

LAKE OF THE OZARKS

BUSINESS JOURNAL

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Atlantis Island : Benefit or blight?

By Michael Gillespie

Atlantis Island Condominiums is arguably the most intriguing new residential development to hit the lake area in years. As planned, eight buildings, each five-stories tall, totaling 240 units, will ring a seven-and-a-half acre island located at mile marker 3.5 in the North Shore area. Atlantis Island will feature its own water well, and waste water treatment plant. Twelve covered docks, accommodating vessels of up to 48 feet, will ring the island. Connections to the shore will be provided by a dedicated ferry boat operation. But this idyllic concept has attracted its share of cynics.

The island, commonly known as Hawaiian Island, is separated from the main shore by some 250 feet at its nearest point, and has seen little in the way of past development. Many residents and vacationers find it hard to accept the fact that this long-standing pristine acreage is about to undergo a startling transformation. The developers, Mark Kelly and Kernene Shickler, have encountered criticism from many who own property in the area.

In 1997, the island was purchased by a St. Louis-based group called Island Partners. Island Partners envisioned a condo development with a



At the end of W-12 lies the dock for the ferry to the island. Across the way, the island stripped bare for construction, teems with activity. The project is to be completed in four phases, the first of which is reportedly sold out.

bridge connecting the island to the main shore. But that was not to be. AmerenUE, and various state and federal agencies, disapproved of the bridge concept. The fact that it would be a private bridge, with minimal clearance over the water, played into the decision. In the meantime, the island had been stripped of its trees and vegetation, leaving a mound of rock and dirt that could be seen for miles up and down the main channel.

As the Island Partners plan failed to materialize, Kelly and Shickler became interested in a renewed development. They already were involved in other lake condo projects, specifically Newport Condos, The Palms, Sunset Palms, and Royal Palms. Kelly had at one time been associated with Island Partners. Planning for Atlantis Island began about two years ago.

Many property owners near the island were unaware of the

change in ownership, they having heard only that the bridge plan had fallen through. As vegetation slowly began to reclaim the island, and no construction took place, the general feeling was that nothing would ever be built there. Then, last fall, survey crews came on the scene. Facts and rumors began to circulate, hopelessly intertwined.

At Ameren's urging, the developers called a public

continues on page 30

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**Publisher**

Denny Benne

Editor

Darrel Willman

Production Assistants

Corey Scott

Katie Miget

Marketing Consultant

Monte Kent

Contributing Writers

Michael Gillespie

Monica Vincent

Dwight Weaver

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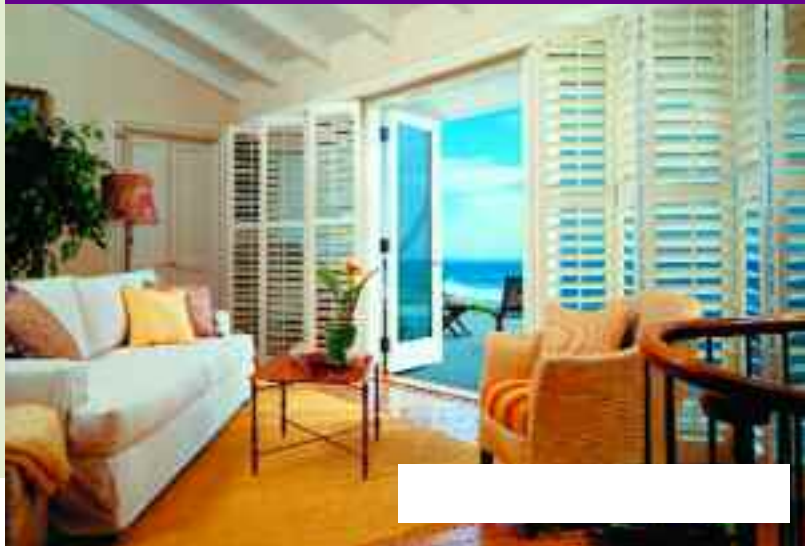
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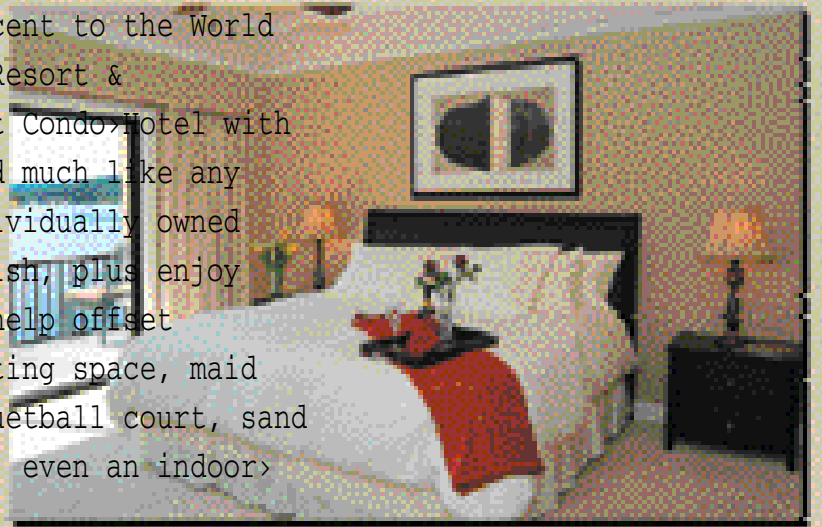
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Discovering the lake area - 200 years ago

by Michael Gillespie — A Special Lake Stories Installment



Lieutenant

Zebulon Montgomery Pike during August of 1806, led an expedition up the Osage River Valley, and beyond — including today's Lake of the Ozarks. The expedition would eventually find its way to the Front Range of the Rocky Mountains and into Spanish-held New Mexico.

The Pike expedition is best remembered for "discovering" Pike's Peak in Colorado, though Pike never climbed it or named it. The primary purposes of the expedition were to return fifty-one ransomed Osage Indians to their villages in present-day Vernon County, Missouri, then to make peace between the Kansa and Osage Indian nations, and finally to reconnoiter the southwest boundary of the Louisiana Territory. These daunting tasks would lead to several nearly disastrous encounters with Indians, blizzards, starvation, and the Spanish army. The expedition consumed a year — including time spent under arrest in Mexico.

Frontier-bred Montgomery Pike — he rarely used his first name — was twenty-seven years old when he left Fort Belle Fontaine, near St. Louis, on July 15, 1806. His command consisted of twenty soldiers, two civilians, and the ransomed Osage Indians. They traveled up the Missouri River and reached the mouth of the Osage River on July 28. From this point they would be the first Americans to map and survey the Osage Valley.

It was a rainy day when the Pike expedition passed the future site of Bag-

nell Dam and passed up the valley that — one hundred and twenty-five years later — would become the bed of a huge lake. It was August 4, 1806. The Osage River was rising rapidly that day — a foot an hour, said Pike — and navigating upriver in the expedition's two boats became difficult. They stopped at one point on the eastern shore to ferry their ransomed Indian captives across the mouth of a stream. The Indians, mostly women and children, walked along the banks of the Osage while most of Pike's men rowed their bateau (a long, light flatbottom boat with a pointed bow and stern) and barge against the current.

The boats were laden with supplies, trade goods, and baggage. The bateau was furnished with a mast and spars for setting sail whenever the wind favored the voyageurs. But now, on the narrow Osage, the overhanging tree branches frequently caught the mast, and Pike decided that it was no longer needed. The iron fittings were removed, for they could be forged into some other shape if necessary. Lieutenant James B. Wilkinson, second-in-command, carved the names of the

In order to allow the baggage time to dry, the party remained in camp on August 5. The weather was clear and unseasonably comfortable, with the temperature in the seventies. Pike went out to hunt with the expedition's physician, Dr. John H. Robinson. They

"St. Wilkinson informed me that their meeting was very tender and affectionate, as to make polished society, blush."

- Zebulon Montgomery Pike

scoured the North Shore area then rafted across the swollen river with "difficulty and danger," and continued their hunt in the hills of Horseshoe Bend. At one point during the hunt they nearly stepped on a rattlesnake. The reptile showed no inclination to bite, and "appeared quite peaceable." Pike spared the snake's life "...for not having bitten me."

The expedition got underway again at 8:30 a.m. on the morning of August 6. It would be some ten degrees warmer this day, but a "fine day" nonetheless.

The expedition continued without them, and camped at mile marker 13, directly opposite today's Lodge of the Four Seasons.

Pike's boats made good time on August 7. No longer detained by the Indian party, and enjoying a falling river and slower current, they looped around Shawnee Bend, passed the mouth of the Grand Glaize River, and then worked southward through Turkey Bend. Along the way Pike wrote that he saw a bear and a wolf swimming the river, and that he passed "many beautiful cliffs on both sides." Among these was "La Belle Roche," at mile marker 27. La Belle Roche, French for "the beautiful rock," is a continuous cliff that runs for about one and one-half miles along the eastern side of Linn Creek Bend. It is known today as The Palisades. The expedition camped for the night opposite the same cliff, about where Lake Road F-12 ends.

The journey resumed just after 5 a.m. on August 8. Flying clouds and drops of rain accompanied a strong breeze from the northwest. The river had dropped another two feet overnight, making the rowing easier as the current continued to slacken. The party stopped at the mouth of the Niangua River for breakfast.

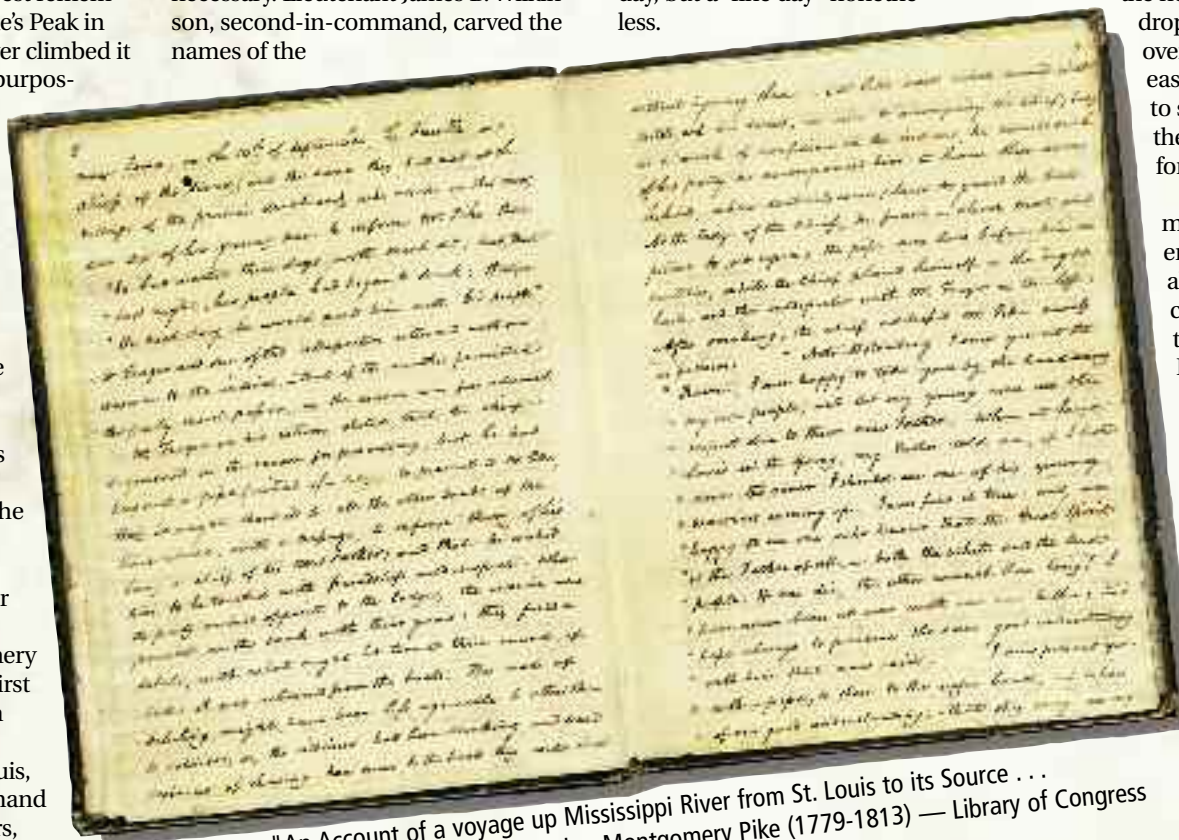
A little later, at about mile marker 38, the explorers encountered a large pond, about one-third of a mile in circumference. The unusual thing about the pond, wrote Lieutenant Wilkinson, was that it stood "on a rising piece of ground, considerably above the level of the river, which keeps one continued height, is perfectly pure and transparent, and has no outlet by which to discharge." This apparently was the site of Porter Mill Spring, the third largest in the state of Missouri, and, since 1931, under fifty feet of lake water. Pike

encamped this evening on a gravel bar in the river, near the mouth of Bollinger

Creek — mile marker 44.

On August 9, Pike found the ransomed Indians waiting for him at the mouth of present-day Cartwright Springs Bay, mile marker 45. They had traveled from Galena Point overland for 13 miles to arrive at the same spot that

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"An Account of a voyage up Mississippi River from St. Louis to its Source . . . August 9, 1805 -April 30, 1806", Zebulon Montgomery Pike (1779-1813) — Library of Congress

exploring party into the mast and set it adrift. There is no record of anyone ever finding it. The expedition made camp on the north bank at mile marker 3, just above Johnson Hollow

Near Galena Point, mile marker 8, the ransomed Indians announced that they were leaving the river valley to travel west over the intervening ridge of present-day Highway 5. This course, they said, would save them many miles, and they would intersect the river farther up.

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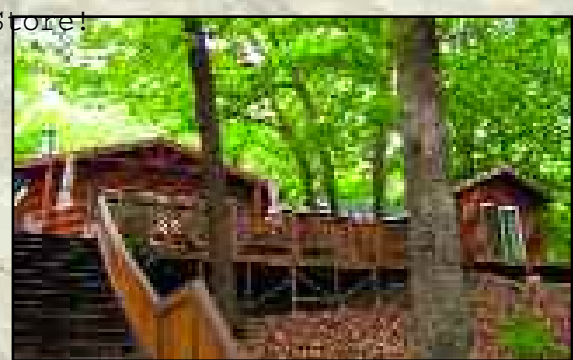
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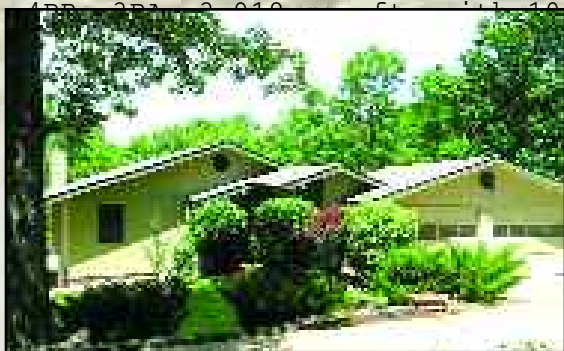
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Discovering the lake area - 200 years ago

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had taken Pike 37 miles to reach by river. The Indians would take shortcuts whenever the river made one of its trademark loops; but out of fear of hostile enemies they generally stayed in the near vicinity of Pike's boats, and often were accompanied by one or more of Pike's soldiers.

In Coffman Bend, Pike noted some "beautiful cliffs with dripping springs" on the west shore, located immediately below "Old Man's Rapids." Lieutenant Wilkinson described these rapids as "a fall of about six feet in two-thirds of a mile." These falls are near mile marker 54; the lake today completely covers them. Higher up, the expedition came to a cluster of eight rough-hewn cabins that had been used as a wintering camp by trappers. This site is between mile markers 62 and 63, in Brown Bend. The expedition camped there for the night.

It rained very hard during the morning of August 10. Pike and his men had been moving since 5 a.m., with a short stop for breakfast. In early afternoon a bottom plank on the bateau split open and the boat had to be unloaded and repaired on shore. Both the soldiers and the Indians halted and set up camp on a gravel bar at mile marker 77.

With much of their corn and baggage wetted by the previous day's rain, Pike decided to remain in place on August 11 and dry the provisions. The weather cooperated, with clear skies and a temperature in the mid-nineties. Pike entertained his men with a shooting match in the morning. Later, he left to hunt in the woods. After a 12-mile hike inland, he returned to the river in an exhausted state, aggravated by the high heat. "I here indulged myself by drinking plentifully of the water," wrote Pike, "and was rendered so extremely unwell that I was scarcely capable of pursuing my route to the camp." His intestinal distress was relieved by swimming the river. In the evening, Pike's men reloaded the boats and fashioned two new oars. The usual early departure was briefly interrupted on August 12 by a near altercation with the Indians involving a purloined tin cup. Once underway, the expedition made good progress and passed, without

comment, the eventual site of Warsaw. The expedition was now entering into the basin of the future Truman Lake.

Less than a mile above Truman Dam, where the waters of the South Grand River mingle with that of the Osage, the expedition drew past the site where the Osage hostages were taken captive by the Potawatomi nine months earlier. The Potawatomi had attacked the camp while the Osage warriors were away hunting. The women, children, and old people tried to defend themselves, but the attack was too swift and brutal. Thirty-four Osage were killed, the rest were herded away as captives.

As they passed the massacre site, the Indians asked Pike if they might leave the belabored expedition and travel overland. Lieutenant Wilkinson volunteered to go with them, along with Doctor Robinson, an interpreter, and one soldier. They were still some seventy river miles from their villages, but almost half of that distance was consumed by the unceasing bends and oxbows of the river they called "Serpent-With-Mouth-Open". They left the expedition at a point just north of the present-day Highway 7 bridge, and exited the immediate area along the approximate line of Route Z, headed west. All along the way the Osage victims were terrified of an attack from imagined enemies. Three trappers who saw them pass by said they were crying from fear. At last, after a journey of six difficult but uneventful days, they arrived at their villages.

Without the Indians, Pike's main party found themselves opposite the high bluffs of Shawnee Bend, where Pike called a halt for the day. (This is the Shawnee Bend of Truman Lake.) During the afternoon the temperature had reached a steamy ninety-five degrees. Almost immediately after stopping, a strong thunderstorm came up and blew over Pike's flag staff and several articles of his clothing that he had set on top of the bateau's cabin. The clothing sank into the choppy waters of the river. Too fatigued to retrieve the clothing, Pike lay down on the floor of the bateau without taking supper and slept through the stormy night.

Though still raining the morning of August 13, the party

shoved off at 5:30 a.m. At two o'clock they stopped for lunch on a broad gravel bar near the mouth of the Pomme de Terre River. "During the time we halted," wrote Pike, "the river rose over the flat bar on which we were."

The river here turned one of its sharpest bends. Wrote Pike: "We made almost a perfect circle, so that I do not believe we were tonight three miles from where we encamped last night." His estimate was quite correct, having put-in above Hogle Creek, some 13 miles above Truman Dam. But the very sharp bend at the mouth of the Pomme de Terre had so confused Pike that he made one of his most egregious mapping errors of the journey thus far. Though Pike had taken care to record his compass bearings and distances all along the way, he was not especially gifted at it. His bearing lines in this location crossed over themselves, leaving future map makers to wonder how a river could overlap itself (when in fact there was a considerable ridge between the two courses). Fortunately, his

accompanying hand-drawn map gave enough detail to rectify the error.

On the 14th the expedition rounded Berry Bend, passing along the way "some of the largest cedars I ever saw," wrote Pike. Just above the bend, about 21 miles above Truman Dam, Pike saw and brought-to a canoe manned with three traders, who relayed the unwelcome news that part of the Osage nation had gone on the war path against the Kansa nation. Pike wrote some letters for the traders to carry down to St. Louis. Then he "gave the poor fellows some whisky and eight quarts of corn, they having had only two turkeys for four days." Pike and his men camped on an island in a nameless bend some 32 miles above Truman Dam.

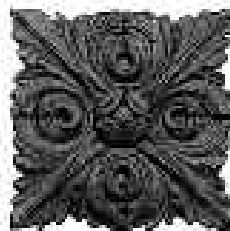
The next morning, having traveled about three miles farther, the party again met their compatriots and the Indians that had left them three days earlier. "Found all well," wrote Pike. "They had been joined by their friends and relatives from the village, with horses to transport their baggage. Lieutenant

Wilkinson informed me that their meeting was very tender and affectionate, [enough] as to make polished society blush."

August 16, 1806, was a pleasant, cool day. Pike noted the place where the Osage chief, Beautiful Bird, and others, were killed two years earlier by a Sac war party. The Sacs - described as implacable enemies of the Osage - had hid in ambush and attacked when the Osage chief and his warriors passed by in boats. The deadly ambush took place in the sharp bend in front of today's H. Roe Bartle Scout Reservation.

Also on this day, while passing the future townsites of Osceola, Missouri, the oarsmen of Pike's two boats engaged in a friendly race. "The crews are convinced it is not the boat, but the men who make the difference," Pike wrote. At noon they ate lunch at a grouping of rocks, called the Swallow's Nest. Pike placed the location along the west shore, above the mouth of the Sac River. Somewhere near Roscoe, Missouri, Pike met an old man, hunting alone, "from

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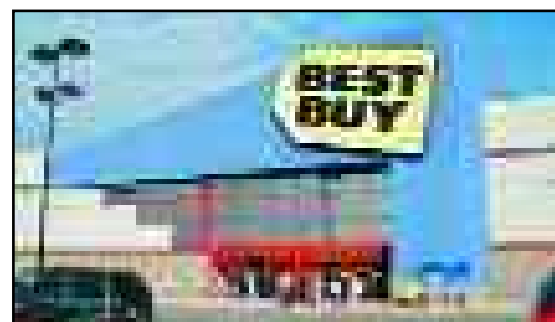
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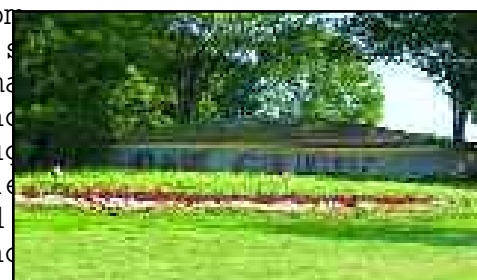
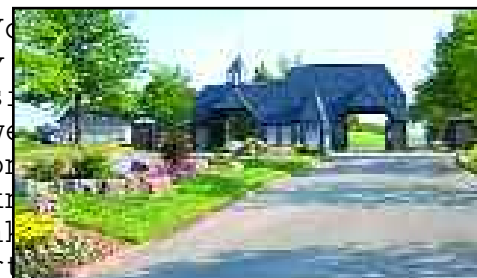
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Exclusive brands now in the hands of master clubmakers

by Darrel Willman
Over the years some very good brands in golf clubs have went the way of the do-dodo. Extinct, that is.

Some fortunately have found their way back to the mainstream through buy-outs or acquisitions.

One of these is Lynx, known for years as a premiere brand. John Riley, SR., one of England's top amateur players, came to America in 1960.

After starting his manufacturing career with Ping, John went on to form the company that would evolve into the Lynx Golf Company.

Golfsmith, online national golf equipment retailer and component manufacturer bought Lynx Golf, Inc.; Black Rock Golf Corp. (maker of Killer Bee golf clubs); and Snake Eyes Golf Club, Inc. in 1988.

Snake Eyes, Lynx and the new A.S.I. brand make up Golfsmith's elite program.

They are available exclusively through master clubmakers with a passion for the



A.S.I. Einstein driver

equipment. Golfsmith is making sure the end product is fitted properly and assembled by a master professional for each customer individually.

Irl Robinson, featured in many of our GolfTECH articles, is the owner and master clubmaker at Irl's Custom Clubs in Clinton, MO. Robinson is the area's Golfsmith Elite clubmaker, and so can fit and sell the Elite brands.

He talked with us about what the Elite program is and why it's important for golfers.

"The Elite program was introduced by the GCA (Golf Clubmakers Association) at the PGA show this year. It's designed specifically for the upper echelon, the elite clubmakers. The program is to ensure that only professional full time clubmakers can build these products.

"Snake eyes of course has been known for several years as an elite component for



Snake Eyes NZ-2 Irons

club building. There's the NZ2 and NZ3 irons. The NZ2 a traditional/hybrid set and the NZ3 a double undercut cavity



The Lynx Black Cat Tour DC irons are milled from forged stainless steel.

face. These are game improvement clubs for the average golfer.

"What's got me most excited is the Lynx brand irons, which have been pro line clubs that people have known for years. But this is really the very first time that a clubmaker can get a true pro line component to build clubs with. They're a gorgeous club. Very playable. I

think the biggest thing that people need to understand is just because they're forged doesn't mean they're just for low handicappers. And there are also Lynx drivers and utility clubs in the line.

"In the drivers the big news is the A.S.I. Einstein— that's "art, science and ingenuity". It's a 4-weight adjustable 450cc driver. High launch
continues on page 22

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Alpha Golf's Jim Yeh talks about the industry and Alpha

by Darrel Willman

Chances are, unless you are a frequent reader of these pages, you've yet to hear of a California golf club manufacturer called Alpha. Too bad, because you could have saved a few hundred on those irons in your bag. The best golf clubs you never heard of originate from a division of Kent Sports in Chatsworth, California.

In this L.A. suburb, Alpha produces original club designs and has them manufactured, like most, in the far east.

Jim Yeh, a former aerospace engineer, is currently chief designer and general manager for Alpha (Kent). Jim became interested in the game as a graduate student seeking a "mental retreat".

Alpha's product line runs from forged blade "muscle-backs" to undercut cavity improvement clubs for high handicappers. Like most lines in the business, they also produce fairway woods, hybrids, putters and utility clubs. Their 830.2 driver is among the longest-hitting clubs in the world, although Jim says they never intended to design for the big hitters.

"One element of the clubs that I did not anticipate nor did we actively seek out, was the endorsement by the professional long drivers. Never did we specifically focus our designs for long drivers, or players with exceptionally high swing speeds. However the word spread quickly within the community regarding the distance, forgiveness, and robustness of our clubs. What many do not know yet is that our drivers (and all Alpha clubs) are designed for all player types—not just the big hitters." Jim said.

The big boomers in the long drive competitions love the 830.2 plasma because the head is known to be virtually indestructible. They bang away and they just don't break. The plasma-welded face design pushes the limits on COR and its big-face look inspires confidence with a huge sweet spot.

Like the driver, all of Jim's designs are simplistic and yet produce amazingly playable clubs. You won't find exotic



Alpha Golf designer & GM, Jim Yeh

proprietary alloys, blazing graphics, multiple weights and so on, but you will find great value and performance. Imagine a forged cavity back iron that plays like a Taylor-Made RAC forged—just \$500 or so less (we loved their C1 Pro forged irons in our review last year).

We asked Jim how he got into club design—after all it's quite a jump from aerospace to golf clubs.

"Alpha is really the culmination of my decades of R&D in the aerospace industry, my passion for physics and material science engineering, and my 10 years of prior club design experience. I saw a need in the industry to simply and effectively address the fundamental aspects of distance, accuracy, control, playability, and feel," he said.

Big words aside, it's Yeh's passion for the game and his drive to make clubs that anyone can hit—and have fun hitting. Bringing playability to the game, as well as affordability.

Alpha has, however, faced a stigma. As a component manufacturer, they sell heads, shafts and grips to the pro shops, retailers and custom builders that make up their network. Unfortunately, they share the field with the no-name clone knock-off heads that are peddled to unsuspecting golfers looking for a bargain. These poorly-made copies have a bad reputation—one Alpha is trying to shrug off. Alpha (and those in-the-know), considers itself a pro-line custom manufacturer retailing through trained professionals. As it should be.

We asked Jim where Alpha

is going.

"There are two things that I look forward to for the future of Alpha—first, that Alpha clubs will be recognized for their performance enhancing features for ALL player types. Secondly, the future direction of Alpha will really be to continue enhancing specific performance elements for different player types, while closely coupling this with advancements in club-fitting technology. Club-fitting, as a science, is getting close to streamlining a process for understanding the body-type of players very well. This information along with club designs that effectively address fundamental issues of the game, are necessary for continual improvements in club designs," Yeh said.

Translation: Custom-fitting golfers is a crucial part of the game. Clubs that fit simply play better than those that do not. All designs aside, golfers do not come in one size. By simplifying the fitting process so buyers can help themselves, Alpha creates happier customers with clubs that fit. Then designing clubs that aid players in getting the ball into the hole makes up the second half of the equation. We don't like Alpha

being lumped in with the knock-offs, and wondered if it bothers Jim.

"Yes, the stigma that is carried with "component manufacturer" does in fact bother us, because of the lesser quality brands that are usually represented in this medium," he said. "We have felt however that it's important to provide the best possible fit of shafts and heads to players through club-fitting and customization procedures, as the cookie-cutter approach for players in general just isn't effective in helping to improve games. Our distributors (including the pro shops that carry Alpha) are all in line with this philosophy. Even though this reputation has hurt us in the past, Alpha is slowly gaining recognition as a 'Professional Custom Line'—where high performance clubs are built and fit specific to the player."

As an industry, we have seen movement toward getting players fitted. Aside from the casual beginners buying their boxed sets in the department stores, more players and retailers are realizing the importance. Jim agrees.

"In general, we believe the industry is actually moving towards this—" he said. "And,

albeit slowly, players will also realize the benefits of custom club-fitting. Several asian countries have long adopted this understanding and thus Alpha has had great strides there as a more "mainstream" brand there. In the US as well, more and more players are purchasing assembled OEM clubs just to take it to a fitter to rip out the stock shaft and customize with what works best for them."

Yeh and his staff continue to innovate. We're featuring their new V2 MB (for "muscleback") irons elsewhere in this issue. Alpha also has the new RX-2 clubs (designed for the mid-high handicapper who is looking to improve their game) reviewed this month. Yeh says they'll continue to improve both the clubs and the games of their players.

"Though bringing Alpha to the next level has been an uphill battle due to the "component manufacturer" stigma, we've decided to let the product speak for itself," he said.

We believe they do. For more information, see Alpha's extensive line at www.alphagolfclubs.com or call (818) 725-9720. ■

RX-2 Irons—perfect for golfers who need some help with their game. They're a perimeter weighted cavity head with a thin face for better flight. A beveled sole and blunted forward edge eases the club through the grass for better results. Cast from 431 stainless steel and available in 3-PW in right and left hand, chromed for easy cleanup and good looks.

V2-MB muscleback irons are the latest offering from Alpha. If your game is ready, these pro-level clubs offer everything the better golfer wants. Forged (304 stainless steel) thin top-line heads for the ultimate in feel and control, a narrow high-performance sole beveled to get through the turf, low center of gravity for stability and control. Look for these to show up in pro's bags around the country. ■



Alpha Golf's beginner and pro-level irons, the RX-2 (left) and the V2-MB (right). Alpha also has irons for intermediate levels, like the C1-Pro we reviewed last summer.

GOLFTECH: A Better Game in Four Steps

Part 3: Swing

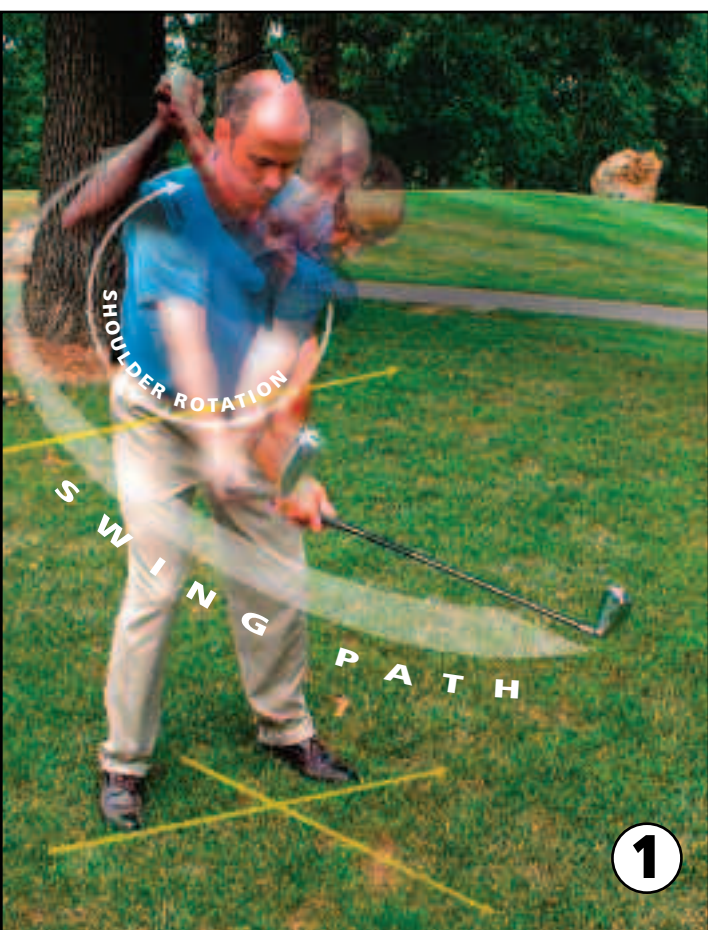
With Larry Salsman
PGA Professional

The third installment of this series in perhaps the most difficult. The swing is conceptually hard to describe. Here is definitely where you should seek the help of a PGA teaching pro like Larry. They can help you by spotting the problems in your swing and assisting you in correcting them.



labelled shoulder rotation. Rotation of the shoulders & torso, and to a limited extent, the hips, is key in developing power in the swing. More on that later.

Larry says: "We've got the alignment, we've got the posture, we've got the grip. The easiest way for me to describe a golf swing is... it's a natural movement. It's like a baseball swing. Not much to it. People can swing up here (at chest level-- see



Take a look over at photo #1 above. I've superimposed three photos to show the beginning, middle and end of the simplified swing Larry discusses next. The yellow arrows indicate our square alignment with the target—remember, even when practicing, we must aim at *something*. The wide white arrow as labelled shows the path of the club. The swing ends with the club parallel to the ground, and pointing at the target.

The smaller white arrow is

photo #1) all day long—so, if golf tees were three feet tall, people would be great golfers. When golfers get (the club head) down (at the tee) it gets crazy."

By crazy, he means that on the up-stroke or down-stroke, people have a tendency to abruptly go up or down, instead of the nice, smooth arc as shown by the wide arrow.

"The easiest way to form your swing," he continues— "is to move the club up to here (straight out - see photo #1). All



you have to do from this point is take a back swing (as shown). That's the easiest way to get into the correct position with little effort, because if you try to describe it from the normal posi-

tion, people want to take it outside or inside the arc, wherever it might be." Larry said.

"It's (the club) straight down the line where it's supposed to be and it's right over your right shoulder. From that point all you basically have to do is bring it back to neutral (the bottom). The follow through kind of takes care of itself. You go from shoulder to shoulder (shoulder rotation).

The "arc" as shown by the wide white arrow, gets a bit longer as you place the club on the ground, but the process is the same.

From the neutral setup, with a correct grip, the club is held loosely and relaxed. The left hand (in this case, Larry is right-handed) pushes the club to the right (Don't pull the club up and out with the right hand). As the left hand pushes the club outward to the right, the shoulders naturally turn to the right. Try to keep the hips still here, let your torso "coil up" with the shoulder rotation. Bring the club upward smoothly and over your head, to end up level with the ground and pointed at the target. Hold this for a moment. Now, uncoiling your torso, allow the club to come back to the neutral, relaxed position we started at, with the club head on the ground. Don't push the club down with your right hand—pull with the left—and bring the club down as the body releases the energy it stored while it was "winding up"

The "coiling" of the torso provides energy your arms can't match. Simply muscling the club down won't do it. Note that as you try this movement, pay attention to where your weight is. You begin with the weight evenly distributed across your feet. As the club moves to the right and up, your weight will

shift to your right foot. When you begin the down stroke, the weight stays on the right foot, then as the club nears the bottom, your weight shifts over to the left foot, providing extra inertia. Your body will naturally lean to the left or right, depending on where the weight is— that's a good thing.

One last point, as if all of this wasn't enough— when your club strikes the ball, don't "scoop" it off the grass as you would think. You want to "chop" down on the ball, as if you were looking to drive it into the ground a foot or so from the tee. This is where the angle, or loft of the clubs, provides the lift and flight of the ball.

So let's review. Take a look at the series of photos at left.

Good, neutral stance, nice comfortable grip— someone said once, "hold it like a baby bird". Align your feet so that your toes point to the target.

Your club is extending out at a 90° angle to them. You shoulders— important— also line up with the target, as do your hips.

Now, *push* with the left hand outward, to the right and up, coiling your body and letting your weight move onto your right foot.

Bring the club up and over your right shoulder and head until it is level with the ground and pointing at your left shoulder— and the target.

Now, we reverse the process, bringing the club back down to our neutral position, uncoiling our torso, shifting the weight to our left foot as we "chop" the ball into the ground.

Couldn't be easier, right? I know, but give it a try. Next month we'll look at ball position and minor alterations in the swing according to which club we're swinging. ■

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SNAKE EYES NZ-3 Irons feature 3 and 4 hybrids.

continued from page 18
with lower spin. Very forgiving. Very long distance. Com-

bine that with the launch monitor system for fitting and you end up not having a

driver anymore. You have a "weapon".

"The public does not have access to these products. It's strictly very limited supplies for the elite club makers. So you've got choices. To me it's all positive. The whole thing is positive."

The positive aspect for the players are great brands that are OEM quality professional line equipment. Because they are assembled one set at a time, by highly trained clubmakers, the quality control is far above assembly line sets.

Of course there is also the price. The Lynx Black Cat forged undercut cavity back set mentioned by Robinson easily equals a Callaway or TaylorMade set, but retails for around \$700 depending on your shaft selection. Look for a review of the Lynx irons and the A.S.I. driver in an upcoming issue. For more information contact Irl Robinson at Irl's Custom Clubs, (660) 885-5544. ■



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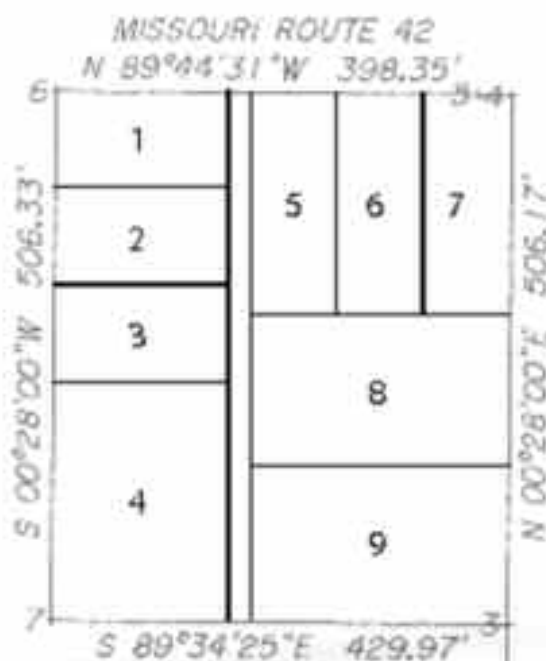
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Miglia TVMax for Mac Mini



Miglia is making up for Apple's shortcomings. The box adds DVR to the Mac Mini. The TVMax fits perfectly underneath the Mac Mini. It allows you to watch television and record to MPEG-2, MPEG-4 and even DivX movies. It is shipped bundled with EyeTV 2.0 for \$249. The TVMax connects via USB 2.0, has an analog

tuner that supports up to 125 channels, supports the standard definition resolutions (PAL/NTSC or PAL/SECAM), allows for antenna or direct cable connection and has an external power supply. One of the key features is the ability to capture VHS and Hi8 tapes. ■

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Construction continues on Atlantis Island Condominiums despite controversy

continued from page 1

meeting to discuss the project. It was held on December 10, 2005; some 250 people attended. "The essence of that meeting was a presentation of the facts related to the proposal, and then a good number of people verbally, publicly opposing it," said Jeff Green, of Ameren's real estate office.

"I think opposed is a pretty strong word for the feeling I got," stated Les Hoelscher, who was at the meeting. "They were voicing concerns, looking for answers to questions more than opposed. I thought they were getting their questions answered."

Shickler remembered a mix of supporters and detractors in the crowd — and some ugly moments. "There were people who were very supportive, and came up to us and shook our hands, and wanted to meet us and talk to us after the meeting," she said. "And there were a lot of people who seemed to be very vocal and very loud. I was surprised at how rude some people were, quite honestly. There were people who came up and said some swear words, like we're going to sabotage you, and things like that."

Doug Meyer, owner of the nearby Gardenhouse Bed & Breakfast, said there definitely was opposition, and for a variety of reasons. "There are people that don't want to be looking at condominiums that are looking at the island now," he said. "There are people who, no matter what condominium project went on, would protest it. I agree with them. I don't like condominiums, either. It's too many people in one spot. And everybody thinks it's going to cost a lot of lives when people go around that island in those boats and they hit those boat docks. That's going to happen, that's a given. And that barge going back and forth — there are going to be lives lost over that."

One hundred and ninety-six people signed a petition circulated at the meeting in opposition to the project. The petition alluded to traffic problems and wear and tear on route W-12, and hazards to navigation caused by the ferry operation.

Then came the groundbreaking ceremony on May 23, 2006. "We had a big demonstration when they had that ceremony," said Liliana Meyer, of the Gardenhouse. "All of the neighbors were on their boats. We had signs. We had media coverage. We made all

these signs, asking questions. We asked, 'What are you going to do with 500 cars on a dead-end road?' Other residents hung banners on their balconies with slogans such as, "Sink Atlantis," and "Atlantis is Crazy."

Doug Meyer, who helped circulate the December petition,



Atlantis Island Condominiums are located on Hawaiian (formerly) Island, at the 31-1/2 mile marker on the North shore. The development will eventually have eight identical buildings, each five stories high. According to the information on the website (<http://waterfrontonline.net/Atlantis/atlantis.htm>) the property is set to be completed in December, 2008.

said that the road was and is the number one issue. "Nobody really cares what they do to the island," he stated. "It's the access to the island. You've got 240 condominiums going in at the end of a road. There's no place where those 500 cars — when they come down here on a Friday afternoon — where they are going to go. They are going to have to stop and wait for that barge and they are just going to pile up one behind another. And that is going to block everybody's driveways. What if we have a medical emergency? It's a disaster waiting to happen."

Shickler responds by agreeing that traffic will increase. But she takes issue with what she considers a flawed assumption. "People seem to think that 240 families are going to arrive at the exact same time on the exact same day, and I don't think that's realistic," she says. "The car ferry carries twelve vehicles. Even if there were twenty-five cars waiting, it would take maybe three or four minutes to get them over to the island. I doubt seriously if there would ever be that much volume."

"We do own an additional five acres about a quarter mile away, and on that property it's our intention to eventually have some garages for people, if they want to purchase a garage, and provide an area of overflow park-

ing, if that's ever a necessity."

Route W-12, which terminates as a boat ramp, shows few signs of wear. But it will come. "It's going to happen, no doubt about it," says Darrell Bunch, head commissioner of the Bagnell Special Road District. The district oversees 52 miles of roadway in an

eight square mile area, including W-12. Bunch says the district sees its roads deteriorate all the time from the effects of various construction projects. W-12 was paved in 1995. It was funded through the creation of a Neigh-



The conceptual artists' rendering supplied by the developers.

borhood Improvement District.

Should the Atlantis Island developers pay for the damages their construction vehicles do to the roadway? A lot of people seem to think so. The December petition stated so emphatically. But the Atlantis developers assert that a private company or individual cannot, or does not, fix a public roadway. In this, Commissioner Bunch concurs. "The money for repairs will come from the road district," he says. "The more traffic you have, the more problems you're going to have. I don't know

if it's going to be caused by just the Atlantis Island project or not. There's a lot of development going on down there right now besides that. It's a public road; anybody can drive it that wants to. We'll take a look at it, and see if we can find funds to fix it. That's what we've always done."

Atlantis' Shickler is quick to point out another consideration. "We're bringing in 240 new owners that will be taxed," she says. "We'll be generating somewhere in the vicinity of a quarter million to a half million dollars worth of taxes each year. That gets divided up to the roads and the schools and the libraries and the fire departments just like with everyone else's property."

Some of the nearby residents, and others, have suggested that the project may not go through to completion. The minimum price for a middle unit is \$167,900, with a \$177 monthly fee. "If a condominium on the mainland is \$210,000 starting price, how is somebody going to put one on an island for \$167,000?" asks Doug Meyer. "That ought to raise some eyebrows right there. They have never said what their assessments are going to be. At the meeting, I asked Kernene what the homeowners' association fees are going to be, and she said, 'Roughly, about \$250 a month.' I

to put in an assessment. But it doesn't make any sense that there would be any assessments at a brand new project. Generally you tend to see them after time."

Shickler gives little credence to the notion that the project will stop short of completion. "We certainly are not going to stop it. There's not a reason in the world why we would stop it — unless we can't sell them. And at this point we're forty percent sold and we haven't started the foundation of the first building." As to the purchase cost, Shickler says that they are trying to provide a quality product and an affordable price, "so normal people can come down here and enjoy the lake. We do not feel that the lake is only for millionaires."

The most unusual feature of the project and, some would say, its weakest link, is the ferry operation. The ferry boat is the same one that was used to carry cars from Horseshoe to Shawnee Bend before the Community bridge opened. It is currently being used to shuttle workers and equipment over to the island. Once the condos are occupied, the ferry would necessarily have to operate on an around-the-clock basis. And it would have to be able to handle emergencies, such as fire. Atlantis Island is in the Rocky Mount Fire Protection District. The district has a fireboat and a station nearby.

Chief Larry Paynter, of the Rocky Mount FPD, has met with the developers to discuss how his district would react to a fire on the island. According to Chief Paynter, the pumper and aerial platform truck would get there before the boat, and would have to cross on the ferry in order to be of any use. "If you had a fire outside, you could probably hit it with the fireboat," he says, "but more than likely anything you're going to have would be an interior-type fire and you're going to have to get a truck out there to it." That could cause a delay, he says. This could be mitigated somewhat by the sprinkler system that will be installed in every condo.

As a backup to any emergency, the development will have two pontoon boats — one on the island and one on the main shore — for use if the ferry is not available.

Shickler said they are looking into an automated ferry operation. The system, she says, would be electrically operated, and thus

continues on back page

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GATLIN'S ROCKY COMFORT LODGE

Gatlin's Rocky Comfort Lodge, seen in this photo, was built in 1937 by H. Orville and Ruth Gatlin along the west side of the Gravois Arm of the Lake at the 7-mile mark. It was an

impressive stone building three stories high, the first two rock-veneered and the third one frame. A large veranda ran the full width of the Lodge. The lawn surrounding the Lodge sloped gently to the water and a road circled the Lodge with a visible

gas pump standing along the south side near the road. Parking for guests was along the northeast side of the building. Guests stayed at the Lodge and took their meals there.

The Lodge burned in 1942. Instead of rebuilding, Orville expand-

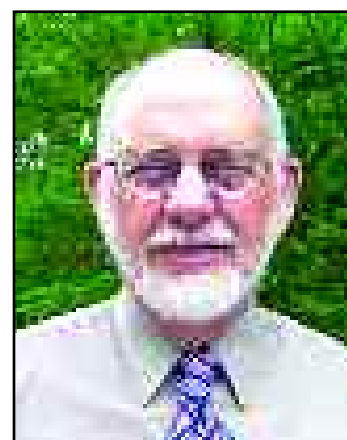
ed his boat business and opened Gatlin's Boat Yard. He later sold to Huge & Grace Murkin who built an apartment building where the Lodge once stood.

The property was later purchased by Helen and George Purvis. Helen was the daughter of Orville and Ruth Gatlin, so through Helen, the property returned to the ownership of the original family. George died in 1969 and Helen continued the operation until 1972 when she sold to Larry Graham & Robert Campbell of Kansas City. They later sold to Randall Kelly who changed the name to Kelly's Port.

This vintage postcard image is from the collection of H.



Dwight Weaver. The photographer and publisher are unknown. Weaver is the author of three books on the history of



Lake of the Ozarks. "History & Geography of Lake of the Ozarks, Volume One," his newest book, is now available from Stonecrest Book & Toy in Osage Beach or by mail. For information, contact the author at dweaver@socket.net or call 573-365-1171. Other books on the Lake by Weaver are available online at www.lakeozarksbookandphoto.com



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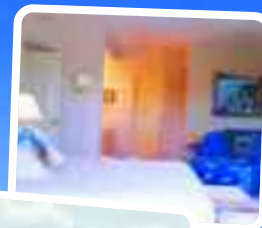


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grams, speakers bureau and Partners (volunteer program). The Capital Region Medical Foundation further supports Capital Region's mission by ensuring future financial stability and growth through private resources.

While the main components, the new outpatient area and the 44 new private rooms, of the two-year expansion of Capital Region Medical Center are complete, the expansion and enhancement of facilities continues to be a major focus. 2006 will bring the completion of the Jack S. Sanders, M.D. Cardiac Center, an expanded sleep lab clinic, the expanded and redesigned emergency department and the relocation of the Womens and Childrens Center to better support the increased patient volumes in the obstetric and pediatric clinics. This spring will also bring the beginning of the expansion of the Cancer Center at the Southwest

Campus. A project, that when complete, will encompass all outpatient cancer services in one location while offering on-site access to support programs such as the Healthplex, pharmacy, and psychology and counseling. The Capital Region Medical Foundation will be lending support to this project through its Capital Campaign.

Staff recruitment and development, customer satisfaction, physician development, and advancements in medical technology remain areas of focus for the hospital as it continues to strive to be the first choice for health care through excellent service, compassion and quality.

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John and Dianne Pilla have been vacationing at Lake of the Ozarks since their youngest daughter, Julie, was in diapers. She'll be 43 in August.



From a small tent to a larger one in the State Parks, from a tiny houseboat to a 32' one, from a condo to Dianne's dream house, they have gone from weekends to vacations to full time in 1997. John retired from McDonnell-Douglas after 35 years and Dianne left Gundaker Realtors in St. Louis after 18

years. Joining Gaslight Gundaker at the Lake was quite a jolt, since they knew absolutely no one except their next door neighbors. Two years ago Dianne's bad back forced her into retirement, but the miracle of epidural injections rejuvenated her to be completely OK.

Everyone on the west side is so friendly and welcoming, we feel we've lived here all our lives and probably will do so. They've joined St. Pat's, Knights of Columbus, the Elks Lodge, church choir, West Lake Newcomers, Lake Bloomers Garden Club and sponsor "Adopt A Soldier" to send packages to Iraq

and Afghanistan. If you are interested in helping with this program just email them at john-di@lakemail.com.

John and Dianne will have been married 51 years in August this year and have five married children and twelve grandchildren ages two to 23 living all over the Midwest, and as John pointed out when I was kicking and screaming against moving to the Lake, we're right in the middle.

Dianne recently rejoined Gaslight Properties GMAC Real Estate, Greenview office as a Broker-Sales Associate and John continues to volunteer wherever needed

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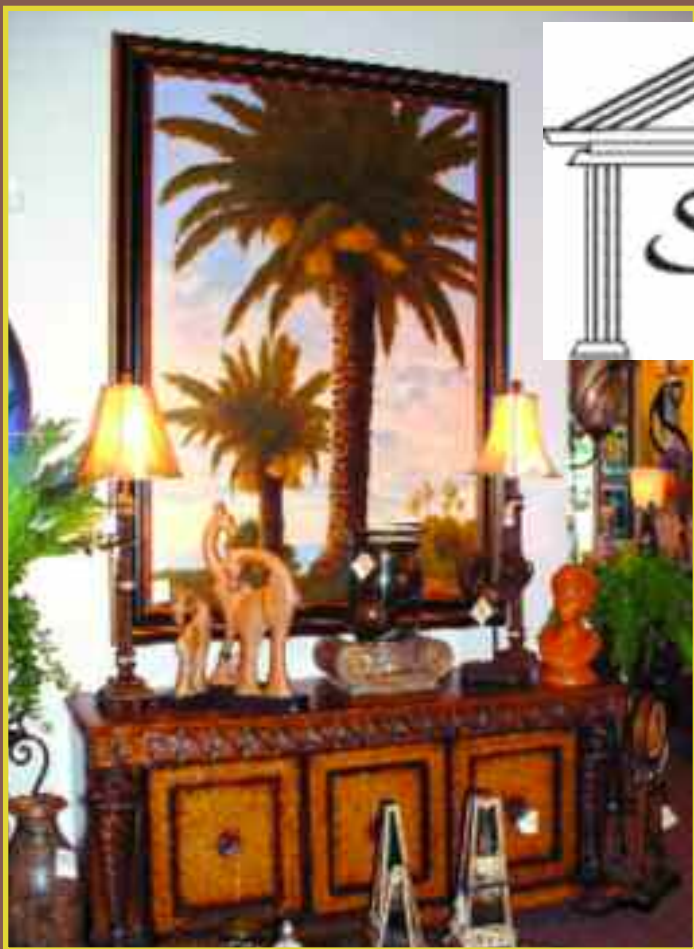
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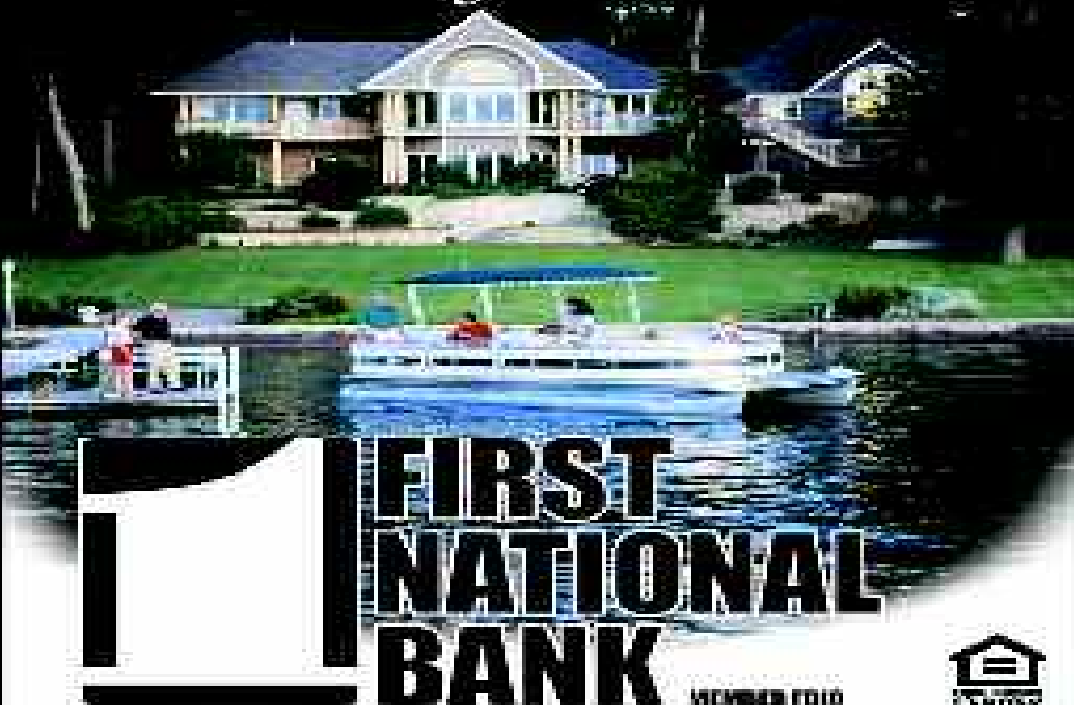


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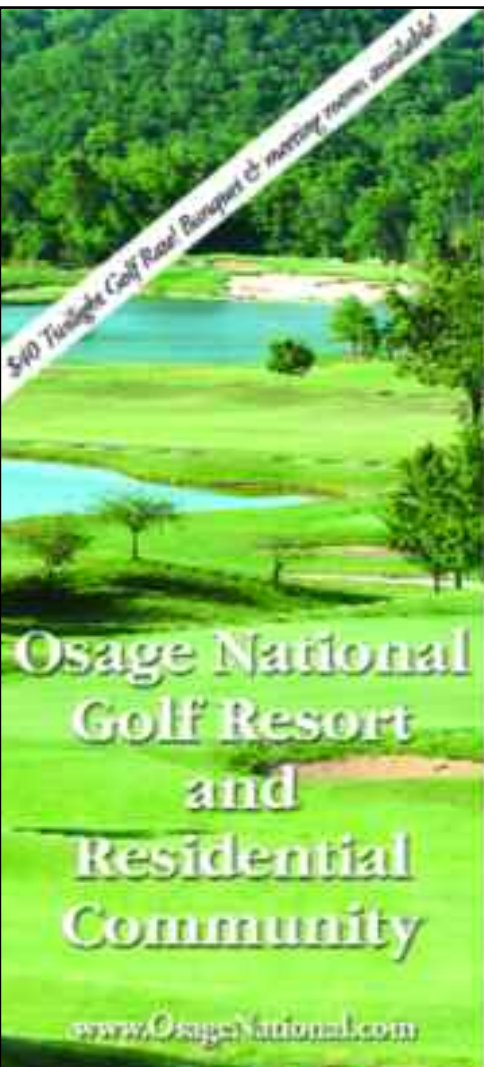
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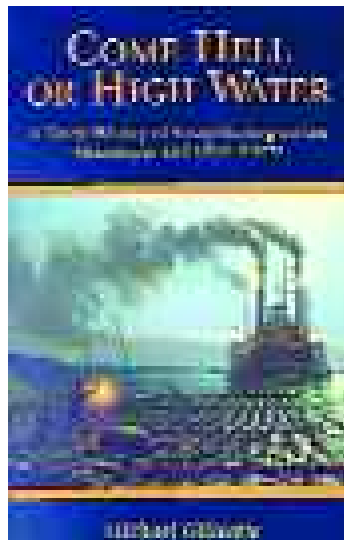
continued from page 10
whom we obtained no information of consequence." That night the Pike expedition camped at the site of Monegaw Springs, Missouri, at the end of Route YY. They were now beyond the waters of modern-day Truman Lake.

The next day they would pass the site of the old Spanish fortress, Fort Carondelet. This marked the beginning of the Osage towns. Pike had accom-

plished the first goal of his expedition — to deliver the Osage captives safely to their homes. ■

Historian and tour guide Michael Gillespie is the author of "Wild River, Wooden Boats" and "Come Hell or High Water: A Lively History of Steamboating".

He has also penned dozens of magazine articles. Both of his books are available online at Amazon.com and Barnes and Noble.com.



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Atlantis Island Condominiums

continued from page 30

quieter. It would follow an overhead guide cable. The permit application for the self-guided ferry is currently under review by the Corps of Engineers. Rodney Christensen of the Corps' Kansas City district office says, however, that the Coast Guard has raised objections to the automated ferry based on 'navigational concerns.' If the developers cannot satisfactorily respond to the Coast Guard's concerns, then the Corps



The narrow 2-lane shoulderless W-12 is the only way to the ferry landing.

probably will reject the application, says Christensen. That would leave Atlantis Island with a diesel-powered ferry that would require a licensed pilot at all hours.

In either case, the 120-foot long ferry would operate across a span of water that is scarcely more than twice its length. This, according to many, will all but close the island to circumnavigation. "The ferry will have the right of way," says Shickler. "That's in the Water Patrol and Coast Guard rules and regulations. There will be warning lights telling people when the ferry is moving back and forth. The common sense thing is: don't drive through that section."

Major Joe Hughes, field operations commander for the Missouri Water Patrol, says that the narrow chute had already been approved as a no wake zone sometime ago.

And what of the numerous docks that will jut out from the island? Major Hughes says the Water Patrol will require those docks to be well lit, "because we don't want boats running into those docks at night."

Shickler says that the unlit island is more of a hazard than the docks will be. Both Shickler and Hughes confirm that an intoxicated, disoriented boater ran into the island at night during the last holiday weekend.

Barring weather delays or unexpected supply shortages, the first two buildings of Atlantis Island will be completed by the spring of 2007. Then construction will continue on more buildings, until the whole project is completed, perhaps by the end of 2008.

"We're going to do this project," says Shickler. "We're going to do it in a professional manner. We're not out there to upset anybody, or hurt anybody. The property values on that section of W-12 will increase; the tax base revenue will increase, giving everyone out there better roads and schools."

Those who detest the plan have sought to block the project through various governmental agencies. But for the most part, their efforts have been unsuccessful. Some agencies maintain that they are unable to do anything about it; others, bound by guidelines, find no overwhelming flaw and are determined to see that safety is incorporated into all aspects of the development. The general consensus among these agencies is that the Atlantis Island project is permissible. Time will tell if it is viable. ■

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