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Every 3rd Saturday in June

HARBOR

ISLE

WOODEN

BOAT SHOW 2019

**FREE & OPEN
TO THE PUBLIC**

FRI JUNE 14

**Grand Lake
Boat Cruise at Noon**

SAT JUNE 15

**Boat Show at 9:45 am
Presque Isle Harbor**



**2019
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PRESQUE ISLE HARBOR WOODEN BOAT SHOW 2019

Welcome...

Dear Boating and Car Enthusiasts

Welcome to the 27th Annual Presque Isle Harbor Wooden Boat Show and also 2nd Annual Classic Car Show. The Boat Show Committee and myself hope that you will enjoy the boats and classic cars as much as we enjoy bringing them to you. Presque Isle Harbor has been a part of Northern Michigan history for many years as well as many of the boats and classic cars that will be on display.

This year our show is 27 years strong. We hope that this year's show will be enjoyed by many. We are saddened this year with this loss of our shipmates Rob VanSchoten and John Vogelheim. They were a very large part of our show every year. Rob VanSchoten was our treasurer for many years. John Vogelheim was one of the first members and one of the founders of our show. They will be missed greatly. The show will be very different without them working side by side with us on show day. A special thank you to all the wonderful sponsors and committee members who, with them, this show wouldn't be possible.

Sincerely,

Bob Van Dusen

Chairman



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PRESQUE ISLE HARBOR WOODEN BOAT SHOW 2019

PLEASE Buy
50/50 Tickets
To Support Our Show
THANKS!

NO ADMISSION CHARGE

SCHEDULE OF **EVENTS**

Friday | June 14, 2019 *Boat Participant Day*

11 AM Participant Lunch at Presque Isle Harbor Association
Grand Lake Beach House

12 PM Boat Cruise from Grand Lake Beach House

6:30 PM Reception for Participants at the Old Historic Presque Isle
Lodge, 3 miles south of the Marina on Grand Lake Road

Saturday | June 15, 2019 *Everyone's Welcome*

7 AM - 10 AM Participants' Boat Launching at Presque Isle Harbor

8 AM - 10 AM Registration for Classic Car Show

9:45 AM OPENING CEREMONY

Boat Blessing – Rev. Scott Landane, St. Ignatius Catholic Parish
27th Anniversary Show opens with a Cannon Shot

10AM-4PM CLASSIC CAR SHOW (ALL Cars Welcome)

10AM-5PM ANTIQUE & CLASSIC BOATS
Viewing at Presque Isle Harbor

11 AM - 2:30 PM Boats on Display for Balloting

10 AM Arts & Crafts & Vendor Market

UNTIL Model Boats on display in the Model Tent

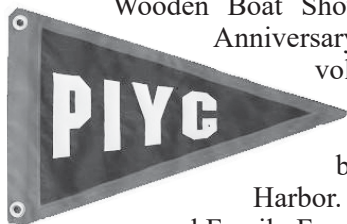
5 PM Kids... Enjoy Special Activities (ages 8-12)

2 Lighthouses Open to Climb

3:00 PM AWARD CEREMONY

*The local Coast Guard Auxillary from Alpena
will be on hand to do Boat Safety Inspections.*

Presque Isle Harbor 5462 E. Grand Lake Rd. Presque Isle, MI 49777
www.PresqueIsleHarborWoodenBoatShow.com



The Presque Isle Yacht Club has always been a major supporter of the PI Harbor Wooden Boat Show. Our congratulations on it being the shows 27th Anniversary. We salute all the committee members and local volunteers that work so hard year around in order to make this such a nice weekend outing in beautiful Northeastern Michigan. What a wonderful location being just off of Lake Huron in beautiful Presque Isle Harbor. Wishing you all success and great weather during this real Family Fun weekend activity.

The Presque Isle Yacht Club Bob Mitchell

Presque Isle Wooden Boat Show 2019 Sponsors – Thank You All!

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PLEASE - Buy a 50/50 Ticket To Support Our Show - THANKS!

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WOODEN BOAT SHOW

2018 AWARD WINNERS

WOODEN BOATS

CLASSIC CLASS - Bruce Miller

SKIPPER'S CHOICE & PEOPLE'S CHOICE & BEST TRANSOM

"Mail Order Bride" - Randy Tisher

and the...

and the...

CARS PEOPLE'S CHOICE

- 1st** Bruce McHaney
- 2nd** Bill and Linda King
- 3rd** Corey Cook
- 4th** Cindy Buchholz
- 5th** Margo Wasilenski

MODELS

- SAILBOAT** - Richard Lappan
- RUNABOUT** - Lynn Laskowsky
- WORK** - Lynn Laskowsky
- RADIO CONTROL** - Richard Lappan

Mission Statement:

To provide citizens of the area an opportunity to view and appreciate the beauty and craftsmanship of old wooden boats.

We welcome the pride of ownership on the part of these exhibitors, along with the dedication of the volunteers that make this show successful! We hope that you enjoy the scenic beauty of the great out-of-doors surrounding Presque Isle Harbor.

Have an enjoyable day at our show.

Presque Isle Harbor
Wooden Boat Show Committee



COMMITTEE MEMBERS

- Bob VanDusenChairman
- Lisa Martin.....Brochure, Clothing, Secretary
- Tim (Mary) Chimner.....Show Registration
- Bob Rosa.....Model Boats
- Don Morin.....Model Boats
- Amber Bee.....Arts & Craft
Vendor Market
- Adam Beauvais & Steve SpencerFriday
Lunch/Picnic
- Melissa KowalskiPhotography
- Robin & Laurie Spencer.....Hosts PI Lodge
- Ted Heintz, Robert Kowalski, and
Dave Kowalski Sr.....Launching & Docking
- Barry Schatz.....Music & Entertainment
- Additional members include:
Cliff & Linda Beauvais, Heather Vogelheim,
Bob Young, David Kowalski Jr.

Visit Presque Isle Township's

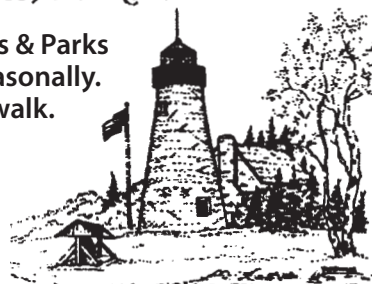
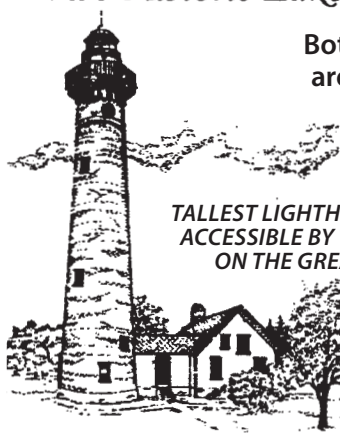
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PRESQUE ISLE WOODEN BOAT SHOW 2019



Remembering John...

This year we would like to honor John Vogelheim – a long standing boat show committee member and avid boat enthusiast who sadly passed away this past February.

John's love for boats began at the age of 14. In 1956 he bought a kit boat which he ordered from a catalog and shipped into Rogers City by rail car. Not as complete of a kit as he anticipated receiving, requiring help to assemble from local carpenters to lay out the hull, made of Honduras Mahogany. To complete the sides John had to purchase several sheets of marine plywood from LaCrosse Marine Works in Alpena. These he had to soak in the old fish docks behind Vogelheim Lumber for several days. This allowed he and his helpful carpenters to wrap and twist the plywood sides all the way back to the sponsons. The boat was christened as "The Lucky Lady" referencing his mother, Margot Monroe Vogelheim.

Originally powered by a 10hp Johnson motor, it provided countless hours of entertainment off the waterfront of his parents home on Lake Huron. John passed along his love of boats, with "The Lucky Lady" being shared with his sons and later, his grandchildren.

John enjoyed cruising the lakes and inland water ways with family and friends. Whether it was in his replicated Red and White, "Pam-purred" built by friend and fellow enthusiast Ted Heintz, his 1952 Shepherd Utility aptly named "The Lord is My Shepherd", or the Janice K, the 17' Thompson he had personally restored. You could always find him making plans with a group of old friends or new, to enjoy a day of boating. He was indeed passionate about boating, sharing time with others, and had a genuine love of life.

John was dedicated to his community and the service of others. The Presque Isle Wooden Boat Show was one of his fondest endeavors. He will be greatly missed by many but his love of community will live on as we continue to enjoy our beautiful Northern Michigan and it's bountiful waters that were such a part of John's life.



Left, John Vogelheim, center Dave Sr., right Bob Fairchild. My dad and some of my best friends.

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HARBOR WOODEN
BOAT SHOW



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PRESQUE ISLE
HARBOR

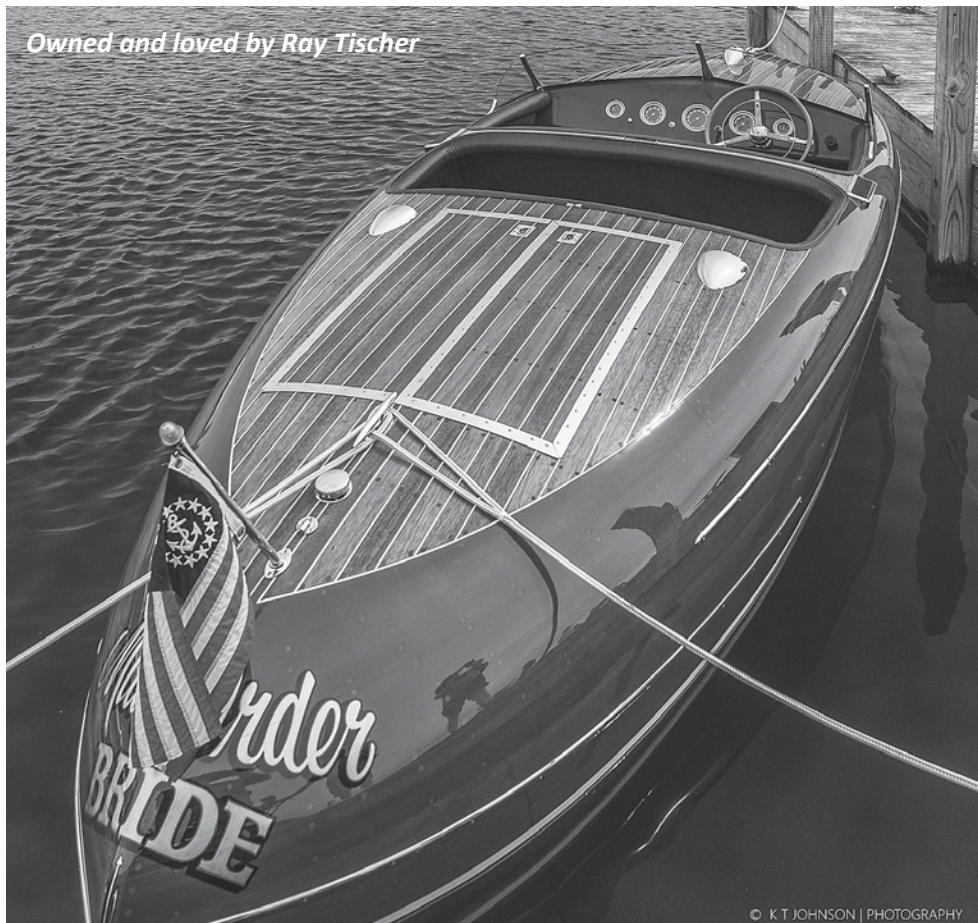
WOODEN BOAT SHOW

2019

FEATURED BOAT

“Mail Order BRIDE”

Owned and loved by Ray Tischer



© K T JOHNSON | PHOTOGRAPHY

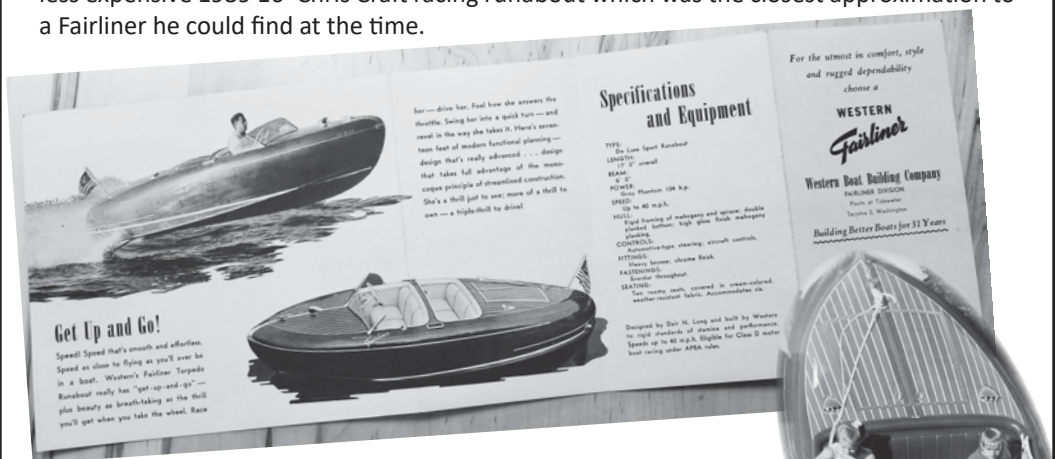
Ray Tischer lived and worked in Dayton, Ohio, but his true love and passion (other than his wife Mary) was Northern Michigan, Grand Lake, and especially, wooden boats. He began coming to Grand Lake in 1925 as a baby, and never missed a year for the next 80 years. While his father came to Grand Lake for the fishing, Ray came to play with boats – all of which were made out of wood in those days.

After returning home from WWII, he fell in love pictures of a 17' Western Fairliner Deluxe Torpedo. Designed by famed naval architect Dair Long who designed PT Boats

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during the war, this boat was the most beautiful boat he had ever seen. But since they were built out in the state of Washington, he had no way of physically seeing or driving one. Ray wrote to the builder, Western Boat Building Company in Tacoma Washington, asking for information and pricing. In a return letter dated August 31, 1948, Ray learned that his dream boat, powered with a Gray Phantom 104 horse power engine, would be able to reach speeds of 38 MPH – pretty fast for boats back in 1948! Unfortunately, all that beauty came with a very high price, \$3,490.00 plus freight from the West Coast! Ray settled for a much less expensive 1939 16' Chris Craft racing runabout which was the closest approximation to a Fairliner he could find at the time.



Fast forward to 1987. Ray had retired, and now had the time to spend on his lifelong passion... wooden boats. He had never forgotten how much he wanted a 17' Western Fairliner Torpedo. The Fairliner division of The Western Boat Building Company only built 32 the 17' Deluxe Torpedo's from 1947 to the mid 1950's when a fire at Western Boat Building plant destroyed all of the plans and building jigs for the boat. Not more than 6 or 7 were known to remain. Ray finally located one for sale not far from where they were built, out in Tacoma Washington. This Deluxe Torpedo was built in 1950 with serial number 1026 meaning that she was the 26th model built. The owner loved the boat, but at 6'4 and 270 lbs, could not get behind the steering wheel with much ease! Letters (yes, letters – no e-mails or cell phone phones back then) were exchanged, a price was negotiated, and in October 1988, Ray found himself the proud owner of a boat that he had never seen or driven in person... hence the name "Mail Order Bride" became the name of the boat. **Mail Order Bride** was loaded on a truck and shipped across the country to Dayton, Ohio, and eventually up to Grand Lake in Michigan, where she still resides and is enjoyed by the Tischer family today.



Photo above: **Mail Order Bride** with Randy, Beth and daughters Emily, Leslie and baby Melissa, taken from a bridge during the Bay City Boat Show about 27 years ago.



PRESQUE ISLE HARBOR WOODEN BOAT SHOW 2019

“Coming Home”

I was just a boy in the 1960's when I first heard the perfect sound of a flat six during a summer's eve party held on a lush park lawn somewhere along the shores of Lake St. Clair. Most of the kids present were attracted to the many freighters with their loud horn blasts as they entered the Detroit River, but I was drawn instead to a small wooden boat that seemed to glide effortlessly along the shoreline with amazing grace. The mahogany beauty was far more than my family of limited means could ever enjoy in those days, but that never stopped me from dreaming of that astonishing boat ever since.

A few years ago when my daughter was old enough, I introduced her to the Indiana Jones sagas, and like me, she became fascinated with those movies and its 1940's setting. While many have fallen in love with Woody's from movies such as *On Golden Pond* or *Captain Courageous* (a favorite of mine), Izzy's love began watching the Venice chase scene in *The Last Crusade* and who could blame her.

Thinking that few find enjoyment in their financial investments, I finally had the courage to ask my wife (on my children's behalf of course) if she



would consider having a classic boat for our summers in Michigan. After convincing Jolene a well cared for boat of the pre-war era had a solid return of 5-7% annually along with the added bonus of making memories for our kids, she finally agreed with only one stipulation, it be named for our newest son. I began my search immediately.

For over a year I searched for a 1941 Chris Craft double cockpit runabout in Bristol condition as I loved the lines, curved windshield, and its barrelback look of the many pictures, paintings, and sightings I've seen over the years of dreaming. But after a year, my broker out of British Columbia just couldn't find what I longed for. Instead, I was eventually offered a chance at a 1940 19' Chris Craft custom with the split Bugatti windshield and the CC 130 horse M engine in perfectly restored and accurate condition. Initially I wasn't sure, the boat was recently restored with the correct pig skin leather and ultra rare orange seams combo, of which I had not seen in person. In truth, I told my broker I wouldn't be interested unless the boat was of the quality of *Satin Doll*, a boat most are familiar with given how many shows it has won throughout North America and was even featured on the cover of Carol Van Etten's 1985 book, "prewar Wood". To my surprise, the boat available was indeed *Satin Doll*!! Excited, I immediately asked for pictures, and when I saw the blue and cream instrument dials unique to that year, I couldn't let the chance pass me by and I purchased the boat from Paul Harrison of Alberta (former Vice President of the CC Antique Boat Club).

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PRESQUE ISLE HARBOR WOODEN BOAT SHOW 2019

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Coming Home

This classic boat began life in late 1939, not far from my home of Detroit in Algonac Michigan, when someone at the factory hand wrote on the factory equipment record "try orange stripes". Hull number 48749 was shipped to Reno, Nevada June 13, 1940 with an uncommon factory windshield spotlight and a prop (# 7946) "suitable for 6200' elevation". The boat's first owner was a Buick Dealership owner named Al Hoffman of Marysville, CA who kept it at Zephyr Cove on the Nevada shore of Lake Tahoe with the name of *Dynaflow*. The initial purchase price of \$1990 and was only \$900 less than the average home cost in 1940; this is likely why we often associate these particular boats with Dean Martin, Frank Sinatra, Henry Ford, and Elvis Presley among others "better off" in those years. Some people have even thought perhaps Bing Crosby may have owned this boat, but after exhausting research, it is likely they remembered seeing him on it when it was one of three CC's used in a marine concession at Bijou (South Tahoe) in the 1940's offering rides for \$3 from Emerald Bay to Zephyr Cove to many, especially celebrities.

Mr. Hoffman later sold the boat to a John Deere agent named Henry Miller also of Marysville, whose niece eventually inherited it. The boat was restored in 1977 by Jim Carson of Napa, CA (who has now passed) along with Jay Thelin and she was renamed *Citation*. *Citation* went on to win many shows including the Tahoe Concours d' Elegance in the early 1980's and was eventually purchased by Dick and Louise Weiner of Newberg, Oregon in 1991 and named *Satin Doll*. People will remember *Satin Doll* winning numerous shows and awards over the years including the Best Chris Craft Award of Brass Bell's national contest of 1999. *Satin Doll* was finally sold in July 2007 to the Harrisons who have contributed greatly to the boat's legacy and the hobby.

Satin Doll has experienced additional restorations over the years and continues to be true to the exact state it left the factory in 1940. In fact, this boat still preserves 90% of its original wood and nearly 100% of its hardware, extremely rare for any boat of this era.

Having convinced my wife, I finally realized my boyhood dream on June 13, 2016. After traveling all over North America, *Satin Doll* returned to Michigan where it began life exactly 76 years to the day (entirely ironic) and was named *Noah's Ark* after my son as promised. During shipment from Canada, many people familiar with this particular boat were excited on hearing of its journey back home. Even Carla Gernhofer VP of Hagerty's Classic Marine Insurance (who rode the boat often in Tahoe) and Mike Green of Maritime Classics in Traverse City who actually assisted on restoration of this boat in California at one time, called to congratulate us on returning the boat to its birthplace. Mike Green continues to maintain *Noah's Ark* and is in itself serendipitous as he is the great, great grandson of Chris Smith of Chris Craft (whose son Jay wrote "try orange stripes" on the actual equipment record).

Noah's Ark can now be seen gracefully gliding along the quiet shores of Lake Huron in Rogers City, Michigan on many summer evenings. And, while it recently won The President's Choice award at the Traverse Boats on the BoardWalk Classic boat show, *Noah's Ark* is much happier just making memories for my kids who love movies and the perfect sound of its flat six as I did 50 years ago, and that's what she was really built to do. **by Norm Fasse**



PRESQUE ISLE HARBOR WOODEN BOAT SHOW 2019



“Memories of the River Rats”

by Bob Van Dusen

Back in the early 1960's there was a group of young high school boys that were known as “The River Rats”. These boys ruled the Thunder Bay

River with the tiny high powered boats. I was pretty young at the time and these seven guys were my heroes. I would wake up to the sound of roaring boat motors every Saturday. I would rush down to the river bank and sit there for hours to watch them fly up and down the river. I thought that one day soon I would build one and maybe join the club. I started to build one for myself. But I didn't have much time and much money. I was too young to get much money. It was about \$25 dollars to build a River Rat Boat at that time. So I used whatever would wood and other materials that I could find. Finally a year later I had my River Rat Boat with a mercury motor strapped to it. By this time all of my hero's has traded their boats for girlfriends and that was the last I seen of them... I was the only River Rat on the river which wasn't much fun.

One of the original River Rats has been coming to our boat show for a lot of years with his wonderful display of outboard motors. His name is Leonard Bruski. The other six heroes of mine were: Chuck Bruski, John Nowakowski, Mark Nowakowski, Dan Pilarski, Allen Shea and Dave Kendoziorski.

A few of these boys should be at the Boat Show this year. Leonard Bruski will be there with his display of antique motors. Some of the River Rats should be at the show during the day to share their fun times that



they had when they ruled the river. Stop by and say “hi” and see them. Maybe if I asked them real nice they would let me join the club, but I might be too old now...

Editors note: *I think this is a big part of Bob's love of fast boats and being on the water. Bob has been into boats and boat racing for many, many years. He loves the Presque Isle Wooden Boat Show for all the beautiful boats and all the wonderful boaters that he gets to meet and trade stories with.*





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PRESQUE ISLE HARBOR WOODEN BOAT SHOW 2019

“Lark’s Harbor”



Louis Joseph Stubl (1905-1967) debated between two investment properties - Tony Decker's in Oscoda and the former Harbor View Hotel property owned by Mel Karol. Louis and Mel negotiated the purchase of the Harbor View Hotel property at the Colony Bar in 1956. They both came out of the Colony Bar believing they got the better deal. Louis added a dairy bar and general store and named the business Lark's Harbor Lodge after his four sons - Louis, Andy, Roger and Keith. It is the current site of the Portage Restaurant and the Presque Isle Harbor Marina. Louis is buried in the Presque Isle Township Cemetery.



PRESQUE ISLE HARBOR BOAT SHOW 2019

Tug Dolomite sinks in Calcite harbor

Historic article from
The Advance

Efforts to raise the sunken tug Dolomite have been continuing around the clock since the ship went down in some 22 feet of water during the early morning hours of December 27th.

The tug, which is 95 feet long, has a 26 foot beam, 13-1/2 foot draft and weighs over 300 tons, sank sometime between the hours of 2 and 3:30 a.m. and was discovered by a crew member of the Str. W.F. White.



ALL THAT CAN BE SEEN of the sunken tug Dolomite is the top of her pilothouse and stack (shown above) as she lies in some 22 feet of water at her berth in the Port of Calcite layup harbor. Below, the view demonstrates how the Dolomite slipped under her sister tug, the Limestone, as she sank early Thursday morning, December 27th. Efforts to raise the 95-foot vessel are continuing. The cause of the sinking are still under investigation by U. S. Steel officials.



Company officials are waiting for the vessel to be raised in order to determine why it sank at its winter berth. Prior to the sinking, the vessel was being prepared for the winter lay-up.

Raising operations have been somewhat slowed due to oil seepage from the vessel's fuel tank. Styrofoam booms to contain the oil were obtained from the U.S. Coast Guard at Sault Ste. Marie and from Gerald Moravy of Mt. Pleasant. A company spokesman added that three tank trucks with skimming equipment were on hand and the recovered oil would be disposed of through methods approved by the DNR. The spokesman said that the spill fortunately had been contained and none of the oil got out of the harbor.

Divers from Durocher Dock and Dredge Company, Marine contractors of Cheboygan, have been on the job working to seal and pump out the vessel's tanks, as well as the engine room.

Once the engine room is pumped out, the vessel can then be raised. The operation has been continuously monitored by the Coast Guard and the DNR.

The company official continued, "While the incident is highly regrettable, we are happy that it involved no personal injuries or damage to the harbor environment."

It is expected that the sinking will have no adverse effects on harbor operations in 1974.



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The Historic Fireside Inn



"In the winter of 1908, George (Kauffman) had enlisted the help of his oldest son, George H. in obtaining lumber to build the structure. They waited until the lake's ice was strong enough to support a sleigh load of logs, and then set out in search of the finest pine trees on the lake. The prized timber was cut from both privately-owned islands and state-owned land at no expense. In early spring, the logs were sawed into rough planks at a portable mill on the south end of Grand Lake, and then carried to an Alpena finish mill in the Kauffmans' ox-drawn wagon. Construction of the 24 x 40-foot two-story hotel began late in the spring of 1908. Joe Kauffman contributed his

expert carpentry skills, lending a hand to his older brother in planning and erecting the structure's framework. By fall, the men had completed the framing of the main building and its 16 x 24-foot kitchen wing. Room partitions were added during the winter. The kitchen, dining room, and sitting room occupied the first floor. The second story held eight guest rooms in the main section and two rooms above the kitchen. An inviting cobblestone fireplace in the sitting room inspired Amelia and George to name their resort Fireside Inn. The Fireside Inn remains a flourishing business today, and is the only one of the area's five original resorts to never cease seasonal operations. Descendants of early guests still carry on their Family's traditions of vacationing at the rustic, century-old Fireside Inn. The Inn's staff serves scores of meals daily to residents, tourists and hotel guests in the quaint, wood-paneled dining room."



The above excerpts are from the book ***Grand Lake's Vintage Resorts*** by Janet Young.

Ink sketch and watercolor of Fireside Inn by Bob Young.

Postcard of one of the many cabins. Room for parking nearby.



Fireside Inn in a more recent photo.



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----- 2019 Events at a Glance -----

May 25 Pancake Breakfast

June 26 Pie & Game Night

July 6 Grand Lake Sailing Regatta

July 13 Ice Cream Social

July 20 5K Run/Walk

July 26/27 Garage Sale Days

Aug 3 Grand Lake Sailing Regatta

Aug 10 Annual Art & Crafts Show

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Aug 17 Poker Run on Grand Lake

Aug 22 Annual Meeting

Oct 5 Cider/Donuts-Homestead



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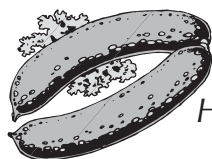
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Boats and Classes

Hydroplanes are of a 3 point construction riding on a rear prop and each sponson with an air trap in the middle which floats the boat on air.

Runabouts are similar to normal power boats with a V bottom. Some classes add a side fin for turning when running an oval course.

Photo Courtesy TOMORC



Racing Class Individual Driver's Number State Designation

| | | | |
|---|--------------|----------------|-------------|
| CE Eastern Canada: Ontario, Quebec and Maritime Provinces | H Indiana | N New York | V Illinois |
| F Florida, Georgia and Alabama | J New Jersey | P Pennsylvania | W Wisconsin |
| | M Michigan | S Ohio | |

JSR – J Runabout and J Hydro

Minimum Overall Weight 300 lbs
 Motor Mercury 15 and OMC 15
 RESTRICTED
 Minimum Age 9 years
 Speeds Attained 35 – 40 MPH

AXR – AX Runabout and AX Hydro

Minimum Overall Weight 345 lbs
 Motor Mercury 15 and OMC 15
 UNRESTRICTED
 Minimum Age 12 years
 Speeds Attained 45 – 55 MPH

ASR and ASH

Minimum Overall Weight 350 lbs
 Motor OMC, Mercury and Sidewinder
 Minimum Age 14 years
 Speeds Attained 46 – 53 MPH

15SSR – 15SSR 15 Hydro

Minimum Overall Weight 360 lbs
 Motor Sidewinder 15
 Minimum Age 15 years
 Speeds Attained 56 – 65 MPH

25 SSR and 25 Hydro

Minimum Overall Weight, based on engine
 395, 405, or 430 lbs
 Motor Mercury, Yamato, Sidewinder
 Minimum Age 16 years
 Speeds Attained 58 – 65 MPH

20 Super Stock Hydro

Minimum Overall Weight 400 lbs
 Motor Yamato or Sidewinder
 Minimum Age 16 years
 Speeds Attained 55 – 65 MPH

CSR and CSH

Minimum Overall Weight 475 lbs
 Motor Yamato 102/302/321
 Minimum Age 16 years
 Speeds Attained 60 – 65 MPH

DSR

Minimum Overall Weight 515 lbs
 Motor Mercury and Tahatsu
 Minimum Age 16 years
 Speeds Attained 46 – 53 MPH

300 SSH is a sealed motor class and does a prop draw to keep a level playing field using Yamato 302/321 motors, speeding at 61-63 MPH

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FIRESIDE 500

What is the Top O' Michigan Outboard Racing Club?



The Top O' Michigan Outboard Racing Club started in 1949 as the Top O' Michigan Marathon Association by local supporters from the Northern Michigan area. The Club has continued supporting the race for the past 70 years. The group of approximately 25 active members has continued to put on the oldest and most prestigious race in the Outboard marathon circuit. Top O' Michigan Outboard Marathon has become the Marathon Nationals for many years. It has been the only race that the Club hosts each year.

In 2013, the Top O' Michigan Marathon won the American Power Boat Association Kevin Ladd Award Best Stock Outboard Race in Region 6. The permanent plaque is housed at the Inland Water Route Historical Museum in Alanson.

The Top O' Michigan Outboard Racing Club is partnering with the Presque Isle Yacht Club to present the inaugural Fireside 500 Stock Outboard Race on Grand Lake.



Vintage photos

The Top O' Michigan 2019 Club Officers are:

Dave Umbarger – Club Commodore
Samantha Fairbairn – Vice Commodore
Sarah Bek – Treasurer
Kimberly Rouleau – Secretary
Peter Lauer – Associate Member

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FIRESIDE 500 RACE PROGRAM

FRIDAY, JUNE 7

5:00 – 8:00 PM **Driver Registration**
at Fireside Inn

SATURDAY, JUNE 8

8:00 – 9:00 AM **Driver Registration**
at Fireside Inn

9:00 AM **Driver Meeting**
at Fireside Inn

10:00 AM **Start of Race**

5:00 PM **Awards Presentation**

SUNDAY, JUNE 9

8:00 – 9:00 AM **Driver Registration**
at Fireside Inn

9:00 AM **Driver Meeting**
at Fireside Inn

10:00 AM **Start of Race**

4:00 PM **Awards Presentation**

Course A - Marathon

Lemans start at the pits in front of Fireside Inn. Five laps starting inside Brown Island and Cedar Island up to a buoy at Crescent Island and back into Kauffman Bay to a finish line at the pits. Approximately 21 miles.

Course B - J Marathon

Lemans start at the pits in front of Fireside Inn. 3 laps starting inside Brown Island and around Brown Island into Kauffman Bay to a finish line at the pits. Approximately 9 miles. Trophies awarded Sunday.

Course C - Short Course

Clock start at the pits in front of Fireside Inn. Three laps around one-mile oval in Kauffman Bay to a finish line at the pits. Trophies awarded Saturday and Sunday for J Class.

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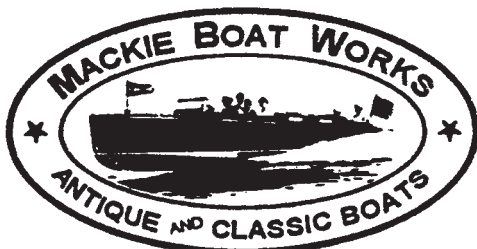
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WELCOME TO THE FIRESIDE 500



On the Cover: Photos: 33 M – Nathan Kowalski;
62M - Scott Honeysett; 87M - Sam Pilato

14-year-old Nathan Kowalski's racing career started at the age of 5 when he spent hours driving a 12' aluminum boat, powered by a 6 horse power outboard motor, out in front of his home on Grand Lake's Black Bass Bay. After many, many days, doing many, many laps, he learned not only how to control his boat, but how to distribute his weight, how to maneuver it in and out of many situations; about safety issues, and how to make a dock and secure his boat properly.

Nathan proved to be a good student, listening to his Dad and grandfather, Dave Kowalski Jr. and Dave Sr who not only learned about boating the same way but had built and repaired some wooden boats themselves. Nathan seemed to want to try boat racing and when he felt he was ready at age 9, he signed up for an APBA (American Power Boat Association) race in Mecosta, near Big Rapids. MI. Can you imagine the smile on his Dad's face when Nathan turned in a 3rd place finish in his little wooden Hydroplane? After this, there was no stopping him and he and his Dad proceeded to find him locations for summer weekend races throughout the Midwest.

Racing just one style of boat was not enough for Nathan. Now he is into Runabouts, which is a much different boat than a Hydroplane. It is also a different racing circuit and now he's in the Top O' Michigan Marathon Nationals. The age class for Juniors in this age class is 9 – 14. His Dad also is still into racing and he is in the "C" Stock Runabout Class. At 10 years old, Nathan, an old pro at racing, won this race at his first try and then won it again at 11 years old, and then followed that with a second place finish at the ripe old age of 12!

- Compliments of John Vogelheim, RIP 2019 -

Nathan is the 2018 Top O' Michigan JSR National Champion. He is ranked 1st in Michigan and 10th Nationally.



Photos Courtesy Melissa Kowalski

Spectator Parking available along E. Grand Lake Road

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