

Winter 20-21

Sou Wester

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

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A message from your Southwest Chapter President

Hello all.

Well, 2020 is behind us. Unfortunately, we are still dealing with the effects of the COVID pandemic. I had hoped that we would be past all this, but many are still awaiting their opportunity to receive the vaccine. Most know close friends and/or family members that have been impacted by the disease. Some have had to struggle with the virus yourselves.

Our planned 2020 boat show activities were largely cancelled due to the virus. Some did manage to meet at Lake LBJ for a weekend of boating in October. This was in large part due to the organizing efforts of the Wooden Boat Association of North Texas.

Looking forward into 2021:

As of this writing the Keels & Wheels Concours D'Elegance is still scheduled for May 1st and 2nd. A decision on whether to go forward as planned will be made soon. The on-line registration is open at the website <https://keels-wheels.com/> Please register for the show if have not already signed up. Lisa and I are hoping to welcome you back to Seabrook this spring. I will keep you updated via the chapter Facebook page as we get closer to the date.

The ACBS International Show is scheduled for September 16-18 in Coeur D'Alene, Idaho.

We will make every effort possible to have the Hill Country Show at Lake LBJ in October as usual.

Boating is a great social distancing activity and I encourage each of you to get on the water. If anyone has an idea for a possible boating rendezvous, please let me know.



We have some vacancies on our chapter board of directors if you wish to serve on the chapter board. Again, contact me if you have interest.

**Safe and Happy Boating,
*Lindy Robinson***

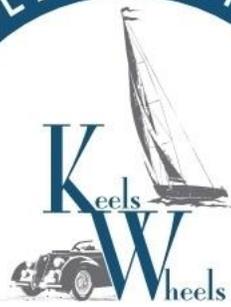
KEELS & WHEELS

CONCOURS D' ELEGANCE

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SEABROOK, TX

MAY 1-2

1996



2021

2021

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Love of Chris-Crafts, a Family Affair

By Charles E. Still

It all began the summer of '56 when my girlfriend and I would cruise Lake Cherokee, Texas in a "Lonestar" aluminum outboard her dad gave to her for high school graduation. He had a lake house on the lake on the south side. We took every opportunity to hop in the boat and go for a spin. One of our favorite places to go was the Cherokee Club, a private club for the well heeled, that had numerous Chris-Crafts docked in a row. They were beautiful with their shiny mahogany and bright fittings. To us, they looked like floating grand pianos. I thought to myself that one of these days, I want to own one of those.

Several years later, we married and had a small family, one son, Mark, and a daughter, Tammy. In 1966 we purchased a 1966 17' Chris-Craft Cavalier Runabout. It was a wonderful ski boat. We enjoyed that boat until 1980 when it was sold with our lake property. Fast forward to 2005, we purchased another lake property and built a new boathouse. Mark purchased a 1967 17' Chris-Craft Cavalier that was in great shape and still is a beauty. That was our family boat for the time being.



Cindy and me at the Keels and Wheels Concours D' Elegance with our 1936 Chris Craft 19' Custom

A young family and boat #1, a 1966 17 foot Chris Craft Cavalier Ski Boat. They were built in Florida and were used for pulling up to 7 skiers at a time. It had marine plywood hull and deck, and was powered by a Chris Craft 283 V8.



My wife, Cindy, and I went to Las Vegas in 2008 for several days and visited an automobile museum right on the strip. We were about through when we saw it.

There it was, a 1947 17' Chris-Craft Runabout. I was going over it with a fine tooth comb when a gentleman asked if I liked the boat. He happened to be the owner of the museum and that was his personal boat. It had been in the air conditioned museum 10 years and was in good shape.



He said that he might well be, and wanted to know if I was interested in buying it.

We ran a check on the engine's serial number against the keel number at the Mariner's Museum and they matched. This meant that the flat head 6 cylinder engine was original according to the mariner's Museum records.

Two months later, we bought it and it was on its way to a new home in Texas. This boat is still one of our favorites. Above is a picture of our son Mark aboard.



**Below
Ok...not a Chris! My 1959
14' AlumaCraft fishing boat. I
restored it after being under
water.**



Above: This is our 1967 18' Chris Craft Super-Sport

Over the past years since, we have acquired a total of ten Chris-Crafts and have kept them all. Some are in excellent condition, some are in restoration and the others are waiting to be re-stored. My son and I enjoy working on these handmade boats and bringing them back to their original beauty. We want to keep these boats in lgood condition for the next generation and beyond.

One of the things we do for enjoyment is taking part in the WVBA (Wooden Boat Association of North Texas) and belonging to the ACBS (Antique and Classic Baoting Society) and go to boat shows where we meet other boat lovers and show our boats.



To the right is my wife Cindy's boat. This is a 1951 16' Chris Craft Riviera. These photos were taken at Keels and Wheels a couple years ago. She is named "Sweet Sixteen"



Our 1936 Chris Craft Custom Runabout
Left, right, and below.





Above and right, Dorothy Ann...our 1927 Chris Craft Cadet.

At present, we have the following boats:



1. 1927 22' Antique Chris-Craft "Cadet" triple cockpit runabout
2. 1936 19' Antique Chris-Craft Custom runabout
3. 1941 19' Classic Chris-Craft barrelback runabout
4. 1947 17' Classic Chris-Craft runabout
5. 1949 17' Classic Chris-Craft Special Runabout
(Utility)
6. 1951 16' Classic Chris-Craft Riviera Runabout
7. 1959 14' Alumina-Craft Outboard
8. 1967 17' Classic Chris-Craft Cavalier Utility
9. 1967 18' Classic Chris-Craft Super Sport Utility
10. 1968 17' Classic Chris-Craft Grand Prix Utility
11. 1968 17' Classic Chris-Craft Grand Prix Utility



Below

This restoration of the 1949 Chris Craft 17' Special Runabout took 14 months including rebuilding the original Model K engine, new wiring, 20 coats of varnish, and new upholstery.



Southwest's Safety Corner

THE HOLEY HOLLEY

by Craig Stanfield

If you have a Holley Carburetor from the mid 2000's, be aware!

Like most restorations, my Nova 24 Vdrive well exceeded its expiration date...15 years to be precise! This would have been a timely endeavor had I not squandered the monies when I should have been saving. Anyway, the port engine carburetor was bought August 2006. The starboard engine's 750cfm Holley was bought August 2016. The date code and model numbers are stamped on the air horn. Both are Holley dual inlet marine versions.

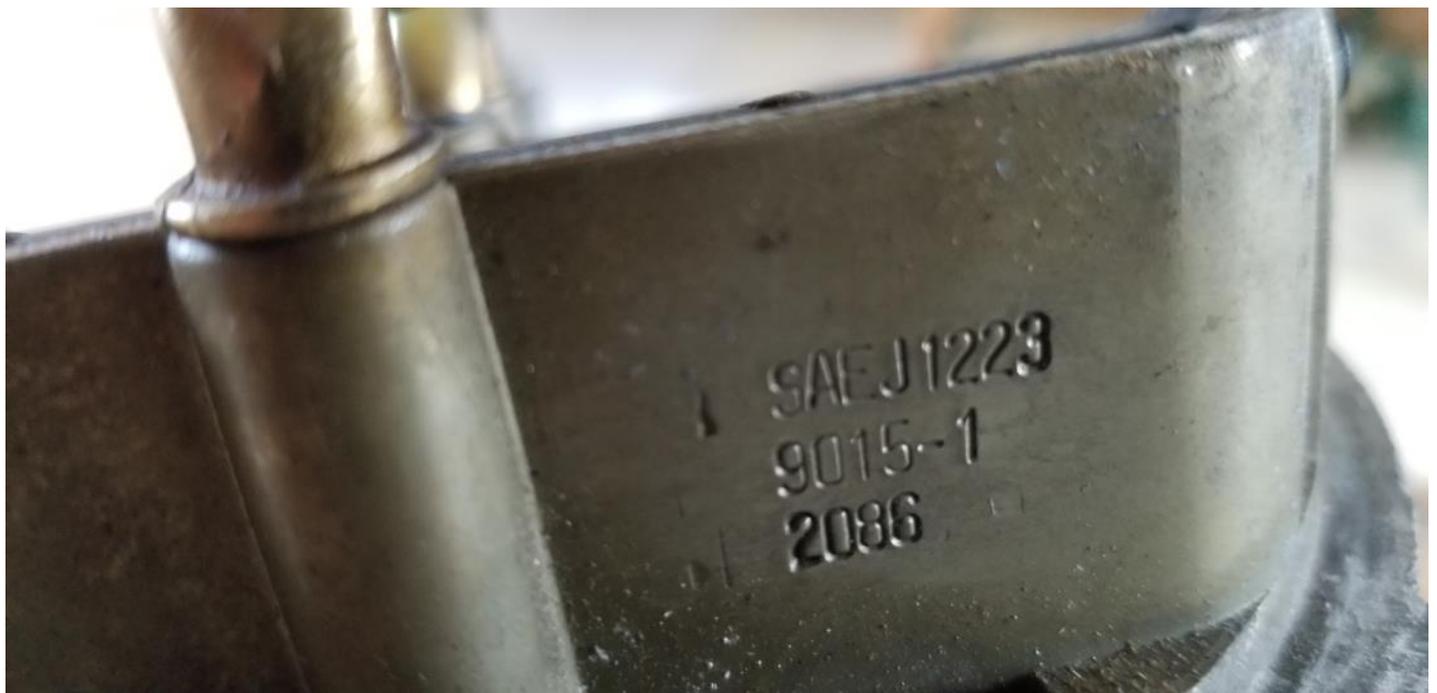
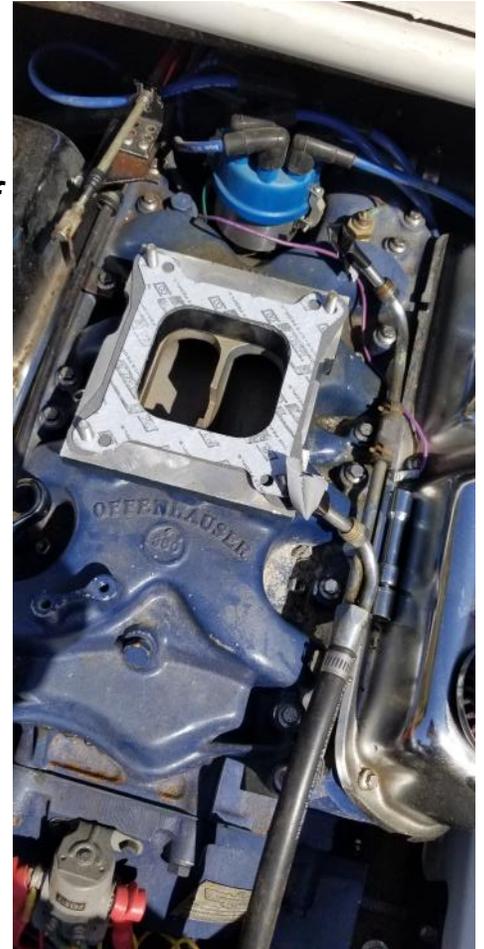
Three of us went out a few months ago for a check-out cruise through the Dead River and well into Lake Harris. We didn't push the Morse controls past about 50. Back down the Dead River, we pulled into Hurricane's for some libation and grog. Upon tying up, one friend smelled gas fumes. I didn't think much of it, pretty pumped that the boat both started and stopped with the keys.





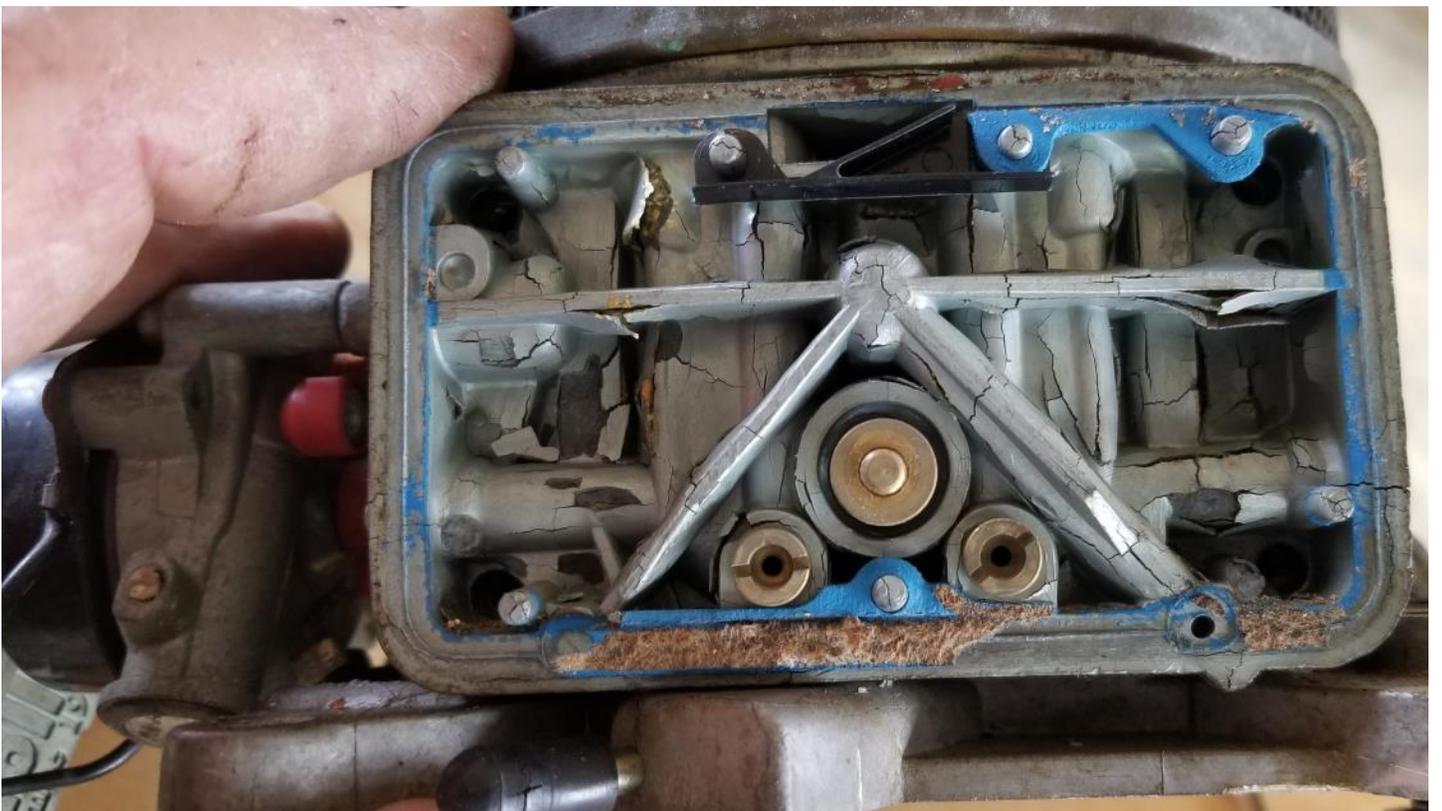
Looking around later, I saw gas puddling below the fuel bowl on the forward side of the port engine. Not good.

Shortly later, I pulled the boat out and placed it in the drive of my singlewide. Thanks to phone help from Lenire Yacht Restoration, I removed the carb and front float bowl expecting to replace the 2 block/bowl gaskets on that end of the carb.





Looking closer, I was shocked at what I saw. The entire metering block was cracking and crumbling! Transforming from “mechanic” to “internet sleuth”, I found myself reading 5, 10, and 15 year old experiences from others with similar photos of Holleys. Yes, they were different carb models (one was 3x2s on a 440 6 pack Road Runner), but the results were the same. They all seemed to have date codes in the mid 2000s.



I called Holley, and they seemed vaguely familiar with the issue. Holley staff immediately asked for photos. Within 3 days, they had overnighted a new replacement Holley (see photo) with mounting gaskets, asking that I return the 15 year old carb when possible. All this was done free of charge.



The best part There were no catastrophes. Boating is one event where you only experience it with others you like. No one wants calamities to happen.

Check your bilge for fumes, be vigilant.



How to decipher Holley codes on the air-horn.

Top line is an OEM (like “Ford”) part number saying what the carb was built for.

Second line is the

Holley family number, implying cfm, original jet sizing, and such. Holley will need this number. Mine was 9015-1. 750 Marine

Third line is when the carburetor was built. Prior to 1973, it was 3 digits. Year/month/week. Afterwards, its been 4 digits....day of the year/last digit of production year. The one above is 2386. 238th day of 1996 or 2006 or 2016 or....

Notice that the opening sequence shows a date code of 2086. I actually forget which photo was with which carb. According to my receipts (which were never asked for), one was bought in 2006, one in 2016.

Upcoming Events

Its hard to pin down things at this point, but here we go....

May 1-2, 2021

Keels and Wheels 25th Anniversary

Seabrook, Texas

Stay tuned

Oct 2021 tbd

Austin/Hill Country Lake LBJ SHOW- and Colorado River Cruise

Southwest Chapter ACBS

Horseshoe Bay, Texas

As always, please confirm with a board member. These are tentative dates, especially those furthest away. Or, in this year's case, those that are closest!

Musings from the editor...

I'm not the Prez
No #2
I'm only the editor
Who assembles this view

You'll notice a void
The last several months
Hasn't been much happening
The year full of bumps

Although there's no partying
Social distancing our boats are providing
Things are on an upswing
And our Chris Crafts and Centurys gliding

Check us on facebook
Or the website
Or just phone one of us
If we can provide light

The Board....

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Vice President	Brian Fielder
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Secretary	Robert Black
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Clay Thompson
Di Johnson
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David Kanally
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Mike Friesel

For individual contact information, go to
Southwest-acbs.org

*For detailed information and vision of the Antique
and Classic Boat Society, go to* **ACBS.org.**

We're also on Facebook as **ACBS Southwest
Chapter - Vintage Boating**

These newsletters, however
Need some meat
We hope you enjoy
The story of Mr. Still and his fleet

At this juncture
Gatherings are rare and far
We'd like to hear your stories
However bizarre!

So take a moment
And read your screen
Dream of warm weather
With you and your machine

And we trust
Your pipes have thawed
And the plumber has left
With nothing flawed!