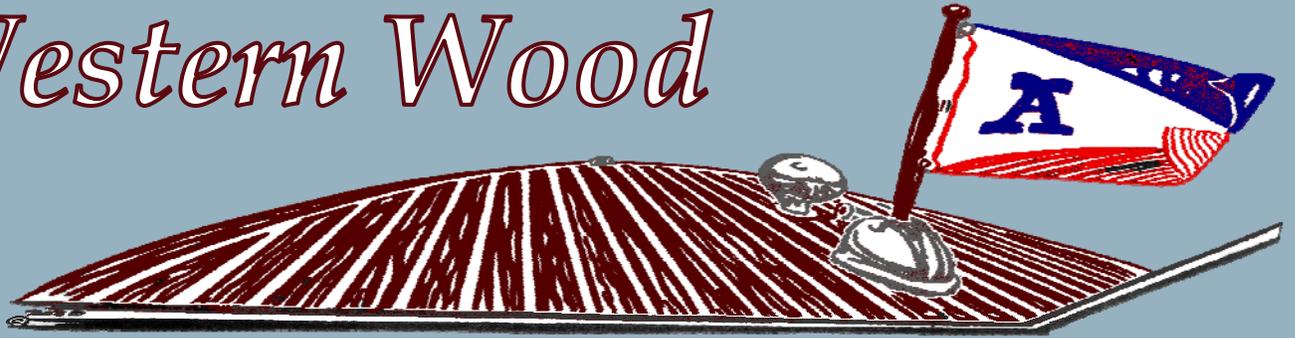


# Western Wood



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

Volume 32, Issue 3

Quarterly Newsletter

Summer 2014



Western Fairliners gather at Clear Lake  
**Wood & Glory**





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# Somewhere Along the West Shore



Where did summer go? We had a great summer so far despite the low water. But don't put your boats away yet because we still have Lake Shasta and the Delta Cruise to go. When you're ready to store your boat for the winter, read Lew Dobbins article in this issue first. He explains what to do and why for laying up your engine.

We are getting ready to head out to the ACBS International annual meeting this month. We expect to be named as the chapter to host the 2016 annual meeting. We already have plans in the works. If we stay ahead of the curve and everyone pitches in a little, we should be able to put on a great event without stressing anyone out.

The chapter annual meeting is being held in Los Gatos, November 7-9. We have arranged to view a couple of private car collections that are not normally open to the public. So this will be a great opportunity for you motor heads. We also have some delicious meals planned all at a reasonable budget. Oh! And we will also take care of electing a new board and officers. So come have some fun at the annual meeting.

*Lee & Sandy Chase*



# Advertise in Western Wood

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

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Inquire To: Lee Chase or Bob Mullarkey  
[westernwood@acbs-tahoe.org](mailto:westernwood@acbs-tahoe.org)

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# President's Message



We have had a wonderful summer boating season despite the challenges of low water. This is the first time in 10 years that I have had the chance attend Wood and Glory, without rain. What a wonderful event. If you have not had a chance to attend, I would highly recommend it. It is a spectacular boating, people and foodie event.

The South Tahoe Wooden Boat Classic was a success thanks to the many Boat Owners, Volunteers, Show Committee, Liquid Blue, Sponsors and South Lake Community. This show requires a symbiotic relationship with all involved in order for it to happen. Without any one of these components the show would not happen.

Every year we are learning how to make this show better. This year we learned that the south shore crowd likes beer much more than wine. Our Beer Garden was a great success. We also learned that despite their assurances, our Friday night event did not live up to our expectations. We will be looking into alternatives for Friday night for next year. Saturday night at the Pope estate was again magical. Sunday at the ACBS Picnic and Awards, we had a first for the show, we had our first 100 point boat. Congratulations to Ed and Deborah Scott for Orange Crate's perfect score.

Lee and I are heading for the International meeting in New York, where we will find out if we will be chosen to be the location for the 2016 International Boat Show and Meeting. More on that after we get back.

Our last two events for the year, The Delta Run and the Annual Meeting in Los Gatos have sign up sheet in this issue. These will be my last events before turning the chapter over to our new President Bob Mullarkey. Don't miss out on the fun.

# It's Been a Great Summer Ships Store

Thanks to our wonderful volunteers and to our customers we had good results at both Tahoe boat shows and at our "blow out sale" at Clear Lake. While the results were not quite as good as last year's sales we were able to generate decent proceeds to be directed to the clubs philanthropic efforts and to the Club treasury.

We are especially grateful to Nancy Bartolomei, Jane Bane, Mary Lou Widdifield, Nancy Mooring and Barbara Foster. These members volunteered their time and management skills so that after set up the co-chairs (Wayne and Rich) could walk away and enjoy the show for a substantial period of time.

Look for a new management structure for the "Store" next year. It is expected to be run by "committee" more than previously. Regardless of how it is managed all of our volunteers have enjoyed the opportunity to socialize and visit with potential members while helping our customers. Please plan on volunteering next year – It is not difficult and it is usually fun.

Thanks  
Wayne & Rich

# Woodie Whoopies

Five Tahoe Pot Luck Socials are behind us and all participants seemed to enjoy the gatherings. Special thanks to the Shepherds, Kirk Pumphrey, the Sloats, the Atkinsons and the Turners for making their homes and HOA facilities available to us. Without these spectacular venues we could not organize these events.

We are working on plans to try to include some shallow on the water events at one or more of next year's Whoopies which we hope will be fun for all and help us attract some of our less active members.

We added a bit of variety to the raffle prizes and specifically thank the O'Rourke and Swensens for their donation of extra prizes. As we have done in the past few years our raffle at the Turners generated \$230 and as pledged I "matched" those funds and wrote a check to the Thunderbird Engine Rebuild fund for \$500.



# COME TO THE EVENT OF THE YEAR THAT IS GUARANTEED TO HAVE PLENTY OF WATER

## The 2014 Delta Cruise

### B&W Resort, Isleton CA - October 3rd to October 5th

Who can resist the allure of peaceful, winding Delta waterways, watching all manner of waterfowl in their native habitat and enjoying warm, evening sunsets with the many hues of pink, orange and gold. 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 first weekend in October has a permanent place on many ACBS member's calendars reserved for the ACBS Delta Cruise. This year should be even better if we reach our goal of **50 Boats** this year. So be sure to mark your October calendar for the weekend of the 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> 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.

The Friday night BBQ Potluck begins at 5:30pm. 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, Carol King and Nikki Robertson will jump start your day with a complimentary continental 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 9:30am, 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.

Returning to B&W Resort, prepare yourself for a catered BBQ feast prepared by "Touch of Mesquite." We are so fortunate to be able to get this caterer again. Last year was the first time we used them and the fantastic dinner received rave reviews from all attendees. 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 Brunch. This worked out great last year and 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. I'm guessing that Ice Cream will be involved.

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.

**9:30am:** 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:** Brunch at Moore's Riverboat Restaurant on the Delta Loop. Maps will be provided at Saturday dinner.

**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 \* (\$79.00 ACBS group rate until Sept 22)

**Delta KOA** 916-777-5588  
Trailer Park and 10 Chalets

**Microtel** 209-367-9700  
I-5 and Hwy. 12 (\$69.00 ACBS group rate until Sept 22)

**Rio Sands Lodge** 707-374-6374 205 Hwy. 12

**Tower Park Marina** 209-369-1041  
Cabins and camp sites

If you have any questions, please don't hesitate to call or email, Layne Davis at 408-234-7613 or Skip145@comcast.net



# Safety First!

(Article #2)  
By Captain Don Leutz

Boating season is fully underway and there is nothing more satisfying than enjoying a day out on the lake. It's even better when there are no problems that come up, but just in case it's always good to try to be prepared.

One way to help you be prepared is to be sure to carry a basic tool kit on board which might help in the event there is an incident, mechanical or otherwise, on the water.

At the very least, your tool kit should include both a medium sized regular flat blade screwdriver and a Phillips head screwdriver which is very useful should anything come loose on the boat, such as a hose, piece of chrome, etc. It is even more advisable to carry three sizes (small, medium, and large) of each type of screwdriver to cover all screw sizes.

It is also prudent to carry an adjustable "Crescent" type of wrench. A set of three adjustable wrenches (small, medium and large) is even better. You could also carry a set of combination wrenches, both open end and box end, which will allow for many repairs should they become necessary. Along with a set of wrenches, two large Channel Lock Pliers is a great idea in case packing nuts need to be adjusted. A socket wrench set could also come in handy.

A long nose (needle nose) pliers and diagonal (wire) cutters are also a must and can help resolve many issues that may come up while boating.



I would recommend that every boater carry a roll of Duct Tape and Plastic Electrical Tape. Both types of tape become extremely handy and can solve many issues, at least on a temporary basis, that will allow you to get to shore. Duct Tape can be used for almost anything as a temporary measure. I would also suggest that you carry a hammer in your kit and some tapered wooden plugs

in a variety of sizes. The tapered wooden plugs could be used to fill small holes and plug leaks should you accidentally strike something or you begin leaking while underway from a broken thru-hull fitting.

It is always a must to carry a good flashlight on board so that you can see into the bilge or under the dashboard or other dark places. And, don't forget to check the batteries often to be sure they are still in good condition.



A small assortment of stainless steel screws, nuts and bolts, along with electrical crimp connectors and crimping tool in a plastic box is always good to have on board in case you need them.

Whatever you purchase for your onboard Tool Kit, I recommend purchasing the best quality tools that you can afford. It is easy to get hurt with cheap tools that may break under usage, causing injury to you or your passengers. Screw drivers should have large handles so they can be easily grasped and adjustable wrenches need parallel jaws or they might slip off the bolt causing injury.

Try to keep your tools together in a tool box or tool bag and have them stored in a handy location which is easy to get to when you need them.



I would also like to suggest that you purchase a manually operated (hand) Bilge Pump and a manual bailing device, such as a small bucket, that could be used should your classic wooden boat begin to leak and the automatic bilge pump fails. Other important safety gear to carry on board is a Marine Radio and/or cell phone, First Aid Kit, Flares, and a loud horn to hail someone nearby for help should you need it.

Most boaters probably will not use their onboard tool kit very often, but it is invaluable to have the proper tools to be able to make minor repairs that will allow you to get back to shore where permanent repairs can be made safely on shore. Have a safe Boating Season and be prepared for the unexpected! See you on the Lake!

**If it moves and it shouldn't,  
use Duct Tape**

**If it doesn't move and it  
should,  
use WD 40**

Aristotle, 350 BC





# WOOD & GLORY XVI

## ANOTHER GREAT YEAR

Our weather this year was perfect but the low water at Clear lake did make for some launching and retrieval challenges. Our intrepid woodie skippers however, banded together and helped with each others boats to get the job done without incident.

The Saturday show was great! We had over 40 wooden classic boats on display at the Konocti Vista Marina docks and they really looked impressive. There were several new boats this year including a beautiful 24' homebuilt runabout entered by Steve Patmount, a 32' all aluminum racer shown by Steve Wilkie, and a newly restored Western Fairliner shown by Dennis Peoples.



Bob Mount and Joel Castro also entered their Fairliners making an amazing show of three, side by side, by side. Tom Cunningham towed his 14' homebuilt runabout all the way from Tacoma Washington, and Bob Swedberg displayed his 8' Red Tugboat at the ships store. These boats were a great addition to the show.

Wood & Glory was also pleased to host the president of the California Heritage Foundation Christopher Layton and his wife Adele, as we foster CHC synergy with ACBS in marine preservation and restoration. Other new guests this year were Whit and Ruthie Simpson and Paul Fraedrich, who have joined ACBS as new members. We welcome them.



A Thursday night "pre-event gathering" is fast becoming a fixture of Wood & Glory. This year we were treated to a "Mexican Fiesta" with all the trimmings hosted by Donna and Allen Thomas at their amazing lakeside

home in Corinthian bay. The evening was an outstanding combination of food ,fun and ACBS camaraderie attended by over 70 guests. ... a huge "THANK YOU " to Allen and Donna.

For sixteen years, John & Mary Lahti's lakefront home has been the site of the Friday night Woodie Whoopie marking the official beginning of the Wood & Glory weekend. This year's Friday

night party at Lahti's was attended by a record 140 members and guests enjoying the traditional pot-luck BBQ, renewing old friendships, and making new ones. Sea Scout leaders Bob Penny and Eric Andre

helped to kick off their annual raffle and we introduced some amazing prizes offered in our silent auction. The evening was highlighted by Jack McManus demonstrating that "age has nothing to do with it" as he water skied at 70+ mph behind Bob Maher's tow boat just offshore at Lahti's.....what a treat to see these two "pros" together doing what they do best. John, Mary and John Jr. once again provided Wood and Glory with a great kickoff to the weekend. After sixteen years, "THANK YOU" again , and again.



Saturday morning began with a continental breakfast at our early morning drivers meeting at Clear lake



Vista. Jim Robello in his "Wood & Glory" Century Coronado again led the Woody parade on a short tour of the lake and on up to the Konocti Vista Marina docks just North of Corinthian Bay. Upon arrival our boats were assisted into pre-assigned slips by the members of local Sea Scout Ship#711 while music played from our picnic area overlooking the docks. The boats made a beautiful backdrop for our excellent picnic lunch served by our friends at Lake View market in Lucerne. Konocti Vista Casino provided all of our picnic facilities including shade tents and of course opened their marina and grounds to accommodate our boats. We were also joined again this year by the No-name car club which had over 100

cars on display in the upper parking areas. There was something for everyone to enjoy and the feedback from spectators and participants alike was excellent.



Saturday evening we joined together for a delightful dinner served by Rosie Martin and her staff at the lakeside clubhouse in Buckingham





park where awards were presented and our silent auction was concluded.. This years Fentress award honoring past Wood & Glory chairman Jim Fentress, was presented by the group of six past ACBS NC/LT presidents in attendance led by Jim Robello and accompanied by Nancy Fentriss. The award was deservedly presented to the Braito Family led by patriarch Carl Braito for their sponsorship and support of Wood & Glory since it's inception. All of our goodie bag gifts and much of our supplies are provided by the Braito family. "THANK YOU AGAIN" to the Braitos, Carl, Bob, Carol and Tony.

Boat awards were:

Best Chris-Craft: "Pinks" 1958, 21ft Continental , owners Gordon Kirkland and Renee Weigum.

Best Century: "Fireball" 1959, 18ft Resorter, owner Bob and Carol Coates.

Best of Show: "La Fin" 1999, 21ft Ventnor, owners Bob and Madi Mount.

Peoples Choice : " La Fin" 1999, 21ft Ventnor , owners Bob and Madi Mount.

gift basket provided by Hillside Honda, one night's lodging and casino credits donated by Konocti Vista Casino, plus various wine packages.

Sea Scout ship #711 realized over \$1200 in raffle, water sales and tip proceeds during the weekend which helps to defray their annual operating costs. Their outstanding assistance is one of Wood & Glory's highlights.

Our silent auction gives additional financial support to the Sea Scouts and to our other favorite charity , People Services, which supports the developmentally disabled in lake County. This year

the auction realized over \$2900. A special "thank you " goes to those who participated in the raffle and auction . Their generosity was overwhelming.

**THANK YOU TO ALL WHO ATTENDED WOOD & GLORY XVI. SEE YOU NEXT YEAR UNDER WOOD & GLORY'S NEW LEADERSHIP HEADED BY WAYNE MOOERS. OUR THANKS AND SUPPORT GOES TO WAYNE AND HIS NEW TEAM.**



Many thanks to our sponsors and vendors: Braito's Marina, Riviera Foods, Hillside Honda, Konocti Vista Casino and Marina, Wildhurst Vineyards, Chacewater Winery, Maharajah Water ski's and Countertops, Sherwin family Vineyards. Lakeview Market, Clearlake Vista Resort, Bellhaven resort, Edgewater Resort, Rosey Cooks.

We also concluded our silent auction with many outstanding prizes being claimed by the lucky winners. Top prize of the evening was a Clear Lake cruise with catering by "Rosey Cooks" aboard Bob Braito's newly acquired 53' Hatteras yacht for the winner plus 18 friends. Sue and Gene Dangel claimed that great prize specially donated by Bob Braito .

Submitted by:  
John Lawrence  
Doug Reed  
6-20-14

On Sunday we cruised to an informal picnic at one of our favorite places on the lake. Windflower Island is owned by Steve and Linda Sherwin who again invited us to picnic on their private paradise located just a few minutes away from the Lahti's home. David Neft provided background music in this amazing setting and Wayne and Susan Mooers conducted our annual raffle drawing with proceeds benefiting the Sea Scouts. Our raffle winners walked away with two great "Maharajah" cutting boards courtesy of Bob and Kathy Maher, a





Some people say that change is good, inevitable? Yes, but always good? I'm not so sure about that one. But this year we did make a change to the theme of the annual South Lake Tahoe Wooden Boat Classic's Saturday night dinner at the amazing Pope Estate. For the first three years of this event, we enjoyed the Gatsby Era that started with our roaring 20's boat show theme. People enjoyed dressing the part and loved a great evening of fun, food and even a little frolic. (Cleaning up those boa feathers is something else!) This year, to match our boat show theme of Freedom of the Forties, we changed the dinner to a South Seas Luau during the WWII years. This was a good change. What I have been told that we can't change, is the venue.

The U.S. Forest Service was again the host to our party at the historic Pope Estate and grounds on the Tallac Historic Site near South Lake Tahoe. If you have not attended one of these dinners, you are really missing a nice evening. There are many places on the lake that can boast of the beauty of Tahoe. But few can compare to the view, feeling and history of this location. The lawns and trees around the historic buildings, just up from the beach, were magically transformed by cloth covered tables, silver and crystal, all under the appropriate lighting including illuminated palm trees provided by Cheryl and John Cox.



Participants arrived in everything from Hawaiian and Polynesian dress to full period military uniforms. Some even fit after all of these years too! We really should have had a contest for best dressed. It would be a tough decision, or maybe even a tie between Charlie Console in her nurse uniform and Joel Castro with the Army Air Corp uni-

form complete with headphones. Adding to the theme was the 1942 Zenith wood floor console radio with tubes glowing in the low evening light. This beautiful radio was actually receiving music being broadcast during the evening. And the sound! Just like back in the day. Most of our music for the evening was 40's big band and Hawaiian music. A few little surprises were added in the form of WWII Spike Jones and actual broadcasts of Orphan Ann, more commonly known during the war as Tokyo Rose.



Food for the evening was also a changeup as we were treated to a pair of whole pigs, slow roasted for 12 hours and served from the end of the buffet tables. An ice cream and pineapple parfait was a perfect conclusion to our dinner. We were again joined by the Sea Scouts in uniform. They have been wonderful in helping with many of the event's set-up and tear-down. As the party was winding down and the sun had set in the Western Pacific, the Scouts safely escorted our guests back to the parking lot by lantern light. Another delightful evening was had by all. And did I mention the ice cream?

Another delightful evening was had by all. And did I mention the ice cream?





# South Tahoe Wooden Boat Classic 2014 Show Winners

Boat Name	Owner	Boat Placement	Perpetual Trophy Won
A.K.S.	Albert Engel	1	Best of Show Preserved, Oldest Boat of Show, Most Elegant Boat of Show
Back in Time	Dan and Barbara Foster	1	
Better Idea	Gene and Sue Dangel	N/J	Most Unique Boat of Show
Big Boy	Stephen and Janice Hamill	1	Best Engine of Show
Big Sky	Bob and Paula Boldt	1	Freedom of the 40s Marque Class, Farthest Traveled Award
Blue Moon	James and Gretchen Deichler	2	
Ciao Baby!	Gene and Lani Delyon	2	
Diana	Bill and Diana Osborne	3	Most Original Boat of Show
Dork	Bill and Mary Jo Shepherd	N/J	Kids choice
Grand Finale	James and Lisa Taylor	1	
Making Memories	Randy and Karen Reed	3	
Matchbox	Rick and Laurie Gurries	2	Best Owner Restored
Midnight Thunder	J. Craig Venter	1	
Miss Behavin'	Jim Coddington	2	Most Improved Boat of Show
Miss Behavin'	Mark and Cindy Mieggs	2	Best Blonde Deck
Miss Daisy	Allen and Donna Thomas	1	
Mohican	Steven and Rachelle Martini	N/J	Skipper's Choice
Old's Cool	Steve and Hanny Patmont	2	
Orange Crate	Ed and Deborah Scott	1	Best of Show Restored - Perfect 100 point score
Penny Lee	Ron and Penny Stanley	3	
Pinks	Gordon Kirkland	2	
Rascal	Allen and Donna Thomas	1	
Rosebud II	John and Cheryl Cox	3	Ladie's Choice, People's Choice
Saga	Ed and Deborah Scott	1	Jr. Judges Award, Best of Show Repowered
Split Second	Bill and Mary Jo Hutchens	N/J	Best Transom Art
Sweet Water	Roy and Naomi Bruce	1	Best Century of Show
Tievoli	Bill and Mary Jo Shepherd	1	Best Riva of Show
Tymepast	Rich Christopher	2	
Viki G	Karl Von Tagen	1	Best Chris Craft of Show

## Personal Awards

Richard Barter Award  
Kelly Bane Having Too Much Fun Award  
Bob Bush Spirit Award

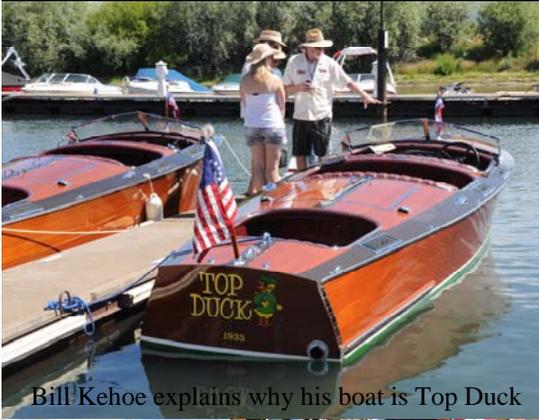
## Recipients

Pat Bagan  
Lee and Sandy Chase  
Dave Lyon





# South



Bill Kehoe explains why his boat is Top Duck

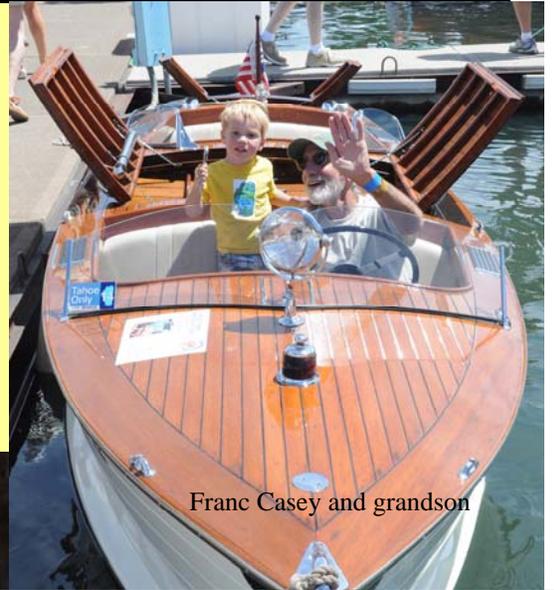


Gordon Kirkland and Renee Weigum





# Tahoe



Franc Casey and grandson



Ed Scott and Pat Began making Orange Crate a 100 point boat



# Wooden Boat Classic



Dave Triano and Thunderbird Allison engine



# Protecting our Boat Engines - Inboard Winterization & Activation

By Lew Dobbins

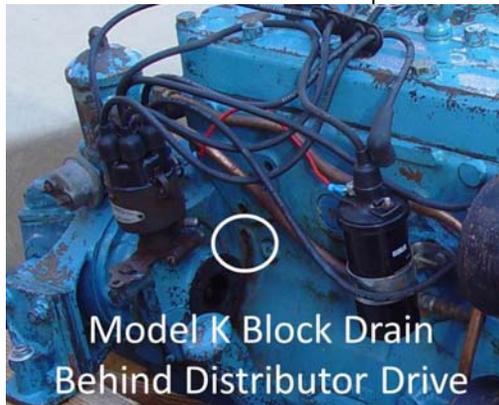
It has been a while since I have seen an article in an A.C.B.S. publication on how to winterize a marine engine after the boating season. Several people have recently asked me questions about this, so, let's discuss some of the issues and what we need to do to protect our boat engines and get a long life out of them. Like most things in life, there are a multitude of varying opinions and reasons on what to do to our boats after a season of playing with them. This article is based on my opinion and experience of dealing with marine engines for almost 50 years (damn I'm getting old!). What is written here may or may not be practical (or logical) for your engine or installation. That said, I offer a few options and always welcome your input and comments.

What are we concerned about when laying up our boat engine in the fall? The item we most often think about is the water freezing in the engine, thus rendering it useless after large chunks of cast iron break off due to freezing. This would be "a bad thing" but usually easy to avoid. How about the age old discussion about gasoline and what happens to it after a month or two? Not to mention whether we should fill the tank full or keep it empty? This is a good one. These and several other points are good to think about. Why don't we look at them one by one and then go through a typical procedure.

## Draining the water from your engine should be a simple thing to do.

A Chris Craft (Hercules) flat-head engine will usually have three places to successfully drain the cooling water. These are: 1) Starboard side of the engine block, behind and slightly below the water pump where it couples to the distributor drive gear housing. 2) The bottom of the water pump casting. 3) The rear or low end of the water jacket of the exhaust manifold in the case of M and W series engines.

On a K series, the manifold does not have a drain. But it can be drained by either removing the hose feeding the bottom rear of the manifold. The other method is to remove the plug on the bottom of the oil cooler where the water hose exits the cooler to feed the exhaust manifold. These drain points are usually an eighth or quarter inch NPT (National Pipe Thread) port with a drain cock/valve or a brass threaded plug. A drain cock is certainly easy to use but might lie to you. Occasionally they may



Model K Block Drain Behind Distributor Drive

clog with rust scale or debris from the cooling water. When this happens, you may open the valve and nothing will come out, fooling you into thinking it is dry. There are several types of these valves. Some are two pieces that when opening, will allow you to completely unscrew the valve



Model K Cooler Drains

leaving a brass open hole to drain or poke and clean. Others look like a small faucet with a 90 degree spout. These are much harder to clean if they get clogged. So why not just use the stock pipe plug? It is easier to get a good flow and to clean a clog. But the down side is that these brass pipe plugs screw into your old and tired cast iron block. When you remove the plug in the fall, the water and air are exposed to the iron threads. This starts the iron oxidation or rust process and the threads deteriorate. After many seasons of this, the threads are gone or destroyed and it becomes very difficult if not impossible to re-install and seal a plug. Leaving a brass valve, sealed with Teflon tape, permanently installed will save your threads.

Other engines and most V-8s are not quite as simple. I am currently working on a Chris Craft small block Chevy V-8 that has 10 drain cocks and 33 hose clamps! While not original to most engines, painting the drain cocks or plugs red will assist in not forgetting any of them. If you have removable drain plugs or two part valves, always place these parts together in some place where you will remember that they need to be re-installed. A small bag tied to the steering wheel with the keys usually works! Normal drain locations for any marine or converted auto engine are: Side of the block, both sides if a V type engine, rear or low end of exhaust manifolds and risers, oil coolers (both transmission and engine if so equipped), water pumps, Many engines will have 2 pumps, a suction pump and a circulation pump. Follow your hoses, they will lead you to the pumps and also show any place that may be a low spot where water may not drain. If you find any of these, then that hose must be removed and drained. This is

common on today's converted auto engines that use the stock circulation water pump. They will have what looks like a radiator hose going into the pump. Draining your engine of all water can have a down side too. Just like with the iron threads of drain holes, the water galleys of the block and heads are now moist with an oxygen rich environment. Just what rust needs to get back to work. A dry environment for storage such as Lake Tahoe or the desert is better for a drained engine than say, Seattle or the San Francisco Bay Area as their average humidity is much higher than the normal low to mid 20s percent of Tahoe.

In some boats, it may be very hard to get to all of the drain locations. Many modern engines often have a knock sensor installed into one side of the block in the drain hole and oil coolers under the floor boards. In these cases, filling the engine with a 50/50 mixture of a bio friendly antifreeze and water will protect your engine. This may also be desirable as a method of deterring internal rust as well. The difficulty of this is that the engine must be at operating temperature and then the mixture needs to be sucked out of a bucket by your suction pump. Enough must be used to ensure that all of the water passages are protected and full. You will know when this happens as antifreeze will start flowing out of your exhaust. Cleanup now and in the spring when you activate the boat is the other down side to this method. So this is not recommended UNLESS you can contain the antifreeze. Engines using rubber or neoprene pump impellers may benefit from this method as it keeps the impeller wet all year. This can aid in staving off hardening of the rubber. The manufacturers recommend that this type of impeller be replaced annually. Remember: Never crank over your engine unless the suction pump has a water supply. A few seconds of dry turning can burn up the im-



pellor. Most all of our pre 1960 engines (with some exceptions) have gear type pumps. These need service too in the form of having their grease cups filled or cranked up a turn to lubricate the gears and shafts in the pump.

**Today's fuels are not as forgiving as in days past.** The

storage life of pump gas is about 30 days in a non-sealed container before it starts to "turn". All boats, unless newer than January 1, 2009, have a vented tank allowing it to breathe and come in contact with the air. Do not seal your vent, it needs to be able to breathe for safety and correct operation. Gasoline works so well in our engines as it vaporizes easily aiding even combustion.



But that ease of vaporization works against us too. It means that portions of the fuel evaporate easily leaving the heavier compounds. Some of the hydro-carbon compounds when in contact with oxygen can combine and create a different compound. The fuel will start to darken and smell more like varnish as it is turning. This process can be slowed down by use of small amounts of any of the off-the-shelf fuel stabilizers. I prefer a product by the name of Sta-Bil from Gold Eagle Co. They have produced a pink in color stabilizer for years and have recently started a new "green marine" Sta-Bil. This new Marine formula deals with water and Ethanol issues better than the original pink formula over prolonged periods of time. Follow the instructions when adding to your fuel tank. Ensure that you run your engine after you add the product. This will assist in protecting your entire fuel system while the boat is in storage. If your boat is only used occasionally through the season, add some with every fill-up.

**The other question on fuels is regarding storing the boat with an empty tank or a full tank.** There are good reasons for and against both. As we mentioned earlier, gasoline evaporates easily and it is actually the fumes or gas vapor when mixed with oxygen that burns and is explosive, not the liquid itself. With this train of thought, a tank that is close to empty is full of explosive vapor. The plus here is that even with an additive, if the boat is stored for long period of time, there is less fuel slowly going bad. Adding fresh fuel then ensures good running. If you leave a tank full with properly treated gas, oxygen (air) is displaced with liquid providing less space for explosive vapor. With the additive, this will slow the process of the gas going bad. But as mentioned, if you are storing the boat for several seasons, you may be draining a lot more fuel only to replace it. Some of our marine fuels (as well as for cars) contain ethanol. This is a form of alcohol and alcohol has a wonderful ability of attracting, mixing with and absorbing water. When a small amount of water is in the fuel system, as often happens with boats, the alcohol combines with the water and will burn. If too much water is attracted by the alcohol, it will separate and sink to the bottom of the tank. Water in our fuel system is not good at any time. Luckily, if the tank is full, with a minimum of oxygen in the fuel tank, we need not worry about rust. The issue of water is where a marine grade fuel filter/water separator is highly recommended to be installed and changed every season. So, empty tank or full tank for storage? You decide what works best for you.

**How about the inside of the engine?** What do we need to do there? Several things should be addressed. Like your car, we need to change the oil and filter regularly. Most of our older boats do not have oil filters but one can be retrofitted if you desire. Regardless of filter, your oil should be changed seasonally. Every engine has a little bit of blow-by. This is a by-product of the explosion taking place in the combustion chamber of each cylinder and having some of the pressure (and chemical) travel past the piston rings and into the crankcase. The chemical reaction of the explosion will convert a small amount of sulfur (most is gone now from our fuels) into sulfuric acid. This will travel past the piston rings and mix with the oil. Allowing the acidic oil to sit for prolonged periods may start to have an effect on internal parts, most notably the engine bearings. By changing the oil in the fall, the engine has fresh clean oil for the layup period.

To protect the inside of the cylinders, valves, rings and manifolds, we "pickle" these parts by fogging the engine. When the engine has reached operating temperature and the fuel stabilizer has run through the fuel system, we can now apply an oil through the carburetor while running. The desired solution is a 50-50 mixture of Marvel Mystery Oil and solvent. NAPA and other auto parts lines sell fogging solution that can be used directly without mixing. I still use Marvel as I can feed it at a greater rate than what comes out of the rattle spray can. On a large engine, the spray can might not supply enough oil to coat properly.

**The following steps are recommended for preparing your vintage, or not so vintage, inboard boat for winter's slumber.** Rust does not sleep and it can attack the engines and other parts in our boats. An hour or two's worth of work will prepare your boat for 9 months (or more) of storage.

- **Set the boat up to run on the trailer with a reliable water supply feeding the engine.** Ensure that the engine NEVER runs without water being applied to the suction water pump. If using a "Fake-a-Lake", ensure that it is sealing fairly well to the boat water pick up. Do not use too much water pressure until the engine is running. You can damage the water pump. I generally prime my hoses between the boat and a bucket and put the garden hose in the bucket. This allows the boat to draw water instead of being force fed. This can also be an indication of the suction pump condition. I also modify all of my boat intake plumbing by adding a valve and garden hose quick disconnect to make it easy to connect a water source for running on a trailer. Faster and easier than using a Fake-a-Lake.
- **Purchase and pour Sta-Bil Green "Marine" fuel stabilizer into the fuel tank per instructions on the bottle.** This is green in color and not pink/red like the normal Sta-Bil product. This is available at most auto parts stores. Running the engine with the stabilizer protects the entire fuel system.
- **Start the engine in Neutral on the trailer.** If you have a Paragon or similar non-hydraulic transmission/reverse gear, place a wood block between the prop and bottom of the boat for safety to prevent the prop from turning. This will protect the shaft cutlass bearing from running dry and destroying itself. This is also a safety issue. Let the engine idle or run at fast idle and come up to normal operating temperature of 160 degrees.



- Remove the flame arrestor (or arrestors).
- Prepare a 50% - 50% mixture of Marvel Mystery Oil and solvent. There are fogging solutions available in spray cans as well that are designed for "pickling" engines for winterization. My problem with them is that they do not deliver the solution fast enough in a large enough volume to really coat and kill the engine.
- With the engine running, operate the throttle by hand while pouring (or spraying) the solution into the carb. As you pour the solution into the carb, the engine will start to stumble and run rough as you are flooding the spark plugs. Operate the throttle manually to keep it running without running at too high of an RPM. **(Exhaust elbow packing on Chris Craft 6 cylinder engines (and others) often leak a little. You may wish to place a rag in the bilge under the packing to capture any of the pickling solution that may drip)**
- When the exhaust is really smoking, let the engine die due to the oil flooding. This will have created a satisfactory fogging of all internal parts in the top end. If it does not run rough or smoke much (real shop fumigator!), then you did not use enough of the pickling solution. **DO NOT USE TOO MUCH SOLUTION FOR FEAR OF CAUSING A HYDROLIC CONDITION IN THE ENGINE AND CAUSING DAMAGE.** It is easy to see what is enough.
- Shut the ignition off after it has died and you are gasping for a breath of fresh air.
- Shut off your water supply and disconnect.
- Reinstall removed flame arrestors and reconnect throttle linkage (if needed).
- Drain engine oil and replace while oil is warm and will flow. This takes a portable oil suction pump and tube inserted into the oil dipstick tube. A pump is available at most auto parts stores. Replace oil filter if supplied. Use only manufacturer's recommended oil.
- Replace fuel filter/water separator if so equipped. Adding one is highly recommended.
- **Drain water from cooling system: General Method #1:** Find and remove the drain plugs and/or open drain cocks from:
  1. Exhaust manifold bottom/low positions (usually near rear).
  2. Exhaust manifold risers at rear of manifolds.
  3. Bottom of suction water pump. If no plug, will require removing the lowest hose.
  4. Bottom of circulation water pump. If no plug, fill require removing the hoses.
  5. Plug on each side of engine block below heads. Usually near the center of each side on a V-8 engine. On an inline motor, usually only one plug will be found on the block.
  6. If equipped with oil coolers (often one for engine oil and one for transmission oil), they will usually be down low beside or underneath the engine. They may have an 1/8" pipe plug or valve to drain them on one end. Many do not have plugs and require a hose to be disconnected to allow the water to drain. Some installations may have them in a position that they will drain by gravity. The latter should never be trusted unless known for sure.
- Place all removed plugs, hoses & clamps in a container and place on engine or in a logical place that anyone



can find for spring time activation. Some people with multiple boats will tie a tag to the steering wheel with a note of what was done during winterization and the date.

- **Protect water in cooling system: General Method #2:**
  1. While using the water bucket method for running the engine as described in # 1d above, prepare to have someone pour bio friendly antifreeze into the bucket upon command.
  2. Just before you are ready to pickle the engine and shut it off, add a gallon of antifreeze to the water bucket feeding the engine with its cooling water.
  3. When you see the exhaust showing antifreeze, it will have gone through the entire cooling system. Proceed with the pickling. Timing it to not expel all of the anti-freeze and replace with fresh water before the pickling is done is the trick here.
- After all is cool and exhaust has drained of all water, find an appropriate sized beer can and a shop rag. Gently slide the rag & can into the exhaust pipe(s) to prevent mice, insects or other critters from making your exhaust and engine their new winter home!
- Disconnect the battery. Remove battery or batteries from boat for storage and trickle charging if desired.
- Allow boat to breathe and dry out before covering for winter. Some wood boats with conventional hulls when being stored in dry climates may benefit from having a large bucket of fresh water placed in the bilge (not poured in).
- Some marine transmissions may want to leak a small amount from their rear flange seal when sitting. If you see any trails, place a rag or can under the flange to catch oil.

**Activation of your boat in the spring is usually fast and easy.** As your oil and fuel filter have already been changed, all that is needed is to close or replace the cooling system drain cocks, plugs and/or hoses, reconnect and/or charge your battery if not already done and prepare to start. If you blocked the exhaust pipe, remove the plug. Using the same method for providing water to the cooling system as when winterized, you are ready to start your engine. Remember all of that smoke from when you winterized that engine? Well, you still have a lot of that same oil in the cylinders and intake manifold. And it is going to smoke when you start up and probably for a little while. If you used the Marvel Mystery Oil method to pickle your engine, you will still smell the wint-o-green smell in the smoke for a while. If you used more oil than solvent, you may have fouled your spark plugs which will cause hard or rough starting. If this is the case, removing and cleaning the plugs will help. Starting your engine with a little bit of starting fluid (ether) will help the engine to start sooner. Never use too much as it is hard on the engine being more explosive than gasoline. It will also wash the oil down off of the cylinder walls. Once the engine is running, let it run at a fast idle, maybe 1,000 to 1,200 RPM.

**The first things to check are your gauges.** Do you have oil pressure and are you charging? Next, verify that your cooling system has filled and that you are seeing a normal amount of water exiting the exhaust pipes. Do not be surprised if this early water has some oil mixed in with it. This is the pickling oil mixing with the water in the exhaust manifold. Ensure that your hull drain plug is installed and that you have serviced your trailer bearings and checked the tire pressure of the trailer tires and the spare. And finally, put boat in water, play hard, eat ice cream, repeat!





# Endowment Grows ...

## \$3,000 to be Awarded to Worthy Not-for-Profits



2013/2014 proved to be a good year for the Northern CA/Lake Tahoe Chapter Endowment. Its growth enabled the Board to approve a distribution of \$3,000 for this period to worthy Not-for-Profits. We would like to ask each of our members to consider organizations that might benefit from a one-time gift of \$500 to \$1,000. Worthy organizations are those that support our mission which speaks to education and retention of the heritage of antique and classic boats and boating, as well as those organizations that support our events throughout the year.

If you know of an organization that would be worthy of a grant, please direct them to Chapter website, [www.acbs-tahoe.org](http://www.acbs-tahoe.org) for the Grant Form. (go to the "Philanthropy" button to print the Grant Request form). Grant Requests are due by November 1<sup>st</sup>. The Philanthropy Committee will be meeting in mid-November to review the requests and forward recommendations to the Board for approval in January 2015.

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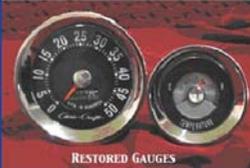
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## Welcome new members

### Don La Rosa

of San Leandro, CA

### Kevin and Christine Kemper

of Auburn, CA

### Michael and Jana Plummer

of Valencia, CA

### Michael and Tootie Beeman

of Woodland, CA

### Dennis and Linda Peoples

of Petaluma, CA



**Antique and Classic Boat Society  
Northern California / Lake Tahoe Chapter  
2014 Event Calendar**

Sept 19 - 21 **Woodie Whoopie Weekend- Lake Shasta** Rick Gurrries 707-894-3765  
Details to Follow - Please RSVP

Sept 18 - 21 **39<sup>th</sup> ACBS International Meeting & 12<sup>th</sup> Annual Boat Show** ACBS - Hdqrts  
Skaneateles, NY e-mail: hqs@acbs.org

Oct 3 - 5 **Delta Cruise** B & W Resort Layne Davis 408 234-7613  
964 Brannan Island Road & Highway 12 – Isleton, CA

Nov 7&8 **Chapter Annual Meeting** Sandy Chase 408 219-8353  
Los Gatos Lodge, Los Gatos, CA



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# Annual Meeting November 7&8

This year's annual meeting will be held at the Los Gatos lodge. The weekend will start off on Friday with a Woodie Whoopie at Lee and Sandy Chase's house in Los Gatos. Bring something to share and enjoy new and old friends. Saturday will start at 8:45 with a trip to Scotts Valley to tour The Canepa Motorsports Museum. Filled with a broad spectrum of racecars and motorcycles from the golden age of motorsport to modern times. The museum showcases examples from multiple disciplines with everything from Can-Am to NASCAR, Sprint Cars to Le Mans.

Next we are off to the Mozart Car Collection in Mt. View, tour starts at 1:00. We will have a Box picnic lunch to eat on the way. The museum houses John Mozart's private collection; some of the world's finest automobiles on display including exotic examples like the famous Duesenberg and Ferrari, Porsche, Mercedes, and Jaguar nameplates. Even a 1958 Lister Chevy. His 1937 Alfa Romeo 8C2900 Spyder is an unusually sleek piece of automotive history that has won recognition in some of the world's finest car shows, including the Pebble Beach Concours d' Elegance.

After all that we gather at the Los Gatos Lodge for our annual meeting at 6:00. We will start with no host cocktails and Hors D'oeuvres and move onto a wonderful dinner buffet. Coffee, water, hot and ice tea are included. Wine may be bought or you can bring your own with a \$10 corkage fee. Just to get you salivating, here is the dinner menu:

## menu

**Hors D' oeuvres: Sliced Fresh Fruit, Domestic Imported Cheese Board with Crackers**

**Prime Rib with carving station, Broiled salmon with lemon butter sauce, Grilled chicken breast with lemon garlic sauce, Pork tenderloin, Pasta primavera in tomato basil sauce, Tossed green salad, Seafood Salad, Marinated mushrooms & Artichoke Hearts, Garlic mashed potatoes, Rice Pilaf, Fresh sautéed vegetables and fresh bread Then Dessert**



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**The Garden Inn** 46 E. Main Street **408 354-6446** –Light Continental Breakfast included:  
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**Best Western Inn of Los Gatos** 55 Los Gatos Saratoga Road **408 356-9191** Hot Breakfast included:  
King or 2 Double beds \$150 +tax

**Toll House Hotel** 140 South Santa Cruz Ave **408 395-7070** – No Breakfast, but there is a restaurant on site:  
Queen Deluxe room \$219.05 Tax Incl  
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## For Sale

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

## For Sale

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

## For Sale

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

## For Sale

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

## For Sale

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

## For Sale

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

## For Sale

**1959 18' Chris-Craft Continental.** 23 hours since award winning total rebuild. Corvette 327 power (period correct appearance). West System. Excellent condition. First Place at 4 Tahoe shows. New, Two axle trailer & full waterline cover. Excellent Condition.  
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**1960 Chris Craft Continental 18 ft-** Original Chris 283 engine, West system bottom. Full waterline cover. Convertible top. A nice clean running boat.  
 \$8,500.00 call Don 530-344-9316.

## For Sale

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

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**1948 Chris Craft 17' Deluxe Runabout**  
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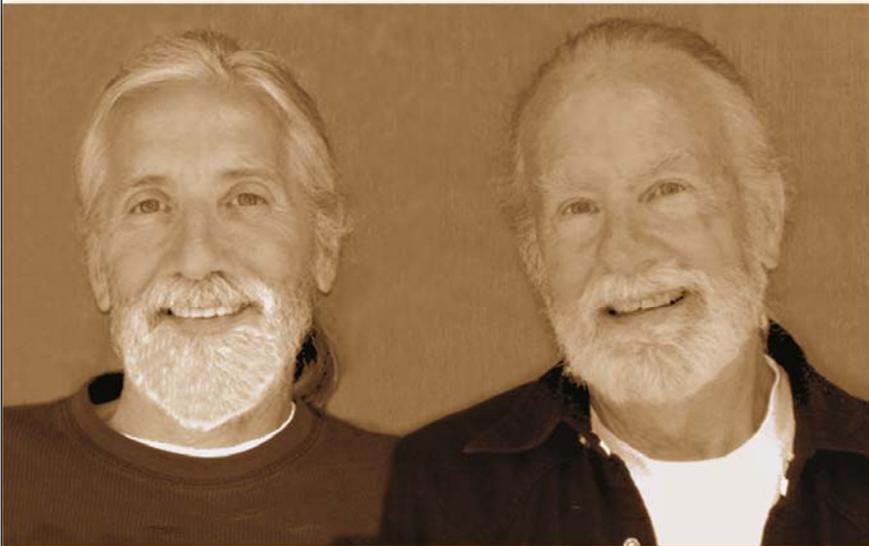
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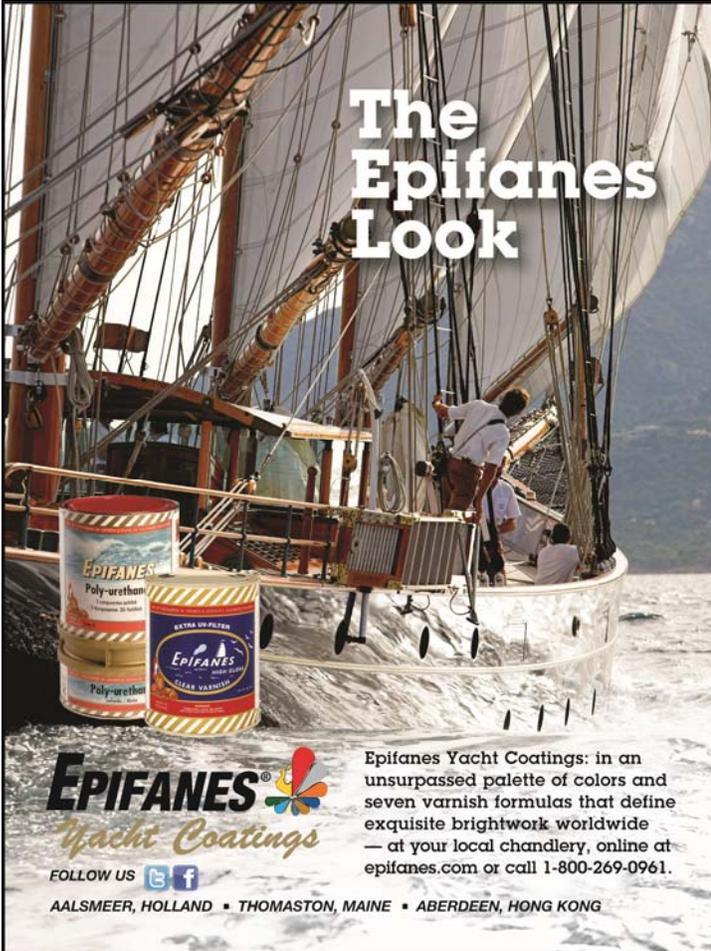
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References Readily Available



THE FINEST BOATS  
ON LAKE TAHOE  
Are found at  
**Sierra Boat Co. Inc.**



See us at  
5146 N. Lake Blvd.  
Carnelian Bay, Ca. 96140  
530-546-2551 [sierraboat.com](http://sierraboat.com)  
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