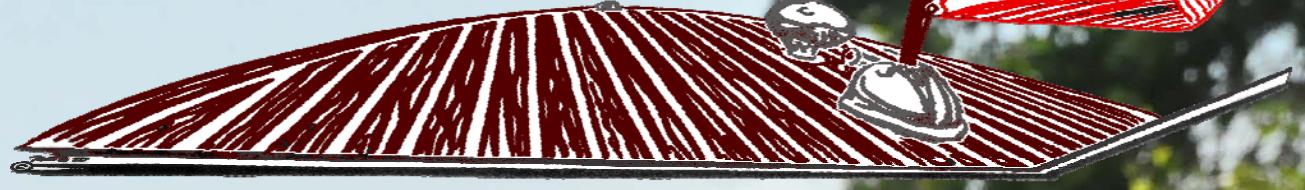


Western Wood



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

Volume 37, Issue 2

Quarterly Newsletter

Spring 2019



Notre Dame





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Announcement from Dave Lobb &
Northwest Classic Boats, Inc

It never occurred to me back in the early 80's when I started Northwest Classic Boats that someday I would retire. Well the time spent crawling in & out of boats has finely caught up with me along with a health scare. So retirement has officially started. We have put our home on the market and will be headed back to the Seattle area to be close to our daughter. She has a home on Lake Tapps, and will be keeping the Riva Jr there. If you're ever in the area lets go for a boat ride!

Longtime business partner Greg(aka RUDY) Rudloff is taking over Northwest Classic Boats, and for now is still located at 2880 Ayres Holmes Rd, Auburn, Ca where it has been the past 14 years. The phone remains **530-888-0100**, email has changed to: **nwclassicboats@att.net**. Please give Rudy a call if you have any questions. Thank you Rudy for the past 14 years. Jeri & I wish you the very best.

Thank you to all who have come through our doors and through our lives. It has been a wonderful journey! **I did what I loved and loved what I did.**

Happy boating to all,

Northwest Classic Boats

David Lobb	Rudy Rudloff
425-681-6410	530-888-0100

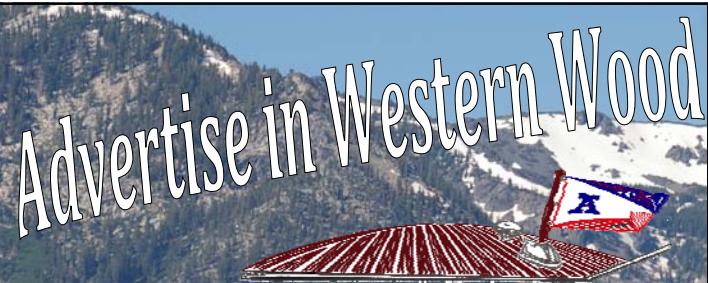
nwclassicboats@att.net

Somewhere Along the West Shore

Does anything ever work the first time?

After spending a great deal of the winter rebuilding my Chris Craft engine with the help of John Allen, we finally were ready to start the engine on the test stand. That test started out well when the engine started up right away. But then it started to miss and run rough. So, what happened? We did the usual checks: spark? OK; timing? OK; fuel? OK. Nothing was wrong, but something wasn't right. We checked the oil, what a watery mess. Water in the oil often means a blown head gasket or worse. A compression check eliminated the blown head gasket theory.

The next step was to pressure check the water jacket. We blocked off the water outlet from the exhaust manifold with a makeshift plate and hooked a garden hose to the water pump inlet, if pressure held, all would have been good. But, alas, water flowed out of the exhaust manifold like a fire hose. After some investigation we found that the end plate on the exhaust manifold had rusted through. This was actually good news, since it wasn't the exhaust manifold that failed. That would have been difficult to replace.



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.

2016 Rates:

Business Card (2 x 3 1/2")	Color	Web ad
	4 times \$250	\$75
	1 time \$75	\$25
Quarter Page (4 x 3 1/2")	4 times \$500	\$150
	1 time \$150	\$50
Half Page (4 1/2 x 7 1/2")	4 times \$800	\$250
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Full Page (9 1/2 x 7 1/2")	4 times \$1600	\$350
	1 time \$500	\$100

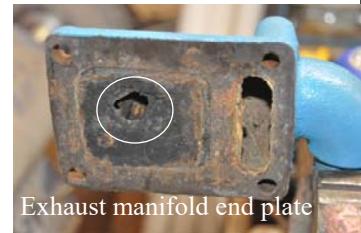
Inquire To: Virginia Gompertz
virginia@bellaombra.com

With a good manifold end plate, the pressure held, so we were ready to go. Not quite! We still had oil that might be described as resembling a chocolate milk shake. So, we had to make sure all the water was removed. We sucked all the mess out of the oil pan, then pressure fed some fresh oil into the engine via the oil pressure gauge fitting in the hope of driving water out of bearings and other critical points. Then we added fresh oil to the engine and ran it for 5 minutes. Just to be sure we sucked that oil out and added fresh oil again. We repeated the process 3 more times before we were satisfied that the oil was free of all water contamination.

A side issue of this process was that I had about 10 gallons of used oil to dispose of in the back of my truck. The O'Reilly auto store, from where I bought the oil, recycles used oil, so no problem. But, this time they couldn't because their oil tank was full. Fortunately, I was used to this type of thing since I just returned from spending a month in France. I half expected him to speak French to me, 'Oui monsieur, we are open for recycling oil everyday, but not today'.

After the oil issue was resolved the engine ran great on the stand. I then installed it in the boat, and it ran great on the "Fake-a-Lake" in my driveway. Next was the in-water test on the Delta. With the issues I already experienced I was hopeful that Murphy's law was satisfied. But alas it wasn't to be. It started off well enough. The motor started right away, we left the dock, but the transmission slipped a bit. Back at the dock we adjusted the tranny with no difficulty. Tested it again, not quite right. Back to the dock for further adjustment, tried to start the engine again and "pop" then nothing, it wouldn't start.

After checking everything, it looks like a carburetor problem. I still have to sort out what is going on, I'll report back when I get it going again.



Exhaust manifold end plate

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,

May-Spring	Deadline: April 15
August-Summer	Deadline: July 15
November-Fall	Deadline: October 15
February-Winter	Deadline: January 15

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

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

President's Message

One of the things that has always amazed me about the No.CA/Lake Tahoe ACBS chapter is how resilient our members are. No matter what the situation, our members seem to always join together and work through whatever might come up. When the weather is not favorable, like it was this year at Bass Lake where we all got drenched but, we still managed to have an enjoyable event. It is an honor for me to be recognized as your 2019 President of the No.CA/LakeTahoe chapter and this wonderful group of Officers, Board of Directors, Event Chair's and chapter members. Without you, your guests and your beautiful Antique & Classic boats, these events would not exist. I can't thank you enough for restoring, maintaining & showing your amazing boats at the ACBS events that you are able to attend.

For 2019 we have enjoyed some very Fun ACBS events including the Restoration Workshop at Sierra Boat Co. on Lake Tahoe, Spring Fling in my hometown of Merced and the 29th Annual Bass Lake Rendezvous. Good Times!!! Special Thanks to Lew & Debra Dobbins, Teri Parker and Sandy Chase for hosting these truly memorable ACBS events.

I know Jim Robello and Barbara Foster planned a fantastic 5 day event at Wood & Glory XXI on Clear Lake. If you love watching race boats and going boating with friends in your Antique or Classic boat, then joining in the fun at Clear Lake is something not to miss.

For a real treat try to attend any of the 5 Woodie Whoopie's that are going on this summer at some of the most beautiful lakefront homes and properties on the North & West shores of Lake Tahoe. These very enjoyable BBQ's are no charge to attend. Just bring your favorite beverage, something to share and your choice of meat to put on the BBQ. Huge Thanks to Rich Fisher & Nancy Bartolomei for organizing these very memorable and fun Sunset BBQ's on the shores of beautiful Lake Tahoe for all our members and their guests to enjoy.

Our next Antique & Classic Boat Show is scheduled for the weekend of July 26-28 at the Stockton Sailing Club for the 2nd Annual "Runabouts on the River" on the California Delta. Layne Davis and his crew are doing a excellent job keeping this very kickback and fun weekend at a very reasonable cost for all our members and their guests.

Also make sure you mark you boating calendar for the very popular Lake Shasta Rendezvous hosted by Rick & Laurie Guries this September, the very relaxing Delta Cruise hosted by Layne Davis in October and of course our Chapter Annual Meeting in Carmel this November hosted by Iren Jenny and Barbara Foster. Remember to sign up early and let's go have some Fun.

Also in September is the ACBS International Boat Show & Meeting in Clayton, New York. I believe that our chapter has close to 50 members attending this event to enjoy a fabulous week of boating, while visiting the ACBS Boat Museum and to support and congratulate our friend and No. CA/Lake Tahoe member Mr. Tim Bush on becoming the 2020 International President of the Antique & Classic Boat Society. Congratulations Tim & Teri Bush, you make our chapter and I know your parents Bob & Arlene very proud.

Teri & I hope that everyone has a Fun & Safe 2019 boating season. Thanks for keeping the Dream Alive!!!

All the Best Robert L. Gaestel



Membership Corner

By Don Leutz, Membership Chair

Please join me in welcoming our newest Members to the Northern California/Lake Tahoe Chapter of ACBS:

Greg & Katlyn Perko – Livermore, CA

Kathleen & Jeff Hahn – Fairfield, CA

Keith & Carla Demarry – Dixon, CA

R. K. "Ole" & Patti Olsen – Salt Lake City, UT & Tacoma, CA

William & Dana Kearney – Kelseyville, CA

Barry & Janet Weber – Fresno, CA

Robert "Bob" Dowling – Stockton, CA

Robert Anderson – Lakeport, CA

As of this writing, we have 468 active members in our NC/LT Chapter. Membership Renewals occur all year long, so be sure to renew your own Membership when it comes due and encourage friends and family to join ACBS NC/LT Chapter as well, so they can also enjoy all the fun activities. It is easy to renew online, or sign-up for a new Membership, at the ACBS Website, www.acbs.org or the NC/LT Website at: www.acbs-tahoe.org. Giving a gift Membership is a good way to get new Members and interested youth involved in our Classic Boating Hobby.

Membership Packets are available to give out to prospective new members. The packet includes the Envelope-style Membership Application, Membership Business card, and the 2019 Chapter Event Calendar. Keep a few handy in a glove compartment of a car or boat ready to give out when one asks about your boat or ACBS. These Membership Packages are available at our various events. Feel free to hand them out at other events such as car shows, parades, picnics, other gatherings, etc.

This summer look for our Membership Booth at "Runabouts on the River" Stockton Boat Show on Saturday, July 27th, and the Lake Tahoe Concours on August 9th and 10th. If you would like to volunteer to help staff the booth, please let us know. It is a great way to enjoy the show while meeting potential new and current Members of ACBS.

For Membership Packets or if you have any questions concerning Membership, contact me at 916-681-4751 or leutz@inreach.com. I would also like to thank ACBS Members Annie Hill, Heidi Kashyap, Virginia Gompertz, and Barbara Foster for volunteering to assist with the Membership Committee in 2019.

Spring Fling

The first thought that came to mind was “Oh my god, we’ve fallen through the looking glass!!” The feeling of entering a time warp was immediate as we drove down Merced’s Main Street. The cars seemed to be driving more slowly, we passed Mom & Pop drive-in hamburger stands and folks were walking along on the sidewalks. If this kinder, more gentle scene was a taste of Merced then we were in for a fantastic Spring Fling adventure!!

Friday’s dinner, our first “official” gathering, did not disappoint. Local steak house *The Branding Iron*, a well-known historic & popular eatery, has been dishing out delicious steaks and ribs since 1952 and from the looks of this crowded, happy place that will continue. Décor depicts the Merced areas’ rich ranching history and the iconic neon sign towering overhead is designated by the city as a historic landmark. While enjoying a delicious “down-home” dinner folks chatted about the very unique afternoon many enjoyed. They used words like “special, peaceful, never believe we were so close to civilization” to describe the Gaestel Family River Ranch on the banks of the wonderfully scenic Merced River. It is a quiet, secluded corner of this central valley region and Prez Bobby shared his families’ rich history in the Merced area and his pride and enthusiasm for giving us a taste of a kinder, gentler world.*

The Vista Ranch & Cellars, an alternate destination for a lazy Friday Adventure, did not disappoint either. No modern metal, wood and walls of glass for this cellar but rather a cozy, comfortable ranch house surrounded by trees and acres of grape vines. The chilled wines tasted perfect for a hot afternoon especially the Las Locas Rose vinted and bottled by our hosts the Marchini & DeJager families who have been involved in the areas’ agricultural history for generations.



Sandy Chase, Teri Parker, Bobby Gaestel talk to Len Rich

Still enjoying ol’ town Merced, Saturday brought more of that sense of being in a time warp as we gathered at Rich’s Auto Body. Leonard Rich and his lovely wife, Pat, greeted us warmly. Their car business spans 50+ years and their collection fills 2+ large buildings literally stuffed with a variety of vehicles, some original, some restored and some in process. An impressive number of classic Schwinn bikes, 3 iconic Texaco gas pumps and a huge, brass Royal cash register brings a historic vibe to this collection. The Rich’s are available to answer our many questions and their friendly staff “steer” us to see the impressive cars in the back rooms. Paint, its composition and application, is Leonards’ special interest and he describes his use of water-based auto paint. A prime example hidden in a back bay is one of his treasures, a two-tone gray Bentley with wooden dash & window molding, detailed door panels and dove gray leather seats. He chose these special details to enhance the glow of the gray paint tones and boy, does she glow!!! One personal favorite is a 1940 Crosley convertible



painted a glorious mustard yellow, light yellow leather interior and 4 on the floor!! Oh, the heads that a lady could turn driving by in a little beauty like this Crosley!

An elaborate picnic lunch is a welcome sight served on the lawn at Bear Creek Inn by our host committee.** Satiated after this delicious repast, we’re off to the Castle Air Museum. Our tour includes an actual walk through of retired Presidential Aircraft VC-9C—Tail Number 73-1681. This Air Force One was in service from February 1975, to September 2005. Built by McDonnell Douglas in Long Beach, it is part of the DC-9-32 series and provided transport to Presidents Ford through G.W. Bush including many flights for the First Ladies. Our docent guides John Stanton & Peter D. (Scotty) Burns were extremely articulate, well informed and it is evident that they thoroughly enjoyed their job of telling folks about this wonderful piece of USA history. In addition to the President’s plane, Castle has a remarkable outdoor display of 70 aircraft representing one of the most complete collections of military bombers, fighters, cargo and reconnaissance planes on the West Coast. Although the hot, dusty afternoon was a challenge, most everyone viewed all 70 aircraft. The collection is an important reminder of our country’s military history and a “must share” with kids and grandchildren when planning your own family’s Spring Fling “Merced Adventure”.



Bear Creek Inn

An evening of dinner and dancing are on the list of “Adventure” activities and the Merced Golf & Country Club proves to be a green oasis down a country lane. Decorated tables delighted the cocktail crowd with “Planes, Cars & Boats” and “All Things Merced” being the themes and creative decorations and games the entertainment. The Club served a gourmet meal which everyone enjoyed tremendously (the salmon was so delicious!). Quickly after, our DJ began to spin those tunes that get you up and dancin’. Rich Fisher and his lovely Nancy & the classic Iren and hubby Ted Jenny joined the dancers all showin’ some very cool moves! Then along came Neal Gapoff who “wowed” the crowd with his John Travolta style and fantastic timing. Look out “Dancing with the Stars”.... Here comes Neal!! What a delightful way to end a perfect evening.

We closed the 2019 Spring Fling weekend Sunday morning with our ACBS Board Meeting on the sloping lawn of the comfortably renovated Bear Creek Inn first established in the late 1800’s and last renovated in 1987. Prez Bobby’s family boats, a “72 Century Resorter (with a bar in the back!) and a Chris Craft ski boat are parked on the Inn’s circular driveway, making a perfect “picture” or what life was like in more gentle, fun filled times that folks enjoyed in this secluded corner of California’s central valley.

*Read more about the Gaestel family in the warm and engaging article “Smooth Sailing, Racing the Mercury Class Sailboat “Rhythm” published in the 2013 Spring edition of Western Wood. Go to: <https://acbs-tahoe.org/newsletter>.

** Host Committee Chairs: Bobby Gaestel, Teri Parker, Sandy Chase and team members. By P. L. Butler



Prom night for Virginia & Mike

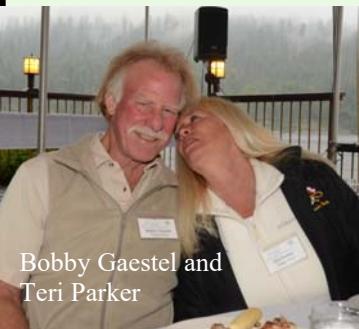


29th Annual Bass Lake Rendezvous No. CA & So. CA ACBS Chapter Event

Bass Lake Rendezvous is my favorite boating event for many reasons. It's the "opening day/weekend" for boating season. Bass Lake is a little lake with a big alpine feel. Blissful. "Because it's a smaller lake, the event is more intimate/low key, and the whole weekend has a great vibe," comments Rich Fisher. Nancy Bartolomei adds, "I'm glad the forest is recovering. Everything is green/lush and the lake is full of water."

Bobby and Teri, of course, do a wonderful job setting up the event and coordinating with S. CA ACBS Chapter and the Lions Club.

Bobby powered through a horrible cold thanks to Teri's expert nursing skills (or Crown; Not sure which one). Thank you Teri! And, it's always great to see Bobby's Dad, Bob Gaestel Sr. whose quick wit and smile keeps us all in good humor.



Bobby Gaestel and Teri Parker

Friday Night BBQ hosted by So. CA ACBS Chapter

John Maddox and the So. CA Chapter, hosted the Friday night BBQ at Miller's Landing. The weather held out for the evening and all enjoyed yummy hot dogs, shish kebobs, pot luck sides and desserts. The chocolate cake was excellent.

Because it was a little nippy outside, ACBS members cozied up in Miller's Landing banquet area upstairs. It made for a cozy atmosphere to finish conversation and libation. Boaters had a wonderful sunset cruise back to The Pines Resort. One of my favorite slow boat rides of the year!



Miller's Landing

Saturday Boat Show hosted by the Bass Lake Lions Club

The Kamanawannaplaya Ukulele Club (say that 3 times fast with one foot on a boat and the other on a rocking dock!) greeted

boat show attendees with fun zippy music. This is a group of 8 Ukuleles, bongo drums and a bass player who love, love, love Classic Boats, and asked to play at our event. You haven't lived until you've heard "Twist & Shout" from these creatively stunning geniuses.



The Marina Grill had a little restoration of its own and looks fun and fabulous complete with palapa umbrellas and palm tree lined TiKi bar (opening soon). This area housed the Lions Club gorgeous gift basket raffle prizes.

We had close to 40 beautiful boats in the parade (they all ran!) and 46 captivating classics in the show. Many thanks to Joel & Debbie Castro and Don & Sylvia Leutz along with New Members Sally and Pat Hearle for coordinating the parade.



Boat Show winners are:

Most Original: Ken Barton, *My Lil' Woody*, 1957 Trojan Sea Queen

Skipper Choice: Ken Barton, *My Lil' Woody*, 1957 Trojan Sea Queen

People's Choice: Marvin & Patti Cecchini, *Gold Rush*, 1988 Bella Aqua Hacker Craft

Best Restoration: Edward & Kath Clayton, *Seas The Day*, 1961 Chris Craft Continental

Best Runabout: Ted & Jo Anne Lyman, *Green Hornet*, 1979 Philbrick Double Cockpit

Best Utility: Norma Laine, *Risque*, 1967 Century Coronado

Most Unique: Rob & Maggie Cassell, *Ezduzit*, 1954 Racing Runabout

The funds that the Lion's Club makes from gate sales, program ads and raffle prizes will be used for the many local charities they donate to throughout the year.



Maggi & Rob Cassell

Saturday Night Dinner

We had plenty of liquid sunshine at Dinner. Despite the torrential downpour and wind, we had full attendance and a new sense of comradery. Teri, Arlene and Tim Bush liked the fact that everyone wiped off wet chairs for others, pulled tables together and got to know new friends at the dinner. And, it was beautiful to see the mist roll over the whispering pines at dusk.



Sunday Brunch & Awards

Mother Nature continued to show us who's BOSS as the rains continued all morning. The "Chuck Kelley Poker Run" was actually held at the brunch tables. The poker "run" part was Barbara Walker and Virginia Gompertz running around the tables handing out poker cards and Trivia Questionnaires. Layne Davis won the Trivia contest for answering the most trivia questions and for the best answer to: Why is a boat called a SHE? *"Because they're temperamental as hell"*. He's right! Don't forget that either!



Kelly and Layne Davis

Special Thank You:

Teri Parker: The biggest Thank You is to Teri who helped Bobby make it through the entire weekend, and Bobby survived to tell us all about it.

Maggie Cassell, President So. CA Chapter

Bob Newcomer, Chair for So. CA Chapter

John Maddox, Friday Night BBQ

Tommy Tuso, Pines Marina

Michele at Millers Landing

Tracy at The Pines Resort

Tony King, Bass Lake Lions Club

Special Thanks to **Bob and Bette Gaestel** for their yearly trophy donations for Best Runabout, Best Utility and most Unique.

Special Recognition:

Don Leutz and Rob Cassell: International ACBS Board Members

Tim Bush: International Vice President (2019) and next year's ACBS International President. This will be the first time ACBS has had a father (2007) and son (2020) as presidents.

Scott Mason: Traveled from Pacific Northwest Chapter.

Talk about devotion . . . Classic boat owners traveled from all parts of California, in the rain to have an Antique & Classic Boat Show! We all powered through the weather and a few colds at beautiful Bass Lake with a new sense of comradery and meaningful memories. Bass Lake is a little jewel of a lake with a big Alpine *Classic Boating* feel. Teri and Bobby hope you can join us again for the 30th Annual Bass Lake Rendezvous in May 2020!

By Virginia Gompertz



Eight Bells

Nancy Mooring

1937—February 4, 2019

With Sadness we advise that Nancy Mooring passed away peacefully on Monday, February 4, 2019, at the Hospital in Rancho Mirage, California. She died of heart failure. We express our sincere condolences to her husband, Gene, daughters Christine and Paula and their extended families.



Born in Baton Rouge, Louisiana in 1937, Nancy spent her middle school years in Honolulu, Hawaii where her love for the islands bloomed. Returning to the mainland, her family settled in Burbank, California. After marrying Gene in 1956 they relocated to San Jose, and later Saratoga, until retiring to their family cabin at Lake Tahoe. After moving to the Desert to get away from the Tahoe winters they continued to return to The Lake for 4-5 months every summer with frequent trips to Hawaii in the Fall.

With their love of adventure, Nancy and Gene traveled the world and always came back to the desert and to Tahoe with her smile and willingness to help. Nancy was committed to volunteerism and community involvement throughout her life. Her many recent activities included the Tahoe chapter of the Classic boat Society (ACBS), the Tahoe Maritime Museum and Desert Hot Springs ROTC.

Nancy was a docent for the annual Historical Society tours of classic Tahoe area cabins and homes. She played bocce both in Truckee and the Desert; was an expert card player and also enjoyed reading and golf with her Niners golf club. She and Gene held positions on the Rubicon Tahoe Owners board and on other local committees involving the Lake Tahoe area. The Moorings cabin, which they have loved owning for over 50 years, always has had a swinging door for neighborhood friends as well as those from the Bay Area, the Desert and many other areas. Always happy to host and gather people together. Nancy and Gene were members of the Tahoe Maritime Museum and an active part of the vintage boat community, especially volunteering at the Concours d'Elegance and the ACBS boat shows at Tahoe Keyes. Nancy always looked forward to coming up with a delicious 'something' to bring to the ACBS Friday night Whoopies! Nancy and Gene loved the beach and many neighborhood kids have fond memories of learning how to water ski behind the Mooring's boats.

Her generous heart and boundless love will be greatly missed.

A service was be held at 11:00am March 23rd at Sacred Heart Church, 43775 Deep Canyon Rd, Palm Desert, CA 92260. In her memory, a donation to the ACBS Philanthropy Fund, Tahoe Maritime Museum or your favorite charity would be welcomed.

Eight Bells

Paul Carl Mehus

OCTOBER 7, 1942 – MAY 17, 2019

Our friend Paul Mehus passed away after a long battle with cancer on May 17, 2019 with his loving wife, Jackie, by his side. At the time of his death, Paul and Jackie had been married 57 years. High school sweethearts, they began their young lives together upon Jackie's graduation from Sequoia High School in Redwood City, CA.

As a young boy, Paul belonged to Cub Scouts, then Boy Scouts as well as the Sons of Norway. He loved the outdoors and was always interested in how things worked especially cars, boats and their engines. Paul's career began in electrical engineering before he moved on to become a premier residential home builder in Northern California. Over time, he became known as, "the builder's builder".

Paul was barely a teenager when he built his first boat. In his lifetime, Paul rescued and restored more than eight boats and built two ski boats with outboards from Glen L plans. Paul managed the restoration of several other boats including a 1939 Chris Craft barrelback that sits in the lobby of the Chris Craft factory in Sarasota, Florida. Four of his restored Chris Craft's, a Besotes, and two of his Riva's are found on California lakes, and his third beautifully restored Riva recently made its way back home to Italy. He also was a partner in three more Riva's and shared in their restorations.

Paul was a lover of life. In addition to being a passionate car and boat restorer he loved to water ski and snow ski. He served on several Boards including being a founding Board member of the Riva Club USA and a Board member, then President of ACBS Northern CA/Lake Tahoe Chapter. He was the founder of the very successful ACBS South Lake Tahoe Boat Show. It was his vision to help ACBS boat show entrants prepare their boats for the TYC Foundation Concours.

Paul began entering his restorations in the TYC Foundation Concours and at Lake Arrowhead in 1987. By 1991 he became a judge for the TYC Foundation Concours d'Elegance. After eight years of judging, he was asked to be Chief Judge, an honor he accepted and took very seriously. Paul was an honest and fair man and the ultimate perfectionist. It is good to remember that

By Steve Caplan



Paul's restoration of boats started at a time when there was little knowledge of what was "factory" correct—well before the luxury this hobby enjoys today with research libraries and numerous websites. Paul was not afraid of the hard work to discover correctness. The documented manufacturer build process carried through to changing judging score sheets in 2002 for the Concours and is now acknowledged and accepted throughout antique boating communities. At the same time, he also started the Judges' Seminar Program, which brings the Concours judges together each spring to discuss new findings so the difficult task of accurately scoring is constantly being updated with sound documentation.

Paul was an excellent teacher and he enjoyed sharing his knowledge with both adults and children. Representing ACBS, he co-taught a boat building class for a Sea Scout troop sharing his knowledge and teaching skills. He was a valuable member of the Tahoe Maritime Museum's Collection Committee.

Paul's perfectionism and years of research as a non-professional restorer was evident in the boats he restored and the top judging scores he received as a result in their class. Paul's name was at the top of the list as one of the finest when a new boat enthusiast or an old friend needed to tap into his vast reservoir of information.

Paul's knowledge and expertise were vast and wide. His generous spirit and contribution to us all will be greatly missed.

Eight Bells

Betty Rohde Hall

May 26, 1924- April 24, 2019

Born in San Francisco to Ernst and Kathryn Rohde, the family moved to Piedmont in 1938. Betty graduated from Piedmont High School in 1942. She went on to Cal where she joined the Pi Beta Phi sorority and graduated in 1945. She met the love of her life, George "Dode" Hall who was also attending Cal. They married in June of 1947. Besides Dode, her passion was gardening and her children, grandchildren and great-grandchildren. She was the flower and baby whisperer. She was the president of both the Orinda and Piedmont Garden Clubs and

continued to develop her beautiful garden in Orinda right to the end. Today we are celebrating the life and legacy of this incredible woman, who moved through life with an effortless grace and a quiet elegance, bringing beauty into the world in so many ways. Besides Dode, she leaves her children, Wendy Read (Peter), Suzette Seagoe (Pete) and Herb Hall (Barb) as well as five grandchildren and eight great grandchildren.



Eight Bells

Remembering
Gerard Raney
 1940—December 2018

By Dan Arena

I met Gerard Raney about 26 years ago. At that original meeting, I was more of a “tag along” with my father and Uncle Dan Arena. We were to see Gerard’s recent acquisition, a one of a kind 24 cylinder Duesenberg engine. I had heard many stories about this unique engine during my life, and the special part that it played in these two brothers race boat history. This first meeting would connect the Arena and Raney families for the last third of Gerard’s life.

The story begins in 1937 when Dan Arena, only 19 years old, flew to Detroit to witness the prestigious “Gold Cup” power boat race. It was at this race that Dan met Herb Mendelson, the owner of the first “Notre Dame” powered by the magnificent Duesenberg engine. Dan watched them win the “Gold Cup” race. Arena returned home to Oakland to build a new boat to challenge the “Notre Dame”, And the following year he and his best friend, Danny Foster, returned to compete in the 1938 “Gold Cup” race. Unfortunately, the new “Notre Dame” crashed during testing and did not race.

At that race, the 20 year old Arena/Foster team put on quite a show of skill and determination for the spectators winning a second place in the race, and grabbing the attention of Herb Mendelson. He offered Dan a job of repairing and driving the “Notre Dame”. This would eventually lead to Arena’s designing, building, and driving the third “Notre Dame” which won numerous trophies, and would be the first Gold Cup Race Boat to break the 100 MPH speed record.

Gerard Raney was born that same year in 1940. He grew up with a strong desire for speed and competition in cars rather than boats. He began racing Porsches and eventually drove an American Eagle in the Formula 5000 Series. During the racing portion of his life, Gerard met and married his wonderful wife, Joyce, who followed him on the racing circuit. Later, they raised three children, and have been blessed with five grandchildren.

Raney’s interest in racing engines continued, and in late 1990 it led him to the purchase of the W-24 Duesenberg from the Alan Furth Estate. Gerard did not know the history of the engine when he acquired it. He and his friend, Alec Giamo, researched the Duesenberg’s history, and that led to the brothers, Dan and Gene Arena. Imagine! Fifty two years after Dan’s world record run, there was a call from Gerard asking to meet, and could Dan answer a few questions.



Gerard learned that Dan still had his drawings, daily building journal, construction photos, and racing photographs. Raney liked the idea of building a replica of the “Notre Dame”, and determined that both Dan and Gene were available to assist with

their expertise. Dan inquired of Gerard if he had ever built a boat. Raney replied, “No, I’ve never even owned one, but how hard could it be to build?”

I’m sure that comment came back to bite him over the next 2 years as he completed the boat and engine. Dan Arena passed away in 1995, but by that time they had the layout, drawings and framing complete. Gerard was balancing this part time project with both family life and his businesses. Thus, there were periods of starts and stops yet always moving forward.

When Raney was 15 years into the project I kidded him about all the time that he had in the building of the boat itself. “What about the engine; do you know if you can get it up and running?” I inquired.

“The engine is the very least of my problems”, he responded. At that moment I thought to myself that this is a one of a kind 1927 engine, 24 cylinders, 94 valves, 6 cam shafts, and 3 magnetos. There is no owner’s manual, Google, or Siri that can help. The only thing Gerard had was a number of handwritten pages of notes from the mid 1930’s from a young M.I.T engineer. Raney tackled the engine in December of 2008, and entirely rebuilt it over the next five years. It was running on the dyno on January 26, 2014, and ready for the boat.

This “Notre Dame” made its debut at the South Shore Boat Show in Tahoe in 2016. It was not ready for the water, but the engine was run for an excited crowd. Its maiden voyage was on June 1, 2018 at Clearlake’s Wood and Glory Boat Show. The “Notre Dame” did not disappoint! Gerard and I had the thrill of a lifetime ride! The day was a great success for the Raney family. Sadly, six months later in December, Gerard would pass away. It was devastating for all who knew him. He always had my respect and admiration not only for his accomplishments, but for the gentleman he was.

Joyce Raney and her family brought the “Notre Dame” back to Clearlake for this year’s Wood and Glory Boat Show as Gerard had wanted to. It was bitter/sweet as the Raney family members took a ride in the race boat that Gerard Raney had worked so hard to finish.

He is missed by all who knew him.

Restoration Workshop

March 29-30, 2019

Sierra Boat Works @ Carnelian Bay, California

By Pat Butler

Not knowing exactly what to expect, we open the boat barn door with some trepidation yet, considering that the weather is cooperating with warm sunshine, Lake Tahoe is calm under a bright blue sky, the barn is heated and hot coffee is ready, obviously, it is “time to get this show on the road”!! Sierra Boat staff is ready for our crowd and as it turns out, an interesting mix of folks are in attendance. 25 of the 34 participants are “First Timers”. Lee Symes, a young restorer from Henderson, NV (near Las Vegas) wants to hear what other restorers in California are doing. He and R.C. Hildebrand from the Bay area decided to attend after completing some repairs on R.C.’s ’78 Philbrick. R.C. is equally proud of the restoration Lee Symes did previously on his boat and his “Amapola” winning a first in its category at the ‘18 Concours. R.C. voiced his excitement about the broad content of the workshop classes and his chance to learn more about managing his own and other boats.

On direction from Sierra Boat staff teacher/trainers we break into groups of eight to attend four different class sessions over the next two days. Our “gang of eight” starts with the very skilled trainers, “Socks” Walker & Scotty Naylor, in the Varnish Class which promises to teach proper tools, techniques & products for various tasks. (Learning Varnish skills is the most frequently requested topic this year.) We will work on a 1941 28ft triple cockpit Garwood. After lengthy instruction we practiced hand & machine sanding on the hull, then applying varnish (no sags). Our instructors, confident of their training skills, allowed the novice in our gang to use an electric sander on that gorgeous mahogany!! (Brave men!) Steve Trifon, new to the wooden boat world and who flew in for this Workshop from Porter Ranch in the San Fernando Valley, peppers the trainers and some of our more experienced members with questions as he is planning to begin restoring his ’63 Chris Craft ski boat this summer. His enthusiasm is infectious and sets the mood for our gang’s camaraderie.

Lunch is delicious, prepared by our “In-house Chefs” and served with flair in the “final coat of varnish” spray booth. First timers Norma Laine & Mark Kleckner who call Costa Mesa in SoCal home enjoy the lively meal. Norma plus 4 other women are taking the ’19 Workshop classes. Having 5 women participants is another workshop “first” and continuing this trend is a future goal to encourage.

Our afternoon class is Restoration Principles & Procedures with Chris Brogna & Brian Richards, two knowledgeable Sierra Boat staff who have come into train us on



their days off. Beginning their session Chris asks our gang members what information they hope to obtain/learn, lists those topics on a whiteboard and during the following session he

and Brian include those topics in their presentation. They have a lively “tag team” routine to get you through a myriad of screw sizes, countersinks, glue sticking, bung cutting and installation. Useful is the focus on various products and tools necessary for correctly doing so many tasks. Key, too, is “have a beginning to end plan” before starting a project. Your plan should reflect consideration of all the products, tools, equipment and supplies that could be required for this current project whether it’s an entire restoration or a smaller project like stripping varnish, hands on staining, repairing cross-grain scratches or a waterline layout & masking. Steve, our gang member, is furiously taking notes on this incredible amount of information to absorb.

Wrapping up this remarkable day around 4:00, there is time for a short siesta before rejoining the folks for dinner at Hacienda Del Lago, a spacious, welcoming restaurant in downtown Tahoe City with great views of the lake. Our gracious hostess, Ronda, manages the evening with lots of chips & salsa, margaritas and a delightful Mexican buffet. It is fun to rehash the day, share our admiration of the depth and breath of knowledge and skill exhibited today by our trainers and enjoy yet another delicious meal in the relaxed atmosphere of the Hacienda.

Day Two starts right on time with our gang in the Deck Layout Session. (After, of course, a breakfast treat of bagels, cream cheese & lox plus delicious homemade breads!!) Pete Lyhne, our trainer, opens with “Imagine a boat as an investment!” which brings knowing chuckles from our “Gang of 8”. Pete continues with:

Bottoms: When necessary, replaced or modify as your 1st step; consider the original bottom type/shape; consider replacement vs. salvage; many different “systems” or “bottoms” ie. 5200, West, glass, etc. are all epoxy/resin based and the bottom is named after the specific product ie., West Bottom. Sierra Boat uses a system based on early Chris Craft hull designs.



Screws: Tapered vs straight; which one tends to split planks? Know material(s) your screws are made from;

when determining a screw pattern, stick to the original design of their make/model if possible

Trailers: Type of trailer CRITICAL to a boat's "long life"; promote a long life!

Tools: You can never have too many; there are some very nice antique tools that work.

Making a Deck: Measure, measure, measure; determine plank length, pattern of grain and placement then MARK; cutting seams 1/8" is suggested; plane edges and apply two coats of penetrating epoxy; set screws to determined pattern, drill in with final tightening by hand; finish with bungs, farring and sanding. Do in the right sequence!

Planking a Transom: Plan pattern, if old planks available, make a pattern as your guide; measurements critical, mark wood on curve, cut with saw outside the mark, determine if level; plane edge; pay attention to detail; steaming a plank can be done in a bag.

Faring: Plane uneven spots before sanding; fill holes with micro-bloom & epoxy; focus when sanding on working with grain using finer and finer grain paper to smooth.

Pete is currently working on replacing a 19ft. Century Resorter's deck which has a most beautiful and intricate pattern of blond and dark mahogany woods. He demonstrates the exacting steps he will take to replicate this deck and the skill he will bring to this project. Pete's "real talent" as an

artist shines through. He has that special ability to bring new life to rich, warm wood and he understands the care required to allow a wonderful old wooden boat new life. (See photo)

Lunch was a welcome break and another

delicious, hardy meal complete with fresh baked ham and all the trimmings prepared by our "In-house Chefs". Seeing Mary Ann & Fernand Simoneau from Clements, a foothills community, dressed in their matching "Workshop Polo Shirts" is fun. These shirts have a very unique logo designed by Debra Dobbin and are available to Workshop participants only! They quickly become a special memento of this event, a great advertisement for the chapter and a definitely handsome addition to our summer wardrobe. .

Our lunch companion is Danielle Rynning, the Educator for Tahoe Maritime Center and one of the boat captains for their summer boating program. It seems the museum plans some restoration projects with selected boats in their collection and Danielle wishes to learn the basics of restoration techniques. Her expertise with boats started out with a childhood spent in the Pacific Northwest and in her teen years captaining her father's commercial fishing boat during the summer seasons in Alaska! Quite some creds!

Mechanical Class is our wrap-up session but that ol' trepidation is now long gone. Our "Gang of 8" is fortunate to have Sierra Boat's Herb Hall as our trainer (He is also 2006 past president of our ACBS chapter). Herb begins by discussing skills needed for successful packing on the prop shaft; correct alignment (key to eliminating vibrations); proper shaft length; use of the right products for caulking boats; proper mount placement without sag and "always pack your

necessary tools for EVERY boating excursion".

Next comes:

Pumps:

Replace rubber impeller pumps

every two years; keep veins strait & use liquid dish soap to install more easily; pump cannot be run dry but, if you must run it, use "mouse ears" for I/O drives or "Fake-a-Lake" for connecting water for an in-board drive.

Fuel Systems: MANY issues with a boat running properly are fuel related; fuel line can crack easily: use Coast Guard Certified hose with thick fire resistant covering—double clamp it!; alcohol (ethyl) attracts water, install a large filter to clear water from fuel; establish an electrical ground to tank to if you change to rubber tubing. NOTE: oil leaking from the back is probably transmission; leaking from front of the engine probably is "Engine is Shot"! (Oh dear!!)

Carburetors: Recommend new Edelbrook Marine Certified AFB as it is self-adjusting, adaptable and rebuildable for V-8 engines.

Wiring: When re-wring use new, color-coded wire in the correct gauge and research current data before you start the project.

Transmission: Older mechanical boxes will last if seals are replaced, use 30 wt. oil with zinc added, synthetic oil can cause slippage; key is adjustment, done properly transmissions will run a long time; check distributor for lubrication as water can get in and cause rust.

Winterization: Put stabilizer in fuel; change oil by sucking it out, don't drain as it goes into the bilge; spray carburetor, clean off all residue (take the flame arrestor off before); pull plug from block to flush & drain everything that should drain; pull battery from boat; put clean rag in the exhaust to mitigate vermin getting into the engine.

On that cryptic note we conclude two enlightening, I nformation packed days!!! We participants want to thank the Sierra Boat staff/teacher/trainers for their time, patience & for sharing their years of knowledge & experience, skill and love of wooden boats. Hats off to the Lew & Debra Dobbins Team for providing coordination of an experience like none other, "chef" quality food and a great learning environment!! Team members are Sandy Chase, Sally Mullarkey, Kathy Kitching, Laurie Gurries & Sharon Johnson.



I Think I Need Help With This Engine? Part 2

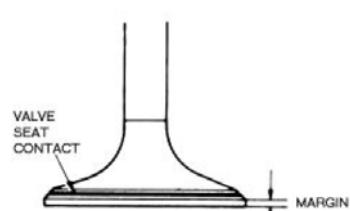
By Wel Snibbod

Let's tune in once again to the gear head channel with Wel, RJ and The Kid and see what kind of trouble they are getting up to with that Chris Craft MBL. We left our host in a pool of oil and parts at beer time, getting ready to go to the machine shop. So here we find Wel thinking again..... "I'm a gear-head from the mountains see, and I'm no slouch around rebuilding a motor. So a while back, when I was gett'n ready to go through that Chris Craft MBL in my racer, I figured no big deal. After all, what ol' wrench can't deal with a flat head engine? Well, that Lew guy I talked to a couple years back said to call him when I started in. And when I saw this article on What Makes a Marine Engine a couple issues back in the Western Wood, it got me think'n..."

What could be so different about this from my old Dodge truck 6? "Dad?" That's The Kid, my son, "I read an article....." After all, aren't they from the same block? Somebody had said that Chris Craft engines were all Chryslers. But then I read that they did use some Chrysler sixes but most all were built by Hercules for and with Chris Craft. "That's what I was trying to tell you!" Well, I guess I do have a lot to learn. Think I'd better ring-up that Lew guy...again.

The Kid was help'n me with the tear down and was really interested in how this was coming apart. I was explaining things as we went. We still had to inspect a few more things before we loaded it all into the ol' War Wagon, Dodge Military truck and headed to Sparks, the big city, for machining. After more steam cleaning, The Kid removed the oil galley threaded plugs in the block, Welch freeze plugs from the head and scraped the gasket remains from the head surface. This way he could measure the flatness of the head the same way I showed him on the block. Place a long precision straight edge on the head and see if you can slide any thickness of feeler gauge between the head and straight edge. Yep, he got a .006" gauge in, no problem. He was so excited from doing it and getting results that he spilled his Nehi Cream Soda!

Next we looked at the valves and valve seats. Replacement valves are about \$16 a pop, so any that are still good saves us a buck or three. First we rolled the valves around on a steel bench to see if any were bent. All looked close enough with that first pass test. Then into the lathe to spin each one and look closer for bends. All good there! At the same time I showed The Kid what the margin of the valve is. The area at the top edge of the face to



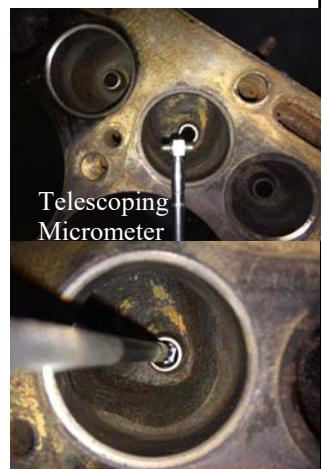
the top of the valve. If a valve has been ground before, this margin may be too small or very sharp and should not be used again. When it is too sharp, it is harder to dissipate the heat and can burn easily during operation. So two of them were pretty thin and would be thinner when the valve surface was reground. Can't use them, into the junk steel box they went. I used a wire wheel to clean the remaining 10 valves of the carbon and mung.

The Kid remembered when we rebuilt Gwendolyn's engine, that's my red 59 Caddy, a couple years back. So he looked at the block to see if it had insert valve seats or not. This engine looks like it had been rebuilt once anyhow, but did not have hardened exhaust valve seats installed. The valve seats were ground out of the block metal itself. I was so proud that he remembered that when the feds took the lead out of the gas, that we had to make some changes in our old engines. Lead or as we called it, ethyl gas for the added tetraethyl lead additive, is, or was, a lubricant and helped with cooling in the combustion chamber. The intake valves, because they are cooled by the cold gas and air from the carb, don't seem to get to hot and burn up. But the exhaust valves are not so lucky. They have to pass scorching hot exhaust gas and the valve and seat get much hotter. I read a book once, a few years back, that the hot exhaust valve cools itself by making contact with the "cooler" head which sucks away the heat. Now the same thing works here as the block, via the exhaust valve seat, helps to

cool the valve down. And the lead lubricated the contact area between the face of the valve and the seat as well as the valve guide. This allowed heads and blocks to be made of low cost grey cast iron along with the valve guides. But without the added lubricant, the grey iron seat can get hammered to death and not seal or cool. The

use of hardened seats allows running without the lead. Hardened valve seats and bronze valve guides were used in aircraft technologies from the 1920's and although American car manufacturers rolled back these improvements in the name of low cost, we use them now.

Now this was just way too much talk and not enough work for me. But I think The Kid was learn'n. But it was also time for another Nehi and a Hams. While we relaxed, I told him that we also needed to put a zinc additive in our oil to help better lubricate these older flat tappet engines. The zinc is a lubricant too that helps with the valve guides, camshaft, lifters, or tappets as older non-hydraulic lifters were called. I was start'n to lose him at this point but we needed to finish our inspection and measurements. I got the telescoping mics out. These are really cool as you can stick them down a hole, like the valve guides and then loosen the handle end. That allows springs to push two little pistons out from the shaft to the full inside diameter of the valve guide. Then just tighten the



handle and pull it back out of the guide and use an outside mic to measure it. The same outside mic is used to measure the valve stem at bottom, middle and top to ensure they are not worn out. We have to make sure that we have the correct clearance for almost all parts inside this engine.

The next day we loaded up the truck with all the parts and pieces and headed to the big city. RJ, that's my wife, did not want to come as we were in the ol' War Wagon with the chromium plated fully illuminated genuine accessory shift knob, a touch tight for the 3 of us, not to mention noisy, slow and hot. But she is cool and always gets the looks, maybe it is the "I Like Ike" bumper sticker? And it also meant that The Kid and I could choose what junk food we wanted! At the machine shop, we unloaded and started with the counter guy to list what we wanted. Now he was a little bit sore that we were not gett'n our parts from him. But when he realized that we were working on a Hercules Industrial/Chris Craft Marine engine, he was ok. After all, his books did not even show a Herc JXLD, let alone a Chris Craft MBL. He knew he could not get parts any more for these. But that Lew guy told me to always call Carl at Sierra Boat Company, Jim Staib at Fine Wood Boats and a couple others for parts.

When Lew was talk'n with me, he said to get the block, head and crank magnafluxed for cracks and to also get the block "sonic" tested. I guess this is like when the doc sticks that cold thing on a pregnant woman's belly to look at the kid inside. But this measures the thickness of the cylinder wall into the water jacket of the block. They usually measure in 4 places around the cylinder and then up and down from bottom to top. Some of these old blocks have had so much water in and out of them that they rust and rot from the inside out. You don't want a cylinder to collapse after all the work and cost. So the shop will hot tank or bake the block and head to clean them inside and out prior to these tests.

The machining starts then with decking or surfacing of the block and head, grind out the exhaust valve seats to insert new hardened or Stellite valve seats, grind them and the intake seats for a new clean mating face. Grind the valves to mate with that seat face, replace valve guides when worn too far. Bore the cylinders and hone to fit new pistons with the correct clearance and cylinder wall pattern. Reconditioning the connecting rods. This is where they check that the rods are straight and they hone both ends to ensure they are perfectly round and have the correct size. Rods are often magnafluxed for cracks too. The crank shaft needs grinding to make the journal diameters fit the next oversize bearings available. Now, as I told The Kid, these are tractor motors and are kind of thrown together. A good engine builder will go a few steps further to make these run a little better, save fuel, deliver more horse power and produce less heat from friction.

Now any self-respecting gear head does not care about some of that, just more power (seems to me that I have heard that somewhere) and the sound has to be cool! To do this, a

little more work and cost is done at the machine shop. There are 7 main bearings that support the crank shaft. These all need to be the exact same size for the bearings to fit right AND they all need to be in perfect alignment. Talk about getting your ducks in a row! The bolts that hold the bearing caps in place have a little slop in them and allow the cap to move a touch and not be in a perfect row when tightening. Modern engine are designed to always hold them in perfect position. So we have to use roll pins and drill the cap and block to index everything so it always goes together the same way. Then, with the bearing caps torqued down and in place, the shop will line-hone the bearing saddles to that perfect size and alignment. This ensures it always goes together correctly and will produce less friction or drag. Another thing that can be done is to have all of the rotational parts precision balanced. Any good hot-rodder has been doing this for years. All the internal parts are weighed to a tenth of a gram and compared against the others. Connecting rods, pistons etc. will have little bits of metal ground from one another to make sure they all weight exactly the same. Now this mostly makes a difference in high performance engines at high speed. But our boat motors will run better and idle better by having this done too.

While we were enjoying a big burger and fries, The Kid said that it seemed like a lot goes into building an engine correctly. He did not think that his buds with cars did all that? I told him that they do not have all the "tribal knowledge" yet and that it costs more to really do everything. But we want this motor to run great! Another burger? The trip home would not be complete without a stop at Summit Racing to pick up some bits and pieces and drool of course! Back up the hill we went with the obligatory stop at the malted shop. Home just in time for dinner.

While we wait for the machine shop and the new parts to get here, we still have a lot of work to do. All the parts that did not go to the shop need to be cleaned and primer painted in prep for assembly. That Lew guy said he always uses zinc chromate for primer paint on marine engines as it coats well, holds up to the moisture and any engine paint will stick very well to it. He also explained that there are three different paint colors for these Chris Craft engine depending upon the year they were built. The pre-war paint is really close to rattle-can Old (or Dark) Ford Blue. And the 1957 and newer "Pompano Blue" or V-8 Blue is available in rattle-cans as Chris Craft Blue and is a light, almost, powder blue. But of course, the correct blue to use from after WWII until 1957 is no longer made by Tempo in a rattle can! So we take samples to a paint store and have it matched. I also found a current formula on the chat pages of the Chris Craft Antique Boat Club.



Insert Seat in Block



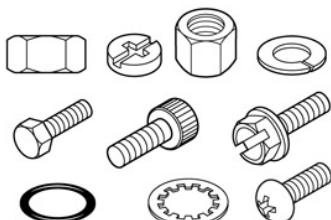
Main Bearing Saddles Line Honed



L-R Zinc Chromate, Dark or Old Ford Blue, Tempo Post war blue, Pompano Blue

(Continued from previous page, I Need Help With This...)

We ordered a boat load of the nuts and bolts as the originals are now over 60 years old and we don't know if they are still strong. Besides it takes a long time to wire wheel and clean them for reuse. We ordered a carb rebuild kit and purchased a new bucket of carb



cleaner so we can do a rebuild on that big ol' Zenith pot. We will do the fuel pump as well. The starter and generator along with the 6 Volt cut-out relay went to a shop that does great rebuild and test work. We heard that a great place to send the cam shaft and tappets to is Delta Cam in Tacoma, WA. They will regrind and re-Parkerize the cam and surface the bottom and top of each of the 12 tappets for a great price and turn around in a week! They are worth talking to also about their "mild torque improvement" for the flat head cams. This increases the power a little bit.

We will take the transmission apart and inspect and clean it. I understand that we can get new replacement forward clutch plates from Carl at Sierra Boat if needed. The gaskets and seals all come in the overhaul gasket set. The output shaft seal always needs replacement. And if the mating seal surface has a groove in it from wear, "Speedy Sleeves" are available to install over the original surface and work with the same replacement seal. We will open up the oil pump and check her condition and clean the pressure relief valve. This engine has a bronze gear type water pump, so we should not have to replace the impeller gears. It will just take cleaning, gasket and grease. At the worst a little milling or surfacing of the wear plate. Lots of little bits to do while we wait for the machine shop and then we can start the assembly.

I decided to make this look as original as possible for the shows. That opened a whole new can of worms! What is and is not painted, what is the correct starter solenoid, ignition coil, spark wires, wire ends plug nuts, etc. It seems that it goes on and on. So the research starts. I am lucky that there are a lot of good resources in our ACBS chapter.

When we get our parts back from the shop, The Kid and I will start the precision cleaning and assembly of this engine. So stay tuned, same time, same channel for more from the Gear Head Zone.



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Calendar of Events

July-27	Runabouts on the River - Stockton Sailing Club 4980 Buckley Cove Way, Stockton, CA	Layne Davis 408-234-7613
July-19 Friday	Woodie Whoopie – Olympic Homeowners Beach Near 619 Olympic Dr., Tahoe City, CA	Rich Fisher 925-525-5428
August-3 Saturday	Woodie Whoopie – “Irish” Bernie and Carol Atkinson’s 4870 North Lake Blvd, Carnelian Bay, CA	Rich Fisher 925-525-5428
August-23 Friday	Woodie Whoopie – “Clam Bake” Turner’s “Playtime” 4860 West Lake Blvd, Homewood, CA	Rich Fisher 925-525-5428
August-24	Board Meeting - Lake Tahoe Chase Residence	Robert Gaestel 209-769-0310
August-30 Friday	Woodie Whoopie – Tahoe Maritime Center 401 West Lake Blvd, Tahoe City, CA	Rich Fisher 925-525-5428
Sept 15-17	ACBS International Pre-Events Alexandria Bay, NY	ACBS - Headquarters e-mail: hqs@acbs.org
Sept 18-21	ACBS International Meeting & Boat Show Alexandria Bay, NY	ACBS - Headquarters e-mail: hqs@acbs.org
Sept 5-8	Lake Shasta Rendezvous	Rick Gurries 707-484-0095
Oct 4 - 6	Delta Cruise B & W Resort 964 Brannan Island Road & Highway 12, Isleton, CA	Layne Davis 408-234-7613
Nov 8-10	Chapter Annual Meeting Carmel/Monterey, CA	Iren Jenny 925-899-9708 Barbara Foster 925-989-3626

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ACBS, 2019 Annual Meeting at Carmel and Monterey

Submitted by Iren Jenny

Iren Jenny and Barbara Foster, ACBS, 2019 Annual Meeting and Weekend Chairs, along with their committee of Sally and Bob Mullarkey, Annie and Rick Hill, Dave and Tammi Lyon, Teri Parker, Ted Jenny and Dan Foster, with the guidance of President, Robert Gaestel invite you to spend The weekend of November 8th, 9th and 10th with us in beautiful Carmel by the Sea with its' beautiful white sandy beaches, fairy tale cottages, historic Carmel Mission, exotic galleries and unbelievable food and wine.

This weekend is an important one for the Lake Tahoe/Northern California ACBS Chapter as it is the weekend for the passing of the baton from one President to the other and the nominations and elections of a new board.



Your journey begins by arriving at our designated Hotel, The Horizon Inn and Ocean View Lodge SW Corner of Junipero and 3rd Street, Carmel, CA. 93921, 1-831-624-5327, Friday afternoon the 8th around 3 pm.

We have plenty of private parking and weather permitting, we have some amazing drives planned, so bring your oil burning oldies, your shiny impress your neighbor exotics, or your spend your children inheritance extravaganza. You will have fun no matter what you drive, but a special car will add to the experience.

As of this writing the rooms at the hotel except two cottages are all booked, but we do have an alternate hotel for our group, the Carmel Bay Inn, Junipero street, between 5th and 6th, a couple of blocks from our designated hotel. No room block as they would not allow us one, but you can call, 1-831-624.1831 and get a room at a very good Carmel rate.

Our hospitality room will be stocked with munchies, cookies, water, soft drinks and good cheer. If you wish to bring along anything stronger, feel free. We will probably start the afternoon with a cocktail or two to welcome you.

Friday evening around five thirty we will caravan to the ever popular, Baja Cantina and Grill, for Margaritas, Cerveza, Salsa, Tacos, Pinatas, Games and Fun. Baja Cantina is a haven for Vintage car memorabilia with a funky vibe and lots of atmosphere. If you plan on driving on your own, meet us there at 6. Our private room only holds 60, so make your reservations with us as soon as you can. If our numbers exceed 60, then you can have dinner at the bar or in the restaurant and then join us for games and camaraderie after dinner.

Saturday morning begins with a continental breakfast delivered to your room by the hotel or you can venture out to the many café's and restaurants in the area.

After breakfast, we will meet at 10 am in the courtyard for a scenic drive to Carmel Valley and the Moto Talbott Motorcycle Museum at 4 E. Carmel Valley Road, in Carmel Valley Village. Unbelievable memorabilia will greet you in this incredible museum. If you are into machines, metals, automotive



history and just about any automotive artifact, something in this iconic museum will interest and amaze you. And if machines are not your thing, across the street, numerous wine tasting rooms, boutiques and fun stores await you and your pocket book. But at one pm, be back at the museum for lunch where we have planned a scrumptious barbecue with a no host bar, at our own private courtyard party. A picturesque drive back to the hotel and time to get ready for our ACBS annual meeting and extravagant evening soiree.

For this one, The Committee has had to relinquish control to the Mob, and your hosts are Frankie, Sammy, Dean, Joey and Peter, The Famous Rat Pack. Yes, we are having a 50's and 60's Las Vegas style Soiree and you are invited to come dressed to the nines, and party hardy. Cocktails, a catered dinner, music, awards and lots of fun awaits you at the Monterey Elks Lodge, "The Lodge with the View" with picture windows overlooking the Monterey Bay at 150 Mar Vista Dr, Monterey. We will not caravan to this location, but there is plenty of parking and we'll meet you there.

But first before we start to party, we have to attend to business. At 5.30 in the same location, President Robert Gaestel and his board of directors will let you know all about what took place the past year. At this meeting, you the members, can find out about the State of the Chapter, voice any compliments or concerns to the board and in general become acquainted with the workings of your Chapter. We will have a no host bar while the meeting is going on so you do not have to wait for cocktail hour.

Six Thirty and The Party is seriously on. There will be socializing, eating, drinking, dancing and after dinner, passing of the Baton. President Robert Gaestel will speak his last official words, introduce the new nominated board for you to vote on, give out his awards, and then pass the Baton to Don Leutz to start his new year.

Sunday morning will start bright and early for those of you who wish to extend the weekend. We are planning a cruise down the 17 Mile Drive and stopping at the Lodge at Pebble Beach for Mimosas, Scones and Photo Op. on the Lawn. Robert Gaestel's family has great history in that part of the Monterey Coast and we wish to relive some of those historic memories. At this time, we are not planning lunch as a group, but we will do so, if there is enough interest. Start time will be announced at the dinner.

And during the whole weekend, when we are at the hotel, our hospitality room and, if the weather is nice, the courtyard will be available and open for party and hang time.

A big thank you to everyone in our committee for all their hard work pre event, and during the weekend. A special thank you to Dave Lyon for all of his assistance in setting a lot of this up. If all goes great, thank him, if things don't work out, it is all his fault.

Kidding aside, we hope you plan on joining us with your enthusiasm, your energy and a bit of cash.

Any questions, please feel free to contact any of us;
Iren Jenny, 925.899.9708,
Barbara Foster, 925.989.3626.



The 2019 Delta Cruise
B&W Resort, Isleton CA – October 5th to October 7th

ITS DELTA CRUISING TIME!!

Come and explore the many Delta Waterways, winding along fields of crops or sheep. Relax in the delta laid back style and reminisce with old friends. If this is your first time, then come and introduce yourself. Meet friends that you'll have for the rest of your lifetime and bring your families. The San Joaquin Delta has literally thousands of miles to explore and the opportunity to experience this magical area is right around the corner!

The Northern CA/Lake Tahoe ACBS Chapter wants to welcome you to join us at the California Delta for the **2019 Delta Cruise**. The first weekend in October has a permanent place on many ACBS member's calendars reserved for the ACBS Delta Cruise. So be sure to mark your October calendar for the weekend of the 4th, 5th and 6th for your trip to Isleton!

This is a fun weekend that starts with a traditional potluck on Friday night. Be sure to arrive early in the afternoon so you can enjoy exploring some of the California Delta's 1000's of miles of twisting, turning waterways. Several of us head off to Giustis, Wimpy's, Rosa's or Windmill cove for a little lunch. Don't eat too much and be sure to take a map so you can find your way back to the B&W resort in time to enjoy the sunset BBQ with your ACBS friends. Check in at registration to get your packets for the weekend.



The Friday night BBQ Potluck begins at 5:30pm at the B&W Resort. **DON'T FORGET TO** bring a dish to share, your own meat/entrée to BBQ, and of course, libations to your personal liking! The Barbecue pits, charcoal, plates, cups and plastic utensils along with sodas and water will be provided.

Saturday morning, we'll jump start your day with a complimentary breakfast served on the levee, just above the docks at 7:30am. Then it's back to the cabin to pack your personal picnic feast and make ready to get underway.

At 9:00 am there will be a skipper's meeting on the levee and at 9:30am, Tim Stapleton will lead the parade of boats out of the Marina and into the wide Delta channel for the Poker Run Cruise to Grindstone Joe's. Tim is looking for a few boat owners to help with the poker run. Contact Tim if you can help.

Our lunch destination is Grindstone Joe's, a private island and club that has become a tradition at this event. We're lucky to have access to this unique private island. Gather with your friends under the Pavilion for a relaxing lunch, or bring some lawn chairs and games for the large lawn out back. Don't forget to pick up your garbage and all of your gear before heading back.

Returning to B&W Resort, prepare yourself for a catered BBQ feast prepared on site. Again, don't forget your favorite libations. Please let us know in advance of any special dietary requirements. Call Layne Davis at 408-234-7613.

On Sunday, we will be cruising to Moore's Riverboat Restaurant, located right on the Mokelumne River, for our Sunday Breakfast. There are plenty of docks for our beautiful

boats. It's so close that everyone can boat to it, even if you're not planning on continuing on for the Sunday River Cruise. After our tummies are full and we take a group photo, we'll be underway again. It's just a short ride back to B&W to pull your boat out or to gather up for the River Cruise.

At about 12:30, we will disembark from B&W for another great River Cruise under the leadership and guidance of Gene Dangel. Who knows what this year will bring.

Don't miss this annual ACBS favorite and let's see if we can **get 50** boats at this event!

AGENDA

Friday:

5:30pm Social Hour and BBQ

Potluck and the B&W Resort. Bring a dish to share and your own entrée. The Barbecue pits, charcoal, plates, cups and plastic utensils along with sodas and water will be provided.

Saturday:

7:30am: Complimentary Continental Breakfast on the levee by the docks.

9:00 am: Skipper's Meeting on the levee

9:30am: Depart for Grindstone Joe's - a route map and cruise instructions will be provided upon registration on Friday evening - don't forget your picnic basket, cooler and beverages! Bring some lawn games for more fun.

5:30pm: Social hour

6:30pm: Catered dinner at B&W Resort

Sunday:

10:00 am: Breakfast at Moore's Riverboat Restaurant on the Delta Loop.

12:30 pm: River Cruise – instructions will be given out at brunch and at B&W.

For those needing accommodations, the following are suggestions you may find helpful:

B&W Resort 916-777-6161

Cabins (likely full)

Best Western Plus 209-367-3000

I-5 and Hwy. 12

Delta KOA 916-777-5588

Trailer Park and 10 Chalets

Microtel 209-367-9700

I-5 and Hwy. 12

Rio Sands Lodge 707-374-6374

205 Hwy. 12

Tower Park Marina 209-369-1041

Cabins and camp sites





2019 Lake Shasta Rendezvous VIII

This is your last chance to attend the 2019 Lake Shasta Rendezvous VIII at the highest water level yet for September! Dates for this year's classic boat gathering in Lakehead, CA will be from Thursday, 9/5/2019 thru Sunday, 9/8/2019. Remember that most people arrive on Thursday so they can join our boat runs on Friday and Saturday. We have so much fun out on the water! Travel up north and we'll make sure you get out on the lake; YOU DON'T EVEN HAVE TO BRING A BOAT! The water is warm, clear and feels like a dream! We stop during each day's run and raft our boats together. We all get in the water to swim, float, waterski, and tube! Join us for another great Lake Shasta Rendezvous so you too can enjoy boating Friday, Saturday and Sunday!

We are changing things up this year! We'll be on our own for breakfasts. Choose to either bring your own breakfast and picnic makings with you to Lake Shasta or there are two great restaurants in Lakehead, Camp Shasta Coffee Company and The Basshole that would be happy to serve you breakfast as well as prepare you a simple lunch if you order it in advance. We'll bring our own picnic lunches with us to eat aboard our boats. There is also a Subway sandwich shop in a local gas station. Each night we'll still have our potluck dinners as usual where you will be

asked to contribute an appetizer, side dish or salad and desserts. Don't forget that our dinners on Friday and Saturday nights have the entrees catered by Jim & Gretchen Deichler! Thursday night is a potluck where you'll need to bring your own entrée to grill. Attendee's with last names A-G to bring appetizers, H-N to bring salads or side dishes and O-Z to bring desserts to share on Thursday, Friday and Saturday. Sunday night we'll bring out all of the leftovers to enjoy for one last meal! Cost of attendance for the weekend is only \$20 per person upon arrival!

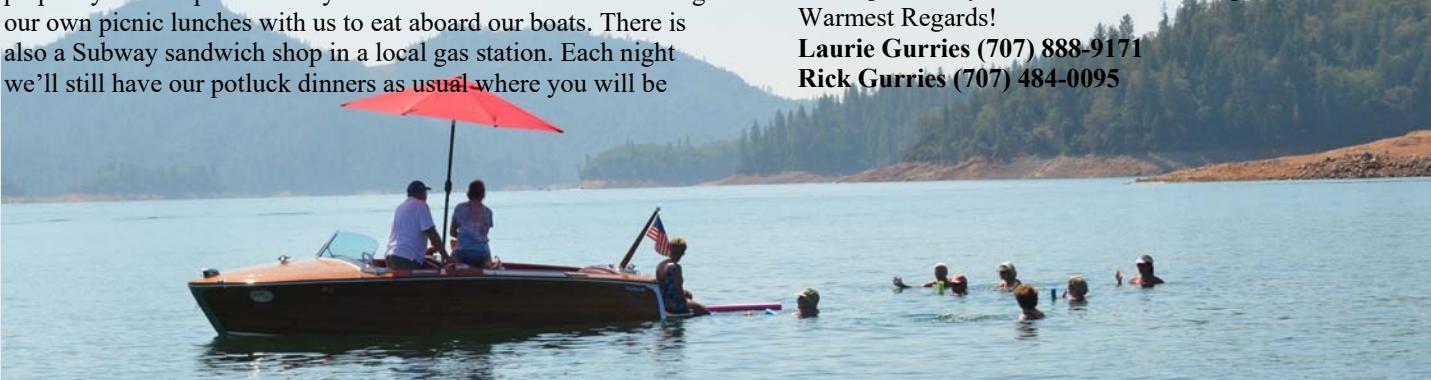
Lodging is at Tsasdi Resort, Lakehead. Their website is www.tsasdiresort.us. They currently have four cabins available. Please give Scott or Julie a call at 530-238-2575, don't book online, mention that you are with ACBS. Some of the cabins are larger in size, perfect for a few couples to share. If Tsasdi Resort should run short on cabins or if their cabins are too large for you, Sugarloaf Cottages are just down the road. Their website is www.shastacabins.com. Check with them to see if they have availability. Give Harold or Arlene a call at 530-238-2448, they are great! If you are interested in attending, please give either Rick or Laurie Gurries a call. Laurie e-mails the registration forms to all attendees in August, so she needs your contact information by August 3rd!

We hope to see you at Lake Shasta in September!

Warmest Regards!

Laurie Gurries (707) 888-9171

Rick Gurries (707) 484-0095



Board of Directors 2019

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Iren Jenny



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

For Sale

1964 Century 17' Resorter– A project boat for a home restorer. Used every year up to 2017 but now needs a new bottom, some side work and an engine. Upholstery is complete and was new in 1999 when gauges were restored and more restoration work was done. Complete boat with original hardware. Stored in a boathouse year round and now ready for restoration or for parts. Has 4 wheel trailer. Clear CA title on the boat. A Ford OMC 351 V-8 Engine w/Velvet Drive Trans is also available separately. This is not the engine that was Installed.

Make me a Ridiculous Offer & email Lew at
L.dobbins@sbcglobal.net for pics and more details.

For Sale

1954 20' Chris Craft Sportsman (Utility), Gray Marine 327 ci, 220 hp engine, dual battery system, added seating in front of engine box, carpeted, nice condition, needs bottom paint. Asking \$18,900 (includes trailer), Contact Jim at 775-831-3060

For Sale

1960 Chris Craft 17 ft Ski Boat.

With Chevy 283 engine for sale. \$16,500 OBO.
Contact Layne 408-234-7613 or Skip145@comcast.net

For Sale

1938 Chris Craft 21 ft Sportsman.

70% newly restored from top to bottom. West System bottom. Boat is in a bare wood condition. Hull and decks are skinned. All new book-matched solid 1/2" planking throughout. New dash. Most hardware present and re-chromed including windshield frame. Underwater gear present. Needs motor.
Curtis Bauman 530-477-6702 or cbwoodboat@sbcglobal.net

For Sale-1946 20' Chris Craft Custom



For Sale

1959 Chris Craft Sea Skiff, 22 foot open utility. Powered by a 350 cubic inch 220HP Crusader V8. Lapstrake construction built to handle rough water, with a mahogany interior and engine box. Also features a cabin with bunks for two below decks. Includes cover, Bimini top and custom trailer. Asking price \$22,000. Contact Randy Christopher at raiderrr@comcast.net for more information

For Sale

1958 Chris Craft 17ft runabout "Kris Craft"
hull#D-17-2220 completely restored to original with less than 5 hours on rebuilt Hercules KFL,5200 bottom .award winner Tahoe 2018 and bass lake2018.I am asking \$18500 .Mike Williams 9163667515or mswillia@sbcglobal.net

For Sale

1952 Philbrick double Hemi powered total restoration \$35,000.

1962 18' Philbrick runabout V-8 Buick powered like new \$35,000.
Contact Joe at 925 234 6763 or joefanfa@gmail.com Pictures on acbs-tahoe.org

For Sale

1948 vintage racing runabout, 17 foot dual cockpit. Hot Rod flathead engine, excellent condition, won awards at Tahoe, trailer and boat cover \$38,900 or best offer. Name 'Yo! Adrenne'.
Contact David 916-984-3768 or DVD_Coolidge@yahoo.com.

For Sale

1938 21' Utility Deluxe Chris Craft 158 HP with Trailer and Cover Many first of class awards,
Best of Show – Wood & Glory
Excellent condition – Seats 9 passengers \$50,000
707.349.4787 or aanddthomas@gmail.com

For Sale

1949 Philbrick 18 ft., Ford flathead engine. Restored several years ago, used twice and stored since. Custom trailer.
\$8,500 or best offer.
Call Aris or Diane at 415-717-5090



For Sale

1953 Chris Craft Racing Runabout
MBL 158 hp,
west system bottom,
show condition,
trailer and full water-line cover included.
\$42,500
1-831-596-4299
or 1-831-484-6835.

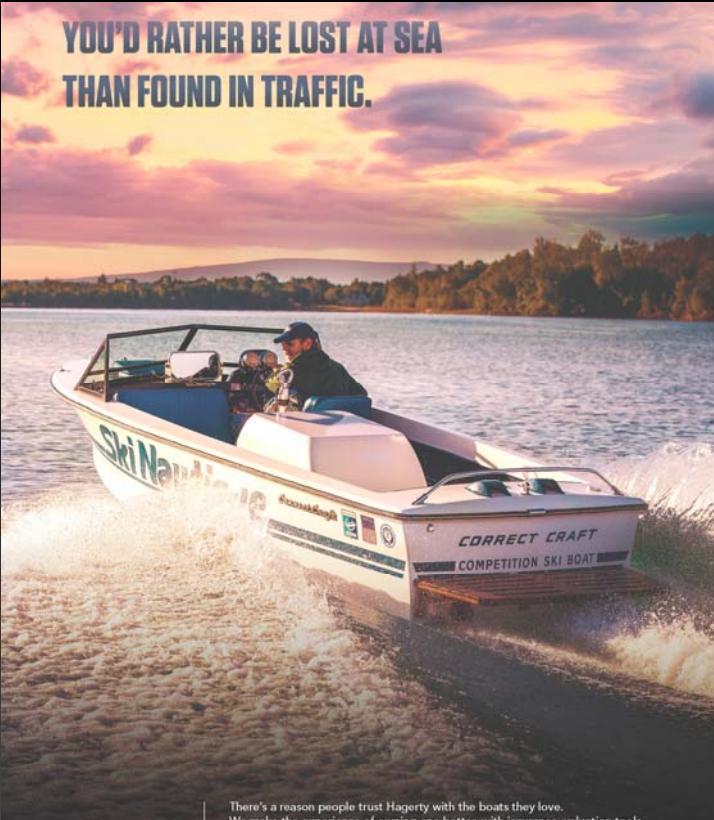


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