

FALL 2025

Sheerline

Sunnyland Chapter of the Antique and Classic Boat Society



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Bill Hancock takes a hunk of rust which was a long-submerged starter and shows step by step how to rescue it. Also listed are the issues of *Sheerline* that included Bill's articles.

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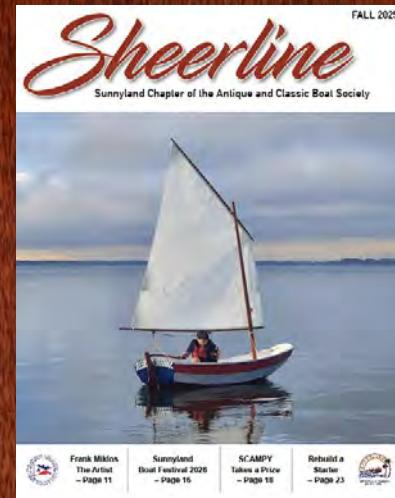


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of the Antique and Classic Boat Society



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Young boat builder Isaac Willis sails his newly finished 9' 6" Nutshell Pram.
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From the Editor

Bill Robbins

This issue has several articles written by Trudi Miklos. She has a good idea about how Sunnyland operates and has been one of the key players in the Boat Show: she operates online registration including the ticketing to all the events. The big news is she has agreed to join the Sheerline staff as Co-Editor to help me in my transition. We still need someone to recruit articles and set the direction of the magazine's articles.

One of Trudi's articles is about her husband Frank and his hobby as a photographer and artist and how he combines the two skills. Very interesting article.

Another article by Trudi shows the events at the upcoming boat show next March and how some are being changed.

The Scampy adult program was highlighted in another Trudi article. The Century Resorter with a 283 cu in engine was completely rebuilt by the program over a 3 year period. The final result was a professionally done restoration and

was assisted by a dozen of our members who learned valuable restoration skills from 3 of our professional members: Jeff Funk, Herb Hall and Frank Miklos

The adult program has several noteworthy boats in the wings ready to be restored. If you want to join the adult program starting this Fall, call Jeff Funk 260-414-0016 or Lou Ronca 407-493-8553 for details.

Bill Hancock brings us a detailed article showing how to rebuild a very thoroughly rusted starter. It will be installed on the engine he rebuilt and wrote about as the 5th and final chapter. We listed the ChrisCraft and Century boats that were offered with this engine and some old advertisements from Chrysler Marine Division.

Hope you enjoy the issue

Bill

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From the President

Tom Drozdz

Greetings Sunnyland Members,

Summer is upon us and members throughout the country are in "Boat Show mode". Many Sunnyland members head north for the summer and enjoy boat shows with other chapters. With that said, safe boating to all.

I'd like to call on members for your assistance. Our Chapter is in dire need of members to take on important positions in the club. One position we need is an Editor(s) for the *Sheerline* quarterly newsletter. Member Bill Robbins has done a fantastic job for many years but it is time to pass the torch. Starting the first of the year, we will be without an editor. So what that means is we will either have to find a company to produce our newsletter or go without one. Now is the time to get on board. Bill will be happy to work with someone to break them in.

We are also in need of a Sponsor Chairperson for Sunnyland's Annual Boat Show. This position would be responsible to solicit companies to sponsor the show. There are various levels of sponsorship, and without them, the show would not be as successful as it has been over the years. If there is anyone that would be interested in this position, please feel free to contact me for details.

Sunnyland Annual Banquet/Meeting news – Mark your calendars for November 7, 8 and 9. Registration for this event will begin shortly. The Friday evening Meet-and-

Greet, along with the Saturday banquet, will be held at the Mount Dora Yacht Club (MDYC). The Sunday Board meeting will be held at the Lakeside Inn. Boats cannot be left at the MDYC docks on Saturday night and can be moved over to the Lakeside Inn docks.

As you may have heard, there will be some changes to next year's Sunnyland Annual Boat Show. Trudi Miklos will explain the changes in this issue. Our board members reviewed the pros and cons of the current agenda and developed an outline that will work for everyone. We hope you will find these changes to your liking and continue to support our efforts. There should be more free time for boat rides and to spend with friends.

The ACBS International Show will be held in Clayton, NY in September. It is the 50th anniversary of the club and they are gearing up for a great time. I'll be attending the show and look forward to seeing many of our members in attendance. It's really great to bond with everyone at a new venue, yet feel welcomed and at home. I look forward to seeing you in Clayton.

Be safe this summer and happy boating.

Best Regards

Tom

Sunnyland Past Presidents

1985-1986.....Gary Scherb
1987Riley Richardson
1988-1989.....Dale Tassell
1990-1991Barney Fielden
1992Wilson Wright
1993-1994.....Ron Hicks
1995-1996.....Lynne Shinn

1997-1998.....John Ross
1999-2000.....Bob McInerney
2001-2002.....Terry Fiest
2003-2004.....Pete Williams
2005-2006.....Gerald Dake
2007-2008.....Guy Marvin
2009-2010.....Lou Ronca

2011-2012.....Craig Hartwig
2013-2014.....Bill Hancock
2015-2016.....Pete DeVito
2017-2018.....Bruce Kester
2019-2020.....Joe Coleman
2021-2022.....Danny Ross
2023-2024....Howard Wanamaker



From Our Membership Chair

Lynn McFarlin

Sunnyland Chapter New Members,

Welcome to the Sunnyland Chapter of ACBS. It is a great pleasure to have you onboard. The chapter now has over 400 members of Antique and Classic Boat enthusiasts.

This chapter is very active with many events during the year.

Our Boat Festival for 2026 will be held in Tavares, FL and is one of the biggest in the country.

The weekend's events are a wonderful opportunity to connect with chapter members and get a glimpse into the workings of the chapter.

The Annual Meeting and dinner will be held in November 2025. Be on the lookout for all of the information about the weekend events and registration information.

Welcome New Sunnyland Members

Andrew Gober

Mark and Karen Alkire

As with any volunteer organization, members are needed to help run the chapter. Please do not hesitate to contact me, any of the leadership team or committee members if you would like to volunteer.

Again, welcome and happy boating

Lynn

Sheerline Magazine



edited by members and then professionally laid out and printed. It's supported by our advertisers and membership dues.

Every organization needs a way to communicate with its members and Sunnyland is fortunate to have people who can put together a great magazine about antique and classic boats for the benefit of our members.

The Sheerline Magazine is written, photographed and

ADVERTISE YOUR SHOP OR SERVICE

Would you like to support Sheerline Magazine and reach 500+ fellow Sunnyland members with your advertising message – contact Don Taylor at 630-632-9797 or email Don at drtaylor@me.com

The Sheerline Magazine, published 4 times a year, is a privilege of Sunnyland membership.

SHARE YOUR STORY

Have a great idea for a story to share in Sheerline?

Contact Bill Robbins at billrobb@comcast.net, 305-213-6440 or Trudi Miklos at tmiklos4@yahoo.com, 754-775-4849.

IT'S EASY TO JOIN

Aren't a member of the Sunnyland Chapter of ACBS, it's easy to join. Simply fill out and mail the Membership application form on page 11 of this issue of Sheerline Magazine.



ACBS Sunnyland Chapter Members

Will you be renewing your ACBS Membership?

Please take the time to renew your membership today or drop us a short email letting us know you have decided to cancel your membership.

You have 3 options to renew:

1. Online through the Member's Portal, www.myacbs.org. Log-in using the email address you filed with your membership. When your profile opens, review your contact and boat information. Use "Edit My Information" to make any changes, then click SAVE. Once your profile page has been updated, click on the green "Renew" button (top right).
2. Call the ACBS Headquarters at 315-686-2628 during business hours, M-F, 8:30am-4pm
3. Mail the Membership Applications to:
Lynn McFarlin, Sunnyland Chapter Membership Chair
14174 Fort Worth Circle, Port Charlotte, FL 33981

When renewing your membership, please review your membership profile. If you have a seasonal address change, check that the mailing dates are correct. You may edit, delete, or add a boat(s) to your membership profile and you may add a picture and a short history of each boat. You can also add secondary Chapters to your membership.

As an organization, ACBS appreciates your membership.

Sharing your interest with others not only strengthens our organization as a whole, but also creates friendships that last a lifetime. Check out the ACBS Calendar to see all the local Chapter events scheduled in your area!!

Sunnyland

Membership Application



Name _____

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Yearly Dues

To join the Sunnyland Chapter you must also join ACBS. If you are already a member of ACBS enter your number _____ and pay Sunnyland dues only.

New Renewal

ACBS dues \$75 US

Sunnyland dues \$25 US

ACBS Membership Directory (printed) \$20 US

Total – Make check payable to ACBS \$ _____

Boat Information

List additional boats on separate sheet

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Boat Name _____

Length Overall _____ Hull No _____ HP _____

Engine Make _____ #Cyl's _____

Year _____ Builder _____ Model _____

Boat Name _____

Length Overall _____ Hull No _____ HP _____

Engine Make _____ #Cyl's _____

Come Join the Fun!



Membership dues include membership to The Sunnyland Chapter and Antique and Classic Boat Society (ACBS), plus you'll receive one-year (4 issues) of *Sheeline* and *The Rudder* magazines.

Mail Completed Form with Check to:

Lynn McFarlin, Membership Chair
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Full payment must be received by the deadline date.



Frank Miklos *The Artist*

Story by Trudi Miklos

Many of you know Frank Miklos as “the Century guy.” Some of you know him as the “upholstery guy.” You might think of him as one of those SCAMPY guys. But did you know he’s also an artist?

Frank is a lifelong wooden boater. He and his siblings were raised in the genre by their dad, Chuck, who spent his entire adult life involved with boats: buying, selling, restoring, admiring. Their introduction to boating came from his mother Mary’s father, though, with his 1942 Sea Maid, known fondly in the family as The Old Boat. To this day, the Miklos brothers are known worldwide as the go-to guys for Century boat restorations, as well as for many other makes.

Above is the painting Frank did for his dad of the Coronado at Conneaut Lake, PA. Original photo (below).



As much as he loves boats, though, Frank never planned to make it his living. He went to college where he studied Graphic Arts and worked in the publishing industry in the graphics department. He eventually left that work behind to become the primary caregiver for his two kids. He continued to dabble with artwork, mostly photography, and has taken hundreds of thousands of photographs, many



Family Cottage at Conneaut Lake.

of commercial quality.

After his kids graduated and left home, Frank decided to pull out one of his daughter's old paint sets that she had been gifted but rarely used. Just for fun, he decided to reproduce a 1959 photo of a brand-new Coronado docked at Conneaut Lake, Pennsylvania, where it was used for public speedboat rides around the lake. He projected an image of the photo onto a canvas, sketched in the rough details in pencil, and then painted the final image. He gave the painting to his dad for

Christmas in 2005. It still hangs in the family cottage on Conneaut Lake.

The following year, he painted the family cottage at Conneaut, where the family has boated for more than 100 years, for his mother's Christmas gift. He used several old photos, combining different aspects of each photo to create a rendering of how the cottage appeared in 1942.

Frank didn't resume painting after that for nearly 20 years. But in 2022, while sitting in his living

room in Tavares one winter day, he decided to pull out his old paint set and get to work. He updated the old paint set with several new paints, brushes, and tools, and got to work. His first project was a 1961 photo of longtime Sunnyland member and supporter Tom Donnelly's family dock in Annapolis, Maryland, and their 1957 Coronado.

For his next painting, he chose a photo of Tom Drozd's 1961 Sea Skiff on its way through our lagoon off the Dora Canal. He captured the beauty of the sky, the swaying trees, the blue/green of the water, even the eyes of the resident baby alligator.

From there, he used a picture of a boat parade through the Dora Canal from several years earlier. The finished product, the view from the back seat of a Chris Craft Continental, looks behind him at Nick Arnone's 1959 Coronado, followed by a Chris Craft Continental and then Paul and Karen Harrison's 1962 Chris Craft Sea Skiff. The heavy branches of the cypress trees hang down over the canal, shading it from the bright Florida sun. That painting now hangs in the living room in Tavares.

Frank continues to paint boat-themed images. He creates the



Picture of Tom Drozd's boat coming through our lagoon at Tavares.



Tom Connelly's boat.

colors, depths, and reflections of the water; the varying shades of the trees and greenery; skies that might be clear, cloudy, or just some wispy threads of clouds. Rather than simply recreating photographs, he now combines multiple photos to create unique images that capture the heart and



Traveling through the Dora Canal.

Southwestern Pennsylvania, as well as a member and current Vice-President of the Sunnyland Chapter in Florida, and an



1948 Chris Craft U22 in front of one of the old hotels along Conneaut Lake's shore. A composite of a couple of different photos.





Frank's 1942 Sea Maid from 1965 postcard.

original member of the Century Boat Club. He has been judging since 1985 and developed standard judging guidelines that are now used at Century Boat Club National Shows. In addition to the Century shows

and Clayton, Frank has judged at Keels & Wheels, Concours d'Elegance, Smith Mountain Lake, Buckeye Lake, Conneaut Lake Classic, and many other local and regional shows, and is the Awards Chairman at the Sunnyland Boat



Festival. Frank, Trudi, and Paul Miklos are the authors of *Classic Century Powerboats*. +

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In Memoriam

Gary Baker

April 26, 1954 - May 28, 2025



Gary was born in Landau, Germany and was adopted at birth by US Army Major Fred and Dorothy Baker

They lived as a family in California, Japan, Korea and ultimately, Arizona

Gary entered the Army through the ROTC program as an officer in 1976 and earned his master's degree in business and spent two years in Korea. He later developed his professional life as an educator and administrator and ultimately was an early trailblazer in online learning programs.

He developed a love of wooden boats in Iowa. Their first wood boat, a 1954 ChrisCraft Holiday Utility, was named Pelican. Gary acquired a collection of over 300 pelican figures. He and Kathy, his wife of 29 years, moved to Florida for his last 11 years, where they continued collecting and cruising wood boats.

Robert J. McInerney

May 11, 1933 - May 14, 2025

Mac was born in Columbus, Ohio and is survived by his wife Lee, their two sons and 3 grandchildren. A proud veteran, Mac served in the US Navy and was active in the First Baptist Church of Dover where he was a respected member.

Mac's passion for classic vehicles was one of his defining characteristics. His meticulously restored 1960 El Camino won Best of Show at the Plant City Car Show. His love of vintage craftsmanship also shone through in his 1960 ChrisCraft which he proudly displayed at the Lake Mirror Classic in Lakeland where he lived.

Terry Fiest tells this story about Bob and the Lake Mirror Classic: "I think it was the second show we attended and there was a time when they had beautiful Swans on the Lake. They were floating around the center of the lake and Bob was first to launch his boat and he started his engine and headed in the direction of the Swans. The swans got scared and started to scatter to get away from the boat and Bob accidentally ran over one of the fleeing swans. There were literally feathers everywhere and everyone was yelling at Bob and as Bob slowed down the bird came out from under the boat and was not injured. We managed to get the Bird out of harm's way, but Bob was never allowed to forget about running over the Lake Mirror Swan."

The worst part and the best part of our job.



When Dave Bortner saw the number on his phone, he assumed it was the customer in South Carolina he had spoken with just a few weeks earlier. So he was surprised when he heard a woman's voice on the line. She shared the unfortunate news of her husband Frank's passing. She confided that Frank had suggested she call Dave to help find a good home for their cherished 1959 Hemi-powered Century Coronado. After two months and treks to South Carolina, Florida, and finally back to Minnesota—the boat was eventually sold to a delighted customer in Texas.

Frank's granddaughter sent us this thoughtful note: "What could have been an albatross was avoided. Selling the boat would have been overwhelming for my grandmother, but because of Dave's kindness this was one less thing she had to worry about while grieving. Our family will forever be thankful that Dave was there in such a difficult time."

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Sunnyland Antique and Classic Boat Festival 2026

By Trudi Miklos

Terry Fiest and Howard Wanamaker, our co-chairmen of the Sunnyland Boat Festival, have spent many weeks reviewing comments and retrospectives on the last few boat festivals and brought some change suggestions before the Sunnyland Board in May. After extensive discussions, the board approved several changes for the 2026 Boat Festival.



First, what is NOT changing: The Festival will be held March 26-29, 2026

The Boat Show will be in the same location, although due to changes from the city, will necessarily shift more toward the west, with more of the activity occurring closer to the docks and launch ramp. The Field of Dreams moved to a new field behind the sponsors in 2025 and was very successful in that location. As planning progresses, the show committee will work with the city to determine exactly where the various displays and activities will occur.

Now let's look at what IS changing: We are scaling back our ticketed events, as participation continues to drop. We've found that many of the

show's attendees prefer to make their own dinner arrangements, often meeting up with long-time friends whom they haven't seen for months.

The times, they are a changin'

Thursday night reception:

The reception continues to be one of our most popular events. We will still hold the welcome reception at the Pavilion, and it will continue to be a ticketed event. We are working hard to keep the cost as close to last year's as possible, but with the increases in food costs, it may have to go up. When you register for the show, you will have the option to select this event.

Friday picnic:

We had extensive discussions around this activity, finally deciding to cancel the picnic for 2026, for many reasons. Instead, we strongly encourage boaters to leave their boats docked as much as possible during the day Friday, as we get thousands of visitors through the gates who often leave disappointed that so many boats were not at the docks because of the picnic. Tavares, Mt. Dora, and Leesburg offer many restaurants at all price points for lunch.

Friday night meet & greet:

We are not offering a Friday evening event in 2026. Boaters

and visitors alike are encouraged to eat at any of the many, many establishments in Tavares, Mt. Dora, Leesburg, or any of the many Chain-of-Lakes restaurants.

Saturday ladies' luncheon:

At this time, we are planning to continue the tradition of the ladies' luncheon and fashion show.

Saturday banquet: We are not having a sit-down banquet on Saturday night as in years past. Instead, we will host a casual happy hour opportunity at the show site with appetizers and discounted drinks. This will be a ticketed event that you can choose when you register.

Sunday breakfast:

This is a new addition to our activities. As part of your full show registration, you will be able to join us for breakfast prior to the awards ceremony. We encourage all show participants to attend, socialize over breakfast, and stay for the presentation of the awards. Afterwards, you are free to walk the show one final time before pulling your boat. Many boaters enjoy taking a Sunday

morning cruise around the lakes and through the canals before loading up your boat and heading out. The breakfast is open only to those with a full show registration and is included in your show registration cost.

We will be updating the website soon and continuing to update it as we solidify more of the 2026 boat festival plans. We thank all of you who have reached out to show organizers in the past with suggestions for changes or improvements, and we've considered all of those comments in our planning. We encourage you to continue to provide us with feedback. And, as always, we have many opportunities to help with the show. Hosting this show requires hundreds of hours of time from our volunteers; the more volunteers we have, the less time any one individual has to spend. Regardless of your background, boat knowledge, or physical ability, we have ways you can help! Please reach out to any of our show committee members if you would like to help. Just a few hours can make a huge difference.

Enjoy the remainder of this year's boating season, stay safe, and keep watching for more updates!



The 45th Annual Sunnyland Boat Festival

March 26-29, 2026 | Wooten Park | Tavares, Florida.

Online registration begins mid-January.

Watch our website at acbs-sunnyland.org for updates.



SCAMPY Takes a Prize

By Trudy Miklos

For those who attended the Sunnyland Boat Show in March, the SCAMPY Adult Program displayed the completed 1962 Century Resoter in the SCAMPY booth. It was a large project, involving three mentors and former restorers ... not to mention more than a dozen volunteers and students. After three years of hard work, the project was finally completed and ready to show off.

The program was thrilled to take the 'Best Century' award, especially with all the other beautiful Centurys in attendance. It just goes to show what a group of like-minded individuals can accomplish. The Adult Program's first challenge was a success. What many at the show were asking is "Ok, so what's next?"

There are currently two future projects on deck. The first is a partially restored, and quite rare 1947 16' Chris-Craft 'Blue' Rocket. This Chris-Craft also came with the optional and desirable naturally finished decks (with blue hullsides). Work on the Rocket will begin this fall, with plans to have the boat displayed at the 2026 Sunnyland Boat Show. As with the Resoter, the Chris-Craft will be offered for sale following its completion. Proceeds go to benefit the SCAMPY program.

'Best Century Award'
Adult Program
mentors Herb Hall,
Jeff Funk, and Frank
Miklos. A sign was
produced showing
all who participated
in the Resoter's
Restoration.



The completed 1962 Resorter. Lou and Carla Ronca in their new acquisition on Lake Harris.

Following the Rocket is an equally rare 1948 17' Century Sea Maid. We believe this particular Sea Maid is the only year with the very distinctive 'Rocket Ship' layout on the topsides. The boat is completely original and has never been restored. It is what many in the hobby call a 'survivor.' Plans are to begin that project in the spring of 2026.

As a side note, the Resorter was purchased by none other than SCAMPY founder Lou Ronca, who plans to use the boat on the Harris Chain of Lakes. It is quite special to know the boat will remain and be used on these lakes...in the back yard of its restoration.

The youth program continues to prosper as well. The mentors and young students continue to learn 'hands on,' building their outboard prams and sail boats. Some good news: recently two new adults have volunteered to be mentors beginning this fall. New young adults have also signed up for the program.

Both the Youth and Adult programs are 'clicking' on all cylinders. That does not mean, however, that we have stopped looking for additional mentors, students, and of course, donations. The program always has room to grow. +



If you have interest in working with either the Youth or Adult program, or would like to make a donation, please contact Jeff Funk or Lou Ronca. We'd be happy to have you. All are welcome.

Jeff Funk
funkfamjj@gmail.com
260-414-0016

Lou Ronca
lgronca@gmail.com
407-493-8553

Sustaining the Future of SCAMPY



The SCAMPY youth program, now in its 16th year, continues to grow strong. The SCAMPY youth program teaches children ages of 11 to 18 the skills, and provides the materials, to build a boat that they own when finished. In addition to learning tangible building skills, the program builds confidence and character in those that participate. To date, the SCAMPY youth program has worked with approximately 125 youth.

Three years ago, we created a new phase -- the Adult SCAMPY program. Under the professional guidance of Jeff Funk, with the assistance of Herb Hall and Frank Miklos, the adult volunteers restored a 1962 Century Resorter from top to bottom. This boat was on display at the 2025 Sunnyland Boat Festival and won the Century Boat Club award for Outstanding Century boat at the show. Under the adult program, as many as 16 members assisted in the restoration process. Some of these people were locals just wanting to learn techniques of restoration. Others were snowbirds from across the country looking for a project while



Jeff Funk, new Director of Scampy and the Adult Program; adjusting the engine in the Century Resorter. Steve Rutigliano and Frank Miklos are giving advice. Frank is an experienced Century restorer.



Frank Miklos applying adhesive and vinyl covering for the Resorter's bow.



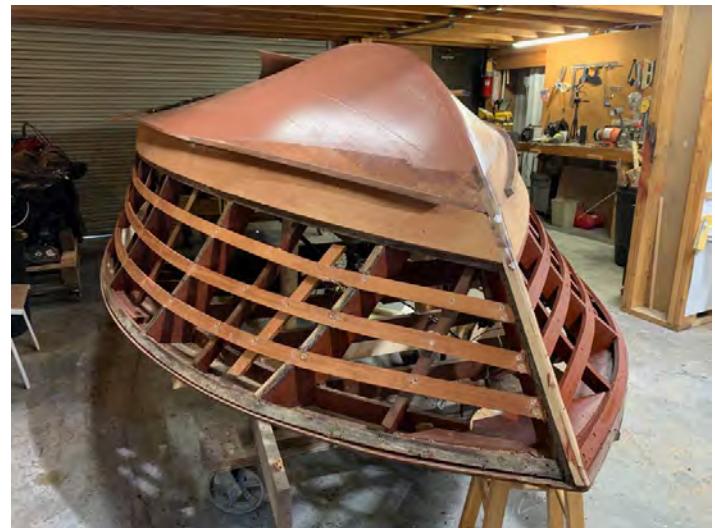
Herb Hall restored the original 283 cu in engine of the Resorter, Herb heads up the Scampy engine and mechanical part of the Scampy program.

in town, without the commitment of ownership. Additionally, a 25' Chris Craft Sea Skiff had its bottom

frames straightened and sistered and planks resealed and exterior



Finished bow of the Resorter.



Resorter with new bottom, battens; waiting for topside plywood and mahogany planks.



Finished Resorter hull.

refinished under the same program. Members will be beginning a new project this fall, a Chris Craft Rocket.

With the high interest and growth of both SCAMPY programs, we have been looking at ways to secure the financial future of SCAMPY. We have now established an endowment fund whose proceeds can be used to support SCAMPY without reducing the principal. An endowment fund can easily be sustained by members including SCAMPY as a beneficiary in their will or through tax-deductible donations of cash, stocks, or other assets that members no longer

need, such as boats or vehicles. Currently, the program is wholly funded by the donations of boats and materials that SCAMPY sells locally or at the boat show. These donations meet our current operational needs but don't allow for the growth that we anticipate.

To our goal of securing SCAMPY'S financial future, Tom Fletcher, who agreed to become a mentor, has also expressed a desire to donate \$40,000 in the form of appreciated stock certificates to be used as SCAMPY sees fit. This transaction will have been completed by the time you read this article. A



Two donated 9 1/2' Nutshell prams ready for two young boat builders.

portion of this donation will be used in the restoration of a 25' 1930 Dodge Water Car. The balance will be earmarked to establish the endowment fund. The obvious advantage to Tom is that he will receive a tax deduction for the full \$40,000, while being out-of-pocket for substantially less. We are extremely grateful to Tom for his donations of both time and money, and his interest in seeing the SCAMPY program continue to grow.

With the expectation of continued interest on the youth side of SCAMPY along with the rapid growth of the adult side, we know



Second Nutshell pram with builder Preston Shearer on left, with Mentor Bill Robbins.

we will have challenges in the future that we need to anticipate and plan for. On the adult side, we are receiving considerably more boats that have value in being restored. Additional space is already needed for storing these boats until they are either restored in our shop or sold to individuals willing to do the job. Currently Jeff Funk heads up the adult restoration program during the winter months while he resides in the area. That leaves the shop in need of another individual who could supervise smaller projects during the summer months to be sold in support of the program. On the youth side of the program, the mentorship depends solely on the support of local volunteers. Since our volunteer pool is limited, we may eventually need to offer financial or other incentives to attract enough mentors.

Both the youth and adult SCAMPY programs are incredibly valuable to the local community and to the continuation of boat carpentry tradition. But we, as caretakers of these marvelous boats, need to ensure



First Nutshell pram is finished. Builder Isaac Willis in foreground, father Mike Willis and Jim Reinking, Mentor. that the tradition continues. Won't you please consider remembering SCAMPY in your will or consider a donation now in the form of assets that can be converted to cash to support the long-term success of SCAMPY? If you have questions on this process or how you can help, please contact Jeff Funk or Lou Ronca for further information. ✨

Engines and Accessories Rebuilt



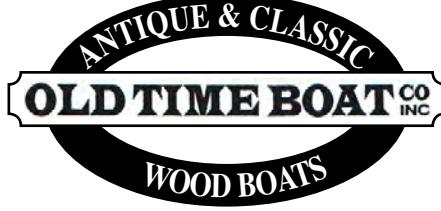
Don Wilson
Keeping Legends Alive

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250 Alsace Ave, Venice, FL 34293
201-835-2616 bluskydw@gmail.com

Gary Scherb

Ingrid Scherb

Doug Scherb



Shop: (352) 742-0475
Cell: (352) 267-5771

28206 CR 561
Tavares, FL 32778

Rebuilding a Starter

For many, rebuilding a starter motor consists of replacing a few bushings, turning the commutator, and installing new brushes and a coat of paint. Follow along as we do a deep dive into starter rebuilding because we don't have a choice. Offset starters for 1958 Chrysler Marine Hemis are not generally available.

As some of you may remember, our Hemi rebuild story was delayed until a starter and generator could be found. Both the starter and generator are unicorns as it turns out. The Chrysler Marine Hemi never reached a great volume and soon was discontinued when the significantly lighter, less expensive and more powerful wedge engines became available in 1960.

This is where Old Home Boats™ became an invaluable resource. After making a post, I got a call from Matt Smith of Woody Boater who just happened to have rescued two Hemi engines removed from a derelict boat. Once Matt confirmed that he had both starter and generator cores, a 14 hour Banzai road trip from Florida to Reedville, Virginia, was called for. We met Matt at his Reedville Marine Railway where we picked up the parts along with



A rough looking core, but all there.

some other incidentals. Here's where the tale gets complicated. Our Hemi engine is a right-hand rotation engine, so luckily a RH starter as well as a generator was available.

The starter and generator were both in rough shape, but they were rebuildable which made the trip all worth it. Follow along as we rebuild the starter. While the reader will probably never be called upon to rebuild one of these



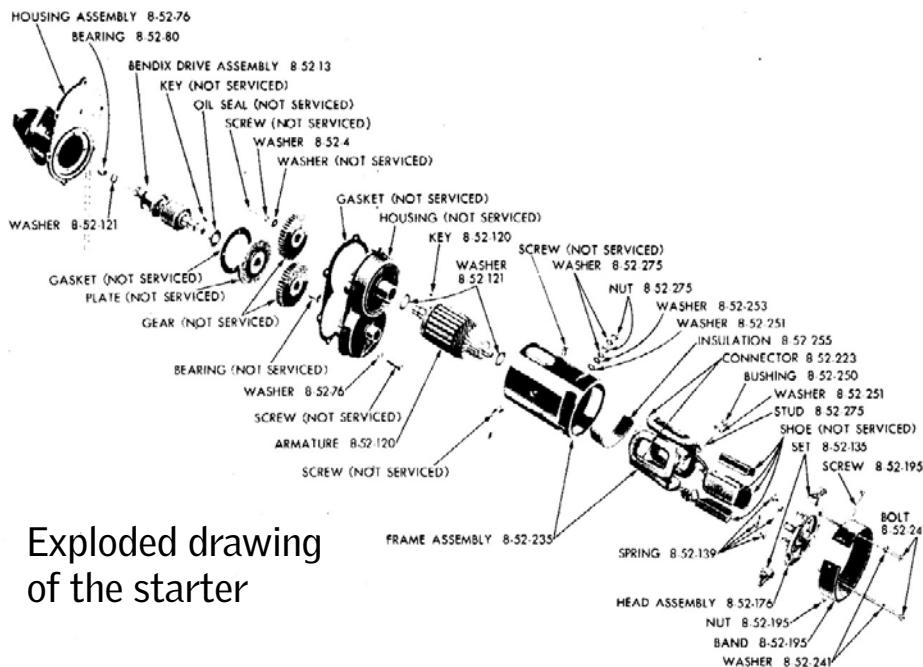
By Bill Hancock

Assistant Editor

Bill Hancock is a retired engineer with extensive experience in auto racing, engine design and problem solving.

unique units, the fundamental principles for virtually any starter are similar.

As always, when we start on one of these projects, whenever available, we like to refer to the official literature, which in this case are the official Chrysler Marine parts and service manuals. These give us not only exploded drawings but also helpful tips. Despite having both the service manual and parts manual, the starter was carefully



Exploded drawing of the starter



While uniquely identifying the starter, it was to no avail since nobody in the starter rebuilding world had replacement parts. Too old!

Never use an automotive starter in a boat.

While the automotive unit may appear to be identical to its marine cousin, it is not USCG approved. It is not designed to prevent fumes from entering the interior of the motor where sparks literally occur.

In the event of a fire related marine loss, the fire and insurance investigators look first at the engine to confirm it had all of the USCG approved devices installed and in working order. If the proper marine parts are not in place, the claim is typically denied. Be sure to replace the original tag!

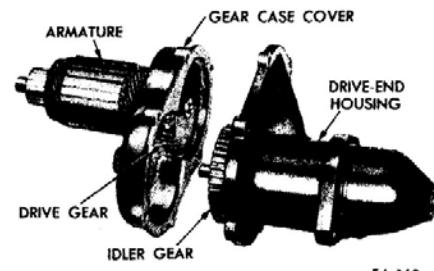
disassembled and documented. Pictures and sketches were made to aid the reassembly.

We began by removing the brush cover or band as it is called in the drawing which covers the brush area of both the starter and generator. This is a critical part in that it protects the interior of the starter motor and generator where the brushes lie from outside dirt and debris, but it also covers and seals the bilge area from harmful gasoline fumes found in the bilge.



The band was cleaned by removing the insulating paper and glass beading the surfaces and then applying a fresh coat of paint. Special insulating paper called "Fish Paper" was ordered and installed using tiny 1/8" rivets just like the original.

The drive end housing is removed next and contains the Bendix drive assembly gear with a gear which engages the flywheel.



54x160

The unique gear drive portion of the starter is used to offset the starter motor to gain additional clearance.

What is a Bendix?

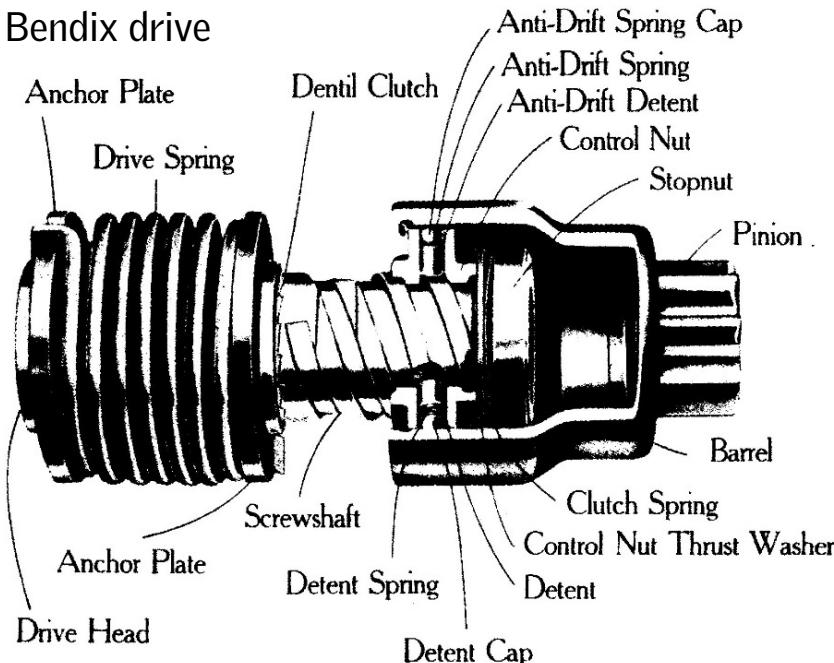
The Bendix drive, so named because one of the early suppliers was the Bendix corporation, is a one-direction drive mechanism. When the starter is engaged, this mechanism allows the starter pinion gear to move forward and engage the teeth on the engine's flywheel, turning the flywheel until the engine starts. Once the engine starts, the flywheel spinning at increased speed causes the pinion gear to retract. If the pinion did not disengage, the starter would overspeed causing severe damage.



An ugly picture before and ready to rock, after.

Here is where the service manual comes in very handy. There is a very specific note in the manual which warns not to disassemble the Bendix drive portion of the starter which engages the

The Bendix drive

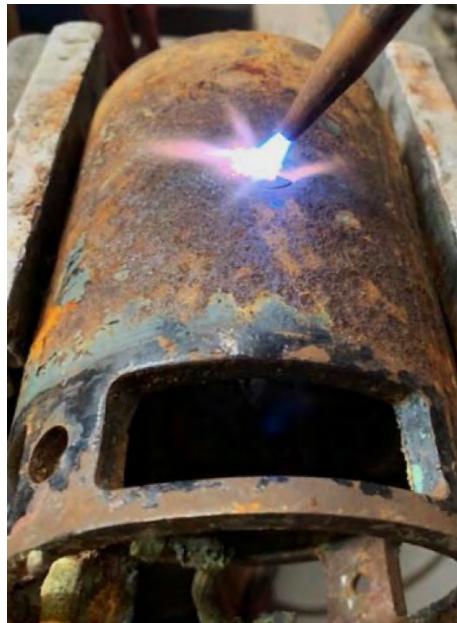


flywheel. Leading one to believe it is one of those things which comes apart with a bang and you need special proprietary tools and fixtures to reassemble. The drive end housing was removed, allowing the complete Bendix gear to be removed. Heeding the note, the Bendix was then cleaned overnight in an ultrasonic cleaner followed by submerging in penetrant oil for several days.

Next, the two long screws holding the head assembly to the frame assembly were removed. Before removing the head assembly, a simple tool was crafted to release the springs holding the four brushes in place. Without this tool, removing or replacing brushes is very difficult.

Next, after removing the brushes and the head assembly, the frame assembly was removed by sliding it up over the armature. The armature was removed by first removing the gear and woodruff key allowing the armature to be lifted out of the housing.

The field coils must be removed from the housing. This is difficult



Don't risk damaging the screws by trying to loosen the field retaining screws without first heating the screws, then using an impact driver.

unless you heat the four flat head screws first then use an impact screwdriver to loosen them while they are still glowing. Trying to do this without heat will just ruin the screws and entail a lengthy removal.

Next, remove the retaining shoes and then remove the nuts and hardware from the 3/8" brass terminal protruding through the



An Impact driver coupled with a large straight bladed bit makes the job easy and safe.



The field assembly after the exterior insulating tape has been carefully removed. Carefully leave the strips of paper separating the coils (shown by the pencil) in place.



Rewrapped field coils with new brushes soldered in position.

housing. Gently fold the field coils back to allow the terminal to pass through the housing and carefully remove the field assembly.

Once the field assembly is removed, gently clean all the individual components, carefully removing the old exterior insulating tape wrapped around the found individual field coils, being careful not to remove the strips of insulation between the individual coil windings. Once cleaned, carefully wrap new thin insulating tape tightly around the perimeter of the rectangular field coils. Use a minimum amount of

tape since the coils have to fit back inside the housing.

At this point, testing is important to ensure all the components are still viable. Check the field coils individually and collectively with an ohm meter to ensure continuity. Use an old school growler to test the individual segments of the armature to ensure continuity.



A growler used to test the continuity of the armature. To save effort, test the armature first before wasting time to turn the commutator.

A Growler

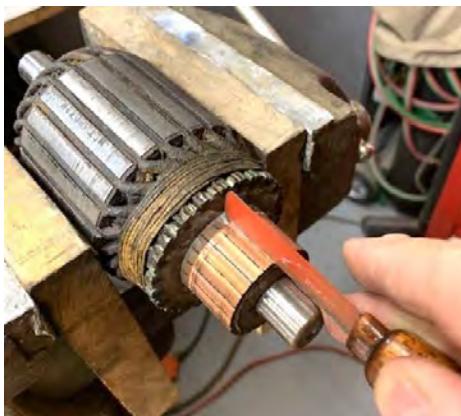
A Growler is a functional tester which uses 60 cycle 110V house current to simulate the function of the armature by creating a magnetic field which induces current in the armature coils. Holding a 6" steel ruler next to each of the individual armature segments will cause the ruler to vibrate when functional. If the ruler doesn't vibrate it indicates a short or an open circuit.

Carefully clean the armature using nothing stronger than mineral spirits to remove the oil and grease. Next use a growler to test the armature for shorts. If the armature passes, place the armature in a lathe between centers and carefully trim the minimum amount necessary

from the commutator to just remove the worn portion. Next, take a small tool and gently remove the residual copper from the separating grooves in the commutator, then using a piece of fine sandpaper, remove any resulting scratches left in the commutator. Recheck the armature on the growler.



Turning the commutator to remove the worn area.



A critical step some often overlook. Using a small hacksaw blade tool, carefully restore the groove between each segment of the commutator. Turning the commutator causes the copper to fold over the gaps and thus compromise the function of the commutator. Check each segment with a Volt-Ohm Meter to make sure.

Remove the oil and grease from the gear housings then bead blast and gear cases, and various steel parts. Next check the fit of the bushings and various shafts. If there is too much clearance, the starter will drag and not function correctly. Relace the bronze bushings as required.



Checking the commutator continuity.



Bushing replacement.



Replace the seal in the gearcase plate.

Clean and paint the parts. Reinstall the field coils into housing and reconnect the terminal, making sure the place the insulating washers and sleeve

in the correct order. Once the field coils are in place, slide the small triangular sections of fish paper between the coils and housing adjacent to the brush area.

Reinstall the shoes and tighten the retaining screws using the impact driver. Carefully slide the armature into the gear housing and install the driven gear. With the housing resting on the bench and the armature pointing up, lower the field housing over the armature install the head assembly and spin the armature to ensure it does not rub. If it does not rub, remove the head assembly and lubricate lubricate



Test the starter by connecting Positive terminal of a 12V. battery to a 12V relay. From the relay run a second cable to the positive terminal of the starter. Ground the starter body to the battery. Use a switch to power the relay.



This is a simple tool that makes all the difference in being able to service the brushes.



Since gaskets are no longer available, gaskets will have to be made.



Offset gear train and new gaskets.

the bushings in the housing and install the Bendix, then install the gears and close the case.

At this point, take a moment to recheck for continuity of the field coil after installation and then check to ensure there is not continuity between the coil and the housing.

Reinstall the head assembly then install the brushes. Use the tool to retract the brush springs while you insert the brushes in their holders.

Tighten up the two remaining retaining bolts, then Liberally coat the gears and install the gear drive gear and starter nose.

Test the starter to make sure it spins in the correct direction, and the Bendix operates. Note on the first application, the Bendix may not retract. This is normal because it latches in the extended position. Once installed on the engine however, the engine starting will cause the Bendix to return. ✨



How you can benefit from all of Bill Hancock's articles on rebuilding marine engines

By Bill Robbins

If you have been following Bill's articles on rebuilding a Chrysler Hemi Marine engine you may be thinking "That's interesting but I have a Chevy (or another brand) and this doesn't apply to my engine". Don't fall into that trap: the techniques he describes in most cases apply to any engine rebuild.

Of course there are differences in construction, torque specs, tune up dimensions, etc. but



the general overhaul principles apply to all engines. Many of the steps will be taken by a good machine shop and they will help you with gaskets, rings, bearings

and torque specs so you don't have to be an expert. If you paid attention to Bill's articles you will at least know what the machinist is talking about and the correct order for your project.

If you want to play it safe you could get an engine like yours from a junkyard and rebuild it. You don't have anything to lose, and you will get a lot of satisfaction from completing the project. Just remember you must do 1000 things right, not 999. Don't ask me how I know.

Some boats that were offered with the engine that Bill Hancock wrote about:

ChrisCraft Models Offered with 1956 45R 354 cu in Chrysler Marine engine

- 21' Cobra 1955 Chrysler 45S
- 21' Capri 1955-56
- 22' Continental 1955 M45
- 25' Continental 1955 M45S
- 33' Futura 1956-59M45S (2x)
- 40' Constellation 1958-59 M45 (2x)
- 42' Corsair 1957-58 M45 (2x)
- 42' Constellation 1957-59 M45 (2x)
- 45' Corsair 1954-55 M45 (2x)

Century Boat Models offered with 331 cu in and 354 cu in Chrysler Marine engines

- Chrysler Imperial 200 331 ci M45S
- 1955, 1956 Coronado 20'; Resorter 18'; Arabian 18'
- 1957 Coronado 21'; Arabian 18'
- Chrysler Imperial 225 354 cu in M45S3
- 1957 Coronado 21' Resorter 18' Arabian 18'
- 1958, 1959 Coronado 21'
- Chrysler Imperial 275 354 cu in M45 SP3
- 1957, 1958, 1959, 1960 Coronado 21'
- 1957 Resorter 18'
- 1957 Arabian 18'
- 1958, 1959 Resorter 19'

Other boats offered with Chrysler Hemi engines are made by Matthews, Egg Harbor and Shephard. Many of these boats were large cruising yachts with twin engines. In later years diesel engine technology improved which made them a more logical choice in the larger boats. Chrysler Marine Division no longer exists.

Bill Hancock's Rebuild Articles

Below is the location of the rebuild articles by Bill Hancock in past Sheerlines. If you don't have them in your library, you can find them on our Sunnyland Chapter website after logging in as a member.

The engine he rebuilt was a 1956 45R 354 cu in Chrysler Marine Hemi.

Part 1 Summer, 2024

History and getting started

Part 2 Fall, 2024

Water pump and cooling system

Dual carburetors

Distributer

Part 3 Winter, 2024

Process for disassembly

Careful measurement for wear on crankshaft, pistons and cylinders

Deciding which parts to keep and which to replace

Part 4 Summer, 2025

Machining and assembly of major parts

Bonus article: Fall, 2025

Rebuilding the starter

Part 5 Winter, 2025

Machining and final assembly

Adjusting valves, carburetors and distributor points

Starting the engine



ENGINE R.P.M. (HUNDREDS)	HORSEPOWER	TORQUE LB. FT.	Brake Horsepower
8	220	240	114
10	215	235	125
12	210	230	136
14	205	225	148
16	200	220	158
18	195	215	168
20	190	210	178
22	185	205	186
24	180	200	194
26	175	195	
28	170	190	
30	165	185	
32	160	180	
34	155	175	
36	150	170	
38	145	165	

200 HORSEPOWER

the Sensational

CHRYSLER

Marine V Imperial Special



*bound for bound, the world's
most powerful 8-cylinder marine engine!*



200 HORSEPOWER

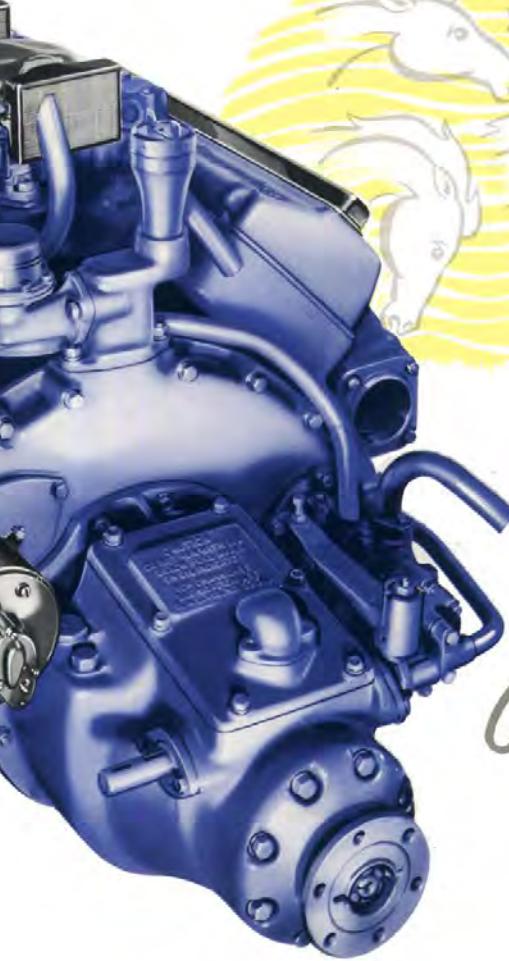
Hemispherical-design combustion chamber and 7.2 compression ratio of the Chrysler Marine V Imperial Special produce more power from given amount of fuel than any other comparable marine engine in production. The result is a marine engine whose power capabilities will amaze you . . . an engine that will more than meet your every demand for power or speed.

NO INCREASE IN FUEL CONSUMPTION

New-design engine embodies a great many characteristics considered essential for perfect fuel combustion; larger and wider spaced valving, free-flow intake and exhaust porting, and centered sparkplugs which enable very short flame travel through fuel following combustion. The result: 200-horsepower without increase in the rate of fuel consumption.

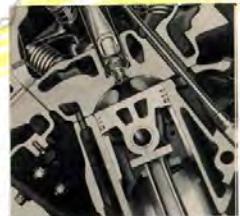
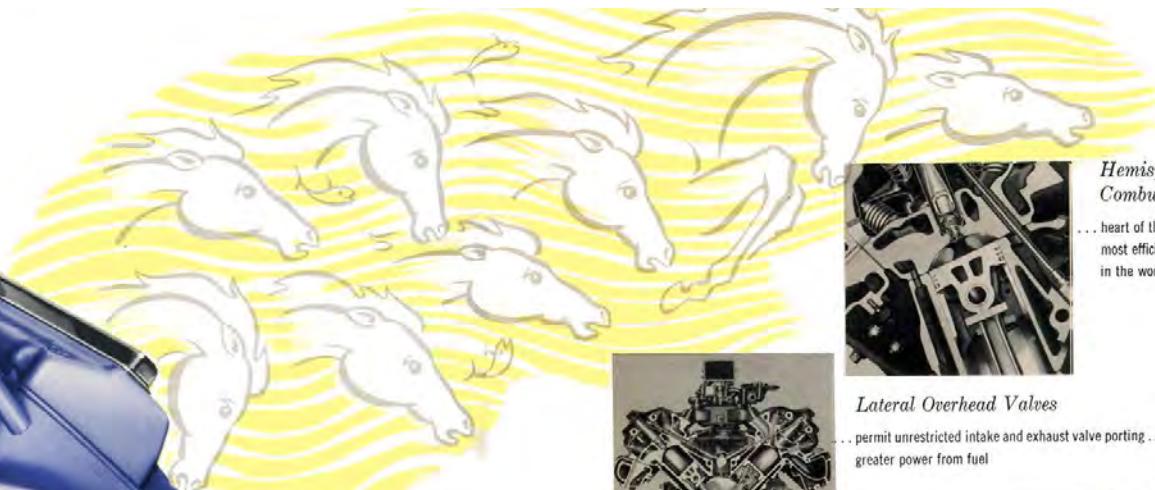
EASILY INSTALLED

The Chrysler Marine V Imperial Special will fit virtually any hull capable of taking an in-line, six or eight-cylinder engine. Mounts on standard 22-1/2 inch centers. With straight drive, engine measures 46-1/8 inches long, 32-1/2 inches wide and 20-15/16 inches high.



**LONGER LIFE,
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The development of the Chrysler Marine V Imperial Special required nearly five years' work in design, experiment and field test installations. Boats of many different types, operating in both fresh and salt water, were chosen for tests, a good many engaged in day-to-day commercial occupations. In every case, under all kinds of operating conditions, the record was the same: top performance, maximum efficiency with unusually low operating and maintenance expense. Your own experience with the Chrysler Marine V Imperial Special will bear this out.



*Hemispherical
Combustion-Chamber*
... heart of the
most efficient marine engine
in the world



Lateral Overhead Valves

... permit unrestricted intake and exhaust valve porting...
greater power from fuel



*Crankshaft
Bearings*

... are tri-metal
surfaced... for maximum
bearing life



Dual-pocket Water Pump

... assures even flow of coolant to
both banks of cylinders

Only Chrysler Marine V Imperial Special has all these features!



*Water-heated
Intake Manifold*

... improves idle performance
and decreases warmup time.



Exhaust valves

... stellite-faced,
sodium-filled for faster heat
transfer... equipped with
valve rotators for even wear,
longer life



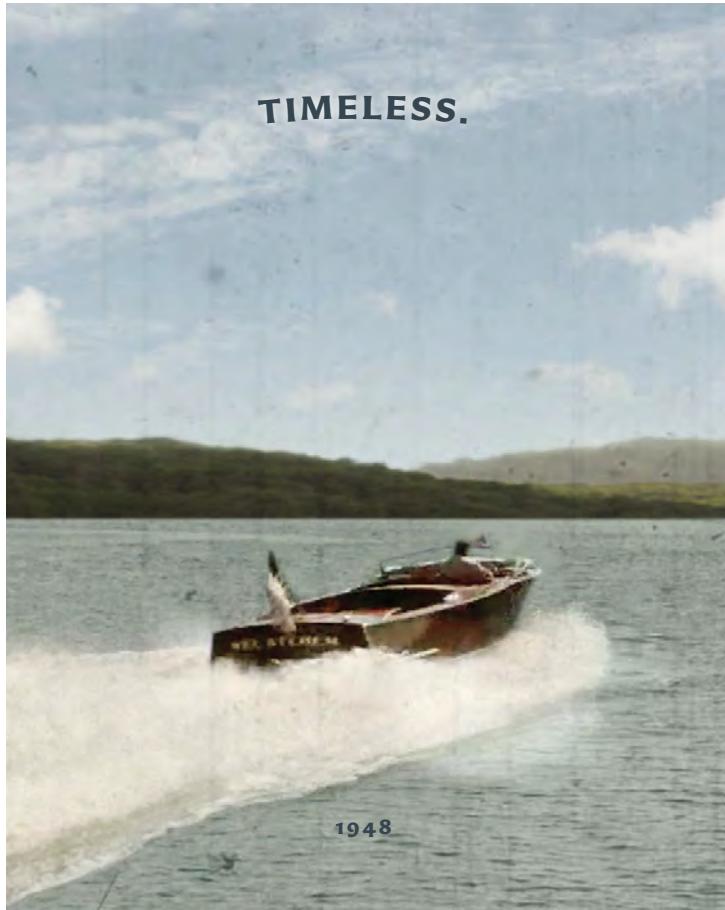
*Twin Concentric
Stainless Steel
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... for greater total spring
pressure and to prevent
valve surging.



Completely Waterproofed Ignition System

... including rubber-sealed spark plugs, for additional
protection against moisture.



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Rollover crew
left to right:
Steele Reeder,
Frank Miklos,
Danny Ross,
Jim Reinking.

Help is Available

By Bill Robbins

One of the many benefits of being a member of Sunnyland, one that is sometimes taken for granted: help with a boat project that is available just for the asking.

Sunnyland long time member Steele Reeder, who lives in Miami, needed help with his 14' ChrisCraft kit boat that he had finished several years ago. He needed help

rolling it over so he could repair some problems on the bottom. It seems that gantries for lifting boats aren't too prevalent in garages and home shops in Miami, so I told him to come on up to Tavares.

He and his wife Bobette arrived on Saturday at the Scampy shop where we rolled out the gantries and several members stepped up

and got the job done. A few weeks later he and Bobette came back, and we reversed the process, and he left with the boat upright and ready to rig the outboard motor and fuel tank in Miami.

As you can see Steele did a beautiful job finishing the kit and you will probably get a firsthand look at it at the 2026 boat show.



Aluminum Boat Cradles

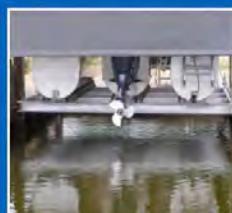
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Send your Ad or Renewal Information to: **Don Taylor** (630) 632-9797 drtaylorsr@me.com

RENEWALS: If you want to renew your listing, email Don Taylor on or before the issue due date to keep your ad in the Trading Dock.

Trading Dock listings must be renewed each issue.



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Anyone interested in the bargains that SCAMPY offers should contact Lou Ronca at 407-493-8553. Proceeds support SCAMPY.



1964 GW Invader. Johnson 25hp electric. Recent tune up. Matching trailer. This classic boat has been restored inside and out. Great first boat for your son or daughter. Only \$5800. Call or text Bill Vogel at (321) 299-2452.



1956 ARISTOCRAFT
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BOATS FOR SALE

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1937 Chris Craft 17' Deluxe – Needs restoration. Comes with a restored instrument panel. \$3,000.00

1941 Chris Craft 22' U-22 Deluxe – Easy restoration. Complete hardware, all instruments except tachometer. Has a Chevy V-8 installed. \$8,000.00

1942 Chris Craft 17' Special Runabout – Boat is in good condition, but bottom is weak. \$5,000.00

1950 Chris Craft 22' U-22 – Boat needs to be completed. \$6,000.00

1950 Greavette 18' Dispro – Boat and motor restored. Has won several first place awards and a People's Choice Award. \$16,000.00

1950 Penn Yan 14' Aristocrat – Complete outboard boat. \$800.00

1955 Feathercraft 14' Vagabond – Hull was painted, stripping not completed. Comes with a 50 HP Mercury 500. \$2,000.00

1962 Century 15' Palvo – Restoration started, hardware is rechromed, excellent engine and new old-stock Volvo Penta outdrive. Interior has been redone. \$3,000.00

1971 Thompson 18' Outboard Bowrider – Fiberglass Low hour 115 HP Mariner outboard, plastic fuel tanks, mooring cover, good bimini, perfect original interior, on a good trailer, fresh water use only, runs perfectly, all instruments work. There are no surprises. \$4,000.00

LOCATED IN VERMONT:

1939 14' Larson Outboard Runabout – Available: Evinrude Big 4-33 HP. \$2,000.00

1956 Penn Yan 14' Captivator – Easy restoration of very complete boat including hardware. Available: 35 HP Johnson Electric Start. \$3,000.00

Contact Wes at 352-217-0292.

Leave a message or send a text. All boats are on some sort of trailer, but they are probably not roadworthy. All boats are stored under cover inside.

1964 CHRIS CRAFT SEA SKIFF Recently refinished with bottom sealed. In good running condition. \$15,000 OBO. A portion of this sale will go to support the SCAMPY program. Contact LGRonca@gmail.com



1907 SMITH BROTHERS LAUNCH powered by an OMC 4 cylinder engine. Totally restored in 2014. Garage stored since the restoration. New fuel tank 2024 and carburetor rebuild 2025. \$19000 OBO. Beautiful condition both mechanically and haul.

Contact Lgronca@gmail.com



UP FOR SALE IS THIS BEAUTIFUL 1959 BOWMAN with its original 1959 Mercury Mark 58A and 1959 Tidewater trailer. The 1959 14' Bowman is a very rare seafoam green color boat with beautiful rear fins. The boat has been fully restored with a new transom, flooring, upholstery and the original hardware has been rechromed. The boat comes with all new wiring, bilge pump full waterline Sunbrella cover and removable Sunbrella bimini top.

The 1959 Mark 58A, 45hp with its vintage fuel tank have been fully restored to their original specifications by Alan Spaeth and the engine has less than 20 hours on it. This boat and engine are museum quality and a real eye catcher wherever you take them. The Tidewater trailer has been fully restored with all new wiring, LED lighting, winch and a new dolly wheel. The trailer has new bearings, tires and wheels. The price for this rare piece of history is \$12,500. Contact Pete at 863-412-8816 or capri@tampabay.rr.com



1962 18.5' Chris Craft Holiday Mahogany with trailer. Excellent condition water ready! Original 283 engine, All cylinder compression 125psi. Restored with 5200 bottom, all gauges refurbished all original chrome. Fully documented with original sales brochure and price list. Museum quality documentation. One other owner Mr. Andy Rooney from CBS 60 minutes. \$14,900. Phone Herb Nyberg at 860-334-7067. I am in Marathon but Miss Chris would like to live on a lake in Central Florida.



NOVA 24 V-DRIVE 1970

Allan Brown boat. Twin stroker 351w. Stringers/transom/awlgrip/etc. approximately 50 hours. Ready. Probably best out there. Professionally completed in '19. Owned since about 1994. It sat in storage waiting on boathouse until 2021. Located Central Florida. Half of my cost. \$49,900.

Call Craig at 713-446-1555
Email rancheroxl@yahoo.com

Calendar



October 17, 18 & 19, 2025

Lake Mirror Classic Show.

Set up on Oct 17 from 1-5pm

Dinner nearby at Texas Cattle Co. at 6pm

RSVP for dinner to Bruce Kester

brucevalvepoint@gmail.com or text: 407-925-1397

Other questions: Mike Hodes

mhodes1007@gmail.com or text: 407-925-1397

November 7, 8, & 9, 2025

Sunnyland Annual Dinner and BOD Meeting in the Mount Dora

November 7, 2025 - (Friday)

Welcome Reception

Mount Dora Yacht Club 5-8pm

Contact: Tom Drozd

Frank Miklos, Chairman, Events and Activities Committee

See acbs-sunnyland.org for more information on events. Some forms are required for attendance and are provided on the website.

November 8, 2025 - (Saturday)

Morning Poker Run -

Lake Dora, Lake Eustis and Dora Canal

Annual Dinner Banquet -

Mount Dora Yacht Club

6-7pm Cocktails

7pm Dinner

Contact Tom Drozd

November 9, 2025 - (Sunday)

Annual Membership and Board Meeting -

Lakeside Inn, Mount Dora Note Change of Location
Dockage available at Lakeside Inn

9am Continental Breakfast, meeting begins

March 26-29, 2026

Sunnyland Boat Festival

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The Sheerline

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