

Western Wood

The Northern California/Lake Tahoe Chapter of the Antique and Classic Boat Society, Inc.

Volume 32, Issue 1

Quarterly Newsletter

Winter 2014



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Somewhere Along the West Shore



Even as we are coming out of the driest winter ever, we are planning a full schedule of boating events for the summer. The water may be low but our spirits are still high and with some careful maneuvering we can get past the obstacles.

This issue contains the calendar of events so you can plan your boating year. Each event has been carefully planned and organized to provide a maximum of enjoyment at a reasonable cost. While the chapter donates significantly to not-for-profit organizations, see the philanthropy article on page 16, the money you pay to attend an event covers only the cost of putting on the event. Philanthropy money comes from donations, sponsorships and our endowment fund.

We encourage you to help out our philanthropy through sponsorships and donations both because it helps out worthy causes but also it benefits our club. For instance the Sea Scouts help with set up, parking and clean up at the South Tahoe Wooden Boat Classic. The Thunderbird coming to the show is also big attraction and the Tahoe Maritime Museum brings its ride boat to the show too, all contributing to a more interesting show for the public.

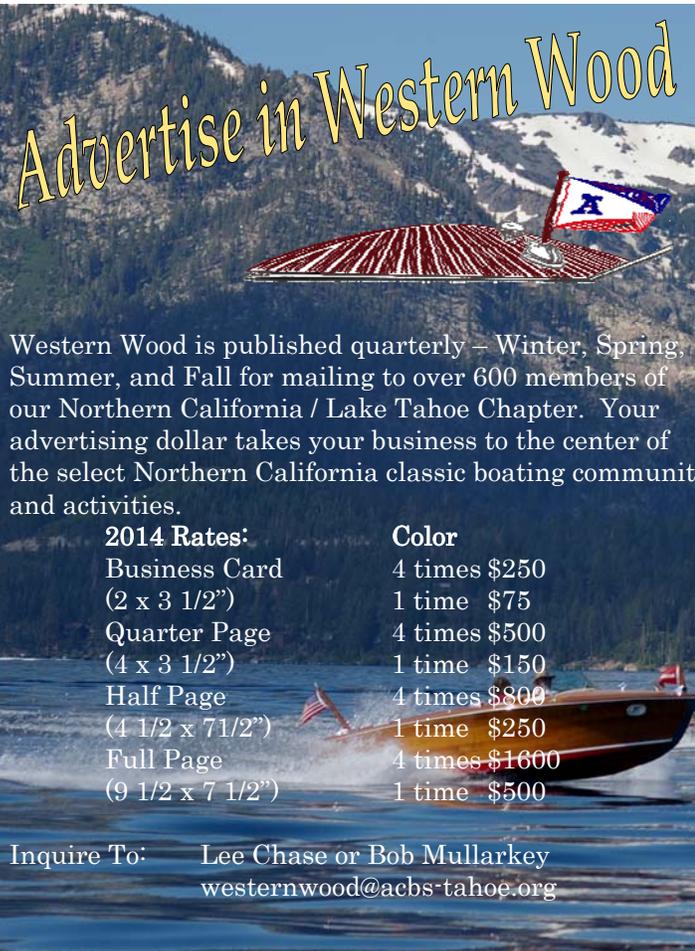
The Wood and Glory event at Clear Lake has a similar story with the local Sea Scouts helping out the event. And don't forget the Lions Club at Bass Lake who helps organize the event and receive a significant part of their yearly donations from us.

We hope to see you at some or all of our events, you will always have a fun time and at a great value.



Lee & Sandy Chase

Advertise in Western Wood



Western Wood is published quarterly – Winter, Spring, Summer, and Fall for mailing to over 600 members of our Northern California / Lake Tahoe Chapter. Your advertising dollar takes your business to the center of the select Northern California classic boating community and activities.

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Inquire To: Lee Chase or Bob Mullarkey
westernwood@acbs-tahoe.org

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The newsletter is available on our website: www.acbs-tahoe.org
Questions, articles for publication, advertisements and letters to the editor, etc. should be sent to...

westernwood@acbs-tahoe.org
lee.chase@comcast.net
sandy-chase@sbcglobal.net



President's Message



I would like to thank you for allowing me to head our chapter into the 2014 boating season. Lee and I've been involved with our ACBS chapter since 1985 and have enjoyed all of the people that we've met and the outings that we have been a part of. We have many events planned for this year, most of them old favorites that seem a lot like family reunions with the opportunity of getting to meet new friends too.

We always try to keep the things that people like most about the events while throwing a little surprise here and there too. I am hoping to make it to all the events this year and I'm trying hard to fit them all into my schedule. If you take a look at our calendar of events you can see that that is going to be quite an undertaking.

Two of our events have new chairs this year. I would like to thank Bobby Gaestel for heading up Bass Lake this year and Layne Davis for heading up the Delta Cruise. I would also like to thank the Rick and Laurie Gurries for heading up our newest event the Shasta Woodie Whoopie Weekend. This will be the third year for the event and I'm sorry to say that we will miss it this year because will be going to the international boat show in New York. I hope that you won't miss it.

All of these events are a team effort and require a lot of people and planning to make them look so effortless. I would really like to encourage those of you that haven't had an opportunity to participate in any event yet or to help at an event, to get involved. Especially for new members, this is an incredible way to be able to get to know the people of our club and to make new friends. You can contact me if you have questions or check the event calendar on our website, acbs-tahoe.org.

This year's theme for the South Tahoe Wooden boat Classic is "Freedom of the Forties". Boats from the 1940s will be highlighted, but we welcome all of your classic and antique boats to our show. The most heard word around this show is FUN. Everyone always seems to have a good time, which is the object of the show. We had to do some negotiations with the marina, but we have the VIP room back for the boat owners this year. We also encourage you to become a personal boat show sponsor which will give give you additional perks at the show including VIP parking and the Korbel lounge.

I am here to be of assistance to our chapter to make sure that we are doing the best job we can to support our boating endeavors and provide our chapter members with a great experience. Please let me know if I can do anything to help you become a more active member.

SUMMER TIME IS WOODIE WHOOPIE TIME

Good by Friday nights – Hello Saturday nights. Yes, the first two Woodie Whoopies will be held on Saturday nights to make it easier for those that are coming from a distance to participate. The three subsequent Tahoe events will be on Fridays. These casual and fun events are open to you and all of your friends so please spread the word. This is a people club and sometimes we invite boats to our gatherings and you do not need to own a boat to be a member of ACBS. Younger people are the future of this club - - BRING 'EM.

There is a bit of dock space and possibly some moorings available at the Shepherds home in McKinney Bay (just south of Homewood) on June 22nd. The Rubicon HOA have a long pier and a sandy beach for your boat on July 11th. There is always room for a few boats at Atkinson's and Turner's.

Bring your own beverage and something to grill and a pot luck item to put on the table to share. The Club provides paper plates, utensils, cups, charcoal and tables. If possible please bring some chairs. We have a raffle for a Gar Wood gift certificate, some wine and other miscellaneous items. Raffle donations are always appreciated. Proceeds from this raffle allow us to buy the supplies needed to put on this event.

Look for the ACBS flag and rubber construction cone on the road.

- Be there: About 5:30 PM
- June 21 Shepherd's home
6220 McKinney Drive, Homewood
 - July 11 So Rubicon HOA Beach gravel parking
area near 8708 Victoria Dr. Rubicon Bay
 - July 18 Olympic Beach HOA
across from 619 Olympic Dr. Tahoe City
 - August 2 Atkinson's home
4870 No. Lake Blvd., Carnelian Bay
 - August 22 Turner's home
4860 West Lake Blvd, Homewood

It is always helpful if we can have a few people arrive 35-45 minutes early to help with the set up. Call Rich Fisher (925) 525 5428 if you need more information.





Alphabet Soup!

Or
Demystifying Chris Craft Engine Models

This was to be the third installment of the history of our beloved boat engines as we travel through time heading for WWII. The first two chapters have garnered a lot of comments from readers that have had little idea of the different types and brands of engines used in the early years of power boating. Most of our club members are familiar with Chris Craft, Century, Hacker Craft and GarWood boats, being the most common in our boating world. And a few are familiar with some of their engines. But even as common as these engines are, the varied model names, numbers and letters often confuse the most experienced of us. So let's take a break in our series and concentrate on a couple of engine manufacturers and their Alphabet Soup.

A, B, C, H, K, L, M and W, a goofy sequence of letters? Indeed! Chris Craft was in business building boats long before they decided to enter into the engine building game. Prior to the late 20s, Christopher Columbus Smith and Sons built boats with the best engines they could find. As we learned in earlier chapters, the race for speed via horse power was evolving at a rapid pace. And many of the marine engine companies were evolving to supply boat builders like Chris Craft.

The boats built by Chris Smith in the late teens and 1920, back in the day when Garfield Wood was in control, used anything they could find for higher horse power and more speed. WWI was over and they purchased the early converted Grant-Liberty V-12. These were soon followed by Gar's own converted Liberty, but most of these engines were used in his boats, built by Smith, and eventually GarWood production boats. An example of this would be Gar Wood's own Miss America I and II of 1921. Miss America II had 4 of GarWood's V-12s for a short time.

The first production boats from Chris Smith, with his name on them, were aimed at the pleasure boat market. These showed up in 1922 and used the surplus Curtiss OX-5 aircraft V-8 engine. This water cooled, 90 horse power at 1,400 RPM, aluminum case engine was the perfect size and power for his new 26' runabout. These engines were marinized by the Smiths by the addition of water cooled exhaust manifolds, a water suction pump and an electric starter. They fitted a flywheel and a Joe's reverse gear transmission to the crankshaft snout facing aft. This engine suited them for several years of production as they were able to acquire a sizable quantity at a desirable price. True marine engines of the day cost considerably more than the Curtiss V-8. An example of this early 26' runabout with a Chris marinized OX-5 is "Godfather", owned by the Tahoe Maritime Museum in Homewood, CA on Lake Tahoe.

As the Chris Craft line of boats was expanding and the new 22' Cadet and the 24' Model 3 were being built (1927-1931), more engines were needed in quantity. Chris Craft turned to Scripps, Chrysler and eventually Kermath in the mid to late 20s. The Scripps F-6 engine was offered and used but not in great quantity. More commonly used in these 1927 boats were the Chrysler Imperial series with models: EM (100 H.P.), JM (82 H.P.) and LM (106 H.P.). Kermath 6 cylinder engines were

offered for the larger boats but in fewer quantities. By 1926 and 1927, the Curtiss OX-5 engines were running in short supply. And as they were only rated for 90 H.P. at 1,400 RPM, they were limited in performance compared to the engines in current production. Chris Craft did not want to be a slave to engine builders and their higher costs, so the Smith family business decided to create their own V-8 engine. This seemed like a natural direction as Chris' son, Jay W. Smith, was an engineer. The Chris Craft A-70 was born, shortly followed in



Curtiss OX-5

1929 by an improved version, the A-120 that lasted into 1941. These V-8s were not light engines, but at 1,640 lbs, their 824 cubic inches produced solid horse power ranging from 200 to 350 H.P. at 2,300 RPM depending upon version and year. Other than electrics and fuel system parts, these engines were entirely of Chris Craft design and manufacturing, including the reverse gears. These engines were optional to be used in anything from 26' and up, runabouts, commuters and cruisers.

It is reported that some 356 of the A-70 engines, in all varieties, were produced prior to being discontinued in 1931. The 5" bore by 5.25" stroke was used throughout the run of all of the variations of both the A-70 and A-120 with the exception of the A-120A of the mid to late 1930s. The bore had been increased by a sixteenth of an inch to a displacement of 845.4 cubic inches. The A-70A and A-120A also used higher compression heads of aluminum but some later heads were built of copper. Carburation



Chris Craft A70 V8



was increased and the use of the newer Holly DD-5 became common. Lighter flywheels and "racing" cams allowed these engines to spin up a little faster to 2,850 RPM and produce the additional ponies. There were 249 of the A-120 engine built between 1928 and 1941.

With mass produced boats and larger quantities being



Chris Craft A120 V8

built, Chris Craft needed more engines for the smaller runabouts and utilities. Chris partnered in the early 30s with Hercules Engine Company of Canton, Ohio. They were an industrial and tractor engine builder. Their robust and strong engines were designed to run long hours and usually at high RPMs making them perfect for boat usage. Each of their 6 cylinder engines were built with a main bearing between each cylinder. Thus a six cylinder engine has seven large main bearings for strength. Chris Craft would have Hercules build their engine to the CC specs and the Chris Craft engine department would build the water cooled manifolds, cast iron oil pans and install the water pump and plumbing, the oil cooler and Paragon reverse gear.

Marine engines historically have run "right-hand" rotation where industrial and automotive engines mostly run left-hand. By turning the engine around to flywheel forward, the industrial engine does not need modification as the propeller will turn clockwise as viewed from the transom. All of the Chris Craft engines built on Hercules engines ran flywheel forward with the reverse gear attached to the "front" or crankshaft snout end of the engine. Oiling systems were modified to provide adequate lubrication to all required hardware. This was different from the industrial applications where an engine ran flat or level in its installation. But in a boat, the engines ran at an incline of as much as 18 degrees from level! Oil also had to be fed to the Paragon reverse gear as it used the same 30 or 40 weight oil that was used in the engine. The answer came in drilling the crankshaft snout along the centerline for a few inches with a small bit until it hit the hollow pressure fed oil galley inside the crank that was used for lubricating main and connecting rod bearings. This provided just enough oil to lubricate the transmission, fill the transmission case up to about 2" before flowing forward, back into the engine pan and the oil pump pickup. This 2" of oil in the transmission case allowed the planetary transmission drum to sit in oil and throw it all around when running.

The first Hercules/Chris Craft engines built were small (456 pound) 4 cylinder flat head engines. This engine, the Model B, would have a long life with Chris Craft being built from 1934 and finally discontinued in the late 1960s! This engine had a bore of 3.25" and stroke of 4" for a displacement of 132.73 cubic

inches with only 3 main bearings. An interesting note is that this engine was advertised as having 134 inch displacement until 1936 when the error was corrected in much of the advertising material. This engine started the alphabet soup by having 3 and possibly more model variations. The model B is built on the Hercules Model IXC series block. Hercules engines are quite easily identified from their stamped block model raised land. This can be found at the top of the block deck at the middle cylinders on the non-manifold side. All of the Hercules Chris Craft engines are easily dated as well. They were very good at adding a raised date of manufacture on the head and reverse gear housing and sometimes the block. The dates are not coded and an example from my 1956 Capri with a KBL appears as: 8 2 55 with a screw head on each end. This of course is the casting date or the day the part was poured, being August 2nd, 1955.

The straight B had a direct 1:1 Paragon reverse gear where the model BR had a reduction gear of 2:1. The model BS also had a reduction gear of 1.5:1. A 2.16:1 ratio was listed in 1936 as well. In 1938, the model B was modified to increase the power from 55 to 60 H.P. at 3,200 RPM. The old 55 H.P. Model B became the new model A but this engine rarely shows up in any documentation or offerings. The Model C also made a short appearance in the mid 30s. Using the same block and 1.25" Zenith updraft as the Model B, it was rated at 45 H.P. at 3,200 RPM. While torque ratings were not commonly used until the 1960s, marine engines were often rated by High speed (often referred to as just Speed), Medium Speed and Heavy Duty. The advertised horse power ratings would decrease as you went from speed to heavy duty while the torque usually increased for slower speed working force.

A couple of very short lived engines are the Models H and L. These engines were available in the mid to late 30s but were replaced by the new Model K family and it's long lived performance. The six cylinder flat head Model H developed 75 H.P. at 3,400 RPM from its 3.25" bore by 4.125" stroke (205.32 CID). The Model H was available before the Model K was developed. This was a compromise then between the Model B and the new 85 H.P. Model K. But being close to the Model K in performance, it was soon discontinued. The Model L was another six cylinder rated at 110 H.P. when introduced in 1937 and raised to 115 H.P. in 1939. This Hercules engine's displacement was 263.18 cubic inches from it 3.625" bore by 4.25" stroke. Again being close to the new Model K and variants, it was discontinued in 1939.

The Model K and M series are the most

Chris-Craft "121"
MODEL KB

The greatest experience in the industry and the finest facilities for precision building and testing power plants for marine use are behind this power-packed "121" — the Chris-Craft 121 h.p. Model KB for 1941. It is designed only for installation in high speed boats where hulling performance is desired. However, it has some of the "temperamental" or "touchy" characteristics of many high-speed type engines, and it can be operated on regular fuels — no special racing fuels required. For stand-out performance, it can't be matched by any other engine in its horsepower class. It has 259.7 cu. in. piston displacement, hand priming fuel pump, pre-tempered cooling water, and an easily cleaned sashar oil cooler with automatic bypass. Other plus-features of this model include three down-draft carburetors of special design, high lift cam, high speed and high compression iron cylinder head. Available in standard and opposite rotation. It will pay you well to study most of the many advanced features of this engine and compare it for price, quality and performance with any other like horsepower. You'll find you can't match Chris-Craft Marine Engine value anywhere else in the world!



Chris Craft KBL triple carb set up

commonly used engines built. The number of variations are staggering. The Model K is built on the Hercules QXD and QXLD series of blocks. The Model K was introduced in 1937 as a 221.4 cubic inch six cylinder. It developed 85 H.P. at 3,200 RPM from its 3.375" bore and 4.125"

stroke. In 1939, starting with Chris Craft engine serial number 204762, the bore was increased to 3.4375" growing the engine to 229.7" and raising the power to 95. Today the earlier 221 inch QXD is hard to find. Mostly you will find the QXD5M 229 inch blocks. This engine lasted until 1960 when it grew to 100 H.P. and finally dropped from the line in 1963.

The variations of the Model K are as follows: A rare Model KA with a high compression aluminum head and larger carburetion added 10 H.P. at 3,500 RPM. People say they have seen them but your author never has had the honor. Another pre-war version was the Model KB used for racing with a different cam and lighter flywheel as the KA had. This was the same K block but instead of one Zenith 1.375" updraft carburetor, it had 3 Zenith down draft carbs to produce 121 H.P. at 3,800 RPM. This engine appears to have been dropped in late 1940. The KS & KR engines have a reduction gear added to the reverse gear. The KS uses a 1.5:1 ratio while the KR has a 2:1 ratio.

The Model KL did not come around until 1948. Its Hercules QXLDML block had an increased stroke of an eighth of an inch to 4.25" increasing the displacement to 236.6" and 105 H.P. at 3,200 RPM. The KLS and KLR models followed. Can you guess what they had? Yep, the same gear reduction transmissions as the KS and KR. The KB version resurfaced as the KBL in 1948 with the long stroke block QXLDMB and 3 carbs for 131 H.P. at 3,800 RPM. This engine screamed of power just by looking at it! The 3 carbs in a descending height was used in the 1955 Cobra 19' version and the 19' Capri. The engine was so tall that a chrome cover had to be placed over a cut out in the hatch. The KBL was replaced in 1956 by the twin updraft KFL also producing 131 H.P. but not as tall. The KLC is almost the last variant. It was a late 50s engine that had, like the KBL, hot rod parts with a higher compression. It produced 120 H.P. with a single updraft Zenith.

That's it for the K series! Confused? You should be. But wait! There's more! Yep, add an "O" to several of the model numbers for opposite rotation. This practice was more common for the M series as they were larger and used in cruisers where a pair were required. The Starboard engine would be standard marine or right-hand rotation and the Port side motor would be opposite rotation or left-hand or counter clockwise when viewed from behind the transom.



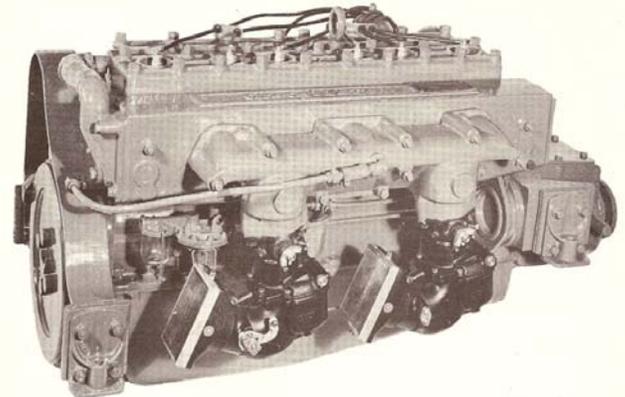
Galen Dobbins removing KBL from Suntan

Speaking of the M series, all of these letters are getting boring and redundant. So I will speed it up here. If you followed the logic on the K series, then the M and W series engines will be a piece of cake. The M was built on the Hercules JX block and



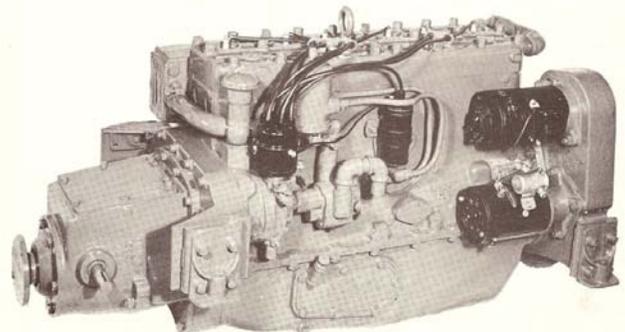
Chris Craft MBL

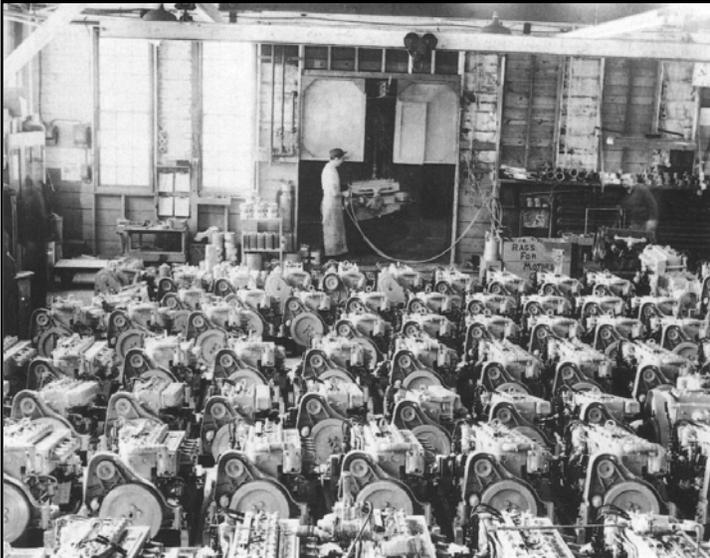
introduced in 1937. The long stroke version built on the JXLD block (L for long) came along just after WWII. The M series has a bore of 4" and a stroke of 4.25" to produce 320.4". The stroke was increased to 4.50", creating 339.2 cubic inches for the ML. This also took the horse power from 130 at 3,300 RPM to 145 at 3,000 RPM for the long stroke. Although it is interesting that some advertising material in 1938 listed the M as delivering 135 H.P. The same model variations apply here for the M as did the K: ML, MS, MLS and MLR added the reduction gears to the standard Paragon reverse gear transmission. And again, add an "O" for opposite rotation as in MO, MSO, MLO, MLSO etc. The MBL had a power rating of 158 but at a higher speed (3,400 RPM) than the ML. This engine was for the sports cars, it pushed the 20' Customs and 19' Racing Runabouts to over 40 MPH at Tahoe elevation! And the sound...the long stroke coupled with



Chris-Craft 175-h.p. marine engine

175 H.P. at 3400 R.P.M. - wgt. 940 lbs. model MCL





their 3.5" copper tubing exhaust system created an unforgettable melody. The last version of the M was the 1955 MCL. This was the same as the MBL but had twin updraft Zenith carburetors to produce 175 H.P. at 3,400 RPM. The MBL was never available with a reduction gear but the MCL was available for cruiser use as the MCLS, MCLSO, MCLR and MCLRO.

The final Chris Craft six cylinder model was little known but enjoyed a long production run. This is the Model W of 40.31 inches from a 4.25" bore and 4.75" stroke. It produced 160 H.P. at 3,000 RPM from its inception, also in 1937. This engine was available in reverse rotation and with the same reduction gear variations of WO, WS, WSO, WR, WRO. The only power variant was in the mid 50s, the WB was released providing 190 H.P. and eventually 200 H.P. each at 3,200 RPM. The history of the Chris Craft flat head engine production spans 5 decades and as seen is comprised of many, many models. The Smith family business was very cost minded, thus building their own engine was the correct decision in hindsight. While they built boats with other engines, these were fewer in number. V-8 engines returned to Chris Craft boats in 1955 with the Chrysler Hemi and Cal Connell Cadillac as used in the Cobra, Continental and Capri. The Chevrolet 283 would be marinized by Chris Craft and installed in many models of boats in 1959. This engine and the other small and big block V-8s would soon become the demise of the old reliable flat head. With the success of the partnership with Hercules, the same model was setup of purchasing short blocks from Chevrolet, Mercury and Ford and then building the required manifolds and related hardware. The models and makes of V-8 engines in the "Modern Era" will be the subject of another article in the future. In the next installment,

Spring 2014 Western Wood, we will get back to our series on The Thunder of the 30s and the engines that propelled us into and through WWII. Comments, questions, suggestions or a request for the updated chapters are



Chris Craft Paragon transmission
Showing date mark on casting (12 1 52)

welcome at
l.dobbins@sbcglobal.net
Lew Dobbins, 2/28/2014

Additional credits:
Misc. Chris Craft documents, ads & pamphlets.
The Legend of Chris-Craft, Jeffrey L. Rodengen Ph.D., 1993.
Chris Craft Boats, Anthony S. Mollica Jr. & Jack Savage, 2001.
Motor Boating Magazine, Annual "Show Number" (January and February issues from 1918 to 1954) and many misc. issues.

NEW LOOK FOR OUR SHIPS STORE

Your "Ships Store" is one of the few opportunities the Club has to draw money from non-members to support the Club and it's charitable endeavors. This year the administration will be different, the merchandise will be updated and the display will take on a new look.



A committee has been formed to minimize the workload on any individuals. Barbara Foster and her team will be having a "BLOW OUT SALE" at Clear Lake during the Wood and Glory Saturday show. This will help us clear out the inventory so we can minimize the need to handle so many items. New products will be sourced and we plan to have a less cluttered look by minimizing what is on the tables and having back up stock maintained in clear plastic bins under the tables. We want to minimize those grubby cardboard boxes.

Come to Clear Lake on Saturday May 31 to get those bargains and enjoy a great Wood & Glory weekend while you are there. We always need volunteers to show our customers how much fun we have as a Club while we work together. Contact Barbara Foster (Barbara@mike-barbara.com) or Jane Bane (jane_bane@hotmail.com) if you can help with the store at Clear Lake.



Jane and her recruiting team will be scheduling people to help with the two Tahoe shows this year. Contact her to schedule your three hour block of time to assist with this fun endeavor. If you are somewhat inactive or new to Club activities we encourage you to join us.



SHOP TALK

winter 2014

Presented by Wayne Mooers, Lafayette, CA
February 2014



1930 26' HACKER TRIPLE, OCTOBER 2013

RICK GURRIES SNIFFING MORE SAWDUST AGAIN

In Cloverdale, CA Rick Gurries is well underway sawing and now setting new oak frames on his next classic boating “affair” – a 1930 26’ Hacker Triple. Rick’s prior project boat was *Matchbox*, a 1946 20’ CC Custom which was a grey “pattern” boat when he hauled it home. He admits this Hacker will be also be a “pattern boat” in need of a complete restoration. There will be some “historic” firewood to savor!

This particular Hacker is well “cured” having been part of the late Dave Wright’s ‘avocado grove’ collection in Fallbrook, CA. Dave’s close friend, Brian Robinson, reports “this Hacker is unusual in that the vast majority of 26 footers produced in this time period were powered by the 678 C.I.D. overhead-cam Kermath 6; this is the only 26 footer I have found to be originally powered by the optional 225 hp Sterling Petrel 780 C.I.D. – a \$250 upgrade in 1930.”

The ‘bones’ then went to Idaho after Dave’s passing, from where the Gurries purchased it and hauled it back home last fall. The good news is most of the original hardware came with the boat – along with the 6 cylinder 780 C.I.D. Sterling Petrel engine. Rick is comfortable with the wooden part of this restoration, yet has not made a decision on the engine destiny based on missing or compromised parts and related cost factors. A new “big block” can fit in that motor area nicely! There is a lack of documentation on this model year era Hacker; Rick is aware of only two other like boats and he welcomes your historical input accordingly.



Note the deeper 30’s era Hacker “V” bottom design when compared to flatter Chris Craft bottom stations from the same era. Rick plans to restore this Hacker design using contemporary “systems,” including “cold molding” a composite based bottom, hull, and deck as compared to Hacker’s original plank-on-frame construction.

Rick is seen above ‘hiding out’ in his detached 24x30’ home shop. Rick, son of a long time Cloverdale family, also has a complete 2,400 sq ft metal and woodworking shop (with an overhead lifting gantry!) at his family’s nearby storage and industrial complex – which proves one can never have enough tools, shop space and old boats! Atta Boy, Rick!

Rick is smiling because he bought himself a new laser-leveling tool. Yet accomplished seamstress wife Laurie is also smiling because she opened a new computerized embroidery sewing machine for Christmas! Laurie is known for her fabric boat accessories, covers, and accomplished boat interiors sewn on her trusty old commercial machine. A “classic boating couple” no doubt.



Check in and cheer Rick & Laurie on @ 707-894-3765, e-mail cloveralarm@comcast.net
Remember, he needs more data on this particular Hacker model.



Bass Lake

Bass Lake Lion's Club sponsored
Boat Show and Rendezvous
Northern Ca. / Lake Tahoe and
Southern Ca. Chapters

Robert Gaestel and Teri Parker
Co-chair's: Bass Lake Boat Show

Keep your calendar open for **May 16, 17 & 18th** for the 24th year of the **Bass Lake Show** and we expect to have the best time ever. If you haven't been to this event before, you should come this year to see why so many members come back year after year to enjoy the fun and good times.

This is always one event that everyone looks forward to because it is the beginning of the new boating season. It's wonderful to get together with our Southern Ca. ACBS Chapter members for this fun event. Let's get our Woody's and Classic's wet and enjoy another great weekend. We will be looking forward to seeing everyone and hearing the sound of all your boat engines.

- Phone numbers for reservations are:
- The Pines Resort @ 559-642-3121
 - The Forks Resort @ 559-642-3737
 - Miller's Landing @ 559-642-3633
 - Yosemite Gateway
Best Western @ 559-683-2378
 - State Camp Grounds
(on the lake) @ 559-642-3212



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Antique and Classic Northern California / Lake 2014 Event C

- March 29-30 Restoration Workshop - Curt Bauman Wood Boat Restorations - Grass Valley Debra Dobbins 530-263-3229
- April 11-13 Spring Fling - Murphys Gold and Wine Country Wine Country Barbara Foster 925-828-8252
- April 13 Board Meeting – Murphy’s Historic Hotel Sandy Chase 408-219-8353
- May 16- 18 24rd Annual Bass Lake Rendezvous Ducey’s on the Lake – Bass Lake,CA Bobby Gaestel 209-769-0310
Arnie Schweer 559-291-3198
- May 30- June 1 Wood & *Glory* XVI - Soda Bay Doug Reed (707) 278-0116
Clear Lake, CA John Lawrence (707) 277-7255
- June 21 Woodie Whoopie – “Tex Mex” Bill & Mary Jo Shepherd’s Rich Fisher 925-525-5428
6220 McKinney Drive – Homewood, CA
- July 5 Woodie Whoopie – “Italian” Near 8708 Victoria Rich Fisher 925-525-5428
Rubicon Homeowners Beach, Rubicon Bay, CA (Homewood Area)
- July 18 Woodie Whoopie – “ Caribbean” Rich Fisher 925-525-5428
Olympic Homeowners Beach Near 619 Olympic Dr. - Tahoe City, CA
- July 25 - 26 **SOUTH LAKE TAHOE’S** Tahoe Keys Marina Liquid Blue Events, LLC
WOODEN BOAT CLASSIC South Lake Tahoe, CA 775.851.4444



tahoewoodenboats.com





Western Wood Boat Society Lake Tahoe Chapter Calendar

- | | | |
|--------------|--|---|
| July 26 - 27 | Ships Store @ South Tahoe Wooden Boat Classic | Rich Fisher
925-525-5428 |
| July 27 | ACBS Annual Picnic & STWBC Show Awards
Sugar Pine Point State Park – Tahoma Lake Tahoe, CA | Debra Dobbins
530-263-3229 |
| August 1 | Woodie Whoopie – “Irish” Bernie and Carol Atkinson’s
4870 North Lake Blvd– Carnelian Bay, CA | Rich Fisher
925-525-5428 |
| Aug 22 | Woodie Whoopie – “Clam Bake” Turner’s “Playtime”
4860 West Lake Blvd, Homewood– Homewood, CA | Rich Fisher
925-525-5428 |
| Aug 23 | Board Meeting - Lake Tahoe
Location TBD | Joel Castro
209-599-7310 |
| Sept 19 - 21 | Woodie Whoopie Weekend- Lake Shasta
Details to Follow - Please RSVP | Rick Gurries
707-894-3765 |
| Sept 18 - 21 | 39 th ACBS International Meeting & 12 th Annual Boat Show
Skaneateles, NY | ACBS - Hdqrts
e-mail: hqs@acbs.org |
| Oct 3 - 5 | Delta Cruise B & W Resort
964 Brannan Island Road & Highway 12 – Isleton, CA | Layne Davis
408 234-7613 |
| Nov 7-9 | Chapter Annual Meeting
South Bay Area—more to follow | Sandy Chase
408 210=9-8353 |





SOUTH LAKE TAHOE'S WOODEN BOAT CLASSIC

This summer, The South Tahoe Wooden Boat Classic celebrates the history and stories behind the pre-war AND post-war boats of the 1940s. World II brought among the most significant changes in boats from material, color, design and construction techniques.

Come join us for this fun and informative weekend. Boat Registration includes launching, trailer valet, three (3) nights docking fees (Thursday, Friday, Saturday), two - 2 day boat show passes, goodie bag with complimentary Korbel sparkling wine, one boat show hat & shirt, and access to the Boat Owner VIP room, and other goodies.

Become a show sponsor with some very unique perks to ensure you enjoy everything this spectacular show has to offer. Sponsorship includes all the boat registration benefits PLUS one (1) 2-day parking pass for one vehicle inside the conveniently located designated VIP area (NO in/out privileges), two (2) passes to the Korbel CA Champagne Lounge* for Fri. & Sat., sponsorship recognition in the Program and one (1) Commemorative Limited Edition 2014 Show Poster. This is the minimum. See the sign-up sheets for all the possibilities. Your sponsorship will benefit the Antique & Classic Boat Society which donates the show's proceeds to a variety of Lake Tahoe marine based non-profit organizations.

We will again be featuring the:
Fri. 5pm - "On The Docks" - Fresh Ketch, Tahoe Keys Marina
Sat. 6pm - " An Evening in the South Pacific" - at The Pope Estate
Sun. 11am - "The Awards Picnic" - Sugar Pine Point State Park
Sign ups for these events can be done on the website tahoewoodenboats.com. Boat and sponsorship registration can be done by sending in the forms or on the website.

Ever wonder why you won't find a 1943 Chris Craft, Century or GarWood? Well, they were hard at work putting their considerable talents and materials to good use to ensure our Freedom of the Forties.

1941 was a banner year for the pleasure boat industry. They put out numerous models, large and small, cruisers to small utilities to "gentleman's race boats". The 1942 model year, like the automotive world, started in the fall of the previous year. Even though America was gearing up for war to assist our allies, the economy was returning from the depression and people were ordering their 1942 boats.

The December 7th attack on Pearl Harbor took the US into WWII in a big way. All of the boat builders



finished up their small amount of 1942 boats and shifted to war production. Thousands of boats of all kinds, shapes and purposes were built through the wars years from January of 1942 into the end the war in 1945.

1945 saw our men and women coming home from the far reaches of the embattled world. Business in North America started to return to normal and focused on our creature comforts and family activities again. While many companies closed during the war, Chris Craft and others came back strong. The first couple of years were difficult as many of the needed boat building materials were not readily available. Good mahogany was in short supply. Several of the models of boats were made of other materials and often painted instead of stained and varnished. Our poster cover girl is such an example. She is a 1948 Chris Craft 19' Racing Runabout built in the fall of 1947. She is built of spruce plywood, covered with canvas and painted. Her transom is the only part of the boat to be built from varnished mahogany.

The 7th annual STWBC will showcase this. Nothing can duplicate the atmosphere of these magnificent machines resting on the Tahoe Blue waters along side music, wine, beer, food and vendors. Our show will also honor those that have served the US through time and the men and women that gave us the Freedom of the Forties. Come and be a part of our history.



SHOP TALK

winter 2014

Presented by Wayne Mooers, Lafayette, CA
January 2014



Nevada City neighbors and buddies Phil Drees and Bob Robertson

have been messing around in Bob's shop since last December replacing the hull and deck planks on Phil's 1946 18' Gar Wood Deluxe Utility. Most likely "messing around" is not the right term; Bob has a pretty serious detached home shop and has turned out some award winning boats – most recently winning 1st in Non Professional Restoration Class at Concours 2013 with his Chris Craft Racing Runabout. Covered in one of the shop's bays is Bob's 1989 Custom 24' Hacker Replica, which he built and launched in 2010. Oh yeah, the Riva Junior restoration happened in 2012. Busy Boy Bob!



Bob's prior shop burned down in 2007 (with the loss of a 17' CC Barrel Back and a 19' CC Special Runabout), yet by all accounts, the net results is a beautiful new state-of-the-art shop and new tools with most importantly, a guy that knows how to use them. And yep, those are big structural glue lams and beams overhead with a bunch of chain tackles. This is not a converted car garage!

Bob and Phil believe in preserving classic beauty with contemporary materials. Thus, the Gar Wood's planks are completely sealed with penetrating epoxy and fastened with both 3-M adhesive compound and stainless fasteners to the frames. Yes, the bungs are all pulled from the same Sapele planking to assure color and grain match. Bob retired from a machine shop background, and his past life's +/- zero tolerances are apparent in his classic boat restorations. Keep smiling and nice going guys! Contact Bob at 530-264-6443 and Phil at 530-264-6443 for more "Shop Talk".





WOOD & Glory XVI



May 30, 31 and June 1

“A Gathering of families and friends on Clear Lake to enjoy fine Antique & Classic Boats”

light of the Wood & Glory weekend so don't miss it. Come by boat or car. The Lake County Sea Scouts will be at the dock to assist boaters as needed.

Bring your favorite entrée to cook on the ACBS barbecue, a dish to share, and your favorite liquid refreshments. Wine from local Vintners will be available. We will also be “kicking off” our all important Sea Scouts raffle benefitting local ship #711 as well as our silent auction of amazing prizes. Last year's raffle and auction were a huge success benefitting both “Sea Scouts” and” People Services” (a local agency dedicated to the support of the developmentally disabled)

Don't miss this great opportunity to make new friends and renew old friendships while we kick off the summer boating season at Clear Lake.

SATURDAY CRUISE & PICNIC

On Saturday morning May 31st, we will cruise from Soda Bay to the sheltered Marina at Konocti Vista Casino Resort about 15 minutes away. This Marina with its well constructed docks, individually assigned slips and smooth protected water worked very well for us at last year's event and Konocti Vista Casino is anxious to have us back. As in the past, those coming from Konocti Bay, Buckingham or other distant locations should leave in time to join the main cruising group in front of Clear lake Vista Resort in Soda Bay for the trip up to the Marina..



This year promises to be another great year at Clear Lake as we celebrate the sixteenth renewal of the annual Wood & Glory event. Our venues will again be the Clear Lake Vista Resort (formerly Ferndale) on Soda Bay, the Konocti Vista Casino Marina docks in Lakeport for our Saturday boat show, and the Sherwin's private island for our Sunday cruise/picnic.

LAHTI'S WOODIE WHOPIE



On Friday night May 30th the Lahti family will once again kick off Wood & Glory as John, Mary, and family welcome us back to their great lakefront home near Buckingham point. This Friday night Woodie Whoopie is a high-

At the Marina we will be greeted by live music, an outstanding catered lunch and members of the local community anxious to see our boats on display. Again this year there will be many classic cars on display in conjunction with the No Name Car Club's annual Roundup Classic car show being held in the casino parking area. The combination of classic boats and cars gets very positive spectator response by providing something of interest to all. With a great lunch, fine boats and cars, good music and great ACBS friends there is much to enjoy.

SATURDAY NIGHT DINNER

Our Saturday evening dinner will again be held at the Buckingham Homeowners Clubhouse located in Buckingham park. We'll have a great dinner catered by “Rosey Cooks” in a private lakeside setting overlooking great old oak trees, a beautiful lawn area, and of course Clear Lake. We'll also present awards and conclude our silent auction.



SUNDAY – ISLAND PICNIC CRUISE

On Sunday June 1st we'll go back to Steve and Linda Sherwin's amazing "Weekend Island" for our picnic cruise. Wood & Glory first visited the island on our 2012 Sunday cruise and for many of us, it's become a highlight of the weekend. This year Steve and Linda have graciously invited us back to picnic on the lawn under the grand old oak trees with David Neft providing easy listening music for us. We'll also conclude our Sea Scouts raffle and hand out great prizes to the winners.



Entry forms are available at www.acbs-tahoe.org or contact either Doug Reed (707) 278-0116 or John Lawrence (707) 277-7255. For those who love the internet, Lee Chase has set up an on-line registration with payments through PayPal.

Recommended lodging includes the Soda Bay Inn, Bell Haven Resort, Edgewater Resort & RV Park, Konocti Vista Casino & Resort, and Clear lake Vista Resort. Note that Konocti Vista Resort is holding a limited number of rooms for us at the reduced rate of \$79 per night. Their contact # is 707-262-1900.

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Your Philanthropy Committee Update

2013 was a good year for ACBS NC/Lake Tahoe philanthropy. Our chapter's endowment created earnings of \$10,851 of which \$3000 was voted by your Board to be gifted from those earnings, and donations raised from four events throughout northern California were made to not-for-profits as well.

Because our endowment earnings grew within our portfolio, it gave us the opportunity to make donations to four organizations that were selected by the Philanthropy Committee after completing the grant request process. Thunderbird Lake Tahoe, Sea Scout Ship Challenger, Sea Scout Ship 711 Konocti and Tahoe Maritime Museum each received \$750 from our endowment earnings. In the past, we have had only one or two grant applicants. This was the first year that we had four grant applicants. It was agreed that we would split our available \$3,000 amongst them.

In addition to the grants from the chapter endowment funds, we made donations to ten not-for-profits throughout northern California during the year. Each of the following events gifted between \$250 and \$2,500 from funds raised specifically to gift as a result of their support of the Bass Lake boat show, Wood and Glory at Clear Lake, our chapter Annual Picnic at Lake Tahoe, and the South Tahoe Wooden Boat Classic at Lake Tahoe.



The Boy's and Girl's Club of South Lake Tahoe participated in the South Tahoe Wooden Boat Classic and received a donation at the ACBS Annual Picnic at Sugar Pine State Park.

Your Board of Directors voted a few years ago to give the seated President the option to make memorial gifts in behalf of the chapter to his/her choice of not-for-profit. And so a gift of \$125 was made to the Tahoe Maritime Museum in memory of Kelly Bane.



Additionally, our kit boat program continued in 2013 and on into 2014. The Sea Scouts from the ship Challenger are working with Layne Davis and Lee Chase to complete their second boat. The Philanthropy Committee has funds designated for more kit boats to be built. If you have the interest, ability, a location and a group that would like to build a kit boat, please contact any of the Philanthropy Committee members for more information.



Sea Scouts at work on the "kit boat". Thanks to ACBS Philanthropy dozens of boys are learning about wooden boat building

Finally, each year one of our Philanthropy Committee members rotates off after a three year term. 2013 was Dave Lyon's last year. Thank you Dave for your work on the Philanthropy Committee. Dave's replacement for a three year term is Rich Fisher. The other current Philanthropy Committee members are Steve Caplan, Chair, Jared Hein, Debra Dobbins, and Kirk Pumphrey. If you have interest in joining your Philanthropy Committee, please contact Steve Caplan.

Welcome new members

Joe and Karen Calcagno
of Soquel, CA

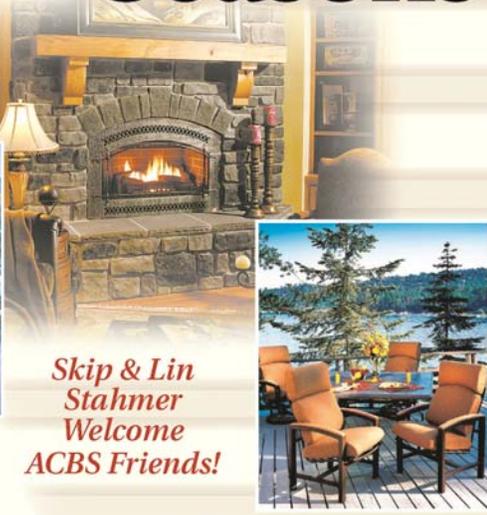
Robert Mechikoff
of Oceanside, CA

Greg Page
of Arnold, CA

Rich Tornberg
of Granite Bay, CA



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A unique opportunity only becomes available once in a lifetime. This is yours!

Hutchinson, Hacker designed, 1939, 26' Triple Cockpit Runabout. Originally six built. This is the only known survivor. Repowered with a 350 c.i., 260 horsepower Chrysler Crusader Engine. New twin tanks, rechromed, reupholstered, bottom refastened. Fairly priced at \$125,000.

Chris Craft, 1928, 24' Triple Cockpit Runabout, no engine, 98% complete, last in water 2009. \$26,000 with tandem trailer.

Chris Craft, 1928, 22' Triple Cockpit Runabout with Ford V-8 engine, Stored 35 years inside. \$17,000 with tandem trailer.

Chris Craft, 1947, 17' Deluxe runabout, Hercules triple carb engine, reupholstered, decent finish, mooring cover, needs chrome done, \$16,500 with venture trailer.

Chris Craft, 1950, 20'. Needs complete restoration, \$11,500 with trailer.

ChrisCraft, 1952, 22' Sportsman, needs refinish and chrome done. Original Hercules 130 h.p. M Engine, Iva-lite, nice upholstery, convertible top. \$15,000.

Chris Craft, 1956, 19' Capri. Needs lots of woodworking, Hercules K Engine, nice upholstery, chrome dull. \$7,900 with tandem trailer.

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The Trading Dock

Please contact the editor at lee.chase@comcast.net to place or remove a Trading Dock ad.

For Sale

1973 41' Chris Craft F.D. Motor Yacht. Great condition, 2 Ford 8 300 engines, GPS, wonderful interior. 2 staterooms (sleeps 6) , 2 full heads, salon and galley. Enclosed aft deck. Many extras. \$45,000. Contact Gail at (530) 673-3584.

For Sale

1930-22ft Gar Wood Custom Runabout Totally restored in 2005. Chrysler Royal 8 Engine. West System bottom. Two axel trailer. A very nice triple cockpit runabout \$65,000. Don (530) 344-9316

For Sale

1937 Gar Wood 25 ft Triple Cockpit Runabout. Sierra Sue Hull #6110, Concourse de Elegance "Best of Show" 1999, new Volvo Penta 454 engine, original Chrysler Majestic engine available, Priced to sell at \$225,000.00. Contact Don at 916-765-1517 or smithdon1315@gmail.com.

For Sale

1939 Chris Craft 21' deluxe utility, complete restoration with modern power, double axel trailer and full cover, \$42,000 OBO. Jim Subject 805-964-2020.

For Sale

1967 Riva Junior #141, excellent restore 2012, please look at our website Rivawoodenboats4sale.com
1951 CC Racing runabout R-19-343, recent 1st in class at Tahoe Concours \$64000
 Call Bob, 530-470-8785, Drobertson530@comcast.net

For Sale

1963 Century Resorter, 17' . Totally original, Tahoe Concours winner 1989. Ford interceptor 360/220 hp. 1987 survey-\$15,000. Asking \$9000.
jjchilders@surewest.net; 916-456-9941. Ask for Jim

For Sale

Chrome octagonal gas cap with vent hole on top. Excellent condition, 2 years old for early Chris craft or? \$50.00 or best offer. **Choke cable** with chrome knob with large C on knob. Excellent condition. 2 years old for 40's /50's Chris Craft or? \$75.00 or best offer. Call Peter 415 518 2720

For Sale

1954 Chris Craft Riviera 18 ft
 Show condition and Tahoe Concours trophy winner that needs nothing to use or show. Original Tahoe boat with very low hours from new (est. <200). Original wood except blond decking, outstanding interior, no soak bottom, original strong KBL 131, and 2005 custom trailer. Concours worthy boat for user price. \$27500. 707-501-8249.

For Sale

1964 Chris-Craft 21' Sportsman
 Lapstrake plywood utility, 283 V-8.
 See page 506 in *The Essential Guide*.
 Needs some wood replacement and refastening. Extras available. Includes Float-On double-axle aluminum trailer, aluminum wheels + spare, disc brakes. Dual air-horn set-up, complete, never mounted. As purchased new from *Classic Boating Magazine*.
 Jim Guigli jimguigli@sbcglobal.net 916-488-7448

For Sale

Show winning 1956 Chris Craft 23' Continental
 It's Hull 23-086 with factory optional 3/4 mid-ship seat and original MCL 175HP engine. A 2012 Lake Tahoe Concours d'Elegance First Place boat and also a 2012 Tahoe ACBS Wooden Boat Classic First Place winner. "Fallon" appeared on the September/October 2011 cover of *Classic Boating* and appears in the 2013 *Classic Boating* Calendar. New no-leak fiberglass bottom in 2011 and 8 additional coats of varnish. This is an extraordinary 23' Continental that needs absolutely nothing. Full cover and EZ Loader dual axle trailer. Great family or cocktail boat. Show it and win! \$49,000 or best offer. Call 510 644 9350 or jamestaylor007@gmail.com

For Sale

1948 Chris Craft 17' Deluxe Runabout
1950 Chris Craft 19' Racing Runabout
1947 Chris Craft 22' Sportsman
1965/66 Chevy 427 Engine. Never started since new.
 All boats totally restored and show winners.
 For information contact Bill @ 916-652-4689



For Sale
1953 Chris Craft
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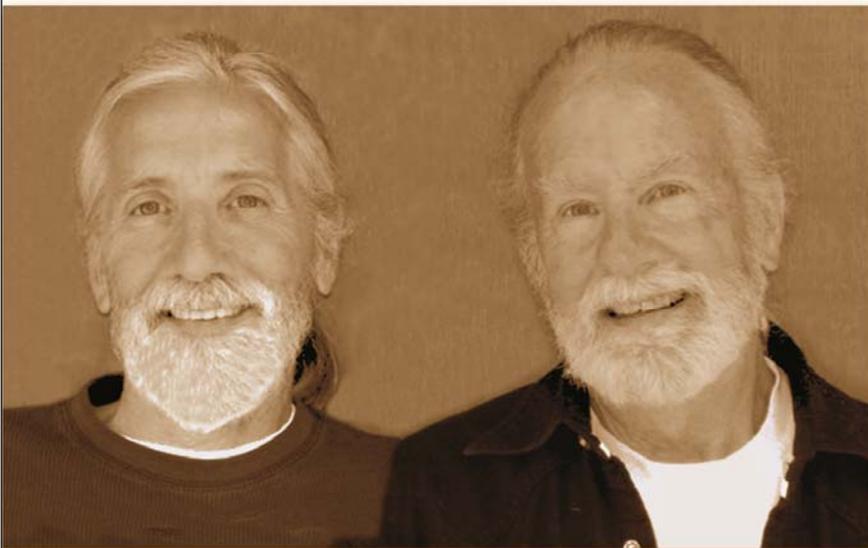
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