



The Smoke Signal



Newsletter of the **BLACKHAWK CHAPTER-ACBS**

VOLUME 19 ISSUE 2

March-April 2013



Tech session with Junior Blackhawks at Ted & Cindy Cartner's. For this and other information about our youth group, see page 6



Spring Workshop!

Sign up for a Spring Workshop at Bergersen's Boat Company
Saturday, April 20th Details & registration page 3



Bergersen Boat Co.
Custom Building and Restoration
7163 COMMERCIAL STREET - SPRINGFIELD, WI



29th Annual Chain O' Lakes Antique & Classic Boat Show
Saturday July 20th Details and registration page 8-9



Spring Cruise & Dinner at Lake Geneva Yacht Club
Saturday, May 4th Details and registration page 7

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*Boating Season is just around the corner-
Check out what's coming up;
choose shows, cruises, workshops, and
outings for lots of summer fun!
Mark your calendars,
We'll see you on the water soon!*

BLACKHAWK CHAPTER

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	Photos by Kathy Moberg & Shelley Svoboda, unless otherwise noted

PRESIDENT'S MESSAGE

Fellow Blackhawk Members:

Well, this time last year it was 80 degrees and spring fever was in full bloom. What a difference 12 months can make! As I am writing this message it is 29 degrees and a 40 degree day is not on my radar. Oh well, spring is on the march and hopefully I will be preparing boats for the spring launch in the next few weeks.

Even with the cold weather, the Blackhawk Youth Group has been working on their next project boat, a 1960 Correct Craft ski boat. The group has the boat stripped and is now completing some woodworking to replace the transom and part of the deck. With the help of Ted Cartner, we now have a running engine and hope to be reinstalling the power later this spring. We have added a few new members to the group and as always we have room for more. Please remember we accept any interested youths into the program and give them an ACBS youth membership.

We have a lot of activities planned this year for the Blackhawk Chapter. In addition to our standing events we have added some cruise days to the 2013 schedule. My hope is that in addition to showing our boats, we have more opportunity to get out on the water and enjoy them. Check the Smoke Signal and the web site to see the current event calendar.

The Spring Workshop is set for Saturday April 20, 2013 at Bergersen Boat Company in Springfield, WI. Lars Bergersen has invited the Blackhawks to come to his shop to view his current restoration projects and engage in discussions around repair, maintenance and restoration of antique & classic boats. There will also be a lunch provided to the participants. See the details later in this edition of the Smoke Signal.

We will be holding the Spring Dinner this year at the Lake Geneva Yacht Club. I met with the senior management of the club last week and they are excited to share their facility with the Blackhawks. The club is primarily a sailing club, but they have power boat members and are interested in getting more involved. The yacht club is offering the use of their facility and their launch ramp to us for the day. Plan to come early, launch your boat, enjoy a cruise and stay for dinner! There is no cost for the event other than a nominal charge to help cover the cost of the dinner. More details are here in the Smoke Signal.

As always watch your email or snail mail for the latest Blackhawk updates. Regularly check the Blackhawk web site at 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,

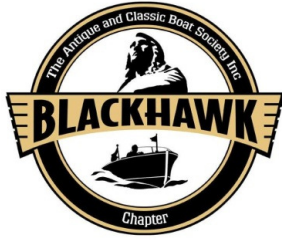


Mark Svoboda



Editor's Note:

Thank you to Cindy Chicoine, who took over the newsletter when it was only partially written and assembled. I had to leave town for a family emergency, and I'm so grateful to her for getting this newsletter out to you! Cindy will now be on board for future issues.



2013 Blackhawk Spring Workshop

Saturday April 20th, 2013

Lars Bergersen will be opening his shop to the Blackhawk membership to talk about some of his current restoration projects. From refinishing to major restorations, Lars and his crew can handle a wide variety of marine projects. Lars's quality craftsmanship and eye for detail can be seen not only on the boats that are entrusted to his care, but also in a variety of custom pieces that he builds for his customers.



Bergersen Boat Co.

Custom Building and Restoration

7163 COMMERCIAL STREET - SPRINGFIELD, WI



**Workshop: 10:00 AM to 12:00 PM with a complementary lunch.
Bergersen Boat Co. 7163 Commercial Street Springfield, WI.**

Please RSVP to:

Mark Svoboda at 630-208-1775 or president@blackhawkacbs.com

Please reply no later than Monday April 10th, 2013

We hope you can join us!

Father's Day Cruise in Chicago

June 16, 2013

*Save the Date!
Take Dad for a Cruise
on Father's Day!*



*Look for more details to
follow in the next issue
of Smoke Signal!*





Junior Blackhawks Update

by Dave Vogeler

With the New Year upon us I have decided to make a New Year's resolution to the club. My resolution is to keep its members regularly informed of what is going on with the Youth Development program, also known as the Junior Blackhawks. Now should I fail at this resolution, it will be all Tom Wagner's fault.

Tom and I have been working hard with our Junior Blackhawks on our new project boat. For those of you who do not know what we have been up to, here is a brief update. A little more than 2 years ago, Tom and I were asked to take on the youth development program. We acquired a 1956 Wolverine Wagemaker and began restoring it. That boat was launched at the 2011 Geneva Lakes Boat Show at the Abbey on Lake Geneva in Wisconsin. That year also happened to be the location of the ACBS International Boat Show. It had been a rainy day, but it most certainly did not dampen the kid's spirit. The pleasure and pride I witnessed in their faces made all of the many hours and hard work worth it.



When we finished the Wolverine and the show was just about over I felt relieved. I was happy that we had finished the project in time for the big show, but I was also exhausted from all of the last minute preparations to make that day happen. That's when Mark Svoboda came up to me and said "Great job Dave! What boat should we start next and when are you going to start?" "NEXT BOAT!", I exclaimed, "We just finished this one!"



Well, the challenge had been made, and working together as a team, we did it! Our next project boat was unveiled at the 2012 Geneva Lakes Show. It is a 1956 Correct Craft, Ski Nymph. Again, the kids jumped right in with all of the same enthusiasm as the last project. One member of the team (Mitchell O' Day) even complained that the work schedule was too light and we should meet more often. The work began at the end of last summer. All of the hardware was removed from the boat and the interior was stripped.

We removed the engine which was sent to club expert Ted Cartner. Ted held an engine seminar with the kids where he explained how an internal combustion engine works. Mark Svoboda even brought his laptop loaded with computer animations of the inner workings of 2 and 4 stroke engines. Then we moved our attention to the 6 Cylinder Ford Interceptor engine of our Correct Craft. We began our inspection on the engine and removed the exhaust manifold. It was then we made a painful discovery. The exhaust manifold was completely shot and had to be replaced.

The manifold along with several other parts on our Ford Interceptor were all made out of aluminum, which age does not look kindly upon. We discovered that a new manifold was not only hard to find but expensive. It was decided that we would have to find a replacement engine that was similar in power, weight and size to the old Ford Interceptor. Ted had a used Chris Craft "K" engine that fit the bill. We rolled it out, dusted it off and began again. The kid's learned how to conduct a compression test and why this was helpful in determining the overall interior health of an engine. Our new K engine passed with flying colors. With his generous donation to the Youth Development Program, Ted offered to give the engine a thorough inspection and repair or replace any parts that need to be fixed.

I would like to take this opportunity on behalf of the Junior Blackhawks to thank Ted and Cindy Cartner for their hospitality and generous donation to the club and the Youth Development Program.

During our next few meetings the boat was flipped and we began the nasty job of stripping the old paint from the hull. We left this job to the older kids in the program. I believe that the kids counted 5 different colors that the bottom was painted. With the bottom and sides all stripped we were able to inspect the condition of the wood. We found a few minor problems which will need to be addressed but for the most part the hull is in great condition. Our only major problem appears to be the transom, which will have to be replaced.



We have scheduled work dates over the next few months and the kids are looking forward to this new project. When things warm up we will be scheduling outings for the kids to get out and enjoy the Wolverine. Part of the goals we are trying to accomplish with the Youth Development Program is not just how to restore old wood boats but also to enjoy their beauty and grace on the water. Our plan for the Junior Blackhawks is to always have one completed boat and one project boat to work on. We are always looking for additional youth members. Should you know of anyone who might be interested, please contact either myself (847-477-3373) or Tom Wagner (815-385-0454). They need not be club members or related to club members to become a part of the team. We are looking for anyone that has an interest in classic wooden boats, and would like to be a part of this exciting and fun program.

Tom and I can't thank the Board and club members enough for their support in this project.

Without your support this program would not exist!

As of this article, Ted has completed the engine repairs and it's ready to be installed in our new project boat. The only problem is, the boat is not ready yet. I guess I need to get back to work!

Days to Boating Season,
Dave Vogeler





YOUTH PROJECT ENGINE

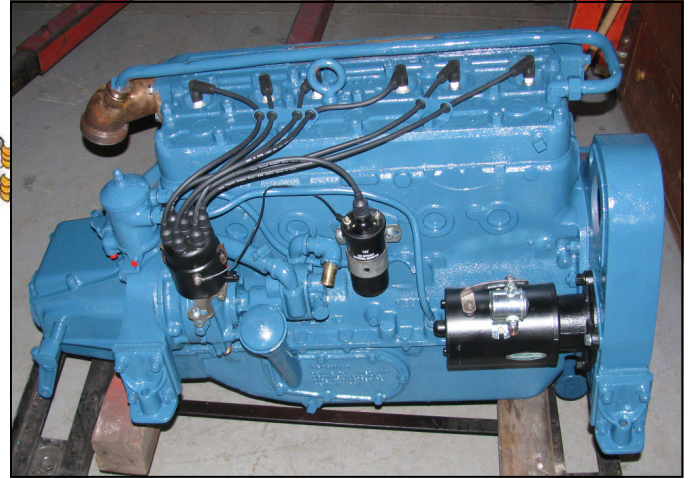
by Ted Cartner, photos by Shelley Svoboda



In January, the Youth Group got together to determine the condition of the 6 cylinder Interceptor engine that came with their latest project, a 1960s Correct Craft.

Initially it was hoped the Interceptor could be rebuilt or at least made to run. However it was quickly determined that the engine was seized and the aluminum exhaust manifold so severely corroded that it could not be repaired.

The original engine was 100HP based on the mid 1960s 6 cylinder Ford Mustang block. After looking at a few different marine engines that are available, the choice of the Chris Craft Model K seemed like a good replacement. The Model K is very close in size and rated at 95 HP.



Completed engine, ready for installation

After finding a K that on the outside looked in decent shape the group started to check out the condition of the engine. With a pry bar the flywheel turned easily, so far so good. Next they hooked up a battery and found the starter would spin the engine. After some discussion about whether to rebuild the engine or save considerable money by making it run good, it was decided if the compression was decent we would not rebuild but make it run reliably well.

Initially the compression test showed low compression in 2 cylinders and almost none in 2 more. Not good, but not unusual for an engine that has not run in over 15 years. By using an optic fiber inspection scope through the spark plug holes, it was found that several valves were stuck. After a little coaxing with penetrating oil and spinning the engine through a few dozen revolutions it seemed that the valves freed up. A subsequent compression test showed a respectable improvement in all cylinders. As time was running short the group called it a day.

Later the engine was actually started and seemed to run well, good smooth idle and no oil smoke. This was before rebuilding the distributor, carburetor, fuel pump, starter, and seals in the water pump. It was pressure washed, primed, and painted.

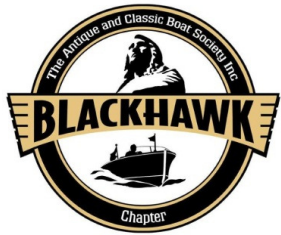
It's now ready for installation when the hull is ready.



Mitchell O'Day and Alex Svoboda check for stuck valves by inserting a video camera into the engine's cylinders

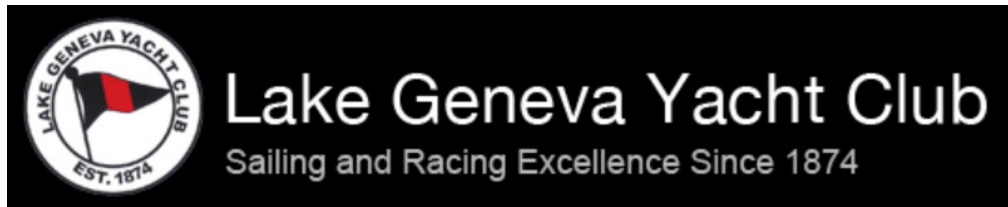


Performing a compression test on the Model K engine



2013 Blackhawk Spring Cruise Day and Dinner Saturday May 4th, 2013

Lake Geneva Cruise: 10:00 AM - Meet at the Lake Geneva Yacht Club.
The launch ramp will be available to launch and load for Blackhawk members. Al Bosworth will be our cruise director.



Lake Geneva Yacht Club
1250 South Lake Shore Drive Fontana, WI.

Cocktail at 5:00 PM - Dinner Served at 6:30 PM

The cost is \$29.00 per adult and \$9.00 for children 12 & under. This will include a Buffet Dinner with Entrée, Rolls, Salads, Warm Vegetable, Assorted Desserts, Coffee and Condiments.

A Cash Bar (Soda, Beer, Wine and Basic Mixed Drinks) is also available.

Please RSVP to:

Mark Svoboda at 630-208-1775 or president@blackhawkacbs.com
Please Reply no later than Monday April 30th, 2013

We hope you can join us!

Welcome Aboard!

New Members of Blackhawk in Jan/Feb/Mar 2013

Nick & Nick Wurzel, Waunakee, WI
Mary O' Connor, Palos Park, IL
Remington Reid, Cary, IL
Erich Schloemer, Heath, TX

Christopher & Susan Mundy, Winnetka, IL
Ana Bidlack, McHenry, IL
Jeff & Corinne Pence, Lafayette, IN
Mike Erstad, Muskego, WI
Hugh & Judy Pence, Lafayette, IN

Don't miss the 29th Annual Antique & Classic In-Water Boat Show at Famous Freddie's!



This one-day, casual boat show is always a laid back, fun day! All classes of boats are traditionally well represented here, including classic glass, race boats, and, of course the runabouts, utilities, launches, plus outboards, (Junior Blackhawk boat included). Registration and food are reasonably priced, (especially if you sign up early).

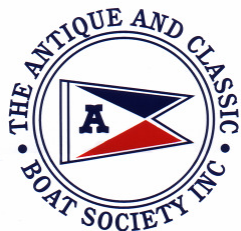
The many floating docks are large and padded, perfect for whatever size boat you have, and they are nestled in a no-wake end of the bay. (What more could you ask for?) Freddie's bar and dining room are open all morning and afternoon, but don't fill up — save your appetite for the knock out Western BBQ!



By popular demand, the dinner has been moved to an early afternoon meal, right after the awards ceremony. It's a fantastic spread of succulent pork ribs, tender and juicy chicken, corn on the cob, garden salad, coleslaw and dessert. Sooo yummy!

There will be plenty of time afterwards to head out and enjoy Saturday afternoon and evening out on the Chain O' Lakes. Mark your calendars now, and send in your registration today!





29th ANNUAL ANTIQUE & CLASSIC IN-WATER BOAT SHOW



Famous Freddie's Saturday July 20, 2013

on Pistakee Lake, 510 Park Ave, Fox Lake IL

Set up is 8:00 to 9:00

Show 9:00 to 2:00

Awards presented dockside at 1:30



Western BBQ Buffet at 2:00

**Tossed Garden Salad
Grilled BBQ Chicken
BBQ Rib Fingers**

**Corn on the Cob
Coleslaw
Baked Potatoes**

Cash Bar

\$15.00 Boat entry fee (before 7/12/13, \$20 after 7/12/13)

\$16.00 per person for BBQ Buffet

There is no launch ramp at Freddie's, you could launch at any of the other Marinas around the Lake.

Ben Watts Marina ramp is 3 minutes by car or water.

NOTE: A Waterway Permit Sticker is required; it can be purchased at Watts Marina.

For more info: Ron Van Horn 708-347-8951 or Ted Cartner 847-395-8902

NAME: _____

Address: _____

City _____ State _____ Zip _____

Phone _____ MFG BOAT _____

MODEL _____ YEAR _____ LENGTH _____

ENGINE _____ HP _____

Send to: Ted Cartner PO Box 683 Antioch IL 60002
MAKE CHECKS OUT TO "The Blackhawk Chapter"

Upper Chain O' Lakes Cruise Party AUGUST 24th



The Chapter has had picnics on the lower Fox River, cruises to Port Edwards, and boat shows in McHenry and Fox Lake. When was the last time we had an event on the upper Chain O' Lakes? Well here is your chance to explore the upper Chain, we are planning a Rendezvous August 24th. It will be an informal casual event on Channel Lake, Lake Marie, Lake Catherine (cleanest lake on the Chain), Spring Lake (where's that?), Bluff Lake etc. Some of the places you could visit are Steitz's Resort (climb the aerobic stairway), or historic Webb's Marina (say "Hi" to Frank & Nancy) where you can still buy gauges for a 1950 Chris Craft. We haven't settled on any specifics yet, but are considering: poker run, swimming at the sand bar in Lake Catherine, scavenger hunt, lunch at one of the resorts, and/or picnic.

More details to come in the next issue of the Smoke Signal!



Share Our Stories

Thank you to Ted, Dave, Terry, Wil, and Scott 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 boaters 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. What was your winter project? Share your stories and photos! 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**

*Material submitted may be edited

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@mrbtech.com If you are interested in being an officer, chairman, volunteer or on the Board of Directors, contact Steve Fleming at dndeburring@sbcglobal.net

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



**BLACKHAWK
CHAPTER**

OLIVE BOATING

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



Scott Bruesewitz and Classic Fiberglass



This bio was reprinted from *at the Waterline* with permission from
Scott Bruesewitz and Glacier Lakes Chapter ACBS



Scott Bruesewitz gives Tony Clark of FOX 6, Megan Greve of Laughlin Constable and Abby Lorenz of PAAC a ride on Chloe during the media session on Thursday, August 15, 2012 before the 2012 Pewaukee Antique & Classic Boat Show

I was born in 1956 and grew up on Milwaukee's south side. When I was 7 our first family boat was a 16' Cruisers Incorporated Labstarke Runabout. I then joined South Shore Yacht Club(SSYC) in 1968 as part of the Junior Sailing Program.

My first restoration was an 8' fiberglass sailing pram in the basement of our family home. Thru high school, I developed a desire, more like an addiction to work on boats. My junior year of high school, I took aIt was there that I learned the skills of fiberglass repair and hull painting. My weekend job at the local boatyard, which became my career. hobby became picking up inexpensive or discarded boats and creating champions. One boat led to another and by 1980 we won our first National Championship in the International 210 Class. Three years later at the age of 27, we won the Nationals in the S2-7.9 Class. In 2005, we won our third National Championship in the Tarten-10 Class. Throughout this era, I still found time to be involved in Offshore Sailboat Ocean Racing. I had the opportunity to sail to Australia and sail in places including Hawaii, Jamaica, England, New Zealand, and France. My offshore career culminated with numerous offshore races including Miami-Montego Race, Honolulu TransPac race, 2 Sydney-Hobart Races, and 1 Fastnet Race as part of the Australian Admirals Cup team.

By now I had earned the reputation of a "speed shop" capable of taking a discarded hull and turning it into a champion for myself or customers. I am also capable of repairing extensive grounding and serious collision and storm damage. All told I have completely restored 14 boats and repaired and repainted countless others.

In 1991, I had the opportunity to purchase the 1955 Perma Craft 26, now known as Chloe. The boat was usable, but in rough cosmetic shape. The first project revolved around the cockpit and cabin, replacing the upholstery. Next we replaced the mahogany engine box and helm seats and refinished the exterior varnish. The boat was used in this condition until 2001 when we stripped the hull and decks and repainted using Dupont's Imron polyurethane paint. 2004 the engine was pretty tired and was removed for complete rebuild. At this time, I took the opportunity to replace the plywood subflooring and teak decking as well as the mahogany inner cockpit sidewalls. This project was interrupted by 2 more sailboat restorations. The Chloe restoration was completed in summer of 2012.

Tim Mason, of the Century "Relic", persuaded me to take Chloe to the Pewaukee In water Antique and Classic Boat Show. I cannot remember having so much fun. I had always been searching for information on the Perma Crafts and finally located and purchased a second Perma Craft from Marine City, Michigan. Upon bringing the boat to Milwaukee and running the boat on Lake Michigan, it was determined that this boat would require extensive restoration. The engines have been removed and sent for full rebuilding. The hull has been gutted to the skins as the stringers and bulkheads which create the structure of the fiberglass hull had deteriorated beyond repair. The mahogany trim and windshield will require replacement. Interior and cockpit trim and upholstery will also be replaced.

The excitement of working with pieces of history cannot be overestimated. I have found a new addiction to replace my years of competitive sailboat racing. Since I have been told that I do not have the oldest fiberglass powerboat in the area, we have engaged in a search for one from the 1940s.



RETURN of "THE SEA LARK"

ANTIQUE BOAT CENTER OPEN HOUSE

By Terry Dickson - Photos by Terry Dickson & Kevin Mueller



Back in February I had the opportunity to visit The Antique Boat Center in Cincinnati. They recently moved the center to a new and much larger facility and hosted an open house. I have wanted to make the trip for years and the fact that our friend, Kevin Mueller, aka KevFin of Boats in the Belfry fame, was the guest speaker for the event, clinched the deal.

KevFin's presentation covered his latest undertaking "PROJECT X". Kevin, along with Becca, aka "Fin Girl", did a great job sharing the trials and tribulations of building a mold set and duplicating the extremely rare and very cool 1957-58 Cadillac Sea Lark. Lou and Dennis and all their staff welcomed us and extended their hospitality and made it a memorable visit.



Terry Dickson, Antique Boat Center CEO, Lou Rauh, Becca "Fin Girl" and "KevFin" (Kevin) Mueller

HISTORY:

Renowned industrial designer Brooks Stevens, working with Evinrude, designed this boat specifically to compliment their new for 1956 Lark outboard motor. The result was a fabulous finned boat, the "Evinrude Lark Sportster", and was first introduced at the 1956 Chicago and New York Motor Boat Shows.



DREAMSHIP! . . . the spectacular Lark "Sportster"! A gifted designer's concept of a hull to fittingly complement the dramatic beauty and brilliant performance of Evinrude's premier model, the fabulous new Lark. From coast to coast this is the motor being chosen for smartest runabouts of every make.

A 1956 newsreel covering the National Motor Boat Show in the Bronx shows the boat and mentions it to be an \$11,000 outboard beauty.

<http://www.youtube.com/watch?v=zJPhvfXJ3Mc>

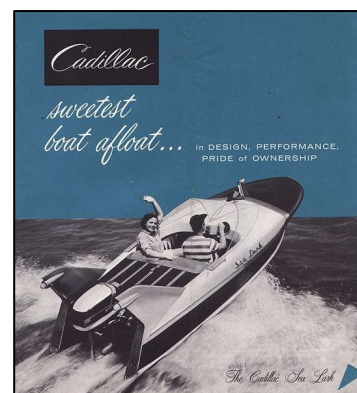
The 16' concept boats were hand-tooled by Carlson-Fedder of Milwaukee using a Century mahogany planked hull onto which a wooden deck was built. The stainless steel fins included retractable ski tow lines. Of the two Evinrude Lark Sportsters known to have been produced, one was known to have survived until 1972. Unfortunately, it has not been seen since.

The Cadillac Marine and Boat Company of Grand Rapids MI, which was a subsidiary of the Wagemaker Company, was awarded the design rights by Evinrude to produce and market the boats. The result was a wood and fiberglass hybrid.

The hull was cold molded mahogany plywood produced by another Wagemaker subsidiary U.S. Molded Shapes Inc. The wood hull was capped off with molded fiberglass top decks and fins. Cadillac used the original Lark wooden deck as the form to build the molds. Wagemaker offered the boat, based on the original Evinrude Lark design, in limited production as the Cadillac Sea Lark and the Wagemaker Wolverine SeaLark. List price \$1975.00 F.O.B. The extreme styling with high flying fins, Batmobile style windshields and bucket seats with center shift mirrored contemporary automotive design concepts.



Last known Evinrude Lark MIA



PROJECT X:



KevFin's Cadillac Sea Lark

Kevin searched for years and actually had posted a boat wanted ad on the Fiberglassics web site before finally finding the Cadillac Sea Lark in Hopewell Junction, NY. He purchased the boat from the nephew of the original owner, Don Hondorp, who bought it for \$330.00 from Wagemaker in a liquidation sale. Don was told by a former Wagemaker employee at that time that only three Cadillac Sea Larks were ever built. Wagemaker went out of business in 1960. After buying the Sea Lark, Kevin had the opportunity to meet Don Hondorp.

The meeting at his home on Reeds Lake in Michigan, where the boat was originally used, and their discussion was videotaped and can be viewed at:

<http://www.youtube.com/watch?v=NhrjKboOLg>

<http://www.youtube.com/watch?v=XUxICVmf-Eg>

Kevin's first goal was to do an authentic restoration of the original Cadillac Sea Lark and preserve the boat as an historic artifact. The second and more ambitious goal was to reproduce this Holy Grail of finned boats while improving the quality and performance of the reproductions beyond that of both the original concept and production boats. It has been said; "HEY, JUST SPLASH A MOLD AND POP OUT A FEW COPIES!" Kevin will tell you; "THIS IS HARD WORK!"

HULL:

The original 3/8" plywood hull was used as the form to construct the 3-section hull mold. What really made this project more difficult was the fact that the original boat was to be restored following its use as a form to build the molds. The outside hull was first covered with tape to give it a smoother surface. A temporary transom was fabricated as the original was in poor condition. Dam lines were put in place along the keel and across the transom to create the flanges for bolting the individual mold sections together. The hull is then covered with mold release compound and the whole thing then sprayed with a thick layer of orange tooling gel-kote which hardens to form the inside surface of the mold. This is followed with multiple layers of glass matting and cloth and resin coating to create the mold. It is then reinforced with lengths of steel angle and steel tube wrapped around the mold to prevent any deformation. Rigging attachments are also added forward and aft to aid in flipping the assembly. The mold was then split and the surface perfected through many hours of sanding and polishing. Voila, it's splashed!



DECKS:

The top decks also needed to be reworked and prepared before they could be used as a form as there were some sagging issues and rough areas that need to be filled and smoothed out. Also an improvement in the manner with which the windshields were attached was needed. Originally they simply ran screws down at an angle and it looked pretty crude. Two blisters were added to the main deck within the windshield perimeters to create a raised sloping surface for fasteners.

The Evinrude Lark concept boats had a speedometer in a raised blister formed into the top deck. The Cadillac Sea Lark did not include this detail but Kevin decided to build it back into the reproduction. Turns out the speedometer bezel on the 57 Chevy was a perfect match and this was then formed into the top deck as well. The main deck is a much more complicated piece in comparison to the hull. Again it requires a three section mold. The rear section for the lower fins and the two forward sections split down the center. The forward deck was formed as a single section mold as were the motor well and well hatch.





FIN'S & TRIM PIECES:

The upper fins are formed in separate 2-section molds. Also required is a 2-section mold for the forward anchor light, eight additional trim pieces requiring single section molds and lastly a mold for the center shift console. In addition, numerous small trim pieces such as lenses, script and hardware will be fabricated to complete these authentic reproductions.

POPPING THE COPIES!:



Hull #1 is black



Micolam keel with balsa wood floor



Hull #2 is two tone blue on white

There are plans in place to produce at least two copies of the Cadillac Sea Lark. Thus far two hulls have been molded.

Progress is made every day and is updated regularly on KevFin's web site.

For the blow by blow go to www.boatsinthebelfry.com Fin City Forum, PROJECT X



Stay tuned! Same Boat time, same Boat channel!

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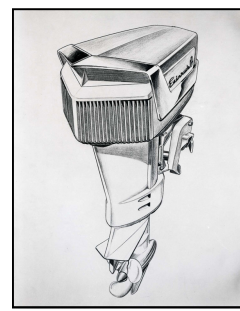
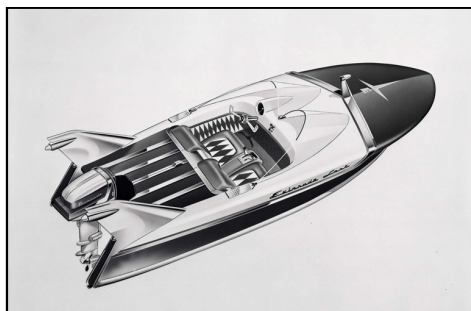
**The Midwest All Classics Boat Show
Annual August Event In Beloit Wisconsin
Saturday, August 24th. 2013
The Star Zenith Boat Club
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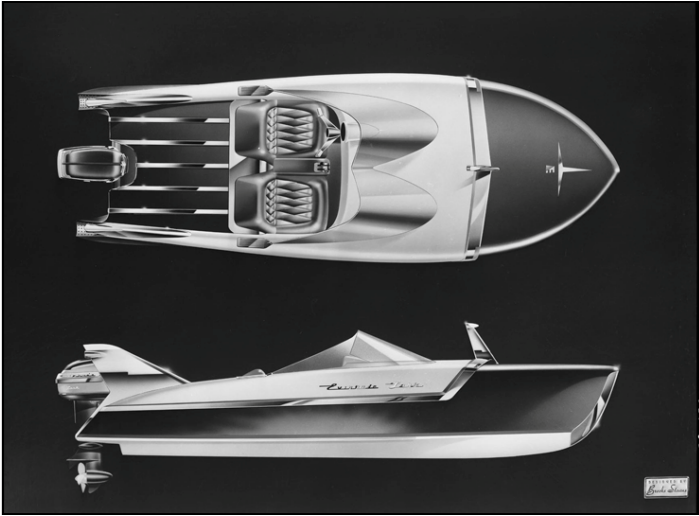
And please bring your boat! For more information see:
http://www.boatsinthebelfry.com/shows_events.html



Flashback to the 1950's!

The following photos and early artist renderings of the original Evinrude Lark Sportster are from the Brooks Stevens Archive at the Milwaukee Art Museum. <http://archive.mam.org/brooks-stevens/search.php?type=highlights>





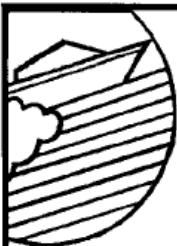
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Mark Svoboda presents Excellence Award to Cindy & Ted Cartner

Blackhawk Chapter President, Mark Svoboda, presented Ted and Cindy Cartner with an Excellence Award at the tech session that they hosted this winter. Mark extends these awards to members who show a strong commitment to the Chapter, investing their time and energy above and beyond the call of duty. The Cartner's certainly are deserving recipients. Ted and Cindy have been active members for many years; Ted has been President as well as a Director for 14 years and Cindy is the current Membership Chairman. They are instrumental in putting on the Chain of Lakes Boat Show at Freddie's, and since 1999 they have been involved at the Geneva Lakes Show, usually Ted at the docks, and Cindy at registration. They have hosted several tech sessions, and contribute in many other ways throughout each year, always willing to lend a hand, share the fun and experiences with others and promote good will. As Editor, I would like to add that I really appreciate that they also respond quickly to requests I make for information, photos, and stories for the Smoke Signal.

Congratulations Ted & Cindy, and thank you for your many and varied contributions to Blackhawk!



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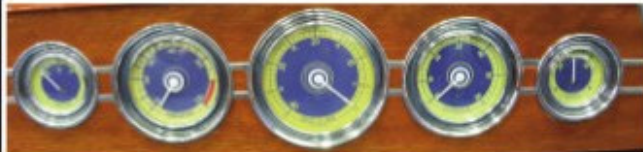


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Classified Corner

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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 to volunteer.

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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.

The following rates apply for commercial advertising, on a per year basis. Contact your editor for more information:

	Business card sized	Quarter page	Half Page	Full Page
Members	\$40	\$80	150	\$300
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Provide all advertisements to: Matt Byrne at mattbyrne@mrtech.com or Kathy Moberg at smokesignal@blackhawkacbs.com



BLACKHAWK CHAPTER-ACBS

The Smoke Signal

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2013 Event Calendar

Sat, April 20 Spring Workshop at Bergersen Boat Company, Springfield, WI

Sat, May 4 Lake Geneva Spring Cruise and Dinner

Sat, June 1 Outboard Club at Steitz's, Bluff Lake, IL

Sun, June 16 Father's 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

Fri-Sat, Aug 2-3 Glacier Lakes 8th Annual Madison Area Antique & Classic Boat Show

Sat, Aug 17 Glacier Lakes 9th Annual Pewaukee Lake Show & Fair at Lakefront Park

Sat, Aug 24 Upper Chain O'Lakes Cruise Party

Sat, Sept 14 Lower Chain O'Lakes Fall Cruise

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

Sat, Oct 19 Fall Dinner

