



September 2025 Membership Meeting, News and Other Things

Prologue - An epoch newsletter this month! Extra long and it was really difficult to not include a lot more photos. One of our members always tells me he loves reading the pictures! At the meeting I described how the newsletter was shaping up to be a long one due to all the photos of our events, and the response was “we love the photos!” I hope you enjoy this issue.

September, we find ourselves having completed the last of the summer activities and while it is sad to see another summer coming to an end there is satisfaction in all the wonderful events that have taken place. In this issue we cover the last two classic boat shows and Light House Night #2. Did the fabled luck of the EMYC weather-wise hold out, well yes, and no, but maybe ok. Here we go.....

Each classic boat show that we attend has its own character, there is not one show like another. White Bear Lake is a great start to the season even with most boats on trailers. The shows take a turn for the Alexandria show which I call the “every person” show, because you can see these boats and think “I could own one of these boats and live up here all summer long.” Everything on display is very approachable, and then there is the Legacy of the Lakes Museum to reinforce just that thought. Then we make a jump to the world class level with the Gull Lake show. This one came out perfect. The show this year featured classic speed boats and had some very special boats on display to amaze everyone there. The Minnetonka show is a blend of both Alexandria and Gull Lake. If you enjoy the photos I encourage you to pick one of the shows to see these boats in person. Here is a sampling of the boats at the last two shows of the season:

Gull Lake Classic Boat Show - Bar Harbor



Not all the boats are the classic wooden boat. This is a 15 foot Larson All American hardtop. Restored in 2014 it looked absolutely perfect! One comment was that it looked like a toy boat that had never been taken out of the box, it was that good.



This is a fascinating custom creation by Kevin Fitzke of Fitzke Boat Works. Paul Wyatt got the story from Kevin on this boat and his business plans for the future:

So, I was going to leave the EMYC display area to find the source of the pricey sandwiches, but on my way, I went over for a look at the boat across the parking lot from our tables. I was looking closely at the orderly nail holes in the outer wood skin of the boat when Kevin Fitzke, the builder, came close by. I asked him if all the nails had been pounded through into the forms. He said no; they were removed from the outside since no fasteners were needed once the cold molding was completed. The sides and deck areas are two-ply: mahogany strips with Spanish cedar epoxied on the outside. The bottom has three layers of mahogany again with epoxy lamination.

The boat is not intended as an exact reproduction of a specific historic boat, but is an interpretation of the style in modern method construction. This boat is the first in his Moonshine series. The design is 23 feet long and has a 6 foot beam. The model sitting next to his boat is built to 1/4 scale. Its purpose was to test the fit of all the hull components in his new CAD design. The design and construction method have both US Coast Guard certification and certification of A.B.Y.C. (American Boat and Yacht Council). The unfinished boat we saw has already been sold. The next one in the series will be retained, but he expects to build two-a-year and has orders through 2027.

There is interesting stuff at his website: <https://fitzkeboatworks.com/>



Miss America IX, the first boat to exceed 100 mph, in 1931. It is a single step hydroplane, done with twin Packard V-12 engines, now sporting twin big block Chevrolet engines. Note the skipper was well protected!



This is Miss Detroit III. Sporting a WWI V-12 aero engine this Gar Wood boat was driven by Gar Wood himself. It won its first Gold Cup race in 1917 in Minneapolis, the first of 5 consecutive wins.

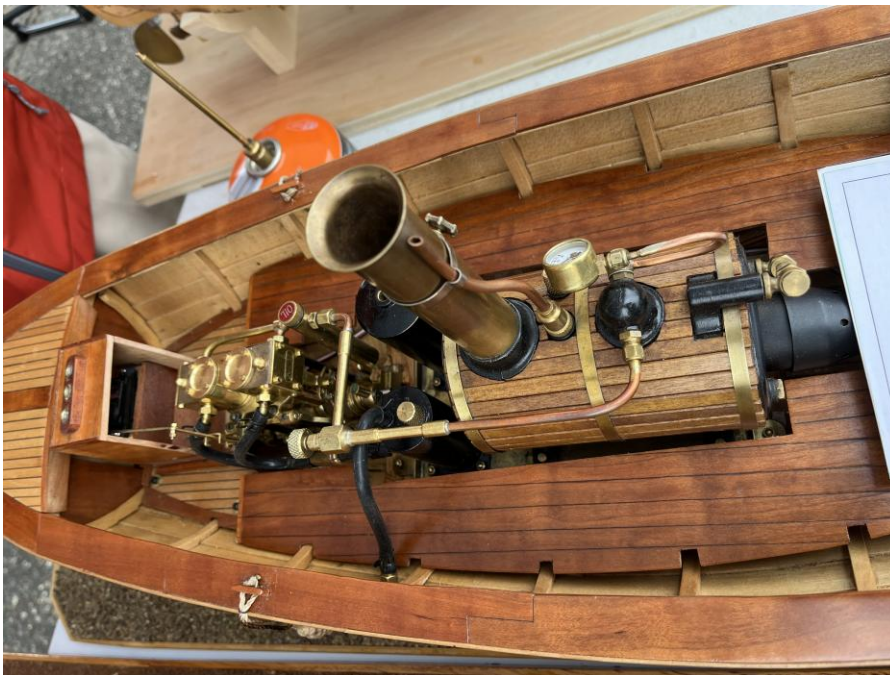


This is Tempo VI, a 24 foot 3-point hydroplane. This boat has gone through several iterations since first starting racing in 1939 as "My Sin". In 1948 the boat was repowered with an Allison V-1710 WWII engine. In that same year while being raced and going for the lead in the race the boat flipped at nearly 125 mph - the pilot surviving. From 1946 to 1953 she had 15 victories.

Meanwhile, back on land, the club's display was very busy all day long:



You know this one by now, Dick Walker doing what Dick does so well!



Dick's steam boat with the added valve (by Rob Segal) that he spoke about at the August club meeting. The valve is shown just below/left of the stack. The valve is needed to preserve water in the boiler while it is being heated to 55 psi to run the boat.



Dan Lewandowski and Paul Wyatt setting up Dan's Pirate boat.



All day long, until the batteries gave out, Dan delighted all ages with the ripple fire cannons using led lighting and a vape system for smoke.

Lake Minnetonka Classic Boat Show - Lord Fletcher's

This show has a little bit of the other shows, plus a strong representation from two EMYC members. Weather was very cooperative, if chilly, for the Gull Lake show and that extended to the Minnetonka show where it was chilly to start out, then there were three brief waves of rain that came through, and towards the end of the show there were two rogue gusts of wind. The second gust pulled the canopy legs through the bags of pea gravel and took the whole apparatus across the parking lot towards the Falls Flyer and a Harley Davidson Road King. It was caught by spectators before it got to the Harley but put a scuff mark on the Flyer. It appeared the scuff could be buffed out.



That is Nate O'Connor with his 24 foot Hacker Craft with the Chrysler straight 8, first featured at the White Bear Lake show in June. In person this boat looks all of the 24 feet, and if you had told me it was 30 feet long I would have believed it. This boat has excellent bones and is in excellent condition structure and wood-wise. Despite the boat finish looking in good condition in the photo there is no doubt of the patina from the years in storage. Nate's father Chris told me that the complete boat can be stripped of finish in a matter of hours using a laser stripping technique by Fitzke Boat Works (remember Kevin?, see previously). That is an amazing savings of time and money.



Father Chris with his gorgeous Shepard. EMYC was well represented on the water with this father-son team!



The tale of two Barrels Backs, both achingly beautiful in completely different finishes. The one on the left is a 1940 and on the right is a 1942.



The Hornet II was also at Gull Lake. It is owned by John Allen, and Lee Anderson was there to fire it up several times during the day. Here is the propulsion unit:



The Hornet II is a 1930 Gar Wood with a Rolls Royce V-12 engine, and it sounded glorious with the unmuffled side pipes!

Very different from almost all of the other classic boats in the show is this very spacious 30 foot, 1977 Chris Craft Sportsman that is essentially a kitchen, dining room and living room all in one package. It is in stunning condition:



It has twin 383 stroker engines and looked like a very, very comfortable place to spend the day on the water.

One feature that differentiates the Minnetonka show from the others is that it is held at Lord Fletcher's restaurant and that means there is always a bit of a car show that comes along with that location. The notables:



This is a BMW Z1, produced from 1989 to 1991. I have never seen one in person. It still looks great decades later. One of the car's features is that the plastic body panels are easy(ish) to remove so that BMW encouraged owners to purchase a second complete set of panels in a different color to make the car more fun!



Aero-worked Dodge Viper



Ford Mustang Shelby 500



Beautiful Lincoln Mark IV



1949(-1951) Ford with the flat head V-8, sounded glorious!



Old school racer with his two boats

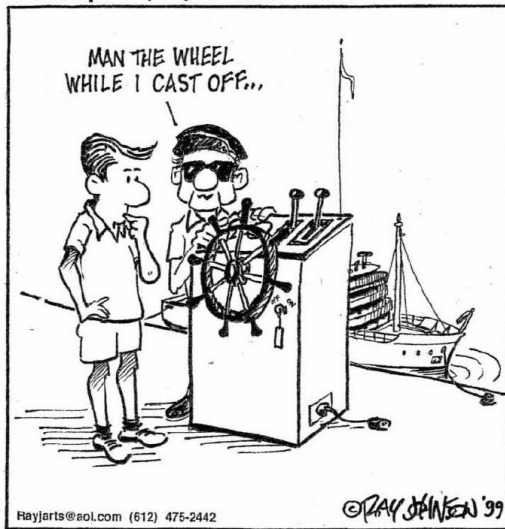


.....and his tow rig

Light House Night #2

Light House Night #2 started early afternoon with some of the club members putting boats on the water as the Fall into the Arts Festival was going on. They too had the lines of storms to contend with and by the time some of us arrived after Lord Fletcher's another line of rain was coming through between 6:00 and 6:30 pm. It seemed like the end of the evening and there were no spectators left, those of us that were there took shelter under the Pavilion roof, in the parking garage, or simply went home. In 30 minutes, however when it was done it became a very pleasant evening, a bit wet to sit down, but we managed. No light house, no Captain's Stations, but there were 9 boats on the water and I think there were more at one point. We salvaged the evening even if it was not as intended, but a very nice way to wrap up the at-the-park events for the year.

Turnups by Ray Johnson



The Captain's Stations were a huge hit all year long!

The saga of the Chris Craft Cobra Concludes

We left off last month's newsletter with the Cobra recovered miraculously from the bottom of the pond and into dry dock for repairs.



Completely back to normal configuration! Happy to have his boat back!

Mark Nickells was giving thought to doing a modification and not installing the characteristic fin on the boat. Did not happen that way. Any way it came out it is a

great story in the EMYC! Mark is very thankful for all the help he got from David Petrich for restoring the boat and to Mark Wolf for the amazing recovery.

Sailboats

Some of the larger sailboats have been busy on the south pond for a couple of Sundays, featuring EC 12s along with other boats. The first Sunday included the maiden voyage of my EC 12, purchased from David Geovannini, and refurbished by Paul Olsen as reported in the July newsletter. It was joined by Gary Tschautscher's and Kevin Kavaney's EC 12s.



The first voyage is always exciting, including solving the inevitable set up situations that come with that first time actually on the water.

Second Sunday there were even more boats, Gary Tschautscher reports:

Thanks to everybody that made the trip. It was a nice afternoon of casual Big Boat sailing. While Summer has returned for the time being, it was a very comfortable day in the shade. We had four EC12s (Greg, John, Rob, and mine) on the water, and in addition we had a Canterbury J (James), Soling 1M (Tom) and last but not least Paul joined us with one of his special Marblehead's!



And the scene at the south pond with part of the group was captured by Heike Tschautscher:



Previously reported, Paul Olsen has been busy refurbishing the family “Marbleheads” of his own and his daughters Suzy and Maria. The first time all boats have been on the water together in decades happened on the center pond. Some set up problems were encountered and will be solved at a later date, but all were sail worthy and it was great fun to see the family sailing together!



Left to right - Paul's original boat with the white with yellow accent sails, now over 50 years old; Suzy's boat with the blue, white and purple sails; and Maria's "pirate" boat with the red and black sails. Every one of Paul's boats are striking, and somewhat unexpectedly the black pirate boat was particularly fetching with how good it looked in person on the water. Thanks to Suzy for the photo!

The ODOM racers have been active all summer long and recently Terry Mackey had this report from the south pond:

*Ten boats in the water yesterday and no one snagged a buoy all day...!!
Surprisingly few fouls (me being one?), but generally pretty clean racing.
Frustrating with wind shifts, but we all painfully accepted them.*

Great action all summer long at Smith Park and the south pond, and great comradery after racing at Shanty Town Bar and Grill and Tavern 23. Several new racers this year and they will tell you, like all racers, from experience racing is both frustrating and rewarding. Always help available and on the offer from the more experienced racers. Great fun to watch. There was even a report from the tenants of one of the buildings on the south pond that they bet on the boats when they are racing!

At the meeting

We had a discussion of how we can assist Connie Johnson, Dale Johnson's wife, with placing boats, kits, building materials, and other unknown items from Dale's years of model boat building. Tim Crain, David Brinkman and myself will meet with Connie to see how we can help with the, reportedly, 80 +/- boats in various stages of completion. Expect that whatever happens there will be a great representation at the swap meet in November.

We also had a discussion for the wrap-up of the two classic boat shows as described previously. Rob Segal also reported that he is in discussion with the management at the

Minneapolis Convention Center to reconfigure the pond for the Minneapolis Boat Show this coming winter. The previous pond that was provided for us was made of used materials, both wood and the liner, and were not of good quality, not really reuseable. Rob is wanting to remake the pond in the final determined configuration and we discussed and approved paying for the materials to do just that.

The chambray/blue denim look short sleeve shirt that we have offered in the past are now available in long sleeve for just a few dollars more than the short sleeve. We would like to get at least 6 on order to get a better price, which will be \$40. Let Rob Segal know if you are interested. From the previous short sleeve offering the sizes are true to what you are used to - that is if you take a large then order the large. You can also order the original short sleeve shirts in blue or white. Both very, very nice shirts. Excellent quality. All shirts come with the new EMYC logo. You can use PayPal to pay for the shirts, be sure to use the "friends and family" option or we pay a fee for the transaction.



Show and tell was brief but generated interesting discussion. First up was Matt Wyatt, Paul Wyatt's son, who had been infected by his father's talent of model boat building. Matt was looking for discussion and suggestions for how to complete the build of his hull:



Matt talking about his plans.....for the hull



A surprising number of suggestions and questions lead to a very lively discussion! One of the more interesting comments came from Jeff Dunbar who said the hull looked a lot like boats built by Norwegian boat builder Damen, and suggested Matt take a look at their website for inspiration. I did just that and Jeff is right, very inspiring boats!

Dick Walker brought three large envelopes of past posters and other graphics by Dale Johnson that Connie had given him. The great outcome from showing these at the meeting is that John Bishop and Jeff McCabe said they were working on a complete archive of club graphics including posters of the history of the club. We plan to have some of these on display at the Dry Dock Party. They are really wonderful and show what a rich history the club has from the very early days of graphic design.

Mark Nickells also brought his recovered Cobra for all to inspect after the official meeting was over:



On the left is David Petrich, model reconstruction specialist, Mark in the middle explaining to Paul Wyatt how it all went down.

For Sale

Spotted this in the display case at Hub the other day. They had not put a price on it yet. Apparently, it is in very good physical condition - body wise, needs new lighting and motor (probably updated electrics too, rudder servo works).



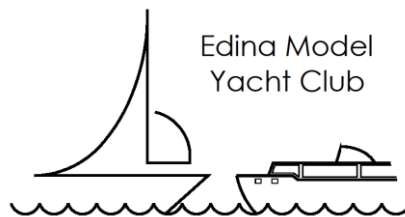
Reminders

- Got things for sale? Boats, tools, other? Send me a photo and description plus price and contact information and I will include it in a newsletter.

Coming Up

- Tuesday, October 21st, Membership Meeting at 7:00 pm.
- Saturday, November 8th, Dry Dock Party (More news on the party soon)
- Sunday, November 9th, Swap meet (get your items ready for sale)

John Bertelsen
Commodore
Edina Model Yacht Club



Vice Commodores: Gary Tschautscher, Rob Segal, Tim Kowalik
Treasurer and Membership: David Brinkman
Sailboats: Gary Tschautscher
Scale Modeling: Kevin Waldo
Website: David Petrich
EMYC, DF 95 and ODOM Forums: Gary Tschautscher
Dry Dock Party, Spring Coffee: Terry Bertelsen, Julia Moen
Face Book: Richard Dahlquist, Todd Moen, Dave Brinkman
Off site events: Rob Segal
Newsletter: John Bertelsen