

# Western Wood



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

Volume 28, Issue 1

Quarterly Newsletter

Winter 2011





## Western Wood



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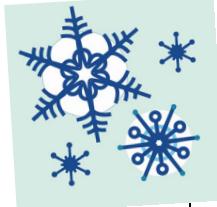
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The heavy winter snow is great for skiing and bodes well for boating this summer. We should have plenty of water in the lakes for our boating events. While you're waiting for the snow to melt you can take a look at some of the stories in this issue of Western Wood. Dan Arena has put together the story of his father's remarkable career in gold cup boat racing; the first part is in this issue. We are lucky Dan is getting the story first hand and sharing it with us.



Another race boat story is in this issue. Richard Johanson, a new member, found a Cracker Box racer that turned out to be a championship boat and the same one he got a ride in during his college days. He spent 7 years restoring it.

If you have a boating related story to tell, please send it on to us. It's your stories that keep the Western Wood interesting to your fellow members.

The calendar of events for 2011 is on page 12 and the events post card is included in the envelope. The post card photo is of us in our boat "Mountain Lyon" along with the only members of our family who enjoy boating, our 2 dogs Thor and Xena!. There are some terrific events being planned that you shouldn't miss. Information on Spring Fling, Bass Lake, Wood & Glory and the South Tahoe Wooden Boat Classic are in this issue. Sign up early for your favorite events.

The chapter web site [www.acbs-tahoe.org](http://www.acbs-tahoe.org) has been completely revised this winter. Navigation has been improved and new photos added. Our chapter has entered into the 21st century now by providing on-line sign up and payment options for our events. Check it out and see how you like it.



Happy Boating,

Lee and Sandy Chase,  
Editors  
[westernwood@acbs-tahoe.org](mailto:westernwood@acbs-tahoe.org)





When I began to write this article as your new president, I asked myself, "how did I get this title?" Was it that day in 1999 when my late wife and I attended our first TYCF Concourse show at Lake Tahoe? Was it that day in 2002 when Barry Ludwig and Kirk Pumphrey approached me, as I stood looking over the boats in the TYCF Concourse, and asked if I would consider being the Chapter treasurer? No, although both of these events have a bearing on my enthusiasm and desire to be the president of the Chapter, my journey here really began about sixty years ago. As a young boy, I attended the San Francisco Sports and Boat show in San Francisco with my father. I remember seeing the Chris Craft boats and marveling over them not realizing that I would some day be the proud owner of a Chris-Craft.

In my sophomore year in high school my Dad bought me a Chris-Craft Barracuda kit boat that I assembled in the high school woodshop. If I wasn't hooked seeing the boats at the show, I was definitely hooked after completing and launching my Barracuda. The Barracuda got traded in on a v-drive ski boat (It's ok the ski boat was wood.). The ski boat eventually got sold leaving me boat less for thirty-five years until that day in 1999 when I attended the TYCF Lake Tahoe Concourse. The moment I smelled the varnish and saw the boats in the harbor knew I had to have a woodie. But what woodie? Well that was an easy choice. The Barracuda had the Chris Craft signature bleached king plank, the ski boat had a Chrysler hemi, and the Capri had both.

This all goes to prove that you can take the boy or girl out of the boat but you can't take the boat out of the boy or girl. What a powerful reminder of the importance of our Chapters youth programs.

We'll, so much for my story. It's time to turn to you and our upcoming events. Jackie and Paul Mehus and their committee are hard at work planning the Spring Fling which will be held in Placerville and is sure to be an outstanding event. Spring Fling will be followed by Bass Lake, our first in- the- water event of the year.

As we get ready to put our boats in the water, it's time to do a safety check of our equipment. Along with the life jackets, anchor, flares, signaling device, bilge pump, hoses,

fuel lines, and dock lines is that all-important fire extinguisher.

We all carry a fire extinguisher and periodically check them for pressure and dating but where is the fire extinguisher in the boat? For a lot of us, it's stashed somewhere in the bilge which is the most likely place for a fire. This means that in case of a fire you may be dependent on one of your fellow ACBS members or a bystander for their assistance in putting out the fire.

At the January Board meeting, there was a discussion as to the availability of fire extinguishers in the event of a fire. It was noted that while we know where our fire extinguisher is located, other ACBS members or bystanders might spend precious time looking for the fire extinguisher if the boat owner is not present. In order to prevent a disaster the Board recommends that we carry two fire extinguishers and that we leave an extinguisher in plain sight in the boat when the boat is unattended at the dock.

**The Board recommends that we carry at least 2 fire extinguishers and that we leave one in plain sight**



Jared Hein

## 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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[westernwood@acbs-tahoe.org](mailto:westernwood@acbs-tahoe.org)



## The Dan Arena Story part I By Dan Arena III

# The Early Years

Oakland, CA

I am not aware of a gene that steers a person into a life of speed and competition. But, if there is such a gene, the Arena brothers got it in a "big way" from their father, Dan Arena, Senior.



As a teenager, Senior became the local attraction at the Idora Park Pavilion in speed roller skating where he earned the nickname, "The Oakland Speed Marvel". On August 10, 1913, at the San Francisco Coliseum he was runner-up for the World Championship one mile race against George Richard. These two competitors were billed as the fastest men on roller skates. Dan Senior's showmanship and talent made him a common feature on the sports page of the Oakland Tribune.

As Senior's skating life wound down he continued his passion for speed with his Indian motorcycle and a number of fast cars. Later, he worked in the family winery in Oakland, and went on to settle with his wife and three children overlooking Lake Merritt. This Lake became the playground for Dan Arena Senior's two sons, Dan and Gene. Here their fascination with boats began. In 1928, Dan built his first boat in the family garage with wood that he confiscated from the family winery. He was twelve years of age.

Gene, the younger brother by four years, was his constant companion and helper. He has often told the story of his brother, Dan's, first boat. After carrying it to Lake Merrit, Dan got in and began rowing across. Halfway there, he turned around and came back. Gene asked, "What's wrong?"

Dan replied, "This is too much work; the next boat I build will have a motor". This proved to be a true statement. For the next few years the brothers haunted the waterfront, enamored with the many fast boats they saw. There seemed to be an air of excitement that drew them to these boats.



**Dan Arena's first ride at age 14.**

At the age of 14, Dan was invited to be a riding mechanic (also called a deck monkey) on one of the outboard racing runabouts there at the Lake. His duties included flinging himself over the bow in the turns and hanging on for dear life. On the straight-aways he had to crouch down near the transom thus trimming the boat for top speed.

Soon after this experience, Dan combined money from his paper route with what he earned from odd jobs and he purchased his first, used, race boat. Again, he took his boat project to the family garage for restoration. In 1931, "Charlie Horse", a C - service, outboard - racing runabout hit the water with young, fifteen year old Dan behind the wheel.

He became the youngest owner/driver member of the American Power Boat Association (APBA), and a charter member of the California Speedboat Association.

Here on the Oakland Estuary, Dan began his climb through two "C" racing classes and one "F" racing class. He perfected his racing skills and gained more knowledge of the sport during this time.

While racing during his high school years, Dan was exposed to men like Henry Kaiser, Stanley Dollar, Ollie Meek, A.J. McGrit, Lou Fagel and others who were a large influence on what was to become his life's work. His first automobile license gave him increased



**Dan Arena's first boat,  
"Charlie Horse", age 14.**



mobility thereby allowing him to move his shop from the family garage to a warehouse at his family's winery. It soon became the hangout for Dan and his friends where they could build and repair engines for his boat as well as for several sprint cars.

It was to this warehouse that Dan brought his first new inboard hull. It was a 151 "C" class, Zimmerman hydroplane which he installed a Star automobile engine on. He designed and built a primitive outdrive from parts taken from both a Model T Ford rear and a lower unite from a Class "D" Johnson Sea Horse outboard.

During Dan's high school years his younger brother, Gene, was still hanging around whenever he could, picking up tools and just helping the guys. Although it was Dan's best friend, Wally Snow, who was his riding mechanic on race day, it was Gene who rode with him while he tested and practiced on Lake Merrit and at the Oakland Estuary.

Dan's passion for speed and boats was evident in his purchase of another new boat in 1935. It was the "Howard Baxter Special". He and two of his racing friends ordered three unfinished, V-bottom, single step, runabout hulls from a local boat builder to form a Bay Area West Coast Gold Cup Class. The financial help from his father allowed him to purchase a 15 year old, 718 C.I., Wright, E-4 Hisso, V-8 engine for \$250. The finished boat ("Howard Baxter Special") was a work of art.

Dan had dropped out of high school during his junior year to work and to campaign up and down the west coast full time with his boat. Later, he continued his studies by taking night classes in naval architecture at the University of California, Berkeley. He captured the Pacific Coast Championship in 1936 and was the high point driver as well. Unfortunately, during one of his last races, Dan's boat fractured a fuel line and caught fire. Wally Snow was able to get into the water, but Dan was trapped by the steering wheel for a time. He sustained serious burns on his left side, arm, hand, and leg and was rushed to the hospital for treatment.

Dan recovered from his burns and began to repair his boat during the off season. He converted it to a three pointer, and added small sponsons under the hull. He changed the color from red to silver and renamed her "Miss Golden Gate" after his father's Golden Gate Winery in Oakland.

Wally Snow and Dan remained life long friends, but after the fire Wally never raced again. Danny Foster, another long time friend, took the seat next to Dan in the "Miss Golden Gate". Foster, a dare-devil sprint car driver had worked with Dan at the warehouse on their different engines. It was a natural twosome.

The 1937 season was a very successful one for the two Dans. They won the Pacific Coast Championship at Newport Beach, California for the second year in a row. With this success, Dan set his sights on the Gold Cup Regatta in Detroit, Michigan. He visited the Motor City to scout his competition and was taken with Herbert Mendelson's sleek, rear engined "Notre Dame" which won the Gold Cup that year. Even today, the "Notre Dame's" powerplant is considered by many to be the most elegant marine racing engine ever built. It was a 24 cylinder super charged Duesenberg. Upon seeing this race boat, Dan thought about

the thrill of driving it. Who would have guessed that it would happen?

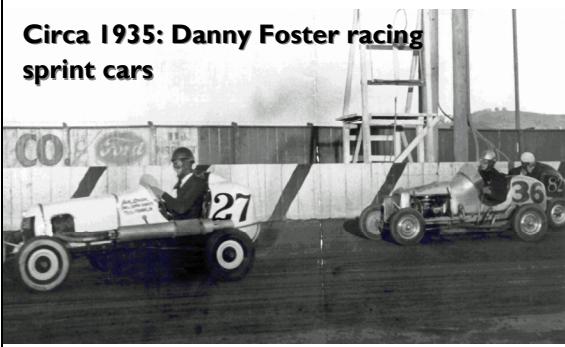
Dan returned to California determined to build a new boat and race it the following year in Detroit for the 1938 Gold Cup Regatta. He contracted E.A. McLean, a local boat builder, to collaborate on a new three point hydroplane hull with larger sponsons than he had used previously. Another close friend, Lloyd Taylor, who was an American Airlines mechanic was instrumental in the redesign of the valve train and cam to boost Dan's old Curtis-Wright airplane engine to over 300 H.P.

Lloyd and Dan, with the help of others, assembled the new hull with dedication and one goal in mind – the Gold Cup



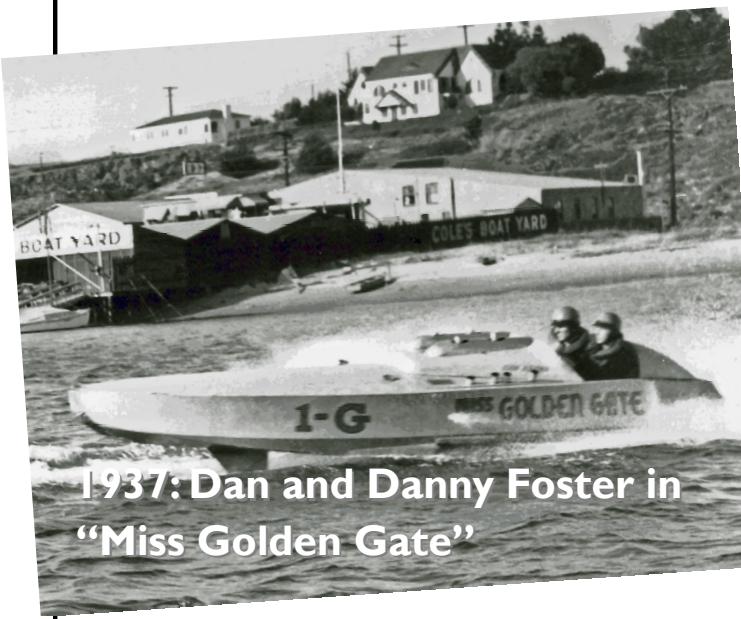
**1935: Dan and Wally Snow in the "Howard Baxter Special"**

**Circa 1935: Danny Foster racing sprint cars**





## Western Wood



**1937: Dan and Danny Foster in "Miss Golden Gate"**

father, and selling his car to his brother, Dan Arena and Danny Foster left for Detroit towing the boat behind his mother's car. They arrived in Motor City tired and dirty after sleeping in the car as they traveled across the country from Oakland, California to Detroit, Michigan. Perhaps, their appearance was a surprise to the race officials who were accustomed to welcoming men such as Gar Wood, Horace Dodge, and other wealthy race participants. The two young California hot-rodders were treated royally and regarded as admired underdogs by both the public and the press.

On Friday, September 2, 1938, Dan's boat qualified to be one of the eight that would run in Monday's International Gold Cup Race. He qualified at the speed of 73 MPH. Meanwhile, Saturday, September 3, saw the new "Notre Dame" owned by Herb Mendelson, flip and sink in rough water while driven by designer and driver, Clell Perry. Thus, the defending champion, Clell

"She ran a lap and a half before the more powerful Italian crept past her. Then a throttle connection broke on Miss Golden Gate. The crowd saw Dan Foster stand up and reach both arms into the engine cockpit. They saw Danny, from the driver's seat, reach with one hand to support the mechanic until he could brace himself. For 24 miles of Gold Cup bouncing and jouncing, Foster stood there! He was holding the throttle open with his hands! The roar of the crowd drowned out of the roar of the mighty motors! The Oakland lads received a tribute few losers ever receive. They lost the race but they were the heroes of the Gold Cup!"

(Reprinted from *Pacific Motor Boat*, Oct. 1938, p. 34 )

Regatta. The all new second "Miss Golden Gate" was painted yellow, had a large tail fin, and had a new homemade trailer under her.

Thus the 1938 racing season opened with 20 year old Dan Arena and 21 year old Danny Foster perfecting the race boat while taking part in some west coast races and hitting speeds of 80 MPH. This put the boys "on top of the world". But, the ultimate letdown occurred when California's Golden Gate Exposition officials for the 1939 World's Fair withdrew their sponsorship of \$1,000 which was to cover the entry fee and other expenses for the Gold Cup Regatta.

The officials had panicked thinking that if Dan was to win the race, they would not have the means to host the Gold Cup Race in conjunction with the Fair. Dan, undaunted, told the press, "I haven't won the race yet! If I win, then I will worry about where the race will be held. Right now I have to find \$1,000 and get there" (Detroit).

In late August of 1938, after borrowing money from his

Perry, who was favored to win for the second year in a row was out of the race.

With "Notre Dame" out of the picture, the favored participant became "Alagi", the \$100,000 race boat owned and driven by Count Theo Rossi. He was the 35 year old heir to the Martini and Rossi fortune from Turin, Italy.

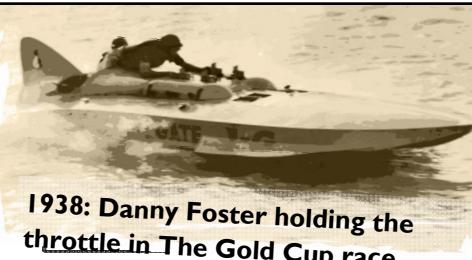
The rough water and wind of the previous days calmed somewhat for the beginning of Monday's championship race. The first of ten, three-lap heats began at 1:20 p.m. By the time the third heat began at 4:50 p.m. only two boats were still running - Dan's,



**1938: Foster and Arena with the second "Miss Golden Gate"**

"Miss Golden Gate" and Count Rossi's, "Alagi".

As in the two previous heats, when the gun sounded Dan hit the start line at top speed. At this point, the crowd knew that the two "young whipper snappers" from the west coast came not only to participate but to win this race. Their talent and dedication won the hearts of many fans. However, skill alone could not make up for the lack of horse power as Dan struggled to keep up and stay in the



**1938: Danny Foster holding the throttle in The Gold Cup race**



**1938: Danny Foster, Dan Arena, and Count Rossi with the Martini and Rossi perpetual trophy**



race. At the end of lap three hopes seemed to fade when the carburetor linkage broke. Suddenly, Foster climbed out onto the deck of the craft and held the linkage together with his bare hands. This went on for seven laps as Dan valiantly tried to stay competitive with Rossi.

The pictures of Danny Foster hanging out on the top deck while holding the throttle linkage together were featured in many newspapers in North America and Europe. Their story was celebrated! One headline read, "Home Built Jalopy Takes 2<sup>nd</sup>" and went on to read, "...won the hearts of the spectators by their skill and sportsmanship."

They not only received their second place trophy, but Count Rossi personally gave them two new Italian motorcycles. In addition, the President of Ford Motor Company graciously provided a complete restoration of Dan's mother's car. A credit voucher complements of the Union Oil

Company took care of their gas and lodging for the trip home.

They arrived in Oakland to more publicity, but life soon settled into a normal routine and Dan continued taking college classes and gearing up for his next racing season.

In July of 1939, Dan's dream of two years before was fulfilled with a phone call from Herb Mendelson asking him to come to Detroit immediately to drive the rebuilt "Notre Dame" for the Gold Cup Race. Dan sold his "Miss Golden Gate" to Stanley Dollar Jr. and mechanic, Ollie Meeks, before leaving for Detroit. During the next two years, Dan earned his first paid contract to build a new "Notre Dame" for Mendelson. At 23 years of age, Dan piloted his design to four worlds' records.



**Mechanic Jim Finley, Dan Arena and Herb Mendelson 1940**

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# Spring Fling

April 8, 9, and 10

## In The Gold Country

by P. and J. Mehus and J. Bane

Placerville's Main Street meanders through the gold country following Hangtown Creek, also known as "dry diggings" during the Gold Rush. By 1854 Placerville was the third largest town in our state. Sounds like the perfect place for us to discover old California.

Join us in Placerville on April 8, 9, and 10 for a Spring Fling which promises to follow in the tradition of fabulous venues with great friends.

The Best Western Placerville Inn, located off Hwy 50, exit 44A, off Missouri Flat Road on to Green Leaf has rooms waiting for your reservations. The executive suites, \$89 and the standard \$79 are very nice, clean rooms. There is also a perfect place to park our cars safely and conveniently. Contact Terry Brown at 530-622-9100 and ask for a room under "ACBS".

After checking in on Friday, we will enjoy Mexican dinner next door to the Best Western at Casa Ramos. A room is being held for us there and we will fill you in on the weekend's activities with your gift bag.

Get your hot rods ready because we're going on a car rally through Placerville and the surrounding gold country. The car tour will start with a 9:30 drivers meeting at the Best Western parking lot. Maps will be handed out and the day's car tour discussed. We will start by driving through old downtown Placerville so all can view the shops and historic buildings as we pass through. We will then embark on a 2-lane back road winding through the beautiful countryside for about an hour run to Iverson Winery. Iverson will have their special event tasting room open for us pouring free samples of their great wines. They will also be offering a special "wine club" discount on purchases by our club members. We will then travel a short distance to the Mehus' "Triple Creek Ranch" where we will enjoy a catered lunch, tour the barn, shops, ranch trails via golf cart or easily walked for those who want to work off lunch.

After lunch we will travel West through El Dorado and Amador County wine regions ending up in the town of Plymouth where we will take Hwy 49 North to travel back to Placerville. This portion of the run will allow everyone to follow the lead car back to Placerville or travel at their own pace, visiting some of the interesting wineries and even a famous flower farm, Amador Flowers at 22001 Shenandoah School Rd. in Plymouth. One of the wineries near Plymouth has a 1960's Chris Craft Cruiser floating in their pond. Many of these wineries have won Gold and Double-Gold Medals at the California State Fair.

Saturday evening has been planned at Sequoia, a stunning Victorian Restaurant in Placerville at 643 Bee St. between Spring and Canal Streets where we will dance and dine and enjoy the Victorian ambiance.

Sunday morning can be spent on your own, and at 12:00 meet in front of Hangtown's Gold Bug Park and Mine, also known as Hattie Mine, for a self-guided tour of the mine, stamp mill and gold panning experience. You will also see the museum and hiking trails in the area.

We are having a great time planning this event. It is especially fun to plan events with friends as you get to know them better and can have a ball doing it. We think you will enjoy the food, wines, friends, activities, and ambiance of the gold country for 2011 Spring Fling.





# Philanthropy

**ACBS NC/LT Philanthropy Committee has a  
GREAT year!**

Ever since our Chapter voted in 2000 to become a 501(c)3 charitable organization, we have granted funds to selected charities. These organizations support of our purpose of "sharing knowledge and education of our core endeavor, of preserving, restoring, and retaining the heritage of antique and classic boats in Northern California." Funds for grants come from our endowment fund and from sponsors of our boating events.

While there were some difficult years for our investments, we are happy to report that as the end of 2010, our endowment fund has recovered its strength and during the year grew by \$1,327 net of the grants that were made. Our Chapter endowment funds are designated as follows as of December 31, 2010:

Permanently restricted endowment	\$16,364.00
Board designated endowment	\$50,489.00
Funds reserved for kit boat program	<u>\$ 4,741.00</u>
Total	\$71,594.00

The endowment is invested 70% in a mutual fund specifically designed for not- for- profit entities and 30% in an interest bearing account.

Our chapter gifted \$2500 to 3 organizations from our endowment fund in December. The grants went to Tahoe Maritime Museum for their Speaker Series, to the South Lake Tahoe Historical Society to complete an exhibit which includes the wheel from the SS Tahoe, and to the Sea Scout Ship Challenger #145 to help buy the Kit Boat they built under the direction of members Barry Ludwig, Paul Mehus, and Scout leader/ACBS member Layne Davis. We require that the kit boats be sold after they're built to replenish the kit boat fund, but the scouts can't bear to part with it so now they are raising money to buy it!



In addition, the South Lake Tahoe Wooden Boat Classic raised \$10,000 from boat show sponsors to grant to four charities in the Lake Tahoe community. A \$1000 grant was made by our Chapter to Sea Scout Ship 711 at Clear Lake, from funds raised by sponsorships of Wood & Glory. A \$700 grant was made to the Lions Club at Bass Lake who supports local charities involving children.

**In 2011, we have reserved \$3000 to grant from our endowment. If you know of a charitable organization that would like to receive a grant, they should submit a Grant Request available on our website, [www.acbs-tahoe.org](http://www.acbs-tahoe.org).**

Our second kit boat is nearing completion. Tahoe City Scout troop #266 has been building the boat under the tutelage of John Lahti. They hope to have it done in time to display it at the South Tahoe Wooden Boat Classic in late July. Having completed two kit boats, we're ready to embark on a third. If you know a group of young people, who would like to learn how to build a boat, contact Barry Ludwig or Paul Mehus to discuss how it is done. You can help organize the next generation of wooden boat enthusiasts! Are there some young ladies out there who would like to build a boat? There's no rule that says boat building is for men only.



Are you interested in serving your Chapter? The Philanthropy Committee adds a new member each year and loses one as well. Each term is for 3 years. Let us know if you are interested in being on the Committee.

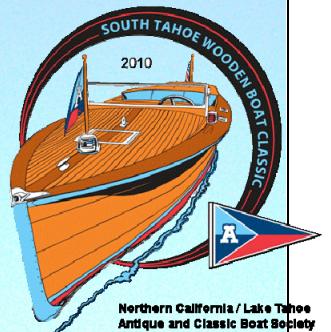
Please contact Steve Caplan, Chair of the Philanthropy Committee at [stevec@kbnworkspace.com](mailto:stevec@kbnworkspace.com) or 408-981-6996 or any of the other Committee members: Jared Hein, Paul Anderson, Dave Lyon, or Paul Mehus.



# South Tahoe Wooden Boat Classic

## A Vintage Boat Show for Charity 2011

This year we are delighted to showcase George Pope's 1930, 30ft SeaLyon runabout "White Smoke". We are also in contact with members of the Pope family and will have them with us for the weekend. Hear first hand their remembrances about the history of the Pope family and of their summers at their South Lake Tahoe estate "Vatican Lodge".



Currently owned by the Tahoe Maritime Museum, "White Smoke" is our poster boat and will be present at the boat show. On Saturday, July 30th., the Pope Family and White Smoke invite you to come and enjoy a night of music, food and frivolity in an atmosphere of days gone by. Come dressed in your best imitation of the 'Roaring 20's at Lake Tahoe' attire. This is a One-Time-Only event that folks will be musing about for years to come. If you miss it you will never know. Wear your: spats, boaters, beads & feathers. Here we come..... 1920's.

Friday night's popular "On the Docks" cocktail party will be at the Tahoe Keys Marina, and the ACBS Annual Sunday Picnic and Awards will be at the picturesque Sugar Pine Point park.

New to the program this year will be classes for modified boats and outboard powered boats. The modified boat class will allow well restored boats with non-original components to be judged in a separate category. This class is unique to our chapter. It is our intention to better embrace all of our classic boaters. The traditional classes remain the same and the Hagerty Junior Judges will be back again, always popular among both kids and boaters!

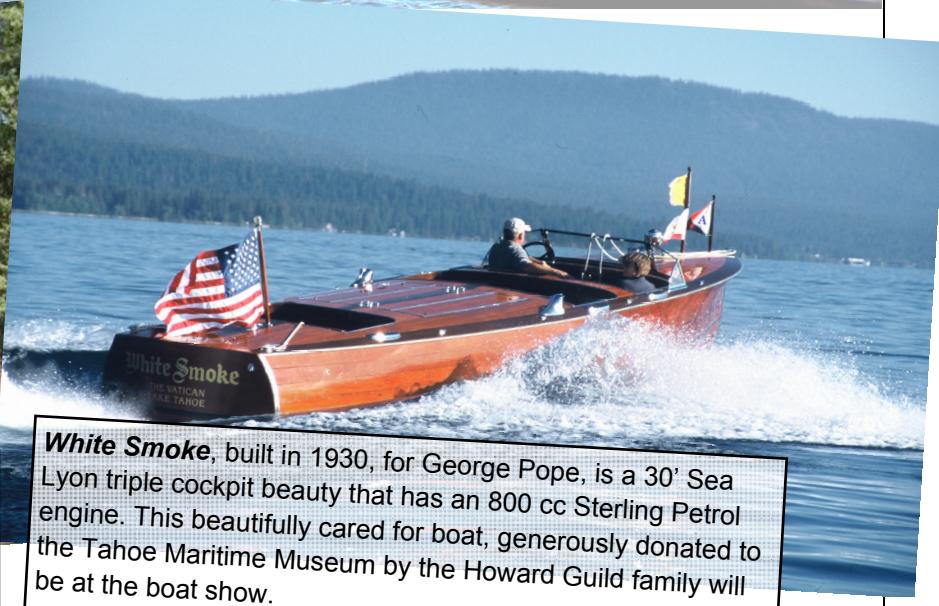
There will be more information as the planning for this extraordinary weekend at South Lake Tahoe develops. Plan to be there with us on the weekend of July 29th, 30th, and 31st .

**Sign-up forms are included in this issue of Western Wood,  
or sign up on-line at [www.acbs-tahoe.org](http://www.acbs-tahoe.org).**

We already have several boats signed up, so be sure to reserve your space early.  
Get your Boat Entry and Event sign-up forms to us before April 1st.



**The Pope family home** at the Tallac Historic Site is the oldest home at the site. We will have a catered dinner here on Saturday night, July 30th from 6:00



**White Smoke**, built in 1930, for George Pope, is a 30' Sea Lyon triple cockpit beauty that has an 800 cc Sterling Petrol engine. This beautifully cared for boat, generously donated to the Tahoe Maritime Museum by the Howard Guild family will be at the boat show.



The very popular "On the Docks" party will be held on the lawn at the Fresh Ketch restaurant on Friday evening from 5pm to 6:45pm. Don't wait to make your reservation because we only have room for 250 people.

## Join us for an extraordinary weekend at South Lake Tahoe



**The South Tahoe Wooden Boat Classic** will be held at the Tahoe Keys Marina on Friday, July 29th from noon to 5 pm and from 9 am to 5 pm on Saturday, July 30th. Judging will take place on Friday morning. You can launch your boat on Thursday afternoon/evening, July 28th from 3 pm to 7 pm. Sign up NOW!



Our Annual Picnic and Awards event will be at Sugar Pine Point State Park. The "to die for" view from the venue is not to be missed. Bring your blanket or table and chairs and enjoy the afternoon in the sun! Sign up to come on Sunday, July 31st for a great lunch and the fun show awards.

For lodging information and up dates check the boat show web site  
[www.tahoewoodenboats.com](http://www.tahoewoodenboats.com)

**Western Wood**

April 8 - 10	<b>Spring Fling</b> Placerville, CA	Jackie Mehus Jane Bane 530-878-2710
April 10	<b>Board Meeting</b> Placerville, CA	Jared Hein 650-348-5794
May 13-15	<b>20th Annual Bass Lake Rendezvous</b> Ducey's on the Lake, Bass Lake	Joel Castro 209-599-7310 Arnie Schwer 559-291-3198
June 3 - 5	<b>Wood &amp; Glory XII</b> Soda Bay, Clear Lake	Jim Robello 707-278-0233 Ralph Wallen 707-279-2686
June 10	<b>Woodie Whoopie - "Tex Mex"</b> McKinney Shores, Homewood, Lake Tahoe	Rich Fisher 925-945-8036
July 8	<b>Woodie Whoopie - "Italian"</b> ( Homeowners Area) Rubicon Bay, Lake Tahoe	Rich Fisher 925-945-8036
July 22	<b>Woodie Whoopie - "Caribbean"</b> Olympic Beach, Tahoe City, Lake Tahoe	Rich Fisher 925-945-8036
July 29 & 30	<b>South Tahoe Wooden Boat Classic</b> Tahoe Keys Marina, South Lake Tahoe	Steve Caplan cell: 408-981-6996
July 31	<b>ACBS Annual Picnic &amp; STWBC Show Awards</b> Sugar Pine Point State Park, Tahoma, Lake Tahoe	Steve Caplan cell: 408-981-6996



Aug 5	<b>Woodie Whoopie - "Irish"</b> Bernie and Carol Atkinson's,Carnelian Bay, Lake Tahoe	Rich Fisher 925-945-8036
Aug 12-13	<b>38th Annual TYCF Concours d'Elegance***</b> Presented by Tahoe Yacht Club Foundation Inc.	Danny Pavel 530-581-4700 X103
June 12-13	<b>Ships Store</b> TYCF Concours d'Elegance Sierra Boat Co., Carnelian Bay, Lake Tahoe	Rich Fisher 925-945-8036
August 27	<b>Board Meeting</b> Location TBD	Jared Hein 707-278-0233
August 26	<b>Woodie Whoopie - "Clam Bake"</b> Turner's "Playtime", Homewood, Lake Tahoe	Rich Fisher 925-945-8036
Sept 10	<b>Woodie Whoopie - Clear Lake</b> Location TBD	Jim Robello 707-278-0233 Ralph Wallen 707-279-2686
Sept 21-24	<b>36th ACBS International Meeting</b> & 10th Annual Boat Show The Abbey Resort, Lake Geneva, WI	ACBS - Clayton, NY e-mailmail: <a href="mailto:hqs@acbs.org">hqs@acbs.org</a>
Sept 30 Oct 1 - 2	<b>Delta Cruise</b> B & W Resort 964 Brannan Island Road & Highway 12 - Isleton, CA	Preston & Joy Smith 916-434-6322
Oct TBD	<b>Restoration Workshop</b> Auburn, CA	Vince Zalutka
Nov TBD	<b>Chapter Annual Meeting</b> SF Peninsula	Jared Hein 415-543-6900



# The Restoration of a Champion "No Sense" 65P

By Richard Johanson

My interest in boats began in 1957 when I was in the eighth grade and built my first wooden boat, a cracker box runabout. It took four years to complete. The smooth racing lines of the hull and the low profile always got my attention. I raced this boat until 1962.

While in college, in 1964, I met Joe DiAngelo, who was the owner of "No Sense", a 15foot six inch cracker box race boat. He was testing the boat at the Oakland Marine Stadium and he invited me to go for a ride with him. Until then I didn't know how scary 85 mph could feel. In such a small boat, it scared the \*&%\*\$# out of me.

In 2002 I got a phone call from a friend stating he had found "No Sense" in a field and was I interested in buying the boat? The boat was in Concord California, so I made the trip to see the boat. It was a wreck, as they all seem to be, but none the less I bought the boat and brought it to my home in Saratoga. The thought that I would be able to scare the \*&%\*\$# out of me again was irresistible!

As I began the eight year restoration project I learned that "No Sense" had run on the American Power Boat Association racing circuit from 1959-1986. It had won the National Championship for its class in 1959 and 1967, had set the Kilo record of over 90mph in 1968.

The restoration was painful, almost every frame, bottom, deck, keel, battens as well as the transom had to be replaced with white oak. Thus a total rebuild of the boat. I built a fixture to hold the engine stringers and started in. When the boat was close to being finished I built the engine a 302 cubic inch Chevrolet. In 2010 I was ready to test it. And it floated! The pictures were taken in October at the APBA Vintage Regatta in Lake Minden, Calif. My friend, John Walti and I were running in a 10 lap fly-by event. I hope to bring the boat to this years ACBS event in Lake Port Clearlake.



"No Sense" 65 P, cracker box race boat



Richard Johanson and John Walti launching for running in a 10 lap fly-by event.





# WOOD & *Glory* XIII

JUNE 3-5 2011

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

This year looks like another great year at Clear Lake for the thirteenth annual Wood & Glory event. Soda Bay is once again our home location with the event headquarters at the Ferndale Resort.

## LAHTI'S WOODIE WHOOPIE

The Lahti family will kick off Wood & Glory Friday evening with a Woodie Whoopee where John, Mary, John Jr., and Becky welcome us to their beautiful lakefront home near Buckingham point. You may come by boat, car, seaplane, amphibious vehicle, or even walk. The Lake County Sea Scouts will be at the dock to assist us as needed. Bring your favorite entrée to cook on the ACBS barbecue and a dish to share. We will supplement that with salad, garlic bread and liquid refreshments (wine courtesy of Wildhurst Vineyards). Another of our favorite member/sponsors, Bob Maher, will be there to kick off our Sea Scouts benefit raffle. (Bob says that he has several offerings for this year's raffle). Don't miss this great opportunity to make new friends and renew old friendships while we kick off the summer boating season.



John Lahti

## SATURDAY CRUISE & PICNIC

On Saturday, we will cruise from Soda Bay to Lakeport's Library Park, an easy 20 minute cruise. Those coming from Konocti, Buckingham, and other more distant locations should leave a little early to join up with the main group in front of Ferndale's Resort in Soda

Bay; while others from Corinthian Bay and Konocti Vista may join us on route to Lakeport. At Library Park we will not only be greeted by live music from the Gazebo and another outstanding lunch catered by Lakeview Market but there will be 150-250 classic cars on display in the annual Lakeport Roundup Classic car show. Enjoy lunch, enjoy the music, enjoy the boats, enjoy the cars, enjoy the company, and enjoy your cruise home.



Lakeport

## DINNER ABOARD THE CLEAR LAKE QUEEN

Saturday evening's dinner will be catered by Watercolor Restaurant aboard the fully renovated Clear Lake Queen. Seating aboard the Queen is limited to about 120 guests, so reserve your seats early.

## SUNDAY - ISLAND PICNIC CRUISE

On Sunday we are planning an island picnic cruise. Wood & Glory has had the honor to picnic on Anderson Island for several years and for many of us, the island picnic is the highlight event of the weekend. Owned by the Thomas Yeandle family for the past 40 years, the island is steeped in local history. We'll picnic on the lower lawn under the grand old oak trees with David Neft providing easy listening music for us. Our island hosts will be brothers John and Gene Yeandle who invite us to explore the island via a walk it on the Ami Ami trail or take the road up Panther Alley to the top of the island where you will find another great lawn, a garage full of antique vehicles including Kamdot Engine #1 (a 1926 Autocar fire engine which was once the Danville #2 Fire Engine), and the island's main home which was originally designed by Julia Morgan for Randolph Hurst and built in 1926 by William Anderson. Buried in the bushes along Ami Ami trail, you may come across The Golden Dragon, a launch originally built in Hong Kong around 1900 and used for many years to transport visitors to and from the island. This is sure to be an experience for the memory banks.

Entry forms are available at [www.acbs-tahoe.org](http://www.acbs-tahoe.org) or contact either Jim Robello (707) 278-0233 or Ralph Wallen (707) 279-2686. 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 (offering a 10% discount to ACBS members), Bell Haven Resort, Edgewater Resort & RV Park, Zino's Ristorante & Inn, and of course the Ferndale Resort. Another resource for some may be Lake Vacation Rentals which handles the rental of many vacation homes around the lake.

For those in town early, there will be an informal no-host gathering at Jack & Judy McManus' home on the water in Clear Lake Park on Thursday evening.



# ACBS Makes a Splash at Marin Sonoma Concours d' Elegance

Last May, members of ACBS brought there beautifully restored boats to the 2nd Annual Concours d' Elegance held in San Rafael with the famed Frank Lloyd Wright Civic Center building as the backdrop. Marin Hospice by the Bay is the proud recipient of this prestigious charitable event and we were thrilled to be part of such a spectacular experience.

The Concours is the creation of Charlie Goodman, a long time Marin County resident and avid car enthusiast and collector. Charlie personally called me many months prior to the show looking to have a few special boats on display. Sounds simple, but it was far from simple!!! We were to place a temporary dock in the Marin County Fair Grounds precious lagoon; we then had to launch our boats without starting our motors. Fortunately, with the help of many but especially Chris Chase, we were able to slowly escort each boat across the pond with a dingy, place them at the temporary dock and repeat the process after the show.

Some 12,000 spectators visited the show with the desire to see over 200 spectacular cars. To there surprise they also were given the opportunity to view some of our world class boats. We had Chris Crafts, a Hacker Craft, a Shepard and a Riva on hand. Each boat represented a period in motor boat history. As one of the boat owners, I was fascinated by the questions and comments from so many. Many of these folks were unaware any of these boats still existed. The feedback from the crowd, the press and the many volunteers considered our wood boat display to be the hit of the show. For more details on the event please visit [www.marinsonomaconcours.org](http://www.marinsonomaconcours.org).

*Once again we have been asked to provide roughly a dozen classic and vintage wood boats for the show to be held on Sunday May 15. If you have an interest in bringing your boat to the show, please contact Jeffrey Peterson at (415) 515-2147 or email at [jpeterson@ccicomp.com](mailto:jpeterson@ccicomp.com).*

My Co-Chair Chris Chase and I have promised Charlie Goodman another great year of fabulous boats!!! So do not let us down!!!



ACBS boats in the in the Marin County Fair Grounds "precious" lagoon

WESTERN WOOD is the Quarterly newsletter of the Northern California/Lake Tahoe Chapter, of The Antique and Classic Boat Society, Inc. and is published for the benefit of Chapter members. Publication dates are...

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November-Fall	Deadline: October 15
February-Winter	Deadline: January 15

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

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[sandy-chase@sbcglobal.net](mailto:sandy-chase@sbcglobal.net)



# What a weekend in the City by the Bay

By  
Ted and Iren Jenny

Over a 100 members came together on November, 5<sup>th</sup>, 6<sup>th</sup> and 7<sup>th</sup>, 2010 for the annual meeting of the Lake Tahoe/Northern California chapter, of the Antique & Classic Boat Society.

Your committee, Ted & Iren Jenny, Jim & Gail Robello, Bruce & Gail Adair, Bill & Mary Jo Shepherd, Jane Bane & Debra Dobbins started working on the weekend early in 2010 and judging from the letters, the comments and the feedback, our efforts were much appreciated by the membership.

## Friday Afternoon, History!

Argonaut Hotel: Party started Friday afternoon when we arrived at the Argonaut Hotel in San Francisco located right in the middle of Fisherman's Wharf. In a unique partnership with the [San Francisco Maritime National Historical Park](#), the Argonaut Hotel makes its home in the historic Haslett Warehouse at [The Cannery](#). This boutique hotel overlooks San Francisco Bay and the Aquatic National Park, including its fleet of historic ships.

Everywhere we looked in the lobby, we saw familiar faces. And outside of our window, we saw historic ships and awesome water views. Judging from the first hour, we knew this was going to be one awesome weekend.



## Friday Evening, Yummy!

Dinner at Scoma's: A short walk from the hotel, Scoma's was our evening destination. Scoma's is an iconic San Francisco restaurant serving great cocktails, yummy seafood and casual fun. We met friends we had not seen since summer, caught up with news and gossip and then sat down to one of the yummiest dinners we can remember.

Everyone who was there raved about the food and the service.

We knew it was going to be difficult to top this evening.



## Saturday Morning, Super Fun!

San Francisco Duck Tours: If you have not experienced, San Francisco on a Duck Tour, put it on your calendar

and on the next nice day, go experience the fun of sightseeing on a San Francisco Duck Tour. We travelled on land and water in an amphibious vehicle crafted from the WW II DUKW. We rode through San Francisco's historic streets and neighborhoods. We splashed down into the bay and cruised McCovey Cove. We each got a turn to drive the Duck in the water. We sang, we danced, we waved to tourists and had them dancing with us. If I had a dollar for every picture that was taken of us on the Duck, I would be rich!





## Saturday Evening, Amazing!

Golden Gate Yacht Club: Our annual meeting and dinner started at five pm, at the Golden Gate Yacht Club perched on breathtaking San Francisco Bay. The location of the Club in the San Francisco Marina was the perfect venue for ACBS members to gather for an awesome evening of boats, water views, friendship, good food, drinks and of utmost importance, the election of new officers and board; the changing of the guard for another exciting and fun filled ACBS year.



Sea Scouts present appreciation award to Paul Mehus.



Incoming president Jared Hein presents gift to outgoing president Jim Robello



Sea Scout ship Challenger

*The GGYC is a popular cruise and regatta venue on the San Francisco waterfront, with the distinction of being the proud home club of BMW ORACLE Racing, winner of the 33rd America's Cup. During the cocktail party we had a very nice surprise. Available for viewing and tours, we had, a 95 ft. ex Coast Guard Cutter that is the home base for the Sea Scout Troup that Paul Mehus and Barry Ludwig have worked with the past year, teaching the scouts how to build a wooden boat. The scout crew was on board, along with Captain Layne Davis, the skipper and leader of the Troup and the wooden boat project for all to see. The Sea Scouts also surprised us with a color guard presentation that was excellent and set the perfect tone for the evening.*

The evening was awesome. The staff at GGYC was amazing. The food, prepared by George Catering, was delicious, and the wines, kindly donated by ACBS member, Matt Cornfoot, was truly a treat. The whole event was very memorable.

## Sunday Morning, Memories!

*Disney Museum and the Presidio:* So far the weather had been perfect, but on Sunday morning it started drizzling. We had planned on meeting at the Disney Museum inside the Presidio at 10.30, for a tour of the Disney Museum followed by a walking tour of the Presidio. Gail Adair and I, had

visited the Presidio earlier in the week, walked the tour, memorized the buildings and planned to take everyone on a walking tour of the historical buildings at the Presidio. But we had to change our plans as it would not have been fun walking in the rain. As it happened, the Disney Museum tour took much longer than we had envisioned. The promotional material lists the tour at 90 minutes. It took us much longer to take in all the memories that were contained in those walls. Walt Disney was truly a visionary and the Walt Disney Museum is a wonderful testament to his vision.

In closing, we'd like to thank our committee, mentioned above, for all their hard work and dedication in making this weekend as awesome as it was. Our chapter of ACBS is truly great because of the commitment of many of its members and their volunteer efforts. If you were not there, you missed a lot of fun. Plan to attend these events and lend your support with your presence.

Iren and Ted Jenny



Iren Jenney at the helm of the Duck





# Welcome new members

**Antique Boat Center** of Cincinnati, OH

**Leo and Theresa Battle** of Chico, CA join with a 1955, 16' Sabre Mercury named Theresa

**Russell ML Chandler** of Sonora, CA join with a 1960, 18' Continental Chris Craft named Sierra Gold

**David and Krista Ciapponi** of Alamo, CA join with a 1959, 19' Resorter Century

**Erin and Angelina Coleman** of San Rafael, CA join with a 1958, 81' Cruiser Broward named Pacific Spirit

**Stephen and Janice Hamill** of Alamo, CA join with a 1937, 28' Custom Runabout Gar Wood named America

**Richard and Jeanne Johanson** of Saratoga, CA join with a 1975, 17' Flat Bottom Unknown named Blown History and a 1957, 15' Unknown Wickens named No Sense

**Robert and Janice Joyce of Boulder** City, NV join with a 1973, 22' Unknown Chris Craft named MS JLG

**Michele and Jessica Pontious** of San Ramon, CA join with a 1947, 17' Sport Utility Chris Craft named What A Doll

**Michael and Nia Putnam** of Fairfield, CA join with a 1960, 17' Ski Chris Craft named TNT

**Mark and Shannon Sedlock** of South Lake Tahoe, CA join with a , 19' Racing Runabout Correct Craft

**Chris and Kevin Smith** of San Francisco, CA join with a 1959, 15' Cavalier Chris Craft named Fools Gold

**Martin Webb** of Sebastopol, CA

**Bob and Norma Wright** of Stockton, CA join with a 1994, 60' Unknown Home Built named Kennon Doyle

## Officers and Board of Directors 2011

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2nd Vice President	Preston Smith
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## Meet your new board members

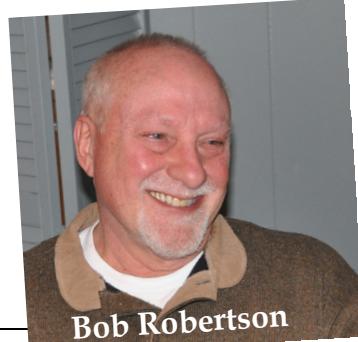
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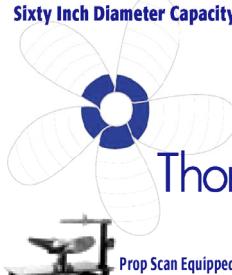
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ACBS members at the 2010 annual meeting preparing to depart on the "Duck" tour

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