft. Sleeper model Cuddy cabin w/marine head 327 cu. in. Gray Marine Fireball engine All canvas including bimini, side curtains and mooring cover Includes: 6,000 lb. all galvanized Karavan trailer. \$16,000 CALL Ken 414-764-5949 or Email for more pictures [kbourgeois1@wi.rr.com](mailto:kbourgeois1@wi.rr.com) ( stored indoors and can be seen anytime with appointment)

**FOR SALE:** Chris Craft Engines K 100HP, KL 105HP, KLO 105HP, M 130HP, ML 145HP, MCL 175HP, also a dual carb 135HP Chrysler Crown. Ted 847-395-8902

### Blackhawk Smoke Signal Advertising Policy

Individual Blackhawk Chapter members may run a single complimentary non-commercial advertisement in any issue of the Smoke Signal. Individual advertisements will not be rerun unless the editor is notified prior to publication of the following issue. The editor reserves the right to edit if necessary to fit available space.

### Commercial Advertisements

Commercial advertisements will be run in each issue published during the course of the year unless prior arrangements are made. Five to six issues per year are published.

	Business card sized	Quarter page	Half Page	Full Page
Members	\$40	\$80	\$150	\$300
Non-Members	\$60	\$100	\$170	\$320

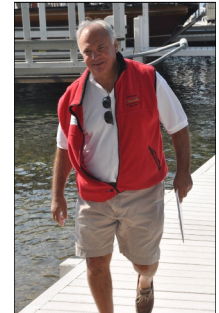
Provide all advertisements to: Matt Byrne at [mattbyrne@mrtech.com](mailto:mattbyrne@mrtech.com) or Kathy Moberg at [smokesignal@blackhawkacbs.com](mailto:smokesignal@blackhawkacbs.com)



## BLACKHAWK CHAPTER-ACBS

### *The Smoke Signal*

2010 Villanova Drive  
Johnsburg, IL 60051



## 2013 Event Calendar

TBA Spring Workshop

May 18 Lake Geneva Cruise and Spring Dinner

TBA & Aug 17 Summer Chain O'Lakes Cruises

Sun, June 16 Fathers Day Cruise in Chicago

Sat, July 20 29th Antique & Classic Boat Show at Freddie's, Fox Lake, IL

Fri-Sun, July 26-28 21st Minocqua Antique & Classic Boat Show at Matt Morgan's, Minocqua, WI

TBA Fall Color Cruise

Sept 27-29 Geneva Lakes Antique & Classic Boat Show at The Abbey, Fontana, WI

TBA (Oct) Fall Dinner

