



SOUTHWESTER

The Southwest Chapter—Antique & Classic Boat Society newsletter serving Arkansas, New Mexico, Oklahoma, and Texas

Fall 2011

The Bow President's Message

Greetings!

First, I would like to thank the ACBS-Southwest Chapter for this opportunity to give back to a club that has brought Mildred and me much pleasure over the last ten years. I am looking forward to an exciting year for 2012. We live on Lake Lewisville, just north of Dallas, so I am “a captain sailing the ship from the crow’s nest”, but fortunately have an outstanding crew that has a ton of ACBS and boating experience. Due to our remote location, communication is the key.



Hopefully, over the coming year – *and with your input* – we can improve an already great boating club experience. The key phrase here is “with your input”. I have my email address and cell phone number listed below and I want to hear from you. Suggestions, what you like, constructive criticism, new ideas, thoughts, changes, improvements, things you have seen at other events that you like..... you name it! We have an exciting boating season coming up with great local events - all within close proximity to our homes and all with terrific venues and improvements to their agendas.

Mildred and I want to wish each and every one of you a happy holiday season. Looking forward to good boating with good friends while enjoying good food!

Regards,
Bob

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The WBA Ride-N-Show

This past August, the WBA held their annual show at the Hilton Bella Harbour in Rockwall, Texas. Yes it was hot! And if the temp had cooled to the fifties, it would have still been H-O-T!!!

There was a Friday night dinner on site, and boating during the morning Saturday (with donuts provided!). Saturday afternoon we were entertained by a professional ski show. Saturday night was at a nearby watering hole. Late Saturday night, there was a moonlight cruise on the catamaran Sea Wolf. And Sunday, there were the impromptu racing in front of the camera!

There were literally too many things to do it all. And...No car driving was required. Great hotel. Great marina, great venue. Lake Ray Hubbard. See ya next year!



**CLASSIC COR-
RECT CRAFT
WITH FORD
POWER. SHEP-
HERD. XK22
CHRIS CRAFT.
AND...THE
GLASS MAGIC!**

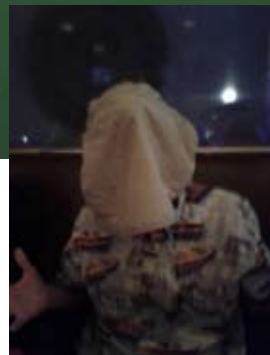


A couple glass Chris Crafts - XK22 and a 19 Super Sport - and a glass Re-sorter.



THE AUSTIN CONTINGENT.

Just look at those Centu-rys!!!

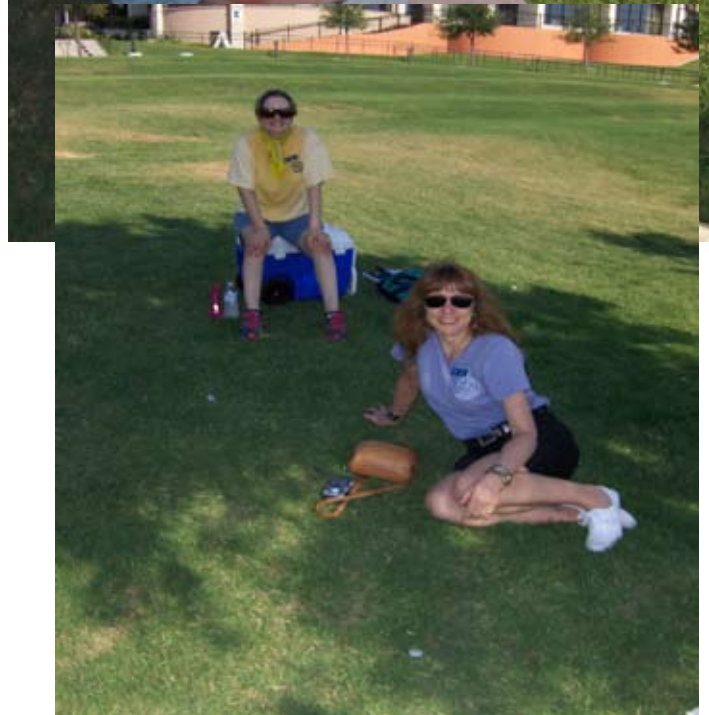


SOME OF THE LBJ MAFIA GONE IN-COGNITO.





***The ski show,
the requisite
film makers,
and the ador-
ing public.***





Member profile...The Betners, Mark and Ann of Lake Conroe

A few months ago Jim Frechette, our illustrious Austinite, pulled the editor and the president aside and suggested that we have a “member perspective,” allowing us to find out more about each other. The editor, taking heed, gave a shout to fellow Lake Conroe boaters Mark and Ann Betner.

The Betners live on Lake Conroe. They have varied experiences in boating, ranging from the clear blue lakes of Michigan, Minnesota, and the Great Lakes, to rivers in various parts of the US.

Mark’s early boating experience started with his dad’s Chris Craft 14’ Kit boat in 1961. One of 7030 sent out (and, one wonders, just how many were actually assembled?), it has a 5’2” beam, a 13’4” length (14’???), and a weight of 340 lbs. Amazingly, they still own this boat. It is equipped with a 35 hp Johnson Javelin, and Mark learned to ski behind this boat at the age of 12 (a picture of himself behind the boat at that time documents that fact). Interestingly, although the Barracuda was built from 1955-1958, the ’57 version was the only year with the controls in the forward cockpit.

Currently, the Betners have five boats...(continued on next page)

The first is a 1966 Thompson 20' Off Shore deluxe with the original 100 hp Evinrude. Interestingly, this boat was built in the last year the Thompson family would control the boat company. A few years earlier, the large number of Thompsons split up their three boat building operations – all at the time building wooden lapstrake powerboats. The one in New York eventually sold to Chris Craft to form the basics of the Corsair division. Anyways, at the end of 1966, the family lost control of the Peshtigo, Wisconsin site. This Off Shore Thompson is lapstrake wood, and a “big” 20' boat.

They have two mahogany plywood boats...the 1957 Chris Craft Barracuda kit boat and a 1955 14' Dunphy Deluxe Marlin. You'll usually see the Marlins finished bright, and they also include a double cockpit.

In addition to the three wooden boats, the Betners have two classic aluminum Starcrafts, one of which is a 1958 14' Seafarer with a 45 horsepower 1961 Mercury. With that powerplant, the boat has a great turn of speed. This has three mahogany bench seats, and weighs a feather-lite 195 lbs due to its construction of “non-corrosive Alcoa aluminum alloy”. The other aluminum vessel is a beautiful 1974 21 foot Starcraft Islander cuddy cabin with the famous 165 hp Chevy inline 6 cylinder engine. For those of you lucky enough to have seen their boat, you'll have noticed great lines, a “tough” look and a very dry, and extremely light weight hull.

Future travel plans “in the big picture” include a tour of the country's top lakes including Tahoe, and Coer De Lene,

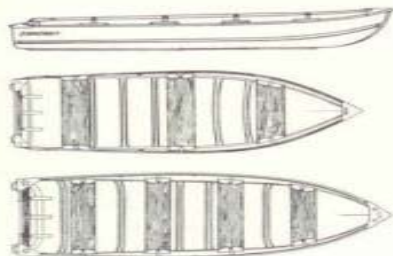
Mark took this opportunity to point out (as others have!) that it would be good for our club to have periodic get-togethers - not just to boat, but also, for “how to” sessions, and to get to know each other.

Mr. President, did you hear that?

Seafarer *finest open boat for big water*

You can really relax in a 1958 Seafarer. It's roomy enough for the whole family . . . a tremendous value because of its versatility, size and superior construction. Perfect for comfortable fishing, swimming parties, picnic cruises, sight-seeing trips and other water sports.

The Seafarer handles well with both big power and intermediate-size motors. The 14-footer has three mahogany seats; the 16-footer, four mahogany seats—all treated with Woodlife for permanence, then spar varnished. Highest-quality, non-corrosive Alcoa aluminum alloy permits use in fresh or salt water. The new 16-foot model is wider and deeper . . . handles up to a 45 horsepower outboard motor. Other Starcraft extras are the seamless bottom; sturdy extruded aluminum or oak gunwales (same cost); stamped-in spray rails; and the quiet, rubberized-base, non-skid floor walk. Color: Pacific Green above spray rails.



Guaranteed for 15 years against skin punctures under normal use.
Equipped with Styrofoam "lifeguard" flotation.

Length	Beam	Bow Depth	Center Depth	Transom Width	Number of Seats	Size Motors	Approx. Weight
14 ft.	62 in.	29 in.	23 in.	52 in.	3	5-35 hp.	195 lbs.
16 ft.	65 in.	34 in.	27 in.	54 in.	4	5-45 hp.	240 lbs.

Keels and Wheels...We showed you the boats last time, now its *getting down and personal!*



Dave Parker's trophy on the engine cover of his mid engine Ferrari. Nothing like a red Ferrari!



Lordy, look at that garb!!!!



Lots of smiles exiting the hospitality tent!



The elated winners and the restorer of the beautiful donated wooden canoe.

From Saturday night's gala at the Somerset Estate (below).



Trophies, more trophies, and a bunch of Hair Pullin'!





Some pics of the finale Sunday Night Las Brisas dinner for the left over rebellers, thanks to the organizational skills of the Dor-flingers.



A night of merri-ment at the luxus Spring Hills suites.

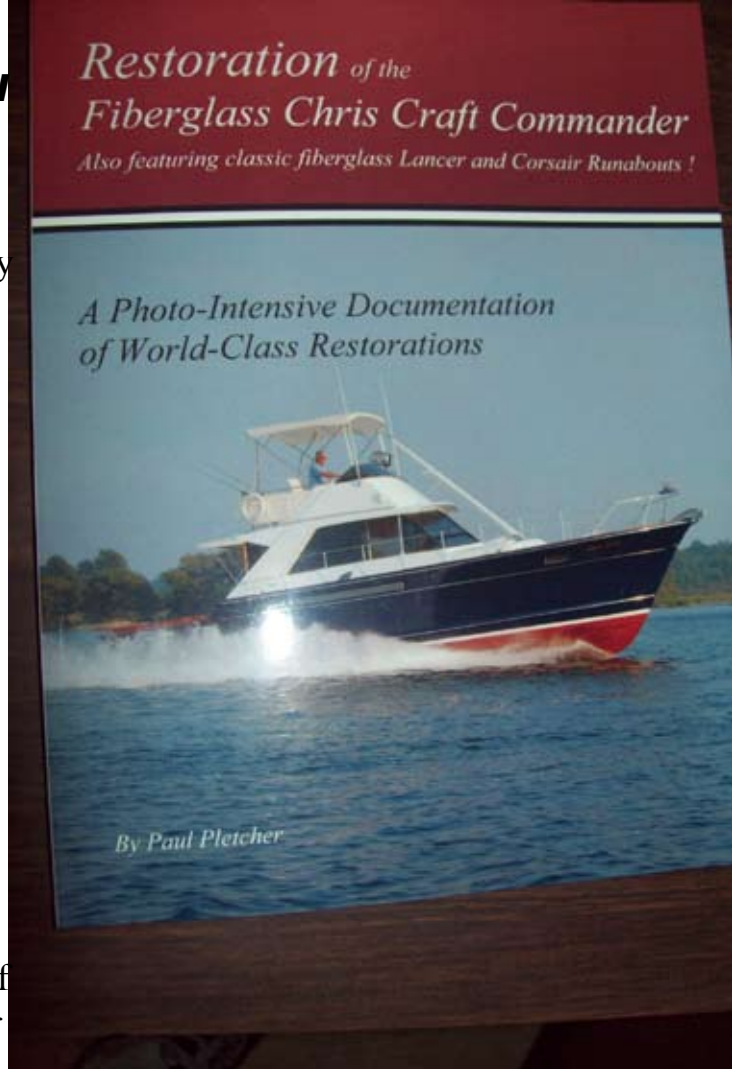


Book Report Time....Restoration of the Fiberglass Chris Craft Commander by Paul Pletcher.

I know this comes as quite a shock to some of you, but the editor reads more than just Car Craft and the Century Thoroughbred newsletter! While perusing the internet looking for stimulation for my Ford Interceptor tune up, I noticed this being pushed on the Commander forum (**chriscraftcommander.com**) The forum, btw, is THE place for marine FE info due to their coveting the mighty 427 installed in many late '60s Chris Crafts (for non-marine info, check out **fordfe.com**).

Anyways, this book is not perfect. It covers one resto after another in great detail. Unfortunately, there's not a Century in sight. And nothing on the obscure Nova Marine boats, either.

Other than those two mighty omissions, I highly recommend this tomb! Great reading covering chapters on 17' sterndrives to 42' Sport Cruisers. Paul has done a heck of a job on this, his second book on Commanders. Look for it on the net. Fifty smackeroos well spent. The editor.



The rear view mirror...

