

Western Wood



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

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Quarterly Newsletter

Fall 2013



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Somewhere Along the West Shore



This year flew by fast. That's what happens when you're having fun. Joel Castro did a great job as President this year. Sandy Chase now takes over the reigns and we are already planning for another fantastic year.

Our goal is to have first class enjoyable events that are a good value to our members without draining the club treasury. This is a difficult balancing act. Our board of directors will be meeting in January to work out the details and we will have the event schedule in the next issue so you can make your plans to attend.

In this issue of Western Wood, Lew Dobbins continues his history of the internal combustion marine motors. I think it's fascinating how these motors developed over the first half of the twentieth century to completely change our way of life. The leisurely pace of horse and buggy and sail boats gave way to faster motor cars, boats and of course aircraft. The quest for speed was on.

We wish you all the best for the coming year.



Lee & Sandy Chase

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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President's Message



Joel and Debbie Castro

The year 2013 is just about over. I find that these 365 days have just pretty much flown by. We have had a lot of fun as a chapter this last year and we have had some times that have been somewhat troubling. All the events went off great and most everyone I had the privilege to meet and talk with expressed their gratefulness as to all the work that has been put into making the events as memorable as possible. Not every event went quite as planned and there were a few surprises along the way, but we are a great A.C.B.S Chapter (I think we are the best!) and we will rebound as we always do. We will be better than ever because we care about all we do and how we do things.

I am looking forward to being able to mingle with as many of the members as I can and not be thinking in the back of my mind as to what I may be doing incorrectly or maybe what I could be doing better. Now I will just kick back and make a fool of myself if I want to. (Not really). I have totally enjoyed this past year. I have met so many new people that I now call my friends that it's just hard to believe.

At all of the events it seems that I have been able to meet more and more members that I had never been able to meet before. If nothing else, being President has helped me to be a little more outgoing and talk with you all about things that are very important to us all.

Boating has always been one of my passions and to get together with so many of you that have the same interest has been a real plus. There are so many of our members that have talents in so many different things that it just amazes me. If it's not boats, it's cars. If it's not cars, it's airplanes or something else that kind of follows those lines. We are a very unique club in that we actually help each other as much as possible no matter what other interests we may have. This is truly a club that cares about each other to a point it's almost unheard of.

I want to thank each and every one of you for being my friend and please stay my friend as I will always be your friend forever. (K.B.)

Now on to some more fun things! Let's talk for a little bit about us all having fun at the events this past year. I personally had fun at every one of them, and thanks to some of you, Debbie and myself have become somewhat of Nomads. We have been able to attend more events at Tahoe this past year thanks to a few good friends that have welcomed us into their homes and allowed us to stay with them. It kind of became a joke as to where we were staying each time we were at the lake. People would ask where are the Castro's staying tonight. It was really a lot of fun! Thank You to all who opened up your homes to the both of us. It really made us feel welcome.

I know I'm bouncing around a little bit, but back to me leaving as your President. I know for a fact the new President (Sandy) and all the board members have our best interest at heart and they will continue to listen to anything you have to say or any suggestions you may have to improve what is already a "GREAT" Chapter. That was my plan, to listen to you and make suggestions as needed. I do believe we got some things done and I'm sure we will continue on being the best there is in the A.C.B.S.

I feel overall we had a pretty darn good year and I want to thank each and every one of you for the support you have given me during the year of 2013, a year I will remember forever and I will be looking forward to next year and having fun as always with my boating family.

Your past President of 2013

Joel Castro

p.s. You are the best!!





Annual Meeting, 2013

By Iren Jenny

We came, saw the ocean, took in the views, ate great food, learned about the state of our ACBS chapter, found out a lot of information about James Bond, 007, and most importantly renewed our friendships with one another and once again discovered how great the members of this chapter are.

The ACBS, Northern California/Lake Tahoe Chapter, Annual Meeting & Weekend started on Friday November 1st around 3 pm on a beautiful sunny, glad we live in California kind of day, on one of the most beautiful coasts in the Country.

This all actually started on a semi rainy day in April in Santa Rosa, California, during Spring Fling when our President, Joel Castro, and his lovely wife Debbie, tied me up, drugged me and made me say yes to chairing the 2013, Annual ACBS weekend.

Luckily, our long standing and incredible committee members, Ted Jenny, Bruce and Gail Adair, Bob and Sally Mullarkey, Bill and Mary Jo Shepherd said yes and with Dave and Tammi Lyon and Tom and Marie O'Rourke joining the cast, we set out to plan and execute what we hoped would be a very fun weekend.

Our chosen area for the weekend was the Monterey/Carmel/area and the hotel for the weekend was the Hyatt Regency in Monterey. It was a very good choice. The rooms were spacious, access in and out of the hotel easy, parking did not cost extra and the staff was very accommodating.

The weekend really took off at 5 pm at Baja Cantina in Carmel Valley, with a no host cocktail hour, appetizers and a visual feast of car memorabilia. Pat Phiny, the owner of Baja Cantina is a motor sports aficionado and his restaurant plays homage to his passion, truly a delight for the eyes. Dinner, a Mexican Fiesta Buffet started at six thirty and the party continued into the night with a spirited raffle game. We also sang happy birthday to Ralph Wallen, complete with a birthday cake with lots of candles.

Saturday morning we all gathered in front of the hotel and armed with maps and written directions set out on Highway One to Big Sur.

We can plan and plan, cross the T's, dot the I's, make numerous phone calls, choose locations, but when it comes to the weather, we are at the mercy of God and Nature. And he delivered. The weather the whole weekend was outstanding.

The drive down to Nepenthe with Bob and Sally leading the pack, Bruce and Gail and Tom and Marie in the middle with bright yellow sports cars made Ted's and my job as last car drivers very easy. Parking when we got to Nepenthe was a breeze. We were ecstatic as we really had worried about that, when we had driven there in the summer. The views from Nepenthe are unsurpassed. We took a half hour break and the committee treated everyone to chocolates, coffee, tea or soft drinks. I say, the committee hosted this event, because we used funds from our raffle the evening before for these treats. Each committee couple is responsible for three raffle items and we all donate those rather than charge the chapter. Whatever we collect we use in

some manner for something fun during the weekend. When it was time to leave, everyone seemed reluctant to leave that gorgeous setting, but we had other places to visit and more food to eat.

Our next event was an awesome lunch in Pacific Grove. Sally and Bob Mullarkey had spent some time there last summer checking out interesting locations and their choice, Il Vecchio did not disappoint. Our own private restaurant, great wine, salad, pasta, roast chicken, broccoli, yummy dessert, we were stuffed to the gills as we made our way back to the hotel. A nap would have been nice, but there was no rest for the committee. There was decorating to do, centerpieces to put out and a final walk through to make sure all was ready to go.

Saturday at 5, was the start of the business hour of the weekend where our President and his board reported to the membership the State of the Chapter. This year we had a separate room all set up for the meeting with our own private cocktail bar and maybe that is why so many members chose to attend the meeting. Or maybe it was the very well prepared and comprehensive presentation that outgoing president Joel Castro had prepared, with board members reporting on the past year's activities while also informing the membership of future plans.

At six pm, with everyone assured that the chapter is in good hands, cocktail hour really took off with appetizers, great conversations, with old friendships renewed and new friendships made, followed by a gourmet sit down dinner at seven.





The theme for the evening was An Evening with James Bond, commemorating the anniversary of 007. We had transformed the room into a 007 haven with lots and lots of James Bond movie memorabilia. A big thank you to Lisa and Jim Taylor for loaning us their movie posters. They really set the tone for the evening. Also thank you for those members who really went all out and dressed the part. It was fun seeing 007 and his women

in the room.

After dinner, Joel Castro, outgoing President, conducted the last meeting of his reign with a very fun DVD created by his son. Awards were passed out and many were thanked for all their hard work to keep this chapter working as efficiently as it is and as fun as it is. Part of the evening's entertainment was a James Bond knowledge game and Lew Dobbins emerged as the winner. Who knew that Lew knew so much about James Bond? I should have gone to him for my questions. And the winner received the most awesome cooler donated by Lin and Skip Stahmer. When I saw the cooler, I wanted to chuck the game and take the cooler



home. Hi Lin and Skip, my birthday is January 18th. At the end of the evening, the baton was passed from outgoing president Joel Castro to incoming president Sandy Chase who introduced her new board and closed the evening with remarks about the upcoming year and the direction of the Chapter.



Sunday morning, with the great weather continuing, we set out for a wonderful ride, on the 17 mile drive and an incredible brunch at the Lodge at Pebble Beach. Originally we had planned to drive with everyone to the Lodge. But during the weekend we came to the conclusion that everyone should drive on their own, since

some wanted to visit downtown Carmel, old town Monterey or sleep in longer on Sunday morning. So the decision was made to meet everyone at the Lodge at noon. Mary Jo and Bill Shepherd were the coordinators of the Brunch at Pebble and Wow, what a brunch it was. Our plates were piled with crab legs, smoked salmon and lots and lots of other goodies. I know I ate an incredible amount of sushi.

In closing I would like to thank the members of our committee who I have mentioned in the beginning of the article for all their help and enthusiasm in planning and executing this weekend. I know with their help, we ended the weekend having delivered what we promised, The Ocean, The Views, The Friendships and You. Hope you had fun!



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Gas, Guns & Rum

part II

How the Thunder got into the 30s

By Lew Dobbins

This story is an expanded, more inclusive and technical version of the article printed in the 2013 South Lake Tahoe Wooden Boat Classic's show program. This article will be continued in future printings of the Western Wood newsletter. Warning! You are now entering the Motor-Head Zone! Industrial archeology is NOT for the faint at heart.

Chapter 2

In this installment we will continue to look at the early true marine engines and their manufacturers. Equally important in our search for speed are the companies that very wisely converted surplus light weight aircraft engines. In the first chapter (Summer 2013 issue of Western Wood), we introduced the Liberty V-12, the Curtiss OX-5 V-8 and the Hispano-Suiza engines. Let's take a closer look at the relationship or rather the rivalry between the companies and engines of Glenn Curtiss, the Wright Brothers and Marc Birkigt.

Marc Birkigt was a brilliant Swiss engineer for the Spanish automobile firm of La Hispano-Suiza Fábrica de Automóviles (Spanish-Swiss Automobile Factory) of Barcelona, Spain. The car market before the First World War was expanding rapidly and France would become the largest market for their autos. In 1911 the company expanded into France and opened a factory, Hispano France, in a suburb of Paris. They would be incorporated in 1923 as Société Française Hispano-Suiza. Back in Spain, under Marc's design and direction, the company built fine automobiles. Hispano-Suiza would soon become one of the marque classes of cars for Europe, eventually rivaling the high end quality and style of Stutz, Auburn and Duesenberg. When WWI started in Europe, their business turned to building war equipment and Marc, with his chief engineer Louis Massuger, another Swiss engineer, started the design of a new kind of aircraft engine. The first engine delivered for testing in 1915 was a stationary 90 degree V-8 producing 150 H.P. at 1,450 R.P.M. The engine had a crankcase called a monoblock, milled from a solid block of aluminum and cast iron cylinder blocks of 4 cylinders each with steel dry sleeves. This engine, and its single overhead cam, 2 valve design was ahead of its time and would be the basis of their aircraft engines for the next 25 years.



The test engine was adopted by the French Military as the Type A (also known as the HS-8A) and several prototypes were installed in the SPAD type VII aircraft. This engine was given partial credit for the victory of the Battle of Somme in mid to late 1916 and provided France with military air supremacy. With the success of the Type A, the Type E was introduced in December of 1916. This version produced 180 H.P. from 717.63 cubic inches (4.724" bore X 5.118" Stroke). This was the same size as the Type A, but benefitted from an increase in compression ratio, more carburation and an additional 300 R.P.M. Horse power was soon increased to 200 which allowed another machine gun to be carried and created a higher altitude fighting ceiling, higher than the Germans. The Model H (HS-8F), also a 90 degree V-8, followed in 1917 with 300 H.P. from 1,128.94 cubic inches.

Production of these engines for the war could not be met by a single factory. Hispano-Suiza then licensed other companies to build their new engine in France and the Wright-Martin Aircraft Corporation in the U.S. in 1916. The Wright Brothers had incorporated the Wright Company on November 22nd, 1909. Glenn L. Martin Aircraft Company of Southern California merged with Wright in 1916 forming Wright-Martin. He dissolved the partnership in 1917 but leaving Wright with the name. 1919 saw a name change to Wright Aeronautical until July 5th, 1929 when they merged with Curtiss forming The Curtiss-Wright Corporation. Henry M. Crane was another gifted engine designer and had achieved fame from the Crane-Simplex engines and automobiles. The Wright Company had gained control of this company and thus had Crane as a chief engineer. He was sent to France to evaluate the Hispano-Suiza V-8 prior to accepting the contract. The thinking was that the development cycle of a new engine would take too long and the war would be over before production would be at full volume. By partnering with a then respected design, success in the form of government contracts could be obtained much earlier. Along with the license to manufacture the H-S engines, came an order of 450 engines from the French Government. With this alliance, Wright was now in direct competition with the Curtiss OX-5 90 H.P V-8. The popular Curtiss "Jenny" series of bi-plane aircraft were powered by the Curtiss OX engines. The largest quantity being the JN-4D with the OX-5, but with the attractive higher power Wright built Hispano-Suiza available, the Army soon switched. The JN-6 model came stock from Curtiss with the "Hisso" (popular nickname for any Hispano-Suiza product) by military contract. The battle was on!

We saw in the last chapter that Curtiss had not been awarded a British contract for their prototype model V-4 twelve cylinder engine. With Wright taking a lead in engine production, Curtiss needed to step up their game. Charles B. Kirkham had designed the OX and VX series and the model V-4 (V-12) engine for Curtiss. His goal was to take what had been learned from these engines and place Curtiss back on top. Kirkham came to Curtiss in 1915, having been designing motorcycle engines since the turn of the century. He designed his first aircraft engine in 1910 and had been a friend of Glenn H. Curtiss. Note: As of this writing, the Miss Detroit III and her Curtiss model V-4 prototype 12 cylinder engine (one of only 2 known to exist) have made their successful debut. Congratulations are due to her owner, Dr. Kenneth Muscatel, and all of the restoration team including Ike Kielgass and Robert Mishko.

The model V-4 of 1916 was based on the 503 cubic inch OX-5 eight cylinder engine. Continuing the design out to 12 cylinders and increasing the displacement to 1,650 cubic inches was a fast way to produce an engine. Even with 400 H.P., its short comings killed it. The model AB of early 1917 was the first "wet sleeve" V-12 engine to follow the V-4. It produced 300 H.P. with its 4 valves per cylinder at a higher speed of 2,250 R.P.M. from 1,145 cubic inches, but was too heavy at 725 lbs. Kirkham developed

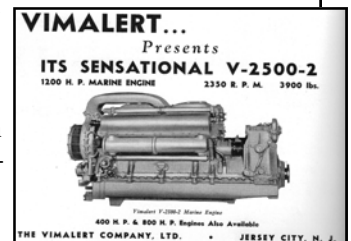


more V-12 models over the next 2 years including the K-12 and C-12, both of 1,145 cubic inches. He left Curtiss in 1919 and was replaced by 26 year old Arthur Nutt. He took the work done on the K-12 and C-12 and improved the design and eventually released the direct drive model D-12. Introduced in 1922 and ending production by the early 30s, the D-12 never saw actual combat service. The D-12 was used in several aircraft for the military but her fame came from its share of air racing victories. At 1,145.11 C.I.D. (4.5" X 6") several variations were produced ranging in power from 375 to 500 H.P. Capitol Gear marinized quite a few of the D-12s in the late 20s and early 30s. Heather (formerly Wampum) is a beautiful 33' GarWood on the West Shore of Lake Tahoe with a Capitol D-12. Blind Faith is a modified 25' Chris Craft runabout that for a time also sported a D-12. She too can be seen on the West Shore regularly, now with modern power.

Curtiss would go on to produce several other V-12 engines for entry into WWII. Among them, some would be marinized in small numbers. Two models are the V-1400 and Conqueror, both more powerful than the D-12. The 600 H.P. Conqueror was also known as a V-1570 (for its displacement, 5.125" X 6.344") and was the replacement for the D-12 and entered aircraft service in 1926, ending production in 1932-33. The Dollar family's, Brewster built, Duraluminum hydroplane Mercury raced for years on Tahoe with a Curtiss Conqueror. According to the August 25th, 1926 Motor Boating Magazine, she was originally built with a Curtiss Model V-1400 marinized aircraft V-12 engine. She is currently owned by the State of California Parks Department and usually resides in the south boathouse at Sugar Pine Point State Park. She can occasionally be seen on the water running at speed with her modern power.

Wright upped the ante in 1921 with the introduction of their large T-1 Tornado series. The 5.75" bore and 6.25" stroke T-1 produced 500 H.P. from its 1,947.54 cubic inches. The engine was heavy at over a thousand pounds but the power would increase over the next several years as the T-1 became the T-2 through T-4. Power grew eventually to around 720 H.P. This engine was designed as a rival in air racing to the Curtiss D-12. Capitol Gear marinized and sold a lot of the Tornado engines under the name Capitol T-12.

The Vimalert Company Ltd. was formed on October 6th, 1924 in Jersey City, New Jersey as an engine overhaul and marinization business. They also brokered aircraft and engines to customers worldwide. Vimalert was competition for Capitol Gear as they too marinized the Liberty, Curtiss D-12 and the Wright Tornado. Their water cooled exhaust manifolds were very robust and included top side removable cleaning/inspection covers. The Vimalert marinized Liberty engines could be purchased as single engines ready for installation into a boat utilizing their custom trussed stringer/frame assembly or as a 2 engine power plant on a single frame. Vimalert designed and built a 1,200 H.P. marine V-12 for the war effort known as the V-2500-2, but was not prepared to manufacture this engine in large enough quantities. Under license, Sterling Marine Engine Company of Buffalo, NY built the engine calling it the Vimalert design Sterling Admiral. The only difference between the two was that the name Sterling Admiral was cast into the two cam covers. This engine with its supercharged 2,500 cubic inches (6.375" X 6.5") was used during the early part of the war but was soon replaced with the Packard 4M-2500 model V-12 as it created more power and could be delivered in greater quantities. The Admiral was not light at 2,350 lbs. for direct drive or 3,490 lbs. with an added integral Capitol Gear reduction gear. Vimalert would go on to provide cooling and exhaust systems to Higgins for the early PT Boats before WWII and marinize Allison V-12 aircraft engines after the war. They would eventually disappear, the same as so many other marine engine suppliers after WWII. Today they survive as a tool manufacturer in Mexico.

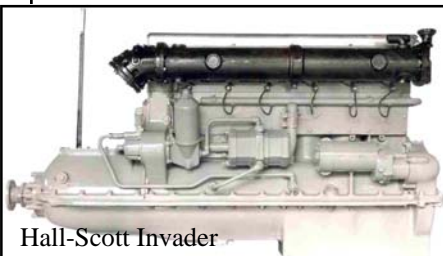


The Vimalert design Sterling Admiral. The only difference between the two was that the name Sterling Admiral was cast into the two cam covers. This engine with its supercharged 2,500 cubic inches (6.375" X 6.5") was used during the early part of the war but was soon replaced with the Packard 4M-2500 model V-12 as it created more power and could be delivered in greater quantities. The Admiral was not light at 2,350 lbs. for direct drive or 3,490 lbs. with an added integral Capitol Gear reduction gear. Vimalert would go on to provide cooling and exhaust systems to Higgins for the early PT Boats before WWII and marinize Allison V-12 aircraft engines after the war. They would eventually disappear, the same as so many other marine engine suppliers after WWII. Today they survive as a tool manufacturer in Mexico.

Hall-Scott was an early leader with their aircraft engines but would turn away from that market in the mid 20s to concentrate on the bus, truck and boat market. In the mid-teens, the LM-6 series of boat engines would be built. As the Liberty was co-designed by Hall-Scott, the valve gear and individual cylinders of their engines were common to that of the Liberty. Like the Liberty, it had a 5" bore and 7" stroke producing 824.67 cubic inches. This 1,290 pound, 6 cylinder, 200 H.P. overhead cam engine would be used by several boat builders for their runabouts. The model designation of LM is actually derived from "L" for Liberty and "M" for Marine. The original LM-6 used cast iron cylinders and was heavier than the LM-6a model at 1,165 pounds with its steel cylinders and copper manifolds. Most all of the internal hardware was interchangeable. The Belle Isle runabout Cherokee, also at Sugar Pine Point, has a beautiful LM-6a and was used for three quarters of a century on Lake Tahoe. The Hickman Sea-Sled displayed at the Tahoe Maritime Museum also has an operational LM-6a as does the 1922 Fellows & Stewart 36' Comet. This engine was also built as a 125 H.P. 4 cylinder model, the LM-4 weighing 1,070 lbs. A rare variant of the LM-6f used a primitive "blower" to increase the power and found itself in several race boats prior to introduction of converted aircraft engines. This version had a squirrel-cage type fan bolted to the flywheel, enclosed in a semi-sealed housing. This force fed air to the carburetor intakes at a slight increase over atmospheric pressure. History shows the LM-6 engine at introduction in 1919 winning races.

Hall-Scott of Berkeley, California was early to marinize its own A-5 and A-7 aircraft engines to be used in early race boats but not for production. They produced several true marine engines between the LM-6 and WWII. The LM-6 was gone by 1929 but Hall-Scott was already working on another serious, big 6 cylinder marine engine in 1926, the Invader was introduced in 1929. It was rated at 275 H.P. from its 997.85 cubic inches (5.5" X 7"). This engine weighed in at 1,960 lbs. as normally equipped with a Capitol Gear reverse gear. This engine and its bigger brother, the Defender would enjoy a long life being built into the mid and late

1950s respectively with parts available from the factory into the 1960s. The Invader was in such wartime demand that 4,000 were built under license by the Hudson Motor Car Company as the Hudson Invader 168. The nomenclature of 168 was from Hall-Scott and signified the standard right-hand or marine rotation model. 169 was used for left-hand or reverse rotation. A few of these engines found themselves in large runabouts but due to their weight, were usually found in cruisers and work boats. The Defender, models 2268 and 2269, were introduced in late 1938 with 4 engines shipping that year. This V-12 was designed for heavy duty



Hall-Scott Invader



Hall-Scott Defender

work at 4,995 pounds of nickel-steel and cast iron. With 3 carburetors feeding pump gas to its hungry 2,181.25 cubic inches, the defender produced a reliable 650 H.P. nominally with boat-loads of torque! There was a supercharged version that yielded an additional 100 H.P. but only 482 of these were built where thousands of the normally aspirated engines were produced. Both the Invader and Defender were available in right or left hand rotation. Hall-Scott engineering accomplished this task on the Defender by a very ingenious method. A gear assembly that connected the overhead cams with the crank shaft via timing chains could be removed, physically turned around and reinstalled. This would engage an intermediate gear to the crank timing gear either directly or through an additional idler gear. A reverse rotation starter was then required to start the engine in the opposite rota-

tion. The cams, timing chains, oil pumps, distributors (2 or 4 depending upon year), water pumps and other appliances always rotated in the same direction regardless of the crankshaft rotation. This was wonderful for emergency field repairs or overhauls. The Defender, originally designed for Higgins built PT Boats, was mostly used by air-sea rescue craft during the wars (WWII and Korea) but did find its way into some civilian boats. It is believed that a Defender was the original power for the current Tahoe Keys tour boat Tahoe, a 40' cruiser originally launched on Lake Tahoe in 1950 and owned by E.B. "Bud" Scott.

Lycoming's history as an engine manufacturer goes back to 1907. In 1910 it produced its first auto engine for the Veilie Motor Corporation. Over the years Lycoming built numerous auto and truck engines for several hundred models for auto manufacturers including the famous Duesenberg. Lycoming is still in business today building aircraft engines. Lycoming built a series of marine engines from 4, 6 and 8 cylinders to the model UF, a 1,010 cubic inch (4.75" bore x 4.75" stroke) V-12. This 2,250 pound engine is a beautiful and reliable design utilizing only 4 main bearings. This is quite rare for a V-12 engine. Most have 7 main bearings, one supporting the crankshaft between each pair of cylinders. The model UF is also an overhead cam design with both intake and exhaust manifolds between the cylinder banks, "in the valley", uncommon for many marine engines of the late 20s. One of these engines can be seen and heard each summer on Lake Tahoe in the 28' 1932 Sea-Lyon, "Mountain Lyon". While only producing 325 H.P. at 2,500 R.P.M. it swings a large propeller and can move the boat along quite well. In 1932 this boat cost \$7,000 while the engine was \$3,750 new by its self. A few years earlier, a Gar Wood Liberty engine was over \$6,000! While the model UF is certainly more interesting than the 4 and 6 cylinder engines, Lycoming built thousands more of these utilitarian engines. A model UAB, 45 H.P. (3.125" X 3.875") four cylinder engine can be seen in "Steeler", the 1936 Mullins metal (Armco Ingot Iron) boat as well as early 30s

Dodge 16' boats. This series of 4 cylinder engines were available in direct and reduction gear models. Most all Lycoming engines used Joe's Gear transmissions. The UAB had grown to 58 H.P. in the model UAE (3.3125" X 3.875") by the late 30s as displacement grew from 119 to 134 cubic inches.

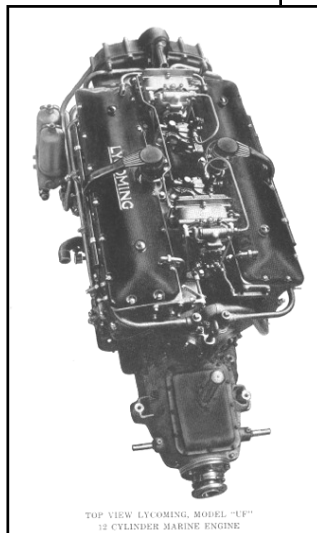
Scripps from Detroit built true marine engines as well as marinized the Ford and Lincoln flat-head V-8 and V-12 auto engines. Their marine engines were built from 2 to 12 cylinders. They built engines for any application from the early days of marine motors into the late 50s. The Model 202 series of 6 cylinder flat-head engines were in the 200 H.P. range (5" bore x 5.75" stroke, 677 C.I.D.) and the model 302 flat-head (4.25" bore x 5.25" stroke, 894 C.I.D.) V-12s were built in large quantities for many years. Flat head engines were less expensive to build as they had fewer parts but also were shorter in height allowing for greater under hatch clearance. Boats with these engines were common on Lake Tahoe. The 25 and 28 foot GarWoods of the mid to late '30s boasted 40 MPH on Lake Tahoe when equipped with the V-12. Obexer's Boat Company ordered and sold more V-12 equipped boats than any other GarWood dealer. The model 302 V-12 was built into the 50s and used in

great numbers during WWII. While their stroke being a little smaller than some marine engines, this produces a very distinct sound. These engines can be seen and heard in many of Tahoe's triple cockpit runabouts "Big Boy", a 1937 28' GarWood; "Triple Time", a 25' GarWood and "Shooting Star", a 28' 1937 Hacker Craft among several recently seen at boat shows.

Kermath was a large competitor with their line. They were an early adopter of over-head cam construction. While building everything from 2 to 12 cylinder engines, they are mostly known in the pleasure boat circles for their larger engines. The Sea-Wolf 6 cylinder (5" bore x 5.75" stroke, 677 C.I.D. 225 H.P.) and Sea-Raider V-12 (5" bore x 6" stroke, 1413.72 C.I.D. 450 H.P.) were used in large numbers by many boat builders. A wonderful example of the Sea-Wolf can be seen in the 26' Hacker-Craft of 1929, "Steinway". The George Whittell Jr. commissioned the Hacker designed Thunderbird. When built in 1939 (delivered to Tahoe in 1940), she was equipped with 2 Sea Raider V-12 engines. Some records claim that the Sea Raiders installed in Thunderbird were rated at 550 H.P. each. Kermath company records for 1940 show the 2,700 pound engine producing 300 H.P. at 1,600 R.P.M. and only 450 H.P. at maximum revs of 2,200 R.P.M. By the mid 50s, the Sea-Raider had gained another quarter inch of piston bore (1,558.62 C.I.D.) and was rated at 580 H.P. at 2400.

Each of the true marine engine builders listed in these writings produced many models and sizes. The engines I have written about are some of the more historic or popular models. Volumes can be written about each brand, their history and offerings, but make for a limited audience. There are many other companies not listed here that are also deserving of mention.

In the next installment, we will look at late 30s and 40s engines, their builders and the needs and results of WWII. Stay

TOP VIEW LYCOMING MODEL "UF"
12 CYLINDER MARINE ENGINE

Scripps 302



Kermath Sea Wolf



tuned for the next chapter in the Spring Western Wood. Comments, questions or suggestions welcome at l.dobbins@sbcbglobal.net
Lew Dobbins, 11/15/2013

Additional resource credits:

Collected company documents and brochures for many manufacturers.

Motor Boating Magazine, Annual "Show Number" (January and February issues from 1918 to 1954) and many misc. issues.

The Curtiss D-12 Aero Engine, Smithsonian Air & Space Museum, 1972.

Hall-Scott: The Untold Story of a Great American Engine Maker, Bradford & Dias, 2007.

Hall-Scott engine brochures and technical manuals for several models, 1919 to 1954.

Wright-Martin Company documents, 1916, 1917, 1918.

Hispano-Suiza Technical and Operational Instruction Manuals, Series 2, 3 and 4, 1917.



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April, 1920

POWER BOATING

3

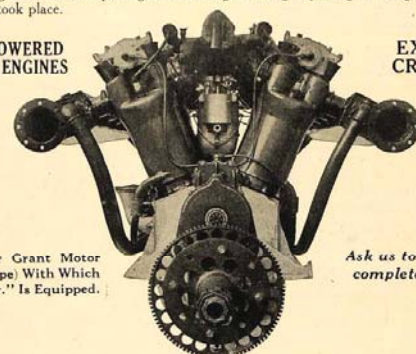
Smith-built—

That accounts for this wonderful record of the "Gar Jr." made last year: 70 round trips across Lake St. Clair from Algonac to Detroit, in all kinds of weather, an average of 76 miles per trip, an approximate total of 5,320 miles; three trips from Algonac to Put-in-Bay, a distance of 200 miles per run; a trip to the Thousand Islands and return via Lake Erie, Cleveland, Buffalo, Erie Canal to Oswego, Alexandria Bay and return, a distance of 1,200 miles and possibly 50 or more shorter trips, a fair average of 25 miles each, making a grand total for the season, July 1 to November 10 of approximately 8,370 miles.

During this time no repairing, revarnishing, refitting, replacing or retightening of bolts took place.

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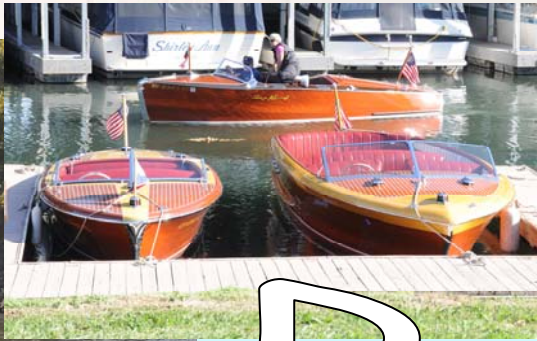
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On the deck at Moore's Riverboat

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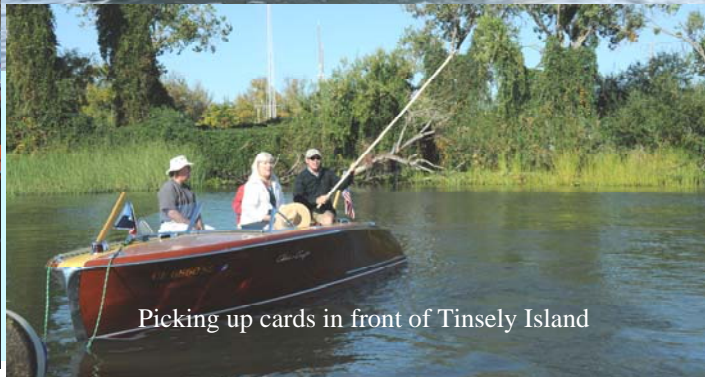


Deitya



Picnic at Grindstone Joe's

Cruise



Picking up cards in front of Tinsely Island





Delta Cruise 2013

The Delta Cruise is one of our favorite traditional ACBS events for over 20 years now. While the base location at B & W resort has been the same over the years, the rest of the event has evolved. Of course the people change over the years, but some have been coming year after year. In fact Don Veihmeyer, who organized the first Delta Cruise, came again this year.

In the early days we went to Tinsley Island on the San Joaquin River where the St Francis Yacht Club has a facility. When this venue became difficult to reserve we moved to a nearby island where the Delta Yacht Club is located. We used this venue for several years until we found a better arrangement at Grindstone Joe's, which has been our venue for the last few years. Grindstone's is a great place; they have good docks and give us the run of the place.



Since The Point Restaurant closed this year, Don Parsons, our event chairman, had to scramble to find a new caterer for the Saturday evening diner and a new venue for the Sunday brunch. The result of Don's efforts was arguably one of the best Saturday diners ever. And the Moore's Riverboat was a great venue for the Sunday brunch.

All week end we were especially blessed with beautiful weather. After the boats were in their slips Friday evening we sat out on the levy overlooking the docks for the pot luck barbeque and some after diner libations. Thanks to Marty Feletto for bringing the firewood, we stayed warm around the bonfire until well into the night.

The Saturday morning cruise to Grindstone Joe's had a new wrinkle this year with a poker run. We had to pick up cards at boats stationed along the route. It was a good test of boating skills to find the card boats and approach close enough to pick up cards. Fortunately I was able to do this without causing too much damage, but I got a lousy hand, oh well!

After a leisurely cruise back to B & W, we prepared for the Saturday diner. In my case preparation was mostly a nap. I loved the diner, I especially liked the salmon, but everything was good.

The festivities continued Sunday morning with a short cruise to Moore's Riverboat for brunch. Moore's Riverboat was, back in the day, a real riverboat. But after the boat sank and was rotting away underneath them, they had to replace it with a more substantial building. So now only the name remains.

This is truly a wonderful event for anyone who loves boating, eating and drinking.





Dan Foster and Gene Dangle

Sunday on The Delta



The Delta weekend has so much to offer any boater. The Friday run to Giusti's for lunch and libation is always fun and wonderful place to meet friends. But there are alternatives to the traditional watering holes. Sunday, after brunch, we found the boaters who came to play, wanting more. Back to B&W for fuel and supplies for the day we went.

Five boats and their fun seeking crews set out behind Redhawk for a 3 hour tour. Up Georgiana Slough, touring from B&W to Walnut Grove at a leisurely pace, taking in the sights that few venture into Georgiana to see. The slough starts out with beautiful houses, manicured lawns to the water's edge and nice boats and docks. As you proceed further, you come upon the Oxbow Marina and residential area. This is a small community that the slough surrounds in a horseshoe shape. Continuing on, we slide back in time, the lush growth along the banks and a warm moist air, one can almost hear the banjos strumming along.

After merging with the Sacramento River, you are soon met with the beautiful and recently rebuilt Public Docks of Walnut Grove. This is an excellent and safe mooring for our boats. Up the steps and across the street (Hwy 160) we went. What a sight to behold! A brightly painted Mel's Mocha & Ice Cream provided us with large luscious scoops of the creamy flavored substance and the desired break that fortified us for the return trip to B&W.

The ride home took us through the Delta Cross Channel gates, around Dead Horse Island and back to the bay in front of Giusti's for regrouping. At this point our President, Joel, led the procession under the historic Miller Ferry Bridge and back to B&W via the North Fork of the Mokelumne River. Another great day of boating was had by all. And did I mention the ice cream?





LAKE SHASTA 2013

I hadn't been to Shasta Lake in decades, so when the Gurries said they were hosting a "Woodie Whoopie" at their Shasta Lake property at Lakehead, I thought why not go check it out?

Lake Shasta was created when the Shasta dam was built at the confluence of the Sacramento, McCloud and Pitt Rivers. Started in 1937, it was completed in 1945. The principal purpose is to control water flow to the Sacramento River Delta. It eliminates flooding in the winter and releases stored water in the dry months to prevent

tidal salt water from entering into the Delta. Hydroelectric power is a secondary benefit of the dam. And finally we get the benefit of a great big lake behind the dam. The lake is 35 miles long, but because the lake branches up the tributaries the shore line is an amazing 350 miles.

We left for Shasta on Thursday so we could participate in the Shasta dam tour on Friday. After breakfast on the Gurries deck Friday morning, we left for the dam at the south end of the lake. We got a guided tour of the passageways inside the dam and then the power plant at the base of the dam. Looking up at the dam from the base gives an awesome perspective of the sheer magnitude of the structure. After the tour we picnicked on the lawn area overlooking the lake and dam.

Friday afternoon after returning to Lakehead, we had enough time to take the boats out for a ride around the north end of the lake. With all the branches on this lake, navigating is a bit tricky. It helps to have a seasoned guide to find your way back to the marina.

Saturday morning we woke up to rain. Lots of rain. We learned that 90% of Shasta's water comes from rain, the snow pack on Mount Shasta and the Cascades contribute only about 10%. From what I saw, I believe it. Since the rain made boating less appealing, we went to "The Tail O' The Whale" restaurant by car for lunch. That was followed by a new sport invented by Wayne Mooers dubbed dry land water skiing (see photo) and other games of chance. Saturday diner was catered at Tsadi Resort. Appetites were enhanced by making home made hand cranked ice cream, delicious.



Wayne Mooers and Kelly Davis demonstrate dry land water skiing





Woodie Whoopie on the Gurries' deck



Lake Shasta Rendezvous III Woodie Whoopie Weekend 2014

It's time to update your calendars for the 2014 boating year! Rick and Laurie Gurries, hosts for the Lake Shasta Woodie Whoopie Weekend, want to invite you back to their Lakehead cabin at Lake Shasta for another great weekend of boating. Dates will be September 18-21, 2014. This is four fun filled days with highlights being miles of lake cruising each day, pack your most special lunch for a boat in picnic at lovely Jones Valley Marina, and a lunch at Bridge Bay Resort. That combined with potluck breakfasts and dinners on Gurries deck overlooking the lake offer up a fun time for all. Plan to arrive in Lakehead on Thursday afternoon in time to settle in to your cabin and launch your boat before heading over to the kickoff potluck BBQ at Gurries cabin.

Lodging will be at the peaceful Tsasdi's Resort, Lakehead. Resort owner, David Grey, is graciously changing his reservation policy just for us this year. Reservations can be made as soon as you like, we suggest sooner rather than later, and deposits won't be charged to your credit card until July 1st. This more accommodating reservation policy will only be valid to those who make their reservations by phone. David can override the web system for rates and policy changes. The lake view cabins always go fast! Be sure to check out Tsasdi's website at www.tsasdiresort.com but phone them at (530) 238-2575 to make reservations. That way an extra web charge can also be avoided!

Woodie Whoopie space is limited to the first 40 people who sign up. For more information and a registration form, please contact Rick Gurries at cloveralarm@comcast.net or phone him at (707) 484-0095. We look forward to sharing our lake with you!



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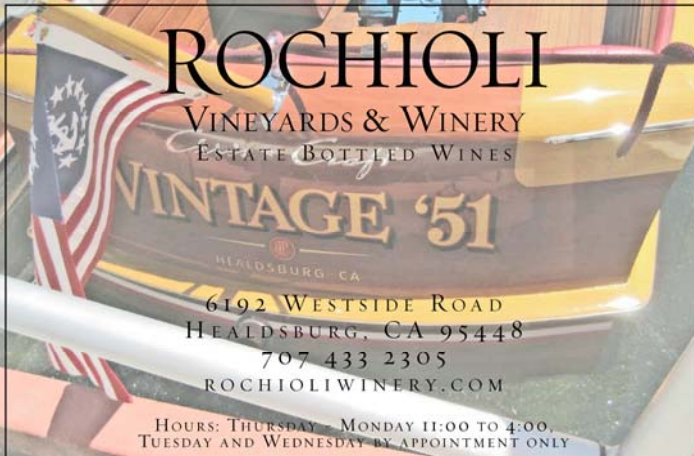


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of Richmond, CA
Joe Giuntini
of Walnut Creek, CA
Tommy Herseth and Kathy Furtado
of Willows, CA
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1957 Owens Speedship "16" Runabout with 1969 55hp Evinrude Outboard and original trailer. Restoration in progress. \$2,500.00 obo. Contact Mike at 2003cobra@sbcglobal.net 925-634-4766 (Discovery Bay, CA)

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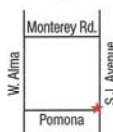
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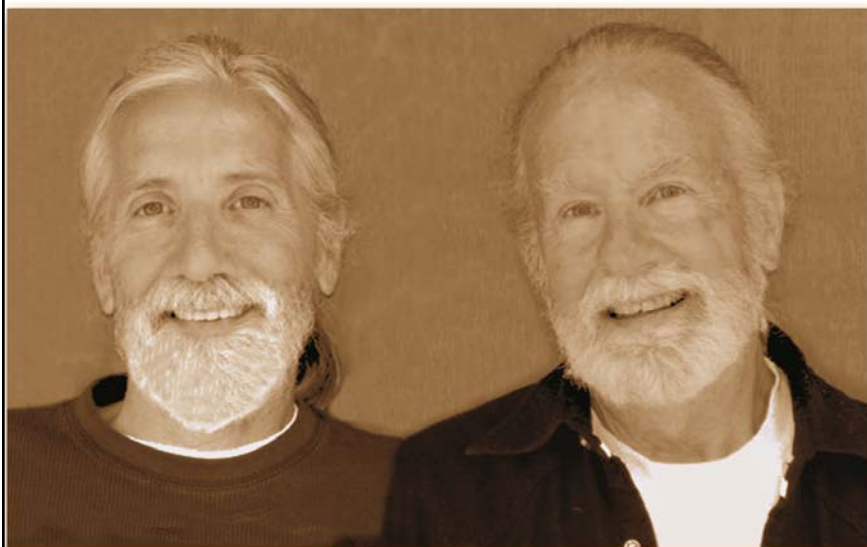
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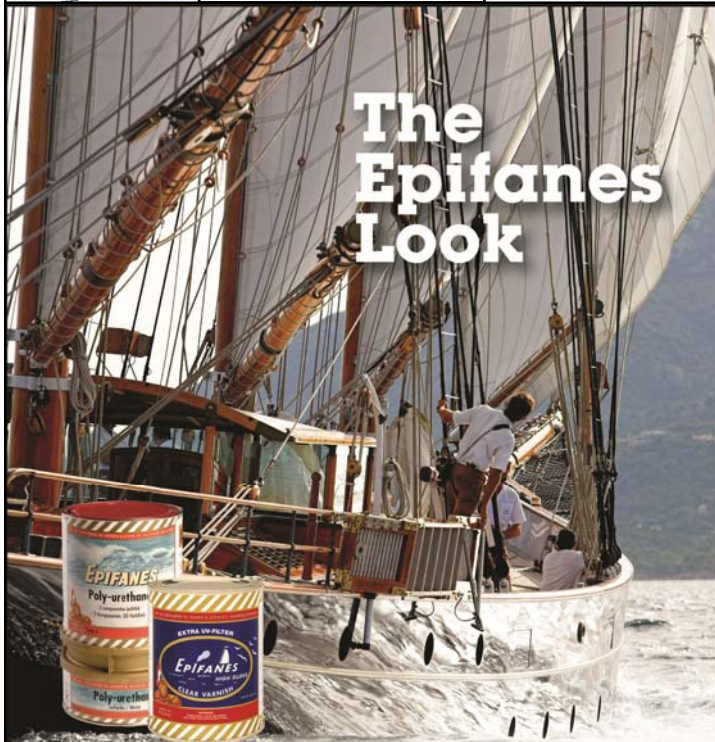
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