

Western Wood



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

Volume 38, Issue 2

Quarterly Newsletter

Spring 2020



Social Distancing Issue



No Tahoe Woodie Whoopies this year.

By Rich Fisher

We hope that you and your family are well and have adjusted as well as can be expected through this health and economic crisis.

We can expect that face masks and social distancing will be recommended or required this Summer for group gatherings making it difficult or impossible to socialize and partake in a pot luck meal. With the safety and health of our members in mind we have decided it appropriate to cancel the Woodie Whoopies planned for the Summer at Tahoe. We will re-evaluate this decision in mid July to determine if is safe to gather in some form and if facilities are available.

We extend our appreciation to the home owners that had offered their facilities for our fun events and regret that we cannot gather with our members and friends at our events. We plan on having some virtual Woodie Whoopies via Zoom on the Internet on the previously scheduled dates. Please watch for an e mail announcement with a link to these 40 minute socials. The first one will be at 5:30 PM on June 27th.

Stay tuned. Check the website and watch your email for an update.

Changing Our Course!

by Bud Bensley, President

Tahoe Maritime Museum

Board of Directors

The Tahoe Maritime Museum Board of Directors has announced its plan to change the course of the Museum. Throughout 2020 the nonprofit will be reorganizing into a maritime foundation. The Museum is proud of the numerous exhibitions, educational programs and the thousands of visitors it has welcomed into the Museum over the last twenty years. However, due to our changing community interests and decreasing philanthropic support, the Museum is unable to meet its annual fundraising goals to support a physical museum within the Tahoe Basin.

Due to California state Covid 19 requirements, the Museum has been temporarily closed. The Board and staff will monitor the recommendations of the State of California and Placer County to determine if, in fact, the Museum may reopen its gallery to visitors through the summer months.

In May, TMM initiated the protocol required to distribute the artifact and archival collections to relevant museums and nonprofits around Lake Tahoe, Northern California and the greater United States. Any items from the collection not relocated to another organization will go to public sale, which will be announced on the Museum's website, Facebook page, and Constant Contact messages ahead of time. Both the Museum's Tahoe City and Home-wood properties are listed for sale. The Board of Directors intends to establish an endowed foundation that will continue to preserve maritime history.

We thank each and every one of our members, donors and visitors for your support over the last 20 years!



It was a good ride! Sorry to see you go.

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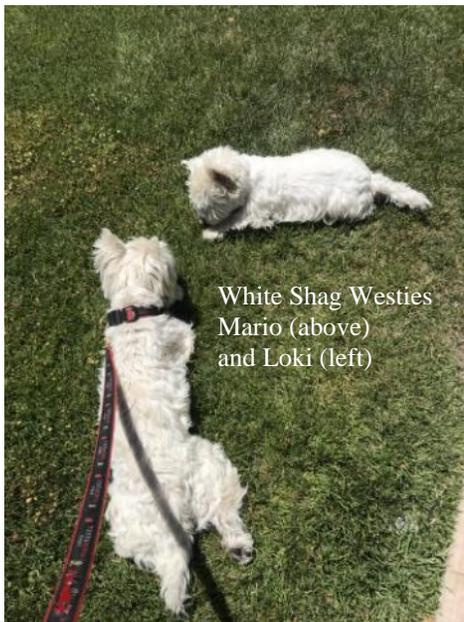


Boats, Westies and White Shag Rugs

When we bought our 1964 Campbell, “Creamsicle”, the floors were covered with a white shag rug. While not very practical, it looks totally apropos to the ‘60s vintage and the flashy orange and white paint job on the hull. Unfortunately, the original rug was in terrible shape and disintegrated under our feet. We replaced it with another white shag rug salvaged from a local carpet contractor before he sent it to land fill.

While this rug served us well for a few seasons, it collected enough dirt, grease, and grime to be beyond cleaning, as white shag seems to be well known to do. Well, we decided to do something about it by, of course, searching for another white shag rug.

This is where the Westies come in. During the “Social Distancing” conditions we have been walking our dog a lot. He is a West Highland White Terrier or Westie named “Loki” after the Norse god of mischief. By the way, the coat on a Westie looks a lot like a white shag



White Shag Westies Mario (above) and Loki (left)

rug. Anyway, on one of our walks we discovered that a neighbor has a Westie named “Mario”, so we naturally made Mario’s house a routine stop on our walks.

One day we saw a large rug rolled up in Mario’s garage next to his blue ’72 Corvette. This turned out to be a white shag rug that the owners were disposing of because they were tired of cleaning it. Their plan was to offer it on Craig’s List for free to anyone who would haul it away. After some lively negotiating between Mario and Loki, we managed to get it for free, provided that we brought my truck soon to haul it away.

We now have a nice clean white shag rug in our boat. Thanks to Mario, it cost us nothing. It is still impractical, but then, nothing about antique boats is practical, what we do it for is fun. It is even more fun that our dog found the rug we were looking for while making a new friend.



Mario’s white shag rug installed in Creamsicle.

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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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...

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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.

2020 Rates:	Color	Web ad
Business Card (2 x 3 1/2")	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
	1 time \$250	\$75
Full Page (9 1/2 x 7 1/2")	4 times \$1600	\$350
	1 time \$500	\$100

Inquire To: Virginia Gompertz
virginia@bellaombra.com

President's Message



What have you been doing during the “Shelter in Place” Covid-19 Coronavirus order? Sylvia and I have been keeping busy. I have been building studio furniture for recording and archiving my vast LP, 45, CD, and recording tape

collection of past radio shows. Sylvia has been doing a lot of gardening, putting in our vegetable garden for the season and tending the grapevines. We both have been sampling and testing our 2019 and 2018 vintages and are getting ready to bottle.

I don't know about you, but I am so looking forward to getting back on the water and do some boating. In fact, lakes and other waterways are beginning to open and many citizens are taking to the water by boat or enjoying the beaches. So hopefully, things are looking up for ACBS Members and their families.

As you know, ACBS NC/LT had to cancel its Spring Fling, Bass Lake Rendezvous, and Wood and Glory events. Our Board Meeting, usually held at Spring Fling, was also canceled. The Board Meeting was rescheduled as a “ZOOM” Meeting online and held on Saturday, May 9, 2020. There was an excellent turnout of Board Members and Committee Chairs to conduct all the necessary regular business, as well as discussions of our various events and how to proceed in the future in light of the pandemic we have been facing.

The Board decided to cancel all the Woodie Whoopies for the Summer this year since it would be difficult to maintain

social distancing and safety at our buffet style dining venue. It also seemed prudent, and fair to the hosts, to cancel the Woodie Whoopies as most of them are held at personal residences at Lake Tahoe.

On a more positive and hopeful note, the “Runabouts on the River” Stockton Boat Show is still slated to be held on Saturday, July 25, 2020. Stay tuned for further details via email and keep your fingers crossed. As of this writing, no other ACBS NC/LT 2020 event has been canceled

However, ACBS International is requiring all Chapters to “follow all Federal, State, and local government guidance and recommendations related to the Covid-19 virus and potential health risks” or remove any and all reference to ACBS and use of any ACBS or Chapter logo from any communications, documents, and advertising and agree to relinquish insurance coverage through ACBS. This means, of course, that any events that NC/LT holds must be in compliance with those state and local rules in effect at that time. Hopefully, restrictions will continue to be modified to allow us to hold some of our future scheduled events.

Many of our local Chapter Members have been planning on attending the annual ACBS International Meeting and Boat Show in Coeur d'Alene, Idaho scheduled in September 2020 with Pre-Events beginning on September 14, 2020. So far, the event is a “go” but the next International Board Meeting scheduled online via “Go To Meeting” is on Saturday, June 20, 2020. At that Meeting, the International ACBS Show will be discussed and a decision will be made as whether to move forward. Of course, it will all depend upon the situation with the Covid-19 virus and current governmental rules and recommendations. As soon as I find out, I will let you know.

I sincerely hope and look forward to seeing you soon at one of our events in 2020. Should you wish to discuss any questions or concerns you may have please feel free to contact me at leutz@inreach.com. See you on the water!

Don Leutz

Eight Bells:

Sadly, we have lost Bob Braitto, a great member of the Wood & Glory event and ACBS. For over 20 years, Bob and the whole Braitto family has supported Wood & Glory and the local Sea Scouts Chapter at Clear Lake.

Bob loved nothing more than taking people on his 53' Hatteras to cruise Clear Lake. His knowledge of the lake, the many people who have enjoyed it, and the happenings over the years was unsurpassed. Bob loved sharing his knowledge and memories with all.

Bob Braitto cruised off into the sunset on May 10, 2020.



Dan Foster Bob Braitto
John Lahti Jim Robello



Lake Shasta Rendezvous IX

By Laurie Gurries

Come join us at Lake Shasta for an outstanding time on the water, some fun in the sun! It may be one of your only times for boating during this 2020 boating season! At this time, we are assuming that SIP restrictions will have relaxed by this September. The dates for this year's Lake Shasta Rendezvous IX are Tuesday, 9/8/20 thru Friday, 9/11/20. Please note that these dates do not include a weekend stay. People may arrive at Tsasdi Resort as early as Labor Day, Monday, 9/7/20. Most attendees will arrive on Tuesday, September 8th in order to be available and ready to go boating on Wednesday's Lake Shasta boat run. Remember that boating on Lake Shasta includes rafting boats together and swimming, floating, and relaxing in the best water with great friends! Cost is only \$21 per person attending to cover expenses. Please send payment with signed registration form and certificate of boat insurance coverage.



All dinners will be at Tsasdi Resort. Tuesday night will be a Woodie Whoopie type gathering where we all bring a dish to share and an entrée item to grill. All breakfasts are on your own, whether in your cabin or at a local restaurant. The plan is to have lunch at the Cookhouse Grill at Bridge Bay on Wednesday. Wednesday and Thursday's dinners will also be potluck with our entrée's provided by Jim and Gretchen Deichler. Food contributions are listed on the registration form. Thursday pack your own picnic lunch for enjoying at Jones Valley Resort on their shaded deck. Thursday night's potluck dinner will be filled with lots of laughter and merry making! We'll have an auction/raffle to raise funds for Redwood City Sea Scouts #145. There are still a couple of units available at Tsasdi's, if you don't already have your lodging reservations, we suggest you make them ASAP!

All ACBS members will depart Tsasdi's Resort cabins by checkout time on Friday, 9/11/20. This checkout date will allow travelers a relaxing two-night trip to Priest Lake, Idaho for check in there, if that is your destination. We've made the date change for the benefit of ACBS members trailering their boats to the International Pre-events at Priest Lake, Idaho. We invite members to attend our Lake Shasta Boat event as a stopping point on the way to Idaho.

Make ACBS reservations for lodging at Tsasdi Resort (includes dock and pool), 19990 Lakeshore Drive, Lake Shasta, CA for this September's event by calling Scott at 530-238-2575. Lodging should also be available at Sugarloaf Cottages, which includes dock and pool, 19667 Lakeshore Drive, Lakehead, CA. Please call Harold at 530-238-2448. Shasta Lake Motel, (NO DOCKS, not right on the water), 20714 Lakeshore Drive, Lakehead, CA at 530-238-2545.

For questions please call Rick Gurries at 707-484-0095, Laurie Gurries at 707-888-9171, or Doug Shone at 707-483-3311.

Membership Corner

By Lew Dobbins—Membership Chair

Greetings all. I hope all reading this are safe and healthy. Our ACBS 2020 year has not been able to really take off yet. So many are just asking for a 2020 do-over! With most events cancelled, we still have lots of time to work on boat projects. And we do have new members to welcome and celebrate.

They are:

Jeff & Tracie Frank from Santa Ana, CA. They have a 49' Chris Craft 1953 Buckeneer and a 1953 Mercury Bay Cruiser.

Robert Sundberg of Clayton, CA with their 1957 Higgins 18' Magnum with a Ford 292 V-8.

Rodney and Diane Ainsworth of Friant, CA have a 1959 Chris Craft 17' Sportsman with a Chris Craft/ Chevy 283 V-8.

Ross and Evelyn Ireland from Danville, CA have a home built Glen-L design 16' Chrysler hemi powered cracker box.

Matthew and Katrina Estes of Granite Bay, CA. They have a 1973 Century 21' Coronado with a 440 Chrysler.

Joseph and Paula Bullock from Loomis, CA have a 1966 Correct Craft 18' Ski Boat and a 1975 Karelsen 18' Hydro with a 400 H.P. Chevy.

Our newest Junior Members are: **Brody Butler, Cooper and Will Pannier**. Thank you Pat butler for encouraging our young members!

And a huge welcome back to a long time chapter member, **Ted & Peach Grebitus** of Sacramento, CA. Ted had been active in the chapter in the early days along with his father and grandfather. We are pleased to have them back with a long time Tahoe West Shore family boat: Water Buggy, a 1947 Chris Craft U-22.

That makes 435 active members, as of June 7th, with 406 calling the Lake Tahoe/Northern California Chapter their home chapter. We still have about 6 of our members that have recently lapsed from the membership and another 25 that will lapse in the next 60 days. I will be sending you a notice soon.

Be sure to renew your Membership when it comes due. 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.

The membership packets that Don put together have been a handy tool for us all. When you are at the gas station with the boat, someone always seems to come take a closer look. Don't we usually end up talking with them for a while? And many times these people never knew about ACBS. We often pick up new members from just this kind of chance meeting!

If you have any questions regarding membership or wish get any of the packets, please feel free to contact me at lewdobbins@gmail.com or call me and leave a message on 530-263-0412.

Shelter in Place Chronicals

Bob Mullarkey-Summer 2020 at Lake Tahoe

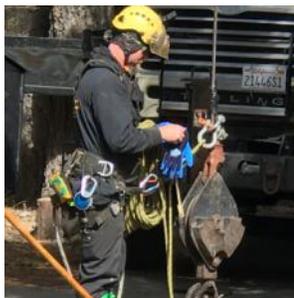
The middle of March 2020 was an interesting time on the West Shore at Tahoe. With the Corona Virus requirements to stay home and businesses needing to close it was a difficult time, one that we will not forget for a long time.

There was an order not to launch a boat in Tahoe but I saw a beautiful wooden runabout having fun along the West Shore. I stopped by Obexers and noticed the harbor was full of boats. Confused, I asked if I could launch my boat? No, not until June 1. But these boats are in the water ready to go. The harbor master informed me that these boats belonged to Summer owners of slips and he had the keys to all of them and none would be operated until June 1. It seems Tahoe Only boats would be allowed to launch on June 1 if they had been properly secured for the Winter. Since the inspection stations were not set up toward the end of May boats from out of the basin would not be allowed to launch until they were inspected. We still have a couple of weeks to see how things play out.



Obexer's harbor

Along with the virus scare the governor is focusing on the upcoming fire season with an emphasis on defensible space around homes. We had our property inspected by the Fire Dept last year and they recommended removing two dangerous trees and limbing up trees to remove low hanging branches. We made arrangements for a company to remove the trees using a crane. Luckily we did since the top was infested with beetles and was dead. It seemed most of our neighbors were busy cleaning up their property and hauling garden debris to the dumps. While we were there for two weeks we experienced typical mountain weather, rain, snow,



Tree removal crane crew

sunshine and wind. It is easy to get caught up in the current



Spring weather at Tahoe

challenges but one look at the area and it is all worth it. It is so beautiful at Tahoe, we are very fortunate to be able to enjoy it.



Enjoying Tahoe while social distancing with neighbors

Jane Bane-Wanna be Green Thumbers

I know I am not alone when I say that being forced to stay home this spring has caused me to take MUCH better care of my garden. It's feet and hands right down here on the ground watering, pulling weeds and loving the mid. My 5 rose trees are gorgeous like never before: a Floribunda, yellow blushing orange and red; a Deep Red Lincoln; a Doris Day yellow; a Double Delight blending white, pink and red; and a Full Sail bright white. They are all highly fragrant filling the air with a treat for the senses. You can enjoy both sight and smell by just sittine in the garden. Delightful!



I've also joined the Arbor Day Foundation and have received several bare root trees and shrubs at minimal expense- ten trees for \$10, shrubs even less expensive. They arrive by mail in plastic bags and have 3 to 4 inch roots growing from what looks like nothing more than a 6 to 8 inch stick, no leaves or bark yet. So I know it's going to take me a few years to see what they will actually look like, but that's ok. The Arbor Day Foundation tells me the trees are dog wood, red bud, tulip, Maple, Hawthorne, and will be all beautifully colorful. The shrubs are called Sweetshrubs with reddish-maroon flowers showing brilliant yellow in the autumn with a strawberry-banana-pineapple scent. Can't wait. So far, so good in the flower garden.

Steve, on the other hand, has spent a sweaty month weeding, tilling, and add new bags of soil to fill 4 raised beds in the vegetable garden with all the good stuff: green beans, leeks, tomatoes, beets, onions, artichokes, several squash varieties, corn, egg plant, bell peppers, Swiss chard. Sounds good? Yes, as long as he wins the battles with rabbits, moles, gophers, and a plethora of bugs, not to mention 2 days of hail. After daily watering he comes in saying, "Yesterday it was 2 inches tall with four leaves; today it's a quarter inch stem with no leaves. That the....?" His battle with the insect world is a significant challenge. We can say we'd rather be ACBSing, but the thrill of conquering nature has a strong pull. And if all fails, we can always go to the store!



Ted and Jo Anne Lyman– cruising the Delta

The Bethel Island launch ramps reopened at the beginning of May and we have launched *Green Hornet* every weekend since then and found it a terrific way to practice social distancing and have a great time. We highly recommend this pastime to our fellow ACBS members if they need a change from staying at home.



Gene and Sue Dangel-Lamps and Motors

OK....here are photos of what we have been doing during the COVID-19 lock down. Sue has finished here latest Tiffany lamp...the "Flowering Lotus". It is one she has wanted to do for years. There were times that she wondered why! All 1792 pieces are absolutely beautiful!!



I have been putting the finishing touches on a new engine for the Rayson Craft #KM9. After eighteen years of faithful service the engine simply said...I am tired. Everything below the blower is new except the block and ready to go.....



On the Sunday of Memorial Day weekend, we cruised in *Green Hornet* to Windmill Cove Bar and Grill on the San Joaquin River to see how social distancing was going in that area. As you



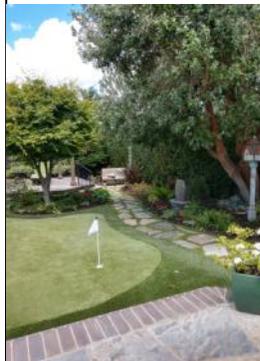
can see from the picture, there were many people on the lawn and the line up the stairs to the bar was massive. We went around the corner to their harbor and there were so many boats in there that we didn't even go in to cruise around. We then went across the



San Joaquin River to check out Ski Beach and found the ski boats double parked at the beach. So, the word is -- no social distancing in the Delta for some.

Windmill Cove harbor

Cheryl Caplan- Gardening, doodeling, making masks for family members and cooking. Sorry no food pics...it gets consumed too fast!



Eric Mikkelsen- my project during the lock-down....giving Aunt Hilda new paint and varnish.

Rich Fisher-Installing Windows and siding



ACBS HONORS DONNA & ALLEN THOMAS for 15 years of Wood & Glory sponsorship

Presented by Wayne Mooers

Please join us this year to recognize Donna and Allen Thomas. We want to honor the Thomas' continuous 15 years of generosity, support and sponsorship of our ACBS Clear Lake Classic boating event, Wood & Glory, even though we had to cancel this year because of Covid 19.

Among other things, the Thomas' have welcomed us into their Clear Lake Corinthian Bay lakefront home to enjoy the sunset and



**Donna and Allen
Thomas, Cheers!**

completely host our opening reception. Then they lead and present our lively and successful fund raising auction at the Boatique Winery. Say thanks again to our classic boating friends, Donna & Allen.

In developing this article and talking about old times with Donna, she stops, smiles and then shares: "As kids, both Allen and I used to water ski down the San Rafael channel showing off in front of our high school... long before it was a 5 MPH speed zone! In hindsight, I'm thinking we've been going "full speed" from our very beginning! Our parents were all early boaters, and as we grew up together, married and raised our children, boating on the Bay, Delta and lakes continued to keep our families going full speed together!

"Likewise our later "classic" moments and boating times with you - our ACBS friends - are very special to us. We are equally honored to share our Clear Lake lakefront home, and Wood & Glory good times with you also. So let's get cooking & let's go boating."

Event Chairman Jim Robello (and Gail) add in "Over 15 years ago we first met Donna & Allen at Wood & Glory. They came to see the classic boats, and both immediately connected to our boats and members. They were hooked & soon started showing up with their 1938 award winnings boats - **Rascal** and then **Miss Daisy**.

"When we started the fundraising they both jumped in to help. Donna was instrumental in the silent auction and Allen captured our smiles (and dollars) as our humorous Auctioneer. You are both appreciated."



RASCAL, our award winning '38 16' CC Racing Runabout Perhaps our favorite for 2 of us out watching the sun set. For a Wood & Glory press promotion, we hired a crane to lift her over our house and launch her in our lake front pool!



Miss Daisy, our 1938 21' Utility offers us space and comfort for family and entertaining times. Poster Boat, W&G 2017



SWEET WATER, our classic 1960 17' Century Resorter. Fast & sporty, she won Best Century in W&G 2019 showing.

The Bass Lake that Didn't Happen

By Virginia Gompertz

An ACBS Sanctioned event did NOT happen this year, but that didn't stop a few of the die-hard classic boaters from getting on the water. "I was crawling the walls from the shelter in place order and so thankful Bass Lake Marina opened the weekend prior to our going. Besides, I ran out of spackle to fix my damaged walls (from all the crawling, hehe). I had to get out," comments **Mike Gompertz**, classic captain of a classic **21ft 1990 Ski Centurion**.

There was also a classic camaraderie with friends who were there. On top of social distancing, we did things a little differently this year: Our 30-year-old kids came to the lake: Max, Alex, Megan, Guy & Jillian. We skied all day, staying on our boat, which was a blast of family time together.

The best memory we have: Mike is NOT to be outdone by his kids. So, Mike slid down the Falls rockslide in the Alpine snow melt. He said because of the cold water, the feeling in his legs took a few hours to come back, so no harm no foul!



Mike Gompertz going down The Falls at Bass Lake, May 2020. The young crowd cheered at the "silver fox" going down the Falls.



(from L to R): Max, Guy, Jillian, Alex, Virginia & Mike

Other fun stories from "The Bass Lake That Didn't Happen!" are below:

From Tim & Teri Bush:

The day started out having to work until noon. Tim asked if the registration was in the boat and I said that it was, however I had looked at it without my reading glasses. I also looked at the side of the boat and saw 19 but again, it didn't register. (Subconsciously I wish it was still 2019.) Off to pick up **Arlene** as she was going to join us. (Besides Tahoe, Bass Lake is her second favorite place.) We didn't realize the current registration was sitting on the counter at home until we arrived at Bass Lake. What to do? Do we chance getting pulled over and cited? Do we just go about launching the boat and hope we don't get noticed? Well, that wasn't going to happen as the Sheriff's deputies were monitoring the launch ramp. Since Teri works in law enforcement, she marched on over to the Sheriff's office, and explained the situation. They laughed and suggested we buy a Bass Lake permit sticker. She gave them the description of the boat, showed them our insurance and bought a permit. They told us they would not pull us over.

Now to get Arlene in the boat. Since she insisted on getting in the boat before launching we had to obtain a ladder. Teri, again walked over to the Sheriff's office and asked to borrow their ladder. They were happy to oblige. Once in, we had a wonderful boat ride on the lake. **Bobby Gaestel** and **Teri Parker** were also in their boat which is a look-a-like to ours. Since it was early, **Tim** and **Bobby** raced each other down the lake. We also ran into **John Maddox** from the SoCal Chapter. After a couple of hours, we decided to put our boat in our slip and have lunch. Due to the shelter in place restrictions the restaurant was closed to the general public however they were offering takeout. Lunch was excellent and we were able to sit out on the deck and watch the boats go by.

One thing we did not consider were the crowds. With the shelter in place orders less specific in the central valley, college students and large families all converged on the lake. They brought their big boats, their picnic baskets, their music and an abundance of energy. From our vantage point on the second floor, we had lots of entertainment to watch (sunken boat in the marina, towed boats out of gas, family photos, fish being caught, etc.). We are looking forward to next year's show and the opportunity to see more of our fellow boaters.



International Pres Tim, Teri and Arlene



"Social Distancing Isn't So Bad!" Arlene Bush



Social Distancing, 6ft of course, during Social Hour (from L to R): Tim Bush, Arlene Bush, Mike Gompertz and Virginia Gompertz

From Bobby Gaestel:

Teri & I had lost all hope of at least going to Bass Lake with our **1972 Century Resorter "Happy Hour"**. We hoped to get some fresh air and see some of our ACBS friends and their families on the water, even though, sadly, the 30th Annual Bass Lake Rendezvous had been cancelled.

That all changed when I received a phone call from fellow ACBS member **Mark Manes** a few days before the Bass Lake Rendezvous would have taken place. He notified me that the lake and boat ramps had just opened and he and his family were hooking up their Century and heading up to the lake. So then our plans changed and we were lucky to be able to get a chalet at The Pines Resort on such short notice.

The resort was packed with guests when we arrived on Friday morning with no boat slips left available for overnight docking. No problem. We were planning to hang out with **John Maddox** from So. CA ACBS at Millers Landing anyway and Millers offer's a perfect location to keep your boat and a beautiful place to hang out with other ACBS members if we happened to see them on the water. It was great that my son Scott was able to drive up Friday afternoon to join us. We had a really nice afternoon of boating, an excellent take out bag dinner

from Millers Landing restaurant and to top off the evening, John Maddox provided 2 fire pits at his cabin around which we enjoyed a cocktail or two while social distancing. Good Times!!!

Saturday morning was a lot of Fun. While on the water, we were able to meet up with other ACBS members and their families while keeping our boats 6 feet apart. What a treat it was to visit with our 2020 ACBS International President Mr. **Tim Bush, his wife Teri and Tim's mom, Arlene in their Arabian**. Next to join us was Virginia & Mike Gompertz with their family (**Max, Alex, Guy and Megan**) in their newly aquired **1990 Ski Centurion**, while we see **Chuck Kelly & Barbara Walker in "Baby Boat Too"** cruising the shoreline.

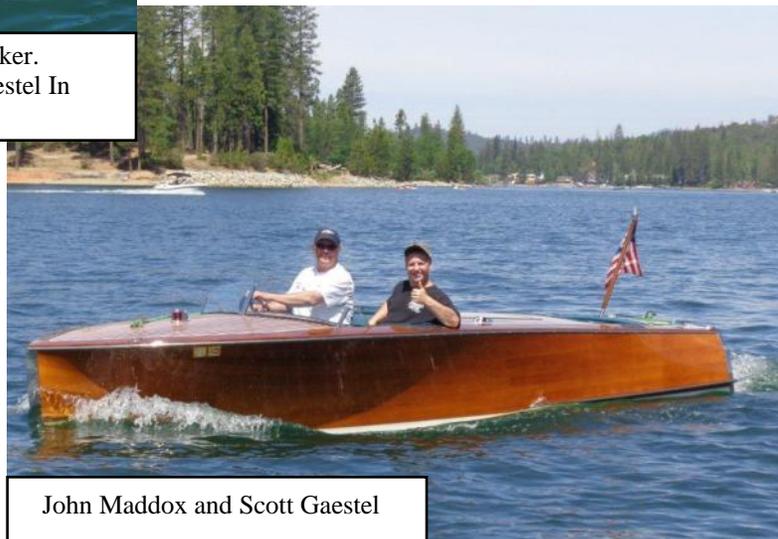
One of my fondest memories was when **John Maddox** joined us with his beautiful wooden **Racing Runabout** and offered to to give my son **Scott Gaestel** a ride around the lake. Just to see the joy on his face when they returned is something that I will always cherish. I am not sure if he was smiling because of a boat ride he will never forget or was he smiling because of the cute young girls riding with Mike & Virginia. Either way, he had a great time. **Teri & I** are looking forward to May 2021 for the repeat of the 30th Annual Bass Lake Rendezvous & Boat Show. Hope to see you there. All the Best! **Bobby & Teri**



Bobby Gaestel and Teri Parker.
John Maddox and Scott Gaestel In
background.



Happy Hour made to journey.



John Maddox and Scott Gaestel

From Mark Manes - Here is my story:

I called up Bobby a few days before the event was supposed to originally happen and asked him if anyone else was going to be there. We were still planning on going to Bass Lake with the boat (**1976 Century Arabian**) that weekend anyway to our vacation home that is in Coarsegold about 15 minutes from the lake. Bobby had been under the impression that the launch ramps were closed, I called my neighbor up there to confirm and he let me know that the ramps were indeed open as he had just launched his pontoon boat at the dam that afternoon. When I let **Bobby** know that the ramps were open, he exclaimed “well that changes everything!”, and a boating non-event was born. Some calls were made to other members and an impromptu event was held. Although we chose not to attend the official unofficial events (mainly due to Covid concerns), we were still up there running around the lake in the Arabian. We said hello to other members and friends, and were water skiing, tubing, wakeboarding, and fishing all weekend, heck we even managed to punch a small hole in the new upholstery with the wake board skeg!

Well, Sunday rolled around and I came into the dock for the final landing of the day and all of a sudden I had no reverse in the transmission, blammo!....and now add some dock rash from a hard landing of course. Apparently the front seal let go and dumped all the ATF fluid in the bilge. Since most everyone else had left, including our friends and family, and a storm was brewing anyway, I threw a couple quarts in the transmission and drove over to the launch ramp to load the boat on the trailer. My buddy backed the trailer in a little too deep, and when I drove the boat on to the trailer it missed the bunks and hit the aluminum on the trailer, scratching my brand new paint job. I got the boat and trailer back to our cabin and while disconnecting the trailer, heard a hissing from the trailer....yup got a screw in the tire, and then it started to downpour on me.

Needless to say, I had to pull the Paragon transmission and V-Drive when I got home and send it to **Tom Harpur** down in SoCal to be rebuilt, and that is my expensive Bass Lake story for the weekend!



From Barbara Walker:

Bass lake *did* happen for a few of us who can't miss it. **Chuck Kelly** and I, along with **Baby Boat Too** made the annual trek to our favorite lake. This year was very different, but very fun. Super weather added to our enjoyment. We ended up staying at Miller's Landing with John Maddox from So Cal Chapter, socially distancing, of course: Just air hugs. It was great getting reconnected with him.

We also got to know Rob Cassell from So Cal who came to the lake on Saturday. We were able to participate in the virtual tour of Bass Lake created by Maggi Cassell. **Thanks to the Cassells, members can now go on the ACBS Nor. Cal website, SoCal website or YouTube and view this event: <https://acbs-tahoe.org/>**

All in all: a great time! **Barbara & Chuck**



Chuck and Barbara in “Baby Boat Too”

I Think I Need Help With This Engine?- Part 4



By Wel Snibbod

Time to wander back to the ol' Gear Head's shop and see what kind of trouble Wel and The Kid are getting up to. That Chris Craft MBL flat head 6 is just a pile of clean and fresh parts. It just looks like the Hercules industrial engine that it came from. Now I'm a gear head from the sticks, see, and know my way around most old engines. But the differences between marine engines compared to car engines is giving me bad dreams at night! I have got to get this motor finished to put another notch on the ol' belt. So let's once again enter The Gear Head Zone! Not for the faint of heart and you will get your fingers dirty!

When we went to beer last time, we had cleaned everything again, measured main bearing clearances and end play for the crank. We installed the crank, cam, lifters (or tappets) and valves with an appropriate lube. And The Kid did a perfect job of adjusting the valve or tappet clearance. He figured out that it really needs to be done correctly now, as after the engine is all together, the exhaust & intake manifolds, carb, fuel pump, plumbing and breather are all in the way of the two tappet galley openings. Not to mention that you would need to remove the tappet galley covers and install new gaskets. And if it were installed in the boat, even harder to get access! Not enough room in a runabout to do anything on the engine.

material and decreases the clearance between the top of the valve head to the inside of the head at the valve relief or pocket. If too much material is removed, the valve can hit the

head, not a good thing. Sometimes when we have cam shafts reground, they (on request) may add a "mild torque improvement". This may increase the valve lift as well. Measure twice, build once! Once we measured and recorded the lift distance from the block deck to the top of the fully opened valves, we jotted down the numbers for later. We will get back to that when we go to install

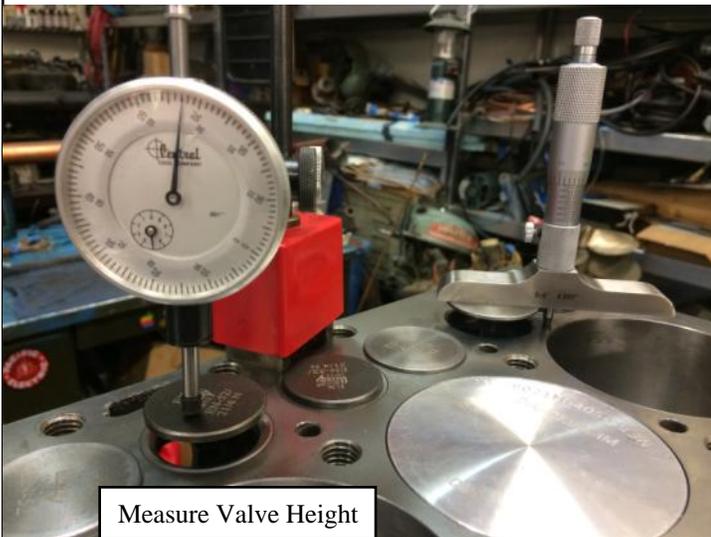


Valve Pocket Clearance

the head and head gasket.

Valve train done, it is now time to install the piston/ connecting rod assemblies. We laid out the 6 pistons and rods. Now the machine shop re bushed the top end of the rod, made sure they were straight, and reconditioned the big end and hung the new pistons that we provided. Dad, what does reconditioning the big end mean? I said, they grind a small amount of material off of the mating surfaces of the crank shaft end of the connecting rod first. Then they hone the now oblong hole back to the correct round diameter. After years of up and down, sometimes they can get out of the correct round shape. This way they will accept the rod bearings and provide a correct clearance with the crank.

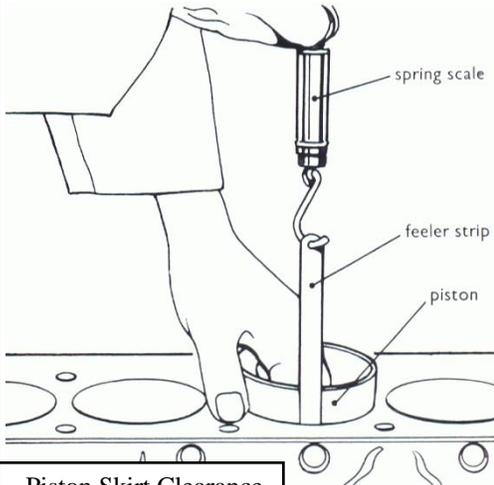
We got out the rod bearings and the piston rings. In the old days, The Kid interrupted and said, you mean last week? Smart ass, must get that from his mother! And still today with high performance engines, we needed to check the ring gap. Best way to learn? Make him do it! Take the rings, and one by



Measure Valve Height

It was time to set up the magnetic base dial indicator on the deck of the block to measure the valve travel. This is important in any engine that you are put'n together to make sure that when a valve opens, it does not hit the combustion chamber of the head. I told him that you can also use the depth micrometer, which ever one might work best for him. The Kid asked why would we need to do this if it was good from the factory? I said that was a great question and proceeded to explain that most times when an engine is overhauled, either the surface of the head and/or the block need to be milled flat. This removes

one place them in the cylinder bore near the top. Ensure that the ends are even with each other and then measure the gap or distance between the ends. Now let's get the specs out that came from that Lew guy and see what we should have. Spec says .015" to .020" gap. If they were too tight, we would file



Piston Skirt Clearance

or grind the edges to increase the gap to meet the spec. If too loose, back to the parts store! Luckily rings are easy to get in most any size. No so with most of the other parts for these engines. That took him a while to check them all. Can I install them now? Nope, we

still have more measurements to make. Really? What now?

Go get my fish weight scale. Huh? You heard me! And get a Nehi while you are at it. That took the argument out of him! Nehi, fishing scale AND beer in hand (tear...that's my boy!), I proceeded to hook up a .005" feeler gauge to the scale. Now... see... here's the rub: we take the piston, hold it by the rod and stick it in the hole. As we put it in, we slide the feeler gauge right in alongside of the piston skirt. With the piston stuck now due to the gauge, we pull the gauge out by the fishing scale and see how many pounds pull it takes to remove the gauge. The clearance with our new (original style) Zollner T-Slot pistons is supposed to be 5 to 5 and a half thou. If everything is machined correctly, the fishing scale should read between 4 and 6 pounds of pull IF we have the right clearance.



Ring Clearance

We are not done with the feeler gauges yet. We are going to measure the ring side clearance for each of the three ring grooves. Huh? Are the rings thick enough for the ring slot cut into the pistons? As the metal grows from heat, we need to ensure that there is enough clearance between the ring and the piston groove. Get the rings out of the boxes and lay them out as if you are going to install them on each piston. See how they are marked for top, middle and bottom grooves? And that there is a top and bottom of the compression rings, marked by a dot or beveled edge. Can't throw the instructions out until you know which end is up! Now we can slide the ring into a groove with the appropriate feeler gauge to verify the spec. And for our MBL with Zollner pistons, the top ring should have between 4.5 to 6 thousandths of an inch clearance, the

middle ring and the bottom or oil ring three piece set should both have 2 to 3.5 thou. If we are good, go ahead and install the rings. The latest replacement Zollners come with rings already installed. This actually makes it easier to measure the clearance as the piston is holding the ring for you. The downside is that unless you remove the ring, it is virtually impossible to measure the ring end gap. And you take the risk of breaking the rings trying to remove them.

I showed my son the correct way to install the piston rings onto the pistons to ensure that the end gaps are not the same from ring to ring. They need to be spaced out around the piston from one another. Thus making it harder for combustion to get by all of the rings. He did a great job once he realized the top and bottom issue and how the 3 piece oil rings assemble. Can we install the pistons into the block now? Sure! But which way do they go in? What is the bearing clearance? How do you get the rings to compress to slide into the cylinder? Aaa, I... didn't think quite that far? What do you mean by which way do they go in? Exactly! See, most pistons are not perfectly concentric. The piston pin or wrist pin is further to one side of the piston than the other. I thought it looked a little off center, why? Good eye, I told The Kid. This might take a while and another beer. I know...Nehi time.

We sat down, Nehi in hand and we're set! See, for over a hundred years, the "propeller-heads" have said it does two things. The first is that it helps to eliminate piston slap or noise as the piston changes directions from going up to down at top dead center. When the crank shaft goes from one side, over top dead center and down the other side, the connecting rod has a tendency to try to pull the piston slightly sideways on its trip. This is where the slap can happen. Now these engines are not exactly quiet, and I have heard some that sound like a Stradivarius going through a garbage disposal. But with our long skirt Zollner T-Slot pistons, this is minimized compared to a piston that is not as tall or has a short skirt. The Kid laughed at short skirt, plumb caught him off guard and choked on that Nehi. The second reason and more important is called minimizing rod angularity at the point of highest combustion pressure. I know, a two bit name, but it does make a difference. The combustion explosion starts just before the piston is at the top of the stroke. The flame front continues to grow as the piston starts to go over TDC and just starts to travel down the cylinder. The pressure is the highest at that point. It's kinda like if your knee is really bent and your leg is not straight under you, moving heavy objects can be harder. But if your leg is straight,

it is supporting all of the weight much better. Same thing with the connecting rod and transferring power from the piston to the crank shaft as it rotates. When the power or down force is the greatest, the rod would be at

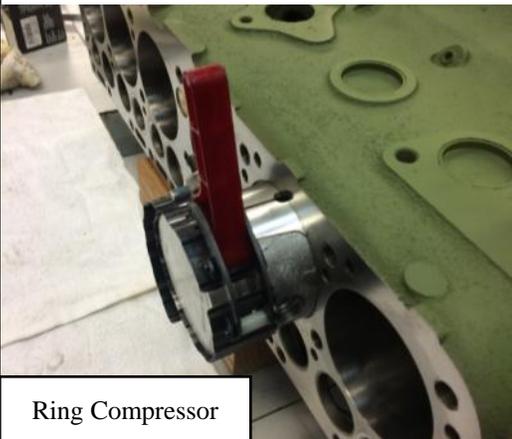
Here is a photo of a Small Block Chevy piston and a Chris Craft Zollner piston. The Chevy piston has both a notch and the letter "F" for front on each side of the piston pin noting Front



an angle and not just pushing down but pushing slightly sideways. But when the piston pin is offset to that power rotation side a little bit, it is more vertical during that highest pressure time. Then it transfers more force down instead of slightly to the side. As my buddy Tim Allen said: More Power!

So when we took this engine apart, I wrote down which side the stamped numbering on the side of the rods faced. If there was a notch in the piston top, did it face the engine front or back? Piston manufacturers usually put a notch or arrow on the piston that is supposed to face the front of the engine. That way the pin offset is always installed correctly (for normal crank rotation). But wait...there's more! In these Chris Craft flat head marine engines, what is the front? That's easy Pop, the snout of the crank shaft is the front, drives the transmission and the flywheel is the rear on these engines. That is true as long as we are thinking about the way the industrial engine was built and parts stamped. Remember, that in the boat, the engine is flywheel forward and the cylinder closest to the flywheel is #1. And as long as it is standard marine rotation, we are good. But if it is an opposite rotation engine, in a two engine boat, then the arrow or notch is going to face the other end. So our new pistons will have the T-Slot in the skirt face away from the cam shaft.

NOW, you can install the pistons into the cylinders. Get the ring compressor, bearing lube and the Plastigage out and



Ring Compressor

make sure everything is clean. We will install the rod bearings after the piston is in the cylinder. We do not want to knock the bearing out as we tap the piston into place. Take some 30

weight oil and squirt a little around the rings and wipe onto the piston skirt to help with the installation. Shoot me with that oil can and no more Nehi! With the compressor firmly holding the rings to the same diameter as the piston, he tapped the piston into the cylinder. As it travels further into the cylinder, it is getting closer to the crank that we have positioned at bottom dead center. Place the bearing half into the rod now and gently press the piston to seat the bearing against the crank rod journal. We still need to measure the rod bearing clearance, so no lube yet. Same drill with the Plastigage as we did with the main bearings a couple days ago. I sat down to watch as I was confident he knew what to do. Tear a piece and place it across the rod journal, put the other half of the bearing into the rod cap and install and torque to the correct 56 foot/pounds. Do not turn the crank or the Plastigage will be destroyed. Remove the cap and measure. Perfect! Right into the range of one to three thousandths. The Kid cleaned the gauge material from the bearing and the crank journal and backed the rod off the journal. Ensuring that everything was still clean, using a brush,

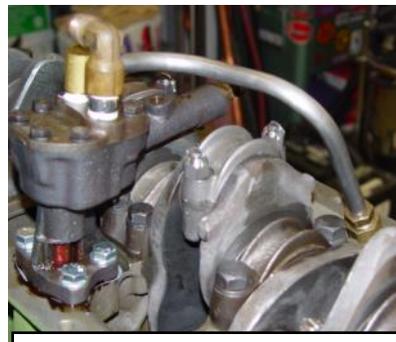
he added a thin layer of moly grease to both halves of the bearing and reinstalled and torqued. One last little point that is easy to forget: install, bend and cut the cotter key or split pin key as they are sometimes called into the castellated connecting rod nut.

Perfect I said, only five more to go! I sat down on my shop chair and felt something wet, sure enough...30 weight. I chased him out of the shop! Damn that kid is fast!

Let's get the bottom end buttoned up today after a snack break AND after I change my shorts! It has been a lot of work for one day and we have really accomplished something.



Installing Lubed Bearing Cap



K Oil Pump & Rod Keys

Are we ready to put the pan on Dad? Close, we need to install the oil pump and internal plumbing first. Put some moly on the pump drive gear as it engages with the cam shaft. And then we will use some gasket goo on the pump and block to seal both sides of the new gasket and bolt'er in.

(The output of the pump feeds the block directly, this pic is of a K series that uses a pipe to get the pressure to a fitting in the base of the block. Also note the cotter keys on the rod nuts.)

Remember how hard it was when we tore everything down, to disconnect the oil pick up from the pump? As I recall, it was easier to pull the two quarter-twenty bolts that held the oil strainer to the pan. Now we have to do it in reverse! The Kid said that at least it was cleaner and dry! Yep and much easier! Your choice as to if you wish to connect the pick up to the pump and then bolt it to the pan after it is installed or the other way around. Whatever you choose, it is often easier to not install the gaskets and the goo until after. I'll show you a little trick to help with get'n tools and hands inside the pan. Just gives a little more clearance and room. Place some bolts and dowels into the pan bolt holes in the block. The dowels align the pan and will really help when we put the gaskets in place. The bolt heads will hold the pan a couple inches up off the block for that added room. If you are going to bolt it all

Oil Pan & Pick-up



together and then connect the oil pick-up hose to the pump, a crow's foot wrench may help.

With the oil pan gaskets well slathered in gasket goo and the pan now in place, we can add the rear gear case, pan inspection cover and the front flywheel housing, each with their own gaskets and more goo. If you

did not get enough sealant on the pan rail gaskets and it leaks oil, it is a pain to fix! The gear case and flywheel housing BOTH bolt into the pan. In other words, it all has to come off



More Room

again in order to take the oil pan off. More gasket sealant is often better and can be cleaned up with lacquer thinner.



Flywheel Housing

The flywheel housing does not have a seal to mate with the crank but does have a gasket to seal against the block and oil pan. The use of blind dowels or headless bolts is advised to help with the alignment. This housing has to be perfectly aligned as there is a small

amount of clearance to the crank slinger. This helps to keep oil inside the engine as it tends to throw or sling the oil back inside the engine and not let it out. There are two special shouldered bolts required for this mounting that ensure exact alignment.

While the gear housing has a couple of alignment dowels, it is still a good idea to use some blind or headless bolts to help align the assembly and to hold the gasket during the mating process. The accessory drive idler gear needs to be lubed and installed



Gear Housing

into the bushing in the block prior to bolting the housing in place. Once the gear case was installed, we can't forget to set the cam and idler gear end play spec of .002" to .004". After the reverse gear is installed to the gear case, you no longer have access for a feeler gauge. The adjusters



Acc Gear

are a headless bolt with a screw slot cut into the end. A lock nut is used to hold it in place once set. Place the feeler gauge between the ball or rounded end of the adjuster and the center nub of the cam and idler gears. Tighten the adjuster so you can still barely move the feeler gauge and tighten



End Play Adjustment

the lock nut. A time or two is needed as the lock nut changes the position of the adjuster.

I'm pooped! And if we keep going we might make some mistakes. This is a good time to clean any lube off the engine and do some touchup paint and let dry overnight. Good timing as I could smell vitals a-cook'n and knew RJ, that's my wife, would be calling to us soon. The detail parts and pieces go on tomorrow. Takes a while as all need to be either rebuilt or at least cleaned and painted prior to installation. And we still have the head and manifolds to go too! So we will pick this up in our next chapter as we wrap up our Chris Craft MBL for the 19' Racing Runabout. So stay tuned, same time, same channel for more from the Gear Head Zone. And wash your hands.....

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Who are these masked people?

Hint- one of them is a dog



Answers: 1. Cheryl Caplan, 2. Ted & Jo Anne Lyman, 3. Don Leutz, 4. Eric Mikkelsen, 5. Loki Mikkelsen, 6. Sylvia Leutz, 7. Mark Manes

2020 Calendar of Events

July 24-26	Runabouts on the River - Stockton Sailing Club 4980 Buckley Cove Way, Stockton, CA	Layne Davis 408-234-7613 Robert Gaestel 209-769-0310
Aug 23	Board Meeting - Elk Grove, CA	Don Leutz 808-652-9402
Sept 8-11	Lake Shasta Rendezvous Lake Shasta, CA	Rick Gurries 707-484-0095 Doug Shone 541-415-9556
Sept 16-19	ACBS International Meeting & Boat Show Coeur D'Alene, ID (Sept 14-15) (Home Chapter Pre-Events)	ACBS - Headquarters e-mail: hqs@acbs.org
Oct 2-4	Delta Cruise B & W Resort 964 Brannan Island Road & Highway 12 Isleton, CA	Layne Davis 408-234-7613 Sandy Chase 408-219-8353
Nov 6-8	Chapter Annual Meeting - Murphys, CA Gold and Adventure An ACBS Golden Weekend	Iren Jenny 925-899-9708 Don & Sylvia Leutz 808-652-9402

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For Sale

1963 Century Coronado

It was delivered new in '63 at Sierra Boat Co. on Lake Tahoe by Dick Clarke. It has the original special-order Chrysler 426ci Wedge Head motor with two 550cfm 4bbl carbs on a slip linkage. It has only been kept on Lake Tahoe or in secure inside storage. It has an A&A supplied correct interior and was refinished by Sierra Boat personnel in 2005. The t-top hardtop is not currently on the boat, but all the hardware and new headliner is included. The boat has the original bottom and although there is no known rot, due to age, it needs to be replaced. It comes with a Vanson trailer that has been custom fitted and powder coated. The boat is currently stored ten minutes from the Oakland airport and delivery is possible. I'm in a selling mood and at \$8,800 it's reasonably priced. What do you think? E-mail me at paul.cunha@deacon.com or call: 916.539.5809

New App for Boaters



By Virginia Gmpertz

As Marinas and launch sites begin to open up, how do you quickly find one in your area? Or, if you're traveling this Summer, easily find boating info in your area. Important info on this cell phone App are Marinas, Launch Sites, Life Jacket Loan Stations, Pump Out Stations, Safety Info, CA Boater's Card and other safety info.

The cell phone App is called "BoatCA" Go to the California Division of Boating and Waterways website, www.BoatCalifornia.com. This website has the App link to both I-phone & Android phones. It's easy to use, free and available now.



"I am not afraid of storms for I am learning to sail my ship."

—Louisa May Alcott



The Trading Dock

For more information & pictures
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Please contact the editor at
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Belotti Riva Plywood, 2 solid 5 x10 and I inlaid 4 x10,
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Drobertson530@comcast.net 530-264-6443

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gance and South Tahoe Wooden Boat Classic. \$45,000.
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Call Steve 408-981-6996.

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With Chevy 283 engine for sale. \$16,500 OBO.
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This wonderful 1938, 21' Chris-Craft Sportsman, Hull #35372, is
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for rest of the story and photos in order to check the boat out and
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Down from \$8,500. West System bottom. Boat is in a bare wood
condition. Call Curtis Bauman @ 707-217-1119, or
cbwoodboat@sbcglobal

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The only survivor of this Lake Union WA. manufacture
\$135,000.00 .
Contact Roy Dryer -roy@roydryer.com or 916-801-6915

For Sale

1936 Mullins Sea Eagle "STEELER". Made of 20 gauge
pressed steel. Length 15 ft 9 in. Powered with original 4-cylinder
58-hp Lycoming. The bottom has longitudinal corrugations, for
speed, strength and stability. The frame and stringers are Oak.
Sea Eagles are equipped with five chambers, bow, port, star-
board, two in the stern. advertised as "non-sinkable". Restored in
2013. Steeler has been featured in Classic Boating and has won
several awards. Includes a custom trailer and cover. \$22,000.
Located in Walnut Creek, California. Contact Ron Wolfman –
ron@rwnoel.com or 925-254-6443.

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

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