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*Our Featured Boat  
“Deelited”*

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# President's Message 2022

A lot of the stories always start the same way. "I learned to ski behind a wooden boat," or "my grandfather had one on the lake," or even "I have many fond childhood memories of riding around in a wooden boat." None of those stories applied to me. Before joining the club, my wife and I visited the annual Smith Mountain Lake antique boat show several times.

We would always admire the beauty, but yet simplicity of the boats. Though we had no previous experience with a wooden boat, both of us were drawn to the beauty of the mahogany and the sound of the exhaust. I would occasionally look through the online classifieds at Wood Boats. In 2015 an ad caught my attention.

The boat floated, ran, and was priced less than a well-used jet ski at the time. We purchased the boat and joined the Smith Mountain Lake Chapter of the Antique Classic Boat Society. We very much enjoy our boat and the friendships acquired through the boat club. So much so that we now own three wooden boats. The SML-ACBS has a lot of talented and knowledgeable members and some gorgeous Antique and Classic boats.

The club members come from all different walks of life but have a common interest in the hobby of classic boats. No one is born a boat restorer; everyone learns as they go along. If you have an interest in classic boats, I urge you to join the club, even if you don't yet have a boat. There are plenty of boat options out there for every budget whether it be wood, Classic fiberglass, or even metal. This is highlighted by the many types of boats at the show. I hope you enjoy the 30th Annual Smith Mountain Lake ACBS Show.

*John Coffman*  
2022 SML-ACBS President



## 2022 Schedule of Events

Friday, September 16, 2022		Saturday, September 17, 2022	
9:00 a.m. to 3:00 p.m.	Launch boats and check in at registration table.	7:00 a.m. to 10:00 a.m.	Launch boats and show prep.
2:00 p.m. to 3:30 p.m.	Guided cruise on SML.	8:00 a.m. to 10:00 a.m.	Check in at registration table.
5:30 p.m. – 8:30 p.m.	Social: @ Crazy Horse Marina (Cash bar and Buffet of Latin-American style Tacos, Quesadillas, etc.)*	10:00 a.m. – 4:00 p.m.	Boat Show ( <i>Open to the public</i> )
		4:00 p.m. – 5:30 p.m.	Boat Retrieval Assistance.
		6:30 p.m. – 9:30 p.m.	Awards Dinner at Copper Cove Clubhouse (Cash bar)*

\*Must be preregistered to participate in these events. No outside alcoholic beverages allowed at food events.

**Please note:** All boats must be in place prior to 9:30 A.M. on Saturday and we request boats remain docked between 10:00 A.M. and 4:00 P.M. except for scheduled showcase runs. No "For Sale" signs will be permitted on boats in the water. Because of the limited dock spaces available, boats will be entered on a first come basis, so get your registration forms in the mail early.

SML Antique & Classic Boat Show Society, P.O. Box 332 Moneta, Va. 24121. | Crazy Horse Marina, 400 Crazy Horse Dr. Moneta, Va. 24104



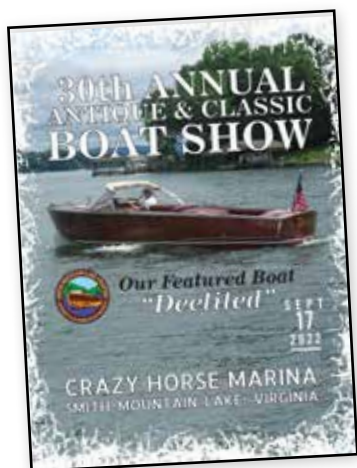
## SML ACBS Club

The Smith Mountain Lake Chapter strives to promote the restoration and preservation of antique and classic boats: and to promote the activity of antique and classic boating on Smith Mountain Lake.

Membership is open to anyone with an interest in these beautiful boats - you don't need to own a boat to participate and appreciate them.

Meetings are held monthly on the second Wednesday of the month, at 7:00 p.m. at the Moneta Public Library. For more information, contact President John Coffman at 443-204-6500 or email us at [info@woodenboats.net](mailto:info@woodenboats.net).

SML Chapter Antique and Classic Boat Society  
P.O. Box 332, Moneta, Virginia 24121



**Our featured boat this year, Deelited, is owned by Mike and Delores Mutchler. It is a beautiful wooden boat that, although not built 60 years ago, shows how new manufacturing methods have greatly improved these wood boats. See more pictures in the centerfold.**

*Editor's Note: The stories, articles and pictures in this publication are the opinions of the authors and in no way represent the views of The Smith Mountain Lake Chapter of The Antique & Classic Boat Society, its officers or its members. Absolutely no material (including art work and photographs) is to be reprinted for use in another publication without the consent of the SMLACBS, the author or artist. © 2022 Smith Mountain Lake Antique & Classic Boat Society.*

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# In Memory of John Torok

John N. Torok was one of the original members of the Smith Mountain Lake Chapter, passed away on August, 20, 2020. He was preceded in death by his wife Katharina and was survived by two sons and several grandchildren. John was always ready with his camera and pleasant personality.

John was often seen in one of the two boats he restored, a Grady White Atlantic “Katharina” and a Classic Commodore runabout “Katy Too”. He was an avid advocate for antique boat restoration.



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## Summertime Pet Safety

By Dr. Brian Weitzman



It's a lot of enjoyment to have your pet participate in outdoor activities with you during the summer. But just like people, too much activity with warm temperatures and high humidity can lead to heat exhaustion, heatstroke, and even death. Here are some things to consider about summertime safety.

### Some pets are more heat intolerant:

- older dogs
- short nosed dogs (i.e. shih tzus, boxers)
- overweight dogs
- very active dogs, like hunting and working breeds

### Signs to look for if your pet is overheating:

- excessive panting
- lack of coordination or not as responsive to commands
- tongue is bright red or turns blue
- vomiting or diarrhea
- your pet collapses or starts convulsions

### What to do if you see any abnormal signs:

- Immediately stop activity and make your pet rest in a cool place.
- If able, put inside where air conditioning is and put in front of a fan
- or, put in a cool body of water like the lake or a baby pool, or run water from a garden hose over the body
- Offer cool water to drink but do not force to drink if unable
- seek veterinary care if pet does not start to respond within 10 minutes

### Prevention:

- Always have plenty of shade and water available when outside
- Do not allow your pet to over exercise. Working breeds can become too focused and will not stop on own so force your pet to rest in the shade and drink water often
- NEVER leave your pet in a car unattended on a hot day
- Knowing your pets athletic abilities and tendencies, taking the necessary precautions and knowing what to watch out for and how to react is paramount to a fun safe summer spent outside with your furry fourlegged family member.

*Dr. Brian Weitzman practices at Smith Mountain Lake Animal Hospital. He can be reached at 540-297-9188 or [smlanimalhospital@aol.com](mailto:smlanimalhospital@aol.com).*



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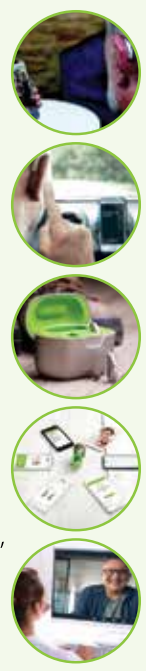
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**Deelited** is a 1990 Grand Craft 24ft Luxury Sport Utility built by Grand Craft Co. of Holland Michigan. Grand Craft bought the rights to build Chris Craft replicas and also uses Chris Craft hull designs and features to create custom, build to order boats with customer preference engine power and seating arrangements.

The boat was delivered to New Buffalo Michigan in October 1989. It was moved to New York and then Charleston SC where it was used in the salt water application for which the cooling system was designed. The boat was originally named “Sea Cow”. The owner returned the boat to Grand Craft for a trade in and the purchase of a new boat in 2012. The boat had been in storage from that time until purchase in 2019. When purchased the actual engine hours were 279.



The power train comes from Chrysler Marine. At the time Chrysler Motors had discontinued their 440 V8 engine so Chrysler Marine used a Ford 460 V8 block, from the Ford truck line, and combined it with the Chrysler engineered intake, exhaust and cooling system. The fuel delivery is a GM quadrajet carburetor. The cooling system is intercooled using a closed loop antifreeze system cooled by a raw water heat exchanger. The engine produces 275hp. The fuel capacity is 70 gallons.

This boat is hull # 4 of 19 built between 1988 and 2002. It was the first one built with the walk around center engine as the first three hulls had two engines per customer preference.

The construction is a fully glued double planked hull with epoxy coating followed by primer and finished color. The interior has glued teak flooring and vinyl seating and trim. Recent updates include sanding and painting of the bottom, complete engine detailing, bilge cleaning and painting, floor cleaning, bleaching, and oiling.

Bottom sanding by Smith Mountain Marine Service.

Engine detailing painting and varnish work by Lance Wilson



**Deelited is owned by  
Mike and Delores Mutchler**





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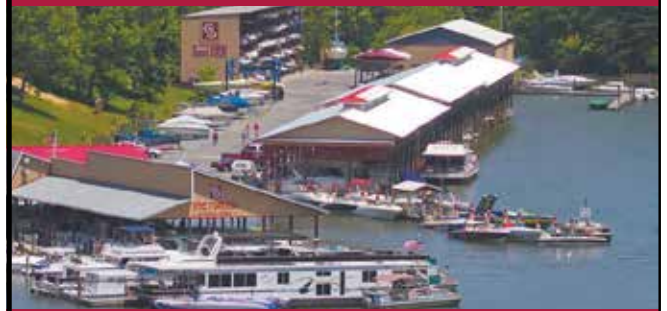
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# YOUR SPARK AND YOU

By David Van Ness

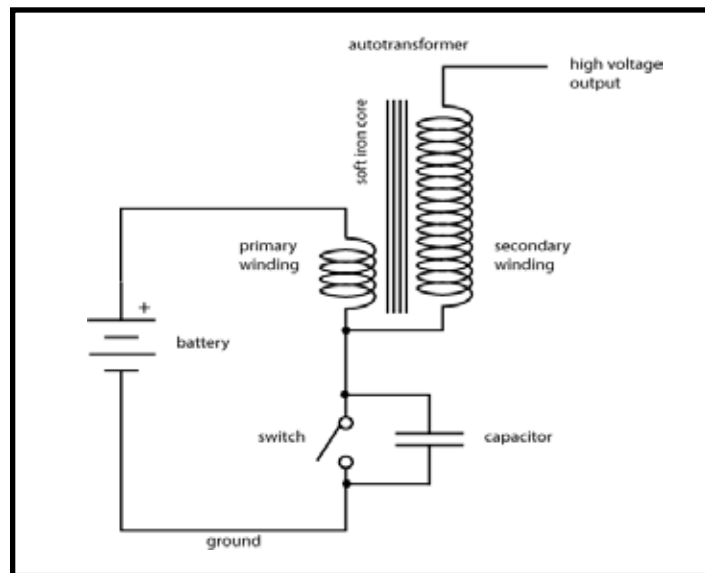
The ignition systems used on the vintage marine engines have remained largely the same since their inception in 1910 by Charles Kettering. While the system appears simple, it really is a clever design. The main challenge of the ignition system is to convert DC batteries to a form of alternating current or pulsed current which enables the spark coil to step up the battery voltage of either 6 or 12 volts to approximately 25,000 volts.

The spark coil is really just a transformer known as a step-up transformer because of its task to step up the battery voltage to high voltage to produce the spark. Transformers, however, only function with alternating or pulsed current. The points are used to open and close the ground connection to the spark coil. When the points are closed, current flows through the primary of the spark coil creating a magnetic field inside the coil. When the points are opened by the lobe on the cam in the distributor, the current ceases and the magnetic field collapses. The collapsing magnetic field induces into the secondary of the spark coil most of the energy that was in the primary. The moving induced field creates a high voltage in the secondary of the spark coil which ultimately feeds the spark plugs. So what may seem counter intuitive, the spark occurs when the points open.

The condenser in the distributor serves several purposes. Electrically it is wired in parallel with the points. When the points are closed the condenser is fully discharged. When the points open there is a potential of getting an arc across them. The energy of this arc is absorbed by the condenser thus protecting the points from burning. The second function of the condenser is to form what is known as a series resonant circuit with the primary of the spark coil. This part of the circuit actually causes there to be about 120 volts on the primary of the spark coil

when the points open requiring a lesser turn ratio between the primary and secondary of the spark coil. The third function of the condenser is to transfer energy between the condenser and the primary of the spark coil over a period of time extending the length of time of the spark allowing for more complete combustion of the fuel to air ratio in the cylinder of the engine.

On the practical side you can diagnose most problems



with this system by first making sure that when the ignition switch is on you have full battery voltage on the positive side of the spark coil. Moving the probe of the volt meter to the negative side of the spark coil, you should see full battery voltage on the negative side of the spark coil when the points are open and no voltage at all when the points are closed. Two common failures are exposed at this point. If voltage is present while the points

are closed, the points are probably “dirty” and should either be cleaned with fine emery paper or replaced. If you do not find voltage on the negative side of the spark coil when the points are open, then there are two common conditions that can cause this. First the terminal on the distributor may be shorted to the case of the distributor. The insulators are usually made of cardboard and fail due to aging. This would be a good time to replace the stud and insulator kit. The second possibility is that the condenser has shorted and needs to be replaced. Another type of failure that can occur in the ignition system is that a weak spark is produced. This is almost always a result of a failing condenser.

The spark coil itself can certainly cause problems but is the least likely culprit. We are always happy to assist in diagnosing problems with your engines. So feel free to give a call. I hope this brief explanation will offer some insight into how your ignition system generates a spark.

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# Antique Canoe Restoration

**Restoring an antique or classic wooden canoe has to be a labor of love, often a family affair and often involving friends and fellow addicts (I have restored seven canoes). The restoration process usually begins with a barn find, then exploring the condition and soul searching - "Do I really want to do this?"**



**Ideally start with a canoe that has good "bones". Strip it down, salvage and restore the wood.**

**Covering the canoe with good canvas is necessary so the canoe will be water worthy.**



**The canvas at each end of the canoe is clamped tight between boards and stretched in the lengthwise direction.**



**The canvas is stretched tight and stapled to the gunwales. There is nothing worse than a leaky canoe.**

**The canvas is tightly folded and stapled at both ends of the canoe.**



**Once the canvas is installed, the canoe may receive its trim. Stem bands and rub rails are fastened to the ends and around the gunnel. Canoes may be finished with various enamel paints for a colorful finish.**

**We are going to demonstrate classic canvas restoration. Join us and watch or maybe you want to participate. Come and have some fun.**



## Gar Wood and the Miss America IX

Garfield Wood was a successful inventor, businessman and gentleman boat racer in the early days of challenge racing. Wood purchased his first boat in 1916 from the brothers Chris and Henry Smith. Having substantial resources, he also bought the company. The Gar Wood brand custom quality boats were built until 1947 when production ended. The brothers would work for Wood until 1922 when Chris formed the Chris Smith & Sons Boat Company in Algonac, Michigan. The company would later become Chris-Craft in 1924.

Wood learned of the Harmsworth Trophy an international competition not only between boats, but between nations. All boats entered into the race had to be built solely by individuals using materials of that nation. The trophy was traded between the US and England until 1920 when Wood's first victory brought the trophy to the US. Wood successfully defended it nine times until 1933.

All of Wood's boats were named Miss America. He built ten boats during his defense of the Harmsworth Trophy. Miss America IX is especially notable as it became the first boat officially clocked at 100 MPH.

Moving ahead to 1958, driving through Algonac Chuck Mistle and his father, Harold,

noticed Miss America IX sitting on a farm trailer. She was just a shell of her former racing days. It was at this point that Mistle knew he has to save her. After tracking down the owner, a local Lions Club, and was told that it would never be for sale. However, sometime later this would change.

The boat now in the safe keeping of Mistle and his father, an agreement was made if engines could be found for the boat, dad would restore the boat and install the engines. The original Packard engines gone forever had been requested by the government to serve as patterns for landing craft engines. Mistle knowing several executives at GM put the word out that new engines would be needed. One day an unmarked truck arrived at the Mistle's business with a large crate to be unloaded. Inside were two Chevrolet 427 racing engines. With these engines, Miss America IX was again back on the water capable of demonstrating its prowess on the water.

*Mistle has twice brought Miss America IX to Smith Mountain Lake for our Antique Boat Shows. Sadly, Chuck Mistle passed away in March of this year, but his son-in-law, Huntley Tarleton, is committed to Mistle's mission to show the Miss America IX to antique boat enthusiasts all across the country.*



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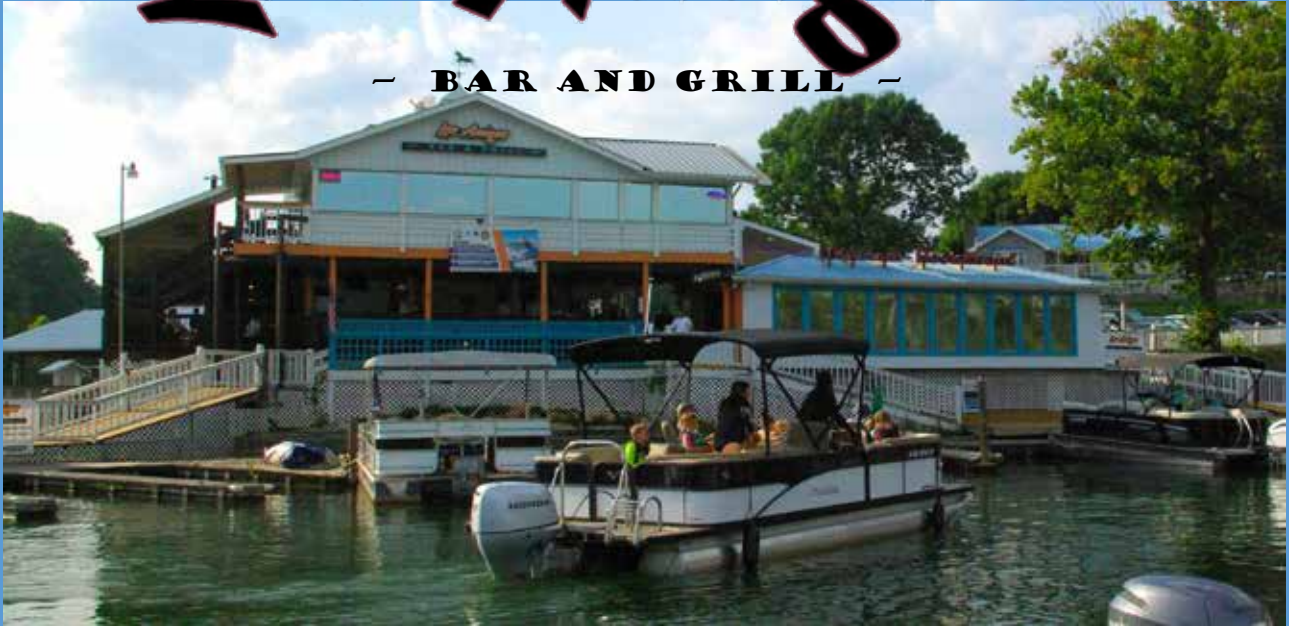
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## Cars and Boats - *By Mike Mutchler*

I spent 44 years of my life building cars at General Motors and the most recent 44 years admiring and collecting antique wooden boats. Many people have asked me over the years why I didn't collect cars. I really don't have a reason other than wooden boats have always represented American craftsmanship to me. Cars and boats are both mechanical transportation products but boats, especially wooden boats have a certain undefined allure of glamour that feels distinctive. My search for a wooden boat began in 1986. My first wooden boat was Spectacle.

## Spectacle

Spectacle was a 1953 Chris Craft utility purchased from my eye doctor who created the appropriate name. This was a standard product with no frills and extremely reliable. Most impressive was the very quiet and smooth Chris engine which produced adequate power and hours of pleasure on Lake Fenton just north of Detroit. I acquired Spectacle in 1987 and owned it until 1994 when an opportunity for a sale and trade occurred and led to the purchase of Boogie Woogie.



## Boogie Woogie

Boogie was a 1940 Chris Craft 17 ft. barrel back. A step up in styling and power with a KFL dual draft carbureted engine. Boogie was fun to drive and drew many comments on its styling and performance. Boogie had been restored by Lance Wilson and was his private boat for several years. I convinced him to part with it in 1994 and I kept the boat in Michigan until moving it to Smith Mountain Lake in 2000. I sold Boogie to a neighbor in 2012 and it still resides at the lake. Both Spectacle and Boogie had ignition system components and carburetors from automotive suppliers. The barrel back continues to be a sought after styling icon that has an ageless appearance. Two of the best restored 17 ft. barrel backs reside here at SML; AMIE owned by George and Joan Blosser and SYBIL Owned by Roger and Sybil Smith.



## DameBJ

DameBJ came to my attention in 1998 as it was nearing restoration completion in Lance Wilson's shop. I purchased the 21 ft. 1938 Hackercraft triple when it was 90 percent complete. My children created the name which names the entire family; Delores, Alisa, Mike, Eileen, Bryan and Jeanne. This boat probably had a Chrysler L6 engine when originally built but was powered with a marine conversion of a 1974 351 cu. in. V8 with a high lift cam from a previous car racing life. It is also interesting to note the late 1930s Chrysler steering wheel in this boat application. The boat still had the 351 engine and on a recent run clocked 38 MPH at 4000 RPM. The current ACBS directly lists two of these models in the USA. I still own DameBJ and run it frequently on SML.



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# NOTES FROM HAGERTY CLASSIC BOAT INSURANCE

## Top five wooden boats with hot rod hearts *by Brett Lirones*

Holy smokes,” he exclaimed, “is that a Ford Interceptor?” Sure enough, nestled in the bilge of a mid-’60s Century utility was one of Ford’s muscle car gems: the mighty 427. My coworker, Kyle Smith, and I had been walking the docks of the Les Cheneaux Islands Antique Wooden Boat Show when we encountered the high-powered Resorter. The event, hosted every August in Hessel, Mich., was his first exposure to the wood boat scene. But his reaction opened my eyes to the crossover between “car folks” and “boat folks.”

Ultimately, a gearhead is a gearhead. It doesn’t matter if the engine is in a speeding metal box, or in floating mahogany furniture, a proper muscle car motor will always grab our attention, regardless of the wrapper. Following are Hagerty’s top five wood boats with hot rod hearts.

### 5. Century Resorter – 427-cid Ford Interceptor

Who doesn’t love a sleeper? A vehicle so common and plain that most folks would never imagine the power lurking beneath. Ford was famous for such cars, dropping its “total performance” 427 Interceptor into 1960s Fairlane and Galaxie boulevard cruisers. Thankfully, the sleeper-spec 7-liter wasn’t only limited to Ford’s full size offerings. It also found its way into a number of unassuming Century boats – including the relatively-compact Resorter. In aluminum-intensive marine guise, this engine offered significant weight savings when compared to General Motors’ Big Block engines, while still producing a healthy 300-hp and 438 lb-ft of torque. With output like this, it’s no wonder Century calls itself “the thoroughbred of the boating industry.”

### 4. Chris Craft Super Sport – 327-cid Chevrolet Small Block

“She’s got a Corvette motor.” How many times have you heard this familiar line as the hood is popped on a classic GM muscle car? It goes without saying that there is a certain level of pride in having a ‘Vette-spec engine between the fenders – especially if the vehicle has a stealthy exterior. It’s true in the wood boat world, too. Under the lid of this Chris Craft’s utility sits Chevrolet’s 327 Small Block. Waterskiers beware, as this V-8 is synonymous with early ‘60s performance and is certainly more than qualified to deliver the “sport” in this boat’s name.

### 3. 1965 Riva Super Aquarama – Twin 440-cid Chrysler Big Blocks

Excess is the muscle car kingdom’s golden rule: Excessive style, excessive size and, most importantly, excessive power. Well, this Riva’s

got all three covered. Style? Check: Italian design with polished chrome, white interior and teal accents. Size? Decks of Philippine mahogany, 29 feet long should suffice. Power? Oh yeah. Under the beautiful varnished engine hatch are not one, but two Chrysler 440-cid V-8 engines. With each big block putting out in the neighborhood of 330-hp, we’re fairly certain this falls in the “excessive and then some” category.

### 2. 1936 Ditchburn Runabout - 221-cid Ford Flathead V-8

Hailing from Lake Muskoka, the Canadian marque Ditchburn is renowned for its beautiful dark mahogany runabouts produced prior to WWII. However, one lesser-known feature is its thumping heart, the Flathead Ford V-8. At a time when most wood boat manufacturers were installing large displacement inline-6 engines, having the granddaddy of the hot rod movement as your power source is definitely notable. While these earlier 21-stud models produced only 84-hp, their visual presence and distinctive burbling exhaust note more than offset any deficiencies in power or refinement.

### 1. Chris Craft Cobra – First Generation 331-cid Chrysler Hemi V-8

Chrysler’s letter cars weren’t the only machines graced with early Hemi power. Chris Craft powered 21 of its sporty, gold-finned Cobras with a 331-cid version of the legendary engine in 1955. A detail that few may recognize rests on top of the hulking cylinder heads. Marine versions of this engine required slight bumps in the chrome covers due to the increased valve-lift over their automotive counterparts. These changes helped produce a solid 250-hp at a sustained 4400 RPM — remember, revs don’t tend to rise and fall as rapidly in boat applications. So to answer your question, “Yeah, it’s got a Hemi.”

*- The above material originally ran on Hagerty.com*



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