

"THE ORIGINAL"

TEXAS CHAPTER

ANTIQUÉ OUTBOARD
MOTOR CLUB, INC.



Texas Chapter News

VOLUME 2, ISSUE 2

APRIL 2015



60th Annual Houston International Boat, Sport & Travel Show January 2-11, 2015

Once again, the Texas Chapter of the Antique Outboard Motor Club, Inc. (AOMCI) joined the Southwest Chapter of the Antique and Classic Boat Society (ACBS) to co-exhibit boats and motors at the huge annual Houston International Boat, Sport & Travel Show held at the NRG (formerly Reliant) Center. This is a huge show - over 1100 new "for sale" boats were there accompanied by all kinds of outdoor gear, RVs, campers and "what all".

The theme of the 60th show was, "That was Then....This is Now!" We sure played our role regarding the "...Then" part. By popular acclaim, the most appealing and crowd pleasing boats and motors were indeed our oldies. We wowed the crowds again in the main lobby area of the NRG Center where folks had to pass by us to enter the show.

All our exhibitors pulled some display booth duty during the 10-day show that spanned two weekends. During these sessions, we were asked every imaginable question about old boats and motors making our experiences really fun. After all these years, folks stop by our booth telling us of treasures stored in their barns and garages. We seek to help them fix up or find new homes

for motors and boats and especially encourage them to join us in our hobby clubs.

This year's exhibit was organized by Di Johnson and Adam Finn. This is the 29th year that the antiques and classics have graced the Houston show. In fact we were pleased to have on hand club member Tom Oncken who

co-hosted the original oldies display in the Houston Astrohall in 1987. Among our boats, three impeccable inboards anchored the front and center spots of our display:

— Ellery Andrew's 1956 18' Century Resorter. "Asolare" is a beautifully restored and repowered classic - all the engine work done by Ellery and family. Complimenting the big boat was a scale dingy cradle hand-built by Ellery for his granddaughter, Madeline. A pedal boat that had been styled after the old woodies was also on display.

—Mike Friesel's 1946 16' Chris-Craft Special Runabout. "Current Affair" is always a popular boat at this show. All the restoration work was done by Mike and his brother Dennis showing excellent fruits of their labor.

—Bob Germany's 1956 17' Higgins Sport Speedster. "Fiddlesticks" is really a head-turner with its red trimmed white hull and bright mahogany transom!

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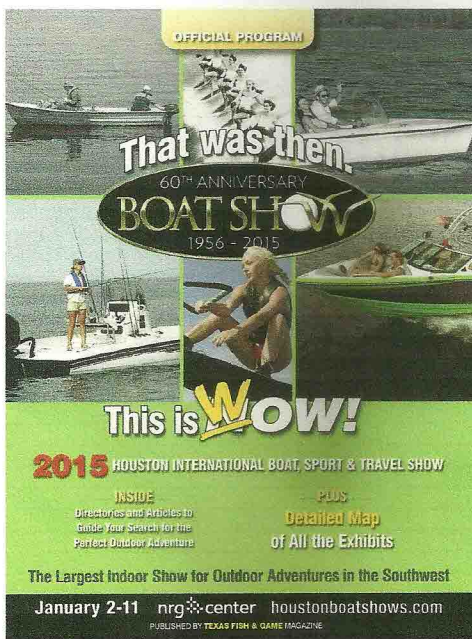
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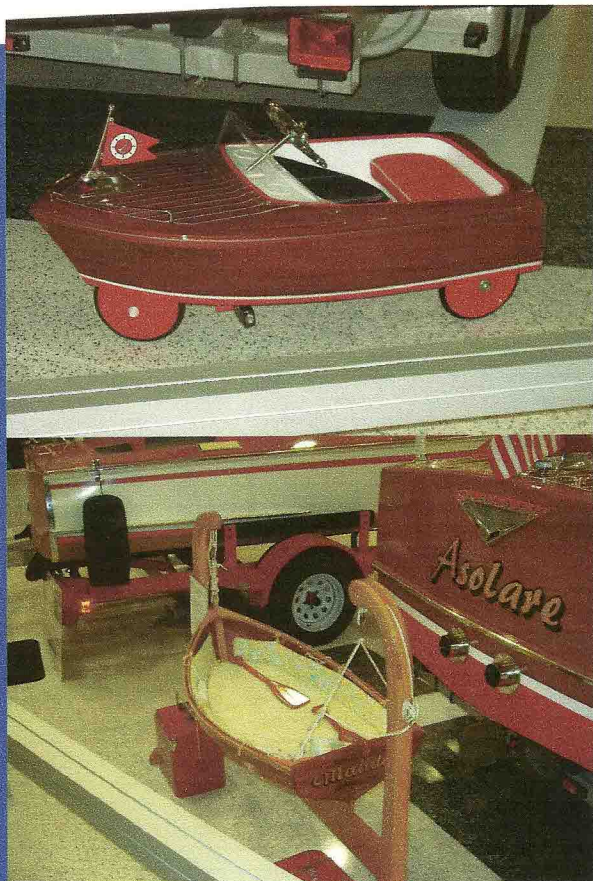
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Ellery Andrew's custom pedal-car boat replica.



Ellery Andrew's hand-built scale dingy cradle, "Madeline", was displayed next to his full-sized Century Resorter, "Asolare"

We had a variety of outboard boats and motors on display:

—Adam Finn's 1961 16' Glass Magic runabout, made in Ft. Worth, TX and powered by 1963 Merc 650, 65hp. What a pristine rig!

—David Coffey, Jr. and Sr. brought Junior's impeccably restored red Arkansas Traveler with its 1958 Merc Mark 58. Besides being so well done, this rig had a few surprises including completely hidden ignition switchology and a motor-mounted folding stern light (an original accessory offered by Kiekhaefer Corporation).

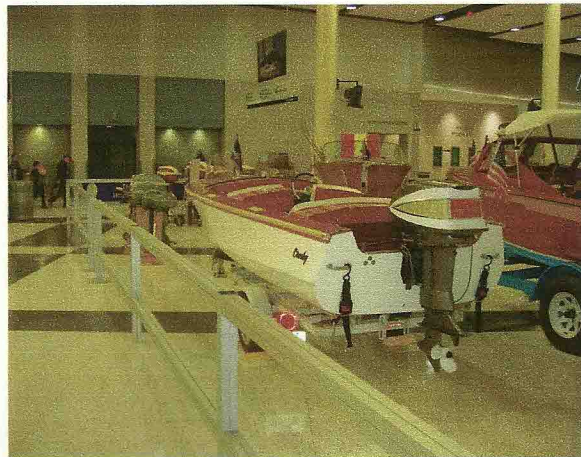
—Darryl Hurst's 1963 15' Proske with 1964 Johnson 60hp Super Sea Horse. The Proske is indeed a Houston-built wooden boat and Daryl did



From left to right: 1957 Crosby, 1963 Proske, and 1946 Chris-Craft

a beautiful job on the restoration.

—John Platou's 1960 16' Cruisers, Inc., powered by his 1960 75hp Evinrude Starflite. John completely rebuilt the keel and hull of this boat as evidenced by a big pickle jar of the 4000+ bronze machine screws he replaced in the process.



—Bob Macaluso's 1957 16' Crosby Capri powered by a 1963 Evinrude 40hp Lark. This boat is a hybrid with a gorgeous wood deck over a beautifully restored white fiberglass hull.

—Di Johnson's 1972 8' Hydro. Little "Miss Merc" is a three-point hydroplane home-built from Glen-L "Tiny Titan" boat plans. It is powered by a Mercury KE-7 10hp.

—Ed Slominski's 1956 15' Lyman with Mercury Mark 58. This is an excellently preserved lap-stroke boat, and another beautiful example of Ed's skillful ability to make his wood boats gleam.



—Darrell Beaulier's 1969 Glastron Carlson. Made in Garden Grove, CA, it is powered by a 1972 "Super Strangler" 145hp Evinrude racer. This sparkling blue beauty is a very slick restoration brought back to life from an almost dead drive-by yard find.

—Captain Emma Grace Bayless, when she was age 5, built her 8' Minimost with her grandfather, John Platou. The hydroplane is home-built from plans in the 1978 Science & Mechanics Magazine. It is powered by a 1973 Johnson 6hp.

We also had a great turnout of free-standing outboards on display this year.

—Mark Betner blew us all away with his triple whammy vintage Johnson and Evinrude collections. He brought his complete 1955 Johnson green line-up with the 3hp, 5.5hp, 10hp and 25hp. Mark's motors were wrapped around a feature corner of our display, and included the entire 1957 Johnson line-up of the Holiday Bronze (red) motors, specifically the 3hp, 5.5hp, 7.5hp, 10hp, 18hp, and 35hp. "But wait, there's more"..., Mark also had two beautiful 1957 Evinrudes, an 18hp Fastwin and a 40hp Lark.



—Bruce Miller brought his favorite and "first" motor, a 1948 Johnson TD-20 5hp.

—Di Johnson returned with his three childhood motors on display; Elgin 2½hp, Johnson TD-20 5hp and Mercury KG-4 7½hp complete with his dad's photos of smilin' Di using each motor on Keuka Lake, NY.



—Tom Oncken wowed us all with his eclectic motor collection including his 1931 Indian Silver Ar-

row 10hp, 1938 Clarke Troller 1.3hp, 1939 Evinrude Mate ½hp, 1946 Sea King Midget 1hp, 1954 Mercury Hurricane 20H "Hydro-Short" 16+hp race engine, 1956 Sea King 5hp, 1958 Evinrude Lightwin 3hp, and last, but not least, his son's NOS 1976 Mercury "Merc 25ss" 25+hp race engine which has never been run except at the factory.



—John Plato displayed the entire line of 1960 Evinrude outboards including the 3hp Ducktwin, 3hp Lightwin, 5.5hp Fisherman, 10hp Sportwin, 18hp Fastwin, 40hp Big Twin, 40hp Lark, and 75hp Starflite on his boat.



We wish to thank the Boating Trades Association of Metropolitan Houston for donating a massive "gratis" exhibit space for our two clubs to exhibit some of our toys. We are also grateful for the use of the spectacular rail system provided to us at no cost to protect our displayed treasures.

[This Article was written by Di Johnson and edited by Tom Oncken]

David Coffey's Birthday Celebration

By Tom Oncken

For several years now, David Coffey, Sr. has held an annual wet meet to coincide with David Coffey, Jr.'s birthday. Last year, the Texas Chapter was blessed with great weather and a large turnout; however, the weather would not cooperate this year.

Originally scheduled for February 28th at the Stow-A-Way Marina in Willis, Texas, this year's meet had to be cancelled due to bad weather forecasts. Unfortunately, the weatherman was 100% accurate this time as temperatures were in the low 30's with heavy rain all day long. The day was a total miserable washout.

A last minute effort was made to resurrect the meet on Saturday, March 14th at David Coffey, Sr.'s home. I must admit, when I got up on that Saturday morning, the skies were overcast at my home in Pasadena and fog was heavy. Since we had virtually no sun for the prior nine days and a lot of rain, I almost called to cancel, but my lovely wife volunteered to make the trip with me deciding that we both needed to get out of the house and get some fresh air.

So we headed out for the north side of Houston and were amazed as the fog lifted and the clouds disappeared. A bright ball appeared in the sky and I felt like the old groundhog as I predicted that winter down here may finally be over. Temperatures were in the high 70's and the sky was blue with little to no wind to speak of. What a perfect day for a meet.

My only problem then was finding David's home since I had never been there before. If you have ever had the displeasure of trying to follow Google map directions, you will understand when I say that I could not find any of the streets that were shown on their map. When I passed the Stow-A-Way Marina, I knew I was lost. After a quick phone call, Gary Keeney and David, Jr. came to the rescue and led us to the meet.

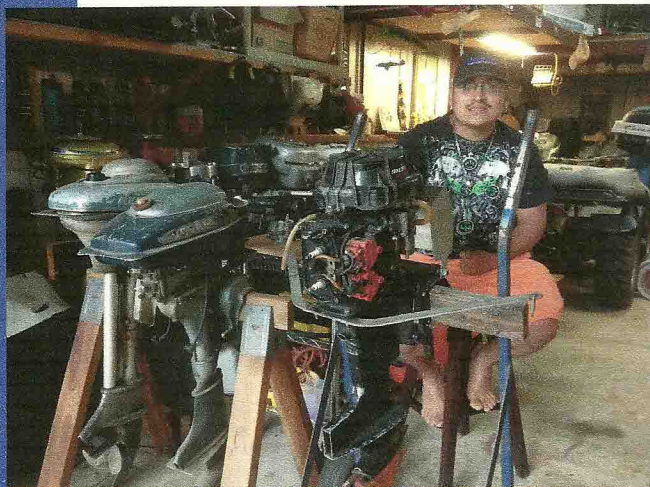
I was disappointed for David's sake because the turnout was very light. Actually, my wife, Cyndi, and I were the only members in attendance other than Captain Gary Keeney. David, Sr. was already preparing for the noon luncheon and his wife, Sylvia, had to go to work until 2PM. So, David, Jr. and Gary decided to give Cyndi and me a tour of the neighborhood.

The area was originally designed for mobile homes and each lot is about 35 feet wide and capable of holding an nice size trailer. Numerous canals crisscross the area and David, Sr.'s home is on a piece of property where two canals intersect. As a result, he has a great corner lot with a covered dock. The canals lead out to Lake Conroe and the landscape is beautiful.

Cyndi and I were given the grand tour. Riding in a golf cart, we were taken to the community launch ramp which we used a little later in the day. Then we visited David, Jr.'s house which has a very nice metallic building built next to it.

When I first met David, Jr. about 15 years ago, our members introduced him to the old outboard hobby. Little did I know that he has amassed a rather sizeable collection of old outboards. A few that come to mind are a 1935 Evinrude Sportsman (in complete condition with the rare rubber handle), a Kissel "Mae West" Waterwitch (also in great condition), at least three nice Mercury Mark 25 outboards (including one electric start), some 1950's Johnsons and Evinrudes, a handful of Champions, and his newest acquisition, a 1978 Merc 25ss racing engine complete

David, Jr. sitting by his Merc 25ss race motor. Anyone have an extra prop?



David has accumulated a very nice collection of outboards



with its race boat. The race boat and motor was acquired as the result of a lead during the January boat show (perhaps more of you will consider working the exhibit now). I will let David tell you what he paid for the boat and motor, but take my word, it was an absolute steal! The motor has the



proper L-12Y Champion race plugs and the correct KC-16A Tillotson carburetor on it. The only thing it really needs is an appropriate race prop.

After viewing David's toys, we took a quick trip over to Captain Gary's place. Gary has installed



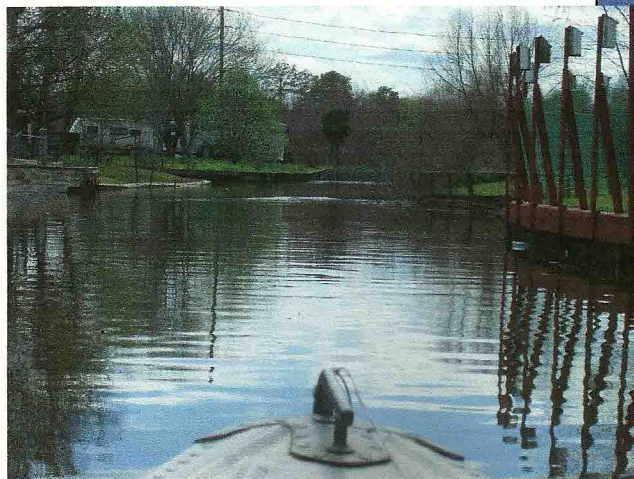
a pair of "Morgan" metallic storage buildings on his lot. One has all of his boating supplies in it. The other has a couch, air conditioner, and some other luxuries from home so he can spend the night comfortably.

He has adopted a cute little kitty that is expecting kittens any day now. Soon, Gary should have a lot of little cats running around.

We finished our tour and headed back to the main house where David, Sr. was preparing a gourmet meal for us. He grilled some spicy Italian sausages for an appetizer and followed that with some grilled Angus burgers containing cheddar cheese and bacon. A slice of provolone cheese was also provided with all of the usual toppings. He also sautéed some peppers and mushrooms to top each burger if desired. If you left hungry, it was your own fault. The meal was followed by a

special cheesecake birthday cake. Unfortunately for David, Jr., he had to listen to us sing "Happy Birthday" next. Before the meal was completed, David, Jr.'s brother, Tony, came over and helped himself to some of the goodies, and Sylvia finally got to come home from work and visit with us.

My wife opted to stay at the house with Sylvia and David, Sr. while David, Jr. and Captain Gary took



Here we are traveling down one of the many canals that crisscross the neighborhood.

me on the grand tour of the waterways. The one thing I know about Lake Conroe is that the lake is very deep and the water is usually pretty rough even when the wind is light. Captain Gary made me ride with him in his Feather Craft with 25HP Evinrude to show me how fast it would go. David followed in his Feather Craft also with 25HP Evinrude. David had some difficulties with his motor, so Gary and I grabbed his rope and towed him back to his father's boat dock at the main house.

During our run in the various canals, we were visited by a rather large and quite vocal puppy



This puppy was not really pleased to see us in his canal!!

dog. Fortunately for us, he proved to be all bark and no bite as he did not decide to swim out to personally greet our boat. There were all types of wildlife in the area including fish, turtles, and birds. A goose briefly checked us out as we passed his lot. Unlike the dog, he did not seem to mind our presence in his part of the canal.

This goose appeared to be indifferent to our visit on his waterway.



It has been a long, cold, and wet winter, so when we finally made it out on the lake, it was fantastic! For the most part, the water was in great condition and fairly smooth for Lake Conroe. The only notable disturbances were the occasional high-speed bass boat passing us to get to the fish before the other guy.



After weeks of cold raining and gloomy days, this was truly a sight for sore eyes.

I wish to thank David, Sr. and Sylvia for having the meet at their home at the last minute. Cyndi and I enjoyed the company and all of the related tours and, of course, the meal. I would like to encourage all of our members to make a special effort to attend next year's meet at the pavilion at Stow-A-Way Marina. Hopefully the weather will be more cooperative then. Oh, in case I forgot to mention it before, Happy Birthday David!

Eat your hearts out guys. David has motors in his house.



Some of David's treasures. Check out the green electric start Mark 25 with key ignition on the front.

A Reunion With Our Founder

By Tom Oncken

Last year around this time, I received an offer from Bill Salisbury of Bumpass, Virginia that I could not resist. He had a NOS set of lower unit gears for an Indian Silver Arrow and I had a beloved Indian that badly needed new gears to replace the deteriorated gears that looked like Swiss cheese which I had just removed from it. Bill's son, David in Maryland, was looking for a late 1950's Evinrude for a project and I knew where I could lay my hands on a 1958 Evinrude Lark 35HP from Louis Rothermel. My only concern was how to get the outboard to Maryland without spending a small fortune on shipping.

Bill came up with a solution that seemed cost effective, so he contacted his son's father-in-law, Dave Reinhartsen of Cleburne, Texas, and made arrangements for me to deliver the motor to Dave somewhere on I-45 south of Dallas.

Surely by now, you know that Dave Reinhartsen is the Founder of the Antique Outboard Motor Club, Inc. and the Texas Chapter. Dave's daughter, Kaarin, married Bill Salisbury's son, David, some time after the founding of our club. Dave and Bill became good friends during the early years of the club and their kids

became very close and a new family was eventually formed.

In the late 1990's, Dave became disenchanted with the Executive Council and a couple of members in the Texas Chapter, and as a result, he eventually decided to quit participating simply saying, "It is not fun any more." Dave sold off his outboards and I became the fortunate owner of his set of original Antique Outboarders from the beginning years of the club. Needless to say, I was looking forward to seeing Dave again after 20 years to deliver the Evinrude for his son-in-law's collection.

We set our meeting for April 26, 2014 (ironically my deceased father's birthday) and agreed to have lunch at Dickey's Barbecue Pit in Buffalo, Texas which is about halfway between Dave's house and mine. My wife, Cyndi, accompanied me to Buffalo and we met with Dave. We had a great lunch and Dave picked up the tab.

I enjoyed talking about the "good 'ol days" with Dave and reminiscing about past meets and all of the members who are no longer with us like George Jacobs, Ted Bieber, O. D. Tucker, and Joel Wrotan, just to name a few. As we parted ways that afternoon, we agreed to keep in touch.

Over the next few weeks, I convinced Dave that it would be a great idea if he became involved in the 50th Anniversary celebration of AOMCI and I encouraged him to work with Scott Bogue and write an article for the Antique Outboarder. Dave and Scott got along wonderfully and began working on Dave's 50th Anniversary article. They

worked on it for several months, and when they were both confident that the article was acceptable to both parties as written, it was put to bed with understanding that it would be published in the January issue of The Antique Outboarder.

By now, you are probably thinking, "I don't recall seeing any article by Dave Reinhartsen in the January issue of The Antique Outboarder", and you would be correct. Within a few days of submitting the magazine to print, Richard Paquette contacted Dave and told him that some revisions would have to be made. Apparently Jay Walls, Richard, and possibly a few other Executive Council members had become concerned that a libel issue may arise from some of the comments in the article. Accordingly, they wanted to omit some key dates from Dave and Scott's hard work.

Dave became irritated and refused to change the article. He could not understand why it was fine in August, but it needed a rewrite in November. Dave was busy with holiday season preparations and felt he was again being attacked by an over zealous Executive Council. With that in mind, Dave stood firm quoting his right of copyright and instructed them to publish his article as written, or simply not publish it at all. As they say, the rest is history.

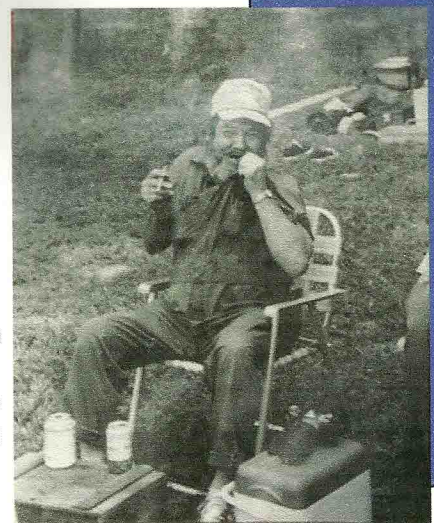
I am continuing my efforts to convince Dave to be a part of the 50th Anniversary celebration. At one time, Dave had mentioned having a reunion with Chris Owen, one of the original founding officers of AOMCI. Hopefully, he will still go to the national meet this summer and reunite with Chris. AOMCI needs its Founder at that celebration.

Hamm's Beer, Leroy, and Winona, MN

By Dave Reinhartsen *[This article is protected by personal copyright and should not be reproduced without the express permission of Dr. David R. Reinhartsen]*

I believe that the Texas Chapter of The Antique Outboard Motor Club had more fun than any other chapter. And much to the consternation of the Executive Council, we always had plenty of beer on hand. In fact, we had a friendly rivalry as to who could purchase the cheapest case of beer a month before the next meet. (Receipt required.) George Jacobs was a frequent winner with Hamm's, nearly out of date, shipped from Minnesota to a hole-in-the-wall convenience store in the middle of nowhere. Ted Bieber brought generic beer from somewhere in Houston, and I bought whatever I could find at Dallas' Red Coleman's, a liquor store chain in Dallas. I rarely won, but I was competitive.

At a September 1987 meet held in front of my lake house by Lake Cypress Springs, a young photographer with his first SLR camera snapped a picture of George, reclining in the shade with a can of Hamm's in a Bush Bavarian Styro-foam, and another resting on an old wooden Budweiser case. The picture of George was priceless, for it captured the unique character of George Jacobs. I had it



blown up to 20X24 size and framed it.

Early the next year the devil tapped me on the shoulder, suggesting that, since George liked Hamm's so much, perhaps he should send them an 8X10 copy of his picture. I wrote an accompanying letter noting "the deep allegorical significance," and offered the Texas Chapter's endorsement of Hamm's as its "cheap beer of the year" for the 1988 Antique Outboarding Season. P.S. Please send 5 free cases of Hamm's to the above address.

I signed George's name to the letter, but did not tell him. It didn't seem right to trouble him with paperwork.

A week or two later, George received a package and a letter from Hamm's. The package contained openers, posters, banners, and all manner of Hamm's paraphernalia. The letter was from an executive at Hamm's, a "Barry" as I recall. He accepted the designation but pled for a slight change, "value" instead of "cheap." He was unable to donate five cases of Hamm's "at this time". George was mystified. I was ecstatic - we had a fish on the line! It was time to set the hook.

I saved George the trouble of responding to Barry's letter. It was the honorable thing to do.

Meanwhile George and I were making plans to attend the 5th International Meet in Winona, MN. Others in the Texas Chapter learned of it and asked to join us. Particularly my wife Gail D. We tried to change her mind, citing hard travel, one woman in with a bunch of men, coarse language, etc. Gail D. was adamant. She wanted to go. Especially because with 5-6 people it would be less expensive and more fun to rent a motor home.

"George's" reply to Barry stated that we were taking a motor home on a 1300 mile journey to Minnesota for an Antique Outboard Motor Club Convention and that we planned to place a huge banner on the side proclaiming that "Hamm's is the Texas Chapter's Beer of the Year (1988 only)". "George" maybe embellished a bit, saying that thousands of people would see the banner and know that "if the Texas Chapter liked Hamm's, it must be great beer". P.S. Please send 10 free cases of Hamm's to the above address. (Yes, "George" was now asking for 10 free cases.)

The motor home idea fizzled when we learned of the expense and several of the Texas Chapter members backed out. It would be George and I

and perhaps my wife, Gail D. I made a deal with her: She would not have to cook or make beds and George and I would allow her to come with us if she would drive in the afternoons. It was a deal she could not pass up.

Barry responded to "George's" second letter by telling him to pick up five free cases of Hamm's at the distributor in Sherman, TX and an additional five free cases at the distributor in Winona, MN.

George provided transportation; a huge 1968 Chrysler Imperial that we quickly named "Leroy the Pimpmobile." Leroy was not just huge, Leroy was enormous! A wide bench front seat, executive legroom in the rear seat plus a trunk big enough for several outboard motors, three suitcases, and five cases of Hamm's. Leroy was in great shape, no dents, air conditioned, and capable of almost 12mpg. We traveled in luxury.

Getting a late start, it would take three days to reach Winona. George and/or I drove in the mornings, and Gail D, as she had agreed, drove in the afternoons. The afternoons were great: George and I sat in the back seat, an ice chest between us, and worked on the almost unlimited supply of beer in the trunk. Rest stops were frequent.

It took forever to get through "DessMoeenees," as we nicknamed Des Moines, IA and another forever to get past a million cornfields. We arrived safely in Winona on Friday afternoon and had another five free cases of Hamm's delivered on Saturday. Of course we shared our good fortune with the other Antique Outboarders. Everyone likes free beer, and as it turned out, the Executive Council in particular. They came back many times but years later criticized the Texas Chapter for our choice of beverage. Go figure.

I was pleased to see my old friends Bill and Gale Salisbury. I was even more pleased to see my daughter Kaarin and her fiancé, David Salisbury. They later married and gave us grandparents three grandchildren. Kaarin and David presented me with the Founders Memorial Award in honor of starting AOMCI in 1965. It was a total surprise.

Our motel accommodations were unusual. A main room with a single bed and an adjacent room with a double bed reached through a door to the side. Someone put the lock on backward - it locked from the outside and could not be

opened from the inside. Awakened by a call of nature, Gail D. and I were locked in. We could not awaken George outside in the main room and sleeping like a baby. Desperate, I tried to get out through a window but it was barred. Finally I used a nail file to unlatch the door - just in time to reach the bathroom. Perhaps I missed my calling as a burglar.

"Leroy the Pimpmobile" was a wonderful ride for an unforgettable adventure. It shifted kinda funny a few times in Winona but otherwise was like a '53 Buick floating on a cloud. Gail D. was great fun to have with us, mornings and afternoons. A truck driver suggested a major shortcut that saved us 300 miles on the way back to Texas. And while Gail D. drove in the afternoons, George and I sat

in the back seat, a cooler between us, reading the newspaper, and drinking free beer like two executives from Corporate. Everyone likes free beer and good company.



George's Feather Craft Boat aptly Named the "Hamm's Special"

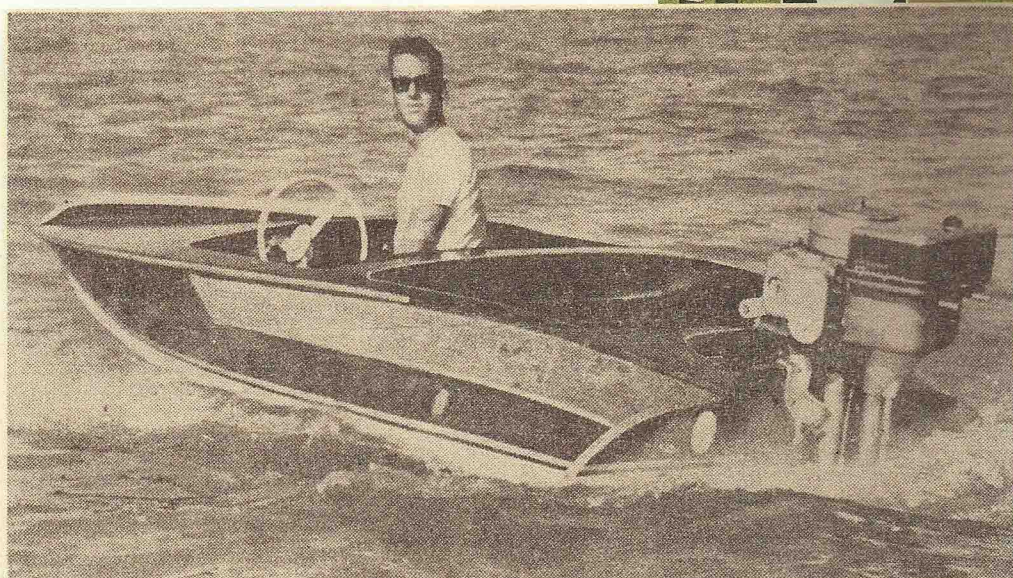
Some Photos From The Past



Dave Reinhartsen's Boat Stored at Cypress Springs

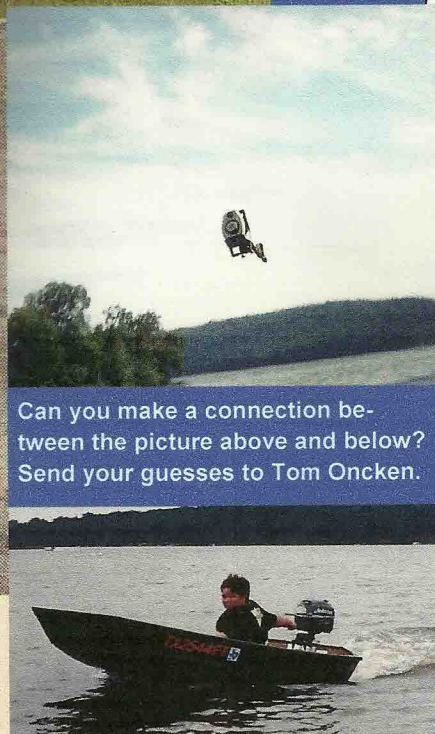


A Meet Held at Lake Texoma. Frank Jacobs proudly setting up the Hamm's Beer Sign... What Else?



A 1938 four cylinder "knuckle buster" was given a test spin in Texas by David Reinhartsen, founder and president of the Antique Outboard club. Reinhartsen,

formerly of Madison, Wis., says any outboard made before 1942 is an antique. His club has 200 members. The kicker shown here is a 33 horsepower Evinrude.



Can you make a connection between the picture above and below? Send your guesses to Tom Oncken.



SINCE 1966

**"The Original" Texas Chapter
Antique Outboard Motor Club, Inc.**

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Upcoming Events for 2015

Texas AOMCI Spring Wet Meet on Lake LBJ — April 17-19, 2015

Most members will arrive on Friday and have dinner in one of the local restaurants. (A few will actually arrive on Thursday to get off to an early start.) We plan on having boat cruises and a picnic style dinner on Saturday evening. Dinner will consist of Grilled Steak, Baked Potato, and lots of other goodies. Due to the increased cost of steak, we will be collecting \$12.50 per person for the Saturday meal. Longhorn Resort is located on the water with comfortable cabins with kitchens. There is plenty of dock space and slips. For reservations contact Longhorn Resort at (325) 388-4343. Longhorn Resort's address is 151 Melodie Lane, Kingsland, TX 78639. Their web site is www.longhornresort.com

Annual Lake Catherine Wet Meet in Hot Springs, Arkansas — May 13-17, 2015

This wet meet is one of our favorites. You have to experience the picturesque beauty and steep canyons that surround this serene lake in Hot Springs, Arkansas. This is a great boating event to "exercise" your boat and motor. Come and enjoy the incredible natural beauty of this area and spend some fun time with other club members. While here, do not forget to avail yourselves of a side trip to "downtown" Hot Springs and experience the original health bath attraction of the area. The state park cabins are very well appointed, very nice and quite comfortable. Don't wait too long to make your reservations for a cabin. Cabins rent from \$81.00 to \$99.00 per night. There is a 30 day cabin cancellation policy requirement at the state park to avoid being charged for one night's stay. To make reservations, please call the state park at (800) 264-2422 or email lakecatherine@arkansas.com. The park's address is 1200 Catherine Park Road, Hot Springs, AR 71913.

Lake Houston Wet/Swap Meet — June 13, 2015

The 4th annual summer meet will be held on Saturday from 8:00AM until 5:00PM. This one-day boating/sell/swap meet is on Lake Houston, a 14,000 acre reservoir and a mere 20 minute drive from downtown Houston. The meet is held on the southeastern side of the lake at the Indian Shores Community Center. This facility is a lake-lodge style center resting on 1.5 acres of beautiful waterfront. Some of the features of this location include an air conditioned clubhouse (with indoor restrooms), easy slope, double wide boat ramp, picnic tables, and shady trees. A long pier and adjacent bulkheads provide for docking, but be sure to bring extra bumpers or cushions to protect your boat. This event has turned into a great relaxing family meet. Lots of kids came last year and found many playmates. We will have a "Kids Fix a Motor Clinic" for youngsters to turn that first wrench. For lunch, we will be grilling up some great hot dogs with all the fixin's for a nominal cost per person. John Platou and Jeff Workman live on the lake and will lead us on a boat parade. Make sure you have the normal state-required safety gear on your boats along with your registration card as we invite City of Houston Police Lake Patrol to lunch. If coming from out of town, contact Best Western Plus at (281) 852-5665 if you want reservations. For GPS, the closest address to Indian Shores Community Center is 20719 Appaloosa, Crosby, TX 77532. Contact Adam Finn to let him know the number in your party coming for the lunch, and call John Platou at (832) 473-8928 if you have any other questions.