

# Western Wood



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

Volume 31, Issue 3

Quarterly Newsletter

Summer 2013



## WOOD & GLORY XV








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Inquire To: Lee Chase or Bob Mullarkey  
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## Somewhere Along the West Shore



This summer has flown by already! With all the work preparing for the events and all the fun enjoying the events we haven't had much time to rest. And there are still more events to go.

There is still time to sign up for the Delta Cruise. You can sign up on-line at [acbs-tahoe.org](http://acbs-tahoe.org) or use the enclosed sign up sheet. This is a relaxing laid back event that is always fun. This year we have a new caterer for the Saturday night diner and Sunday brunch is at a new location, Moore's River Boat, so there will be new things to experience as well as the traditional activities.

Also don't forget the Annual Meeting, November 1 through 3, 2013. Call the Hyatt Regency Monterey at 831-657-6560, ask for the Antique and Classic Boat Society Block and make your reservations.

We were lucky to have good weather for our events this year, but the reason our events come off so smoothly is not luck, it's the hard work of our volunteers who organize the events. Thanks to all of you!

We are now in the process of organizing events for next year. Please if you haven't already done so, volunteer to help out in an event you enjoy. It's a little bit of work and a lot of fun. You can help make next year better than ever!



*Lee & Sandy Chase*

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Questions, articles for publication, advertisements and letters to the editor, etc. should be sent to...

[westernwood@acbs-tahoe.org](mailto:westernwood@acbs-tahoe.org)  
[lee.chase@comcast.net](mailto:lee.chase@comcast.net)  
[sandy-chase@sbcglobal.net](mailto:sandy-chase@sbcglobal.net)





# President's Message



Joel and Debbie Castro

Well guys and gals, here we are already into August and less than six months left to play and have more great times before I have to say goodbye. Don't get me wrong. I'm not going anywhere that I know of other than moving out of the way for your next President, Sandy Chase, next January.

So far this has been an incredible year. All the events I have been able to attend have just been phenomenal. Spring Fling unbelievable! Great job Barbara Foster and friends. Bass Lake turned out to be as near perfect as ever. The lake didn't get as full as I had hoped, but there was more water this year than in the past five years that Debbie and I have been chairing the event. Southern California Chapter again put on a great get together for us on the Friday night as usual. As most of you have figured out by now, this has been more Debbie's event than mine! She has taken it and made it her event and has enjoyed doing it the last five years. Lots of work and a few tears but always top notch. Debbie, you are a GREAT partner and I LOVE you! Sorry guys, do you think that was a little too mushy? Wood and Glory just as always, perfect weather (well not always perfect!) and again as always, a lot of things to do. Doug and your helpers, bravo to all. Thank you to John, Mary and John-John for the use of your lake side home again. The new island venue on Sunday was another great success also. This year was the first time I actually took BANSHEE over to your place and got to use her navigation lights on the way back! That in its self was a real thrill for Debbie and me! Banshee even ran perfectly all weekend.

After Clear Lake came our 6<sup>th</sup> Annual South Tahoe Wooden Boat Classic and what a show it turned out to be. Again, this year I saw boats I had never seen before and WOW were they gorgeous! Friday after I got there the weather turned near perfect. I was told Thursday was most interesting with a deluge of rain and even hail. Not really sorry I missed out on that happening, but the rest of the time I was able to keep the weather in check, HA HA! Friday's weather stayed perfect and everyone seemed to really enjoy the entire goings on. The Friday night hors d'oeuvres were most interesting. Doug Reed and I did quite a job on the oysters! I don't think he beat my 13, but he seemed like he was happy with his total otherwise. Saturday seemed to flow very nicely throughout the day. Then, later that evening, came the Dinner at the Pope Estate (Thank you again for all you do for us). A lot of us dressed up in the theme of the Great Gatsby era and it was an evening to behold! Lou and Debra, you did it again. Thank you both! The sunset at Tahoe was just spectacular!! When that many good friends get together it makes for a night to remember and believe me I will. Also want to thank Layne Davis for loaning us his Sea Scouts for the weekend. You have no idea how much everyone appreciated them throughout the whole weekend. That also includes Levi! I have made so many friends over the last twelve years it's just hard to believe. It seems every time I attend an event I either see someone I haven't seen for a while or I'm able to meet more new members that I had only talked with on the phone. Sunday's Picnic and awards program was the best ever! The food again was just fantastic and dessert also! Steve and company, thank you all. Another job well done.

I also got to go up to Tahoe again for the 41<sup>st</sup> Annual Lake Tahoe Concours d'Elegance. It was another great show as again there were a lot of wonderful boats to look at and just admire all the hard work put into these real beauties! TYC did a very nice job presenting some of the most beautiful boats you could ever possibly see in one place.

Please everyone, don't forget there are still some events coming up that I would love to see as many of you as possible attend. These events take a lot of work and dedication from all the different chair people and if you want to show your appreciation, you need to attend as many of these as you can! I, of all people, understand that the economy the way it is makes it that much harder to do everything you would like to do, but please support YOUR club the best you can. There are at least two more Woodie Whoopies coming up, one at Turners. I plan to make this one as I have not had the privilege to be able to make it there before and don't forget the newest Woodie Whoopi at Shasta Lake. Debbie and I went last year and was a great time and a lot of fun. Rick and Laurie, thank you for organizing this new Woodie Whoopi.

We also have two more events still to come. Everyone really should try to attend the Delta Cruise as this is another one of our most laid back, fun events of the year. Don Parsons has taken on this event this year and it should turn out to be another memorable and fun event as it has always been in the past. This will be the last actual boating event for the year, but don't forget we have one bigger event to come in November. It's our GREAT ANNUAL MEETING where I will be saying goodbye as your 2013 President and you will be welcoming Sandy Chase as your 2014 President and the new Directors as well. This event will be in the Monterey Area and more information will be coming forthwith. Iren Jenny will be putting her magical touch on this special event and I'm sure it will be very elegant and a lot of fun. Again, please plan to attend as many of YOUR events as you can because its friends like you that I really look forward to being with at all our Chapter functions. There is nothing like being with friends and I truly feel you are all my FRIENDS.

Joel Castro



**"I left my heart in San Francisco" NO, I mean Bass Lake!** I hope all our members that have never been there will take advantage to go see what Bass lake is all about. I've been told by our members it's become their favorite A.C.B.S. event.

Friday night we all enjoyed the pot luck B.B.Q. that our good friends from the Southern California chapter put on for us. The weather was perfect this year. We had a great time eating all the goodies that all the members brought. What could be better than enjoying everyone's company and looking at the lake?

Saturday was a busy day that started off with the now famous continental breakfast on the docks. Thank you Susan and Wayne Mooers for all the work you put into this for us). Five years ago Arnie Schweer (Our co-chair for this great event) started the boat parade. It has been a real success and a lot of fun to watch. By midafternoon there was plenty of time to have a bite to eat or just relax with friends. This is just a small part of what makes this event so special!

I always think the dinner is special also, with such a beautiful setting, white tablecloths and umbrellas overlooking the Lake. What more could you ask for?

Sunday morning's poker run has always been a lot of fun. I have over these past five years gone out with Barbara Walker for the Random Rally (We say poker run). Her expertise with driving her boat, "Baby Boat Too" and her knowledge of the lake has made this very special for me. We couldn't do the Poker Run without Chuck Kelley. He makes it look easy but I have seen him spend a lot of time doing this and we have really appreciated him and his time. Chuck and Barbara have become "GREAT FRIENDS!"



The 1<sup>st</sup> boating event of the year is always a lot of fun for us, but we are also helping the local Bass Lake Lions Club by bringing our boats so they can have their boat show. I have enjoyed and appreciated working with Jim and Barbara Milligin along with Ed and Peg Koehler and all of the rest of Lions Club for the work they do. And again they have all become our good friends also!

Joel and I have enjoyed the last 5 years of chairing this event and getting to know everyone. It has been one of my most favorite things that I have done, but the time has





come to allow someone else to have the enjoyment of being the chair of this wonderful and great event. Please be sure to welcome Bobby Gaestel and Teri Parker as the newest chairs this next year as they will be taking over Bass Lake for 2014, and who knows, you may be seeing us again at the lake in the future.

Thank you again to all our friends for your support and great friendships because without you we could not have made this event as successful as it is.

As K.B. has said over and over again  
"YOU ARE OUR FRIENDS FOREVER!"

Thank You for the wonderful last five years  
Joel & Debbie Castro



Linda, "Beep" and Jeff Peterson



Barbara Walker, Chuck Kelly, Wayne and Susan Mooers







# Gas, Guns & Rum

## How the Thunder got into the 30s

Since the beginning of time, man has fought wars and had a thirst for speed while enjoying a libation along the way. These 3 topics come together in an interesting bit of history.

The internal combustion engine started out pretty slowly in the 1880s and with lots of flaws. The potential usages were seen by many as a new form of motive power, replacing human exertion. This was especially true for fishing boats. Small two-stroke, single and two cylinder engines were being manufactured by a few fledgling companies knowing they were going to strike it rich with this new technology. Operation of these early engines was difficult. Getting them to run smoothly on the crude fuels available of the day was always a challenge. And reverse was NOT going to happen in a hurry!

Early improvements to these new marine engines made a huge difference and the race was on! The major improvements were development of a *working* carburetor, four-stroke design, spark plugs and marine transmissions or reverse gears. The proud owner/captain/mechanic of an early engine had to fiddle with the fuel delivery bits constantly. Early systems used to mix air and fuel were simple but relatively ineffective. One method was to use 2 simple valves feeding the cylinder intake valve. One valve metered the intake of air (Oxygen) while the other allowed the fuel to drip into the pipe and enter the cylinder. The main problem with this method was that the fuel never really became a vapor, it was still in the form of liquid droplets. Gasoline does not really burn well, it is the fumes or vapors that are explosive and develop the power. Another device was the vaporizer. This did a better job of turning the fuel liquid into a vapor. But this device was fairly poor at trying to maintain the desired air to fuel ratio around 14 to 1. An atomizer was another similar yet unsuccessful device.

To increase the engine speed, more fuel and oxygen are required. But the ratio decreases and more fuel is used. Thus the ratio becomes a moving target. Two-stroke engines also used the fuel for lubrication, so oil was added to the fuel. If the air fuel ratio was not correct and there was not enough fuel, the engine was running lean, would run hot and could seize from lack of lubrication. If the engine had too much fuel, it would be rich, smoke and wet or foul the ignition make-break contact points or igniter. In the 1890s, Charles Sintz, one of these early marine engine builders and supplier to Chris Smith, replaced the vaporizer on his engines with a device called a carburetor. He and other builders were very successful when they made this change. Patented by Karl Benz in 1882, the carburetor was not widely used in the marine engine world until more than a decade later. The carburetor does a much better job of providing the engine with a correct air to fuel ratio through the engine's range of speed and load.

The use of removable spark plugs increased the reliability of the ignition process and made servicing of fouled ignition much faster. Prior to spark plugs, most engines used a make-break set of points inside the cylinder. The points were mechanically operated from the camshaft via an adjustable timing linkage on each cylinder. When the points opened, a spark developed igniting the fuel. Many of early two-stroke engines had the ability to run either direction, clock-wise or counter clockwise (in marine terms, right or left hand rotation). This is something a four-stroke engine cannot do. As such, reverse could be obtained by slowing the engine, and just before it dies, the user would advance the ignition timing fully. This will cause the spark to occur in the cylinder before the piston is at the top of its compression stroke, thus forcing the piston back down and starting the engine to run backwards. This method was effective but difficult for maneuvering as it takes a while to change between directions. Many boats used a reversible pitch propeller that could be controlled from the helm. The engine could continue to run in the same direction for all maneuvering. This method was much more reliable and did not risk the engine dying at an inopportune time (read: crashing into the dock).

At an added cost, most engine companies around the turn of the century started to offer an actual transmission that would provide Forward, Neutral and Reverse, all controlled by a single lever. These transmissions were commonly called Reverse Gears and were comprised of a set of gears arranged in a planetary configuration to create reverse rotation when a clutch band would slow and stop the drum containing the gears. Forward operation happened when a set of clutch discs in the drum were engaged to connect the power from the input shaft (from the engine) to the output shaft feeding the propeller. This type of transmission design was the basis of those still used today. In the first years of the last century, many of the marine engine companies saw that there was a market for the larger and more expensive, more reliable and durable four-stroke boat motors. Sales

of the four-stroke engines with reverse gears and water cooled exhaust manifolds slowly exceeded the smaller two-stroke engines for the inboard market. Outboard engines would continue to mostly use the two-stroke principle until the 1980s when environmental concerns would force changes. With advancements in marine engine technology, the industry started to grow out of its infancy for pleasure craft and small fishing boats. Like the auto industry, there were many manufacturers in North America and around the world, each with their own way of doing things, experimentation and trying new ideas on these new-fangled internal combustion engine. Demand was growing on the nation's waterways and lakes for more speed. But the builders needed a push to get there. The answer came in an interesting combination of WWI and booze!

The quest for speed in racing and the coveted Gold Cup and Harmsworth Trophies were part of the drive for men like Gar-

This story is an expanded, more inclusive and technical version of the article printed in the 2013 South Lake Tahoe Wooden Boat Classic's program. This article will be continued in future printings of the Western Wood newsletter.



Union 2 cylinder with make and break ignition



field Arthur Wood, Christopher Columbus Smith and others to look for larger power plants for their boats. From a point back in 1915, Garfield Wood negotiated for the controlling share ownership of the C.C. Smith Boat and Engine Company. This leverage proved prudent as his racing projects would generally take priority over daily production, but more importantly, any race competitors of Wood wanting a new race boat. Gar was constantly looking for engines to win! Prior to the U.S. entry into WWI, the British government had contracted with Glenn Curtiss for a new V-12 aircraft engine. When the test engines were refused by England, Wood was able to acquire one of the few prototypes. Shaving as much as 70 pounds weight from the engine and making modifications to increase the top RPM to 2,000 and horse power to 400, it was installed in the latest Smith built racing hull for Gar, the Miss Detroit III.

The Chris Smith built Miss Detroit's I and II had provided Gar Wood with Gold Cup wins in 1916 and 1917 powered by a 250 H.P. Sterling Race inline 8 cylinder engine. While lower in horse power than the Curtiss-Smith V-12, it weighed more. Thus the Miss Detroit III was built lighter but stronger in order to handle the increase in power and speed. The new boat and engine would win the Gold Cup for Wood in 1918 and the same engine in the Miss Detroit IV would repeat in 1919. After these four consecutive Gold Cup wins, Gar set his sights on the UK and the Harmsworth. Bigger boats with more power were needed and the winning V-12 was removed and put away. It is thought that this Curtiss-Smith V-12 is the only survivor of its model in the world and that it was the first successful marinization of an Aircraft engine. This feat would be repeated countless times for a century to follow. This same engine has recently surfaced and been restored to operation. As of the summer of 2013, it has been installed in a replica of the Miss Detroit III in the Seattle area and being readied for operation.

The air war in Europe was on, and light weight, high horse power (greater than what was currently available) aircraft engines were needed. U.S. and European companies were called on by their respective governments to meet this need. Companies such as Packard, Rolls Royce, Hall-Scott, Fiat, Curtiss, Wright-Martin, and Hispano-Suiza designed and built thousands of engines to support the war effort. There were many more aircraft engine builders, but these were some of the major players in the war and our story.

The most famous of the engines used by the Allied Army Air Corp was the Liberty. Entering into WWI, the U.S. was rated 14<sup>th</sup> in global aircraft technology. Responding to the Joint Army-Navy Technical Board call, meetings were held in May of 1917 in the Lafayette Hotel in Washington D.C. with a group of military and auto company representatives. The principles would be Elbert J. Hall, Vice President & Chief Engineer of Hall-Scott and Col. Jesse G. Vincent, Vice President of Engineering at Packard. The outcome was to take design attributes from the Packard model 1A-905 and the Hall-Scott A-5, A-7 and A-8 series aircraft engines. The Liberty was born in a hurry out of this union.

While inline 4, 6 and V-8 cylinder Liberty engines were built for test, only the V-12s were built and flown in large quantities. With a bore of 5 inches and a stroke of 7 inches the V-12 has a displacement of 1,649 cubic inches (27 Liters for the metric crowd). With its twelve one-piece cylinder barrel/head assemblies and overhead cam architecture mounted on a lightweight aluminum crank case, the full throttle aircraft horse power rating created was 421 at 1,700 RPM. This was significantly higher than engines of the day. The wartime demand for engines was so great that Buick, Nordyke & Marmon, Ford and Lincoln also built these engines under contract and to the same specifications set forth by Hall-Scott and Packard to insure adequate supply and interchangeability.

The war was soon over and America was back to normal, the roaring '20s were upon us, but the Volstead Act of 1919 enforcing Prohibition had the U.S. becoming a dry country. With the sale of alcohol now illegal, bootlegging and speak-easies were all the rage. The bootleggers needed to get their product to shore, but the government was always on the lookout. The boats of the teens and early '20s were still quite slow as powered by heavy low horse power engines from wonderful companies such as Sterling, Scripps, Kermath, Van Blerck, Gray, Buffalo, Wisconsin and many others. Even though these builders offered "speed engines" as they were known at the time (as well as their low and medium speed offerings), they were heavy and not fast enough for the rumrunners to outrun the Coast Guard when bringing booze across the Great Lakes from Canada and from ships anchored 12 miles off the coast to shore. A 1914 Sterling Engine Company (of Buffalo, NY) Model R High Speed or "Race" inline 8 cylinder engine produced 180 H.P. at 1500 RPM while weighing in at more than 1,400 Lbs. Most non-race engines of the day produced between 35 and 100 H.P.

Of the 20,842 WWI Liberty V-12 engines built, more than half were on the surplus market after the war, for much less than original cost. These 400 plus H.P. engines found their way into boats for racing...and racing away from the Coast Guard!

With the demand for more speed by racers, sportsmen and rumrunners alike, several boat companies and specialty machine shops started to offer these surplus aircraft engines, converted for marine use. Water cooled exhaust manifolds, marine transmissions with reverse and electric starters were applied to the engines to make them reliable daily drivers. As early as 1920, Chris Smith was using the "Grant-Liberty Aero-Marine Conversion". These were used in the early GarWood boats that were actually built by Chris Smith & Sons Boat Company (soon to become Chris Craft). Auto Engine Works of St. Paul, Minnesota, marinized many of the Liberty engines (as well as other types) under the name "The Capitol Liberty 12" or Model "LA-12". Capitol Gear, as they were most commonly known by, was one of the most popular conversion companies. They offered many different surplus, marinized, water-cooled, aircraft engines including the OX-5, OXX-6, D-12 and Conqueror from Curtiss. Hispano-Suiza 150, 220 and 330 H.P. V-8s and the large Wright (Capitol T-12) Typhoon V-12 of 1,947 cubic inches producing 720 H.P. One of these engines can be seen in "Teaser", a 1924 Nevins built 40' race boat, currently a part of the Tahoe Maritime Museum Collection.



Curtiss-Smith V-12



Curtiss OX-5





Another engine from the war that found its way into early Chris Craft boats was the Curtiss OX-5. This 90 degree V-8 (4" bore x 5" stroke, 502 C.I.D.) produced 90 H.P. at 1,400 RPM as used in the famous JN-4 (Jenny) aircraft. "Godfather" with her OX-5, a 1922 Chris Craft 26' triple cockpit runabout can be found in the Tahoe Maritime Museum's collection. This boat is the 6<sup>th</sup> production Chris Craft built.

By late 1921, Gar Wood Industries was converting several different makes of aircraft engines at their Detroit Marine-Aero Engine plant. He was able to purchase 4,500 new surplus Liberties for a fraction of their original cost from several manufacturers. Part of the purpose of this division was to supply engines for the new GarWood Boat Company. And part was to support Garfield Wood's own racing habit. "Gar Wood Liberty" engines were offered in two different forms. The stock conversion (450 H.P. at 1,850 RPM) was the most commonly used but in 1925 a few of the larger boats had the new TS-25 model, 500 H.P.! This engine was advertised to push GarWood boats to 55 MPH! Garwood changed the exhaust and carburetion around. The stock Liberty utilizes two Zenith model 52 two barrel carburetors in the valley between the cylinder banks and exhaust manifolds on the outside of each bank. One carb feeds the intake plenum for the front six cylinders while the other carb feeds the rear six. The TS-25 ("T" for Twin-Six or 12 cylinders, "S" for Super Carburetion and the number was the year produced) has 4 carburetors, 2 on each cylinder bank on the outside of the cylinders and a pair of 6" diameter copper water-jacketed exhaust manifolds in the valley between cylinder banks. This conversion also required the swapping of cam shafts from one cylinder bank to the other as intake and exhaust valves have now traded sides. "Challenger" with a TS-26, a beautiful 1926, 33' Baby Gar can be found plying the blue waters of the West Shore of Lake Tahoe most summers.

Garfield Wood went on to start GarWood boats in 1921. These boats were the finest a gentleman of means could buy. While he still had controlling interest in Chris Smith's business, records show that he had the first 24 Baby Gar hulls built at the Smith plant in Algonac, Michigan and shipped to his GarWood factory in Pointe du Chêne for outfitting. Gar's partnership with Chris Smith ended in the mid 1920's. By the '30s there were more choices for engines for GarWood boats with fewer Liberty V-12s being installed. With this, his engine division was eventually dissolved after close to 20 years of operation.

Gar Wood was still in search of more speed and world records. Gar would partner with Jesse Vincent and the Packard Motor Car Company for higher horse power marine engines. Along with autos, Packard had an extensive aircraft and marine engine program. Packard built many marine engines specifically designed for racing in the '20s and '30s. With Packard-built engines, Garfield Wood was the fastest man on water and held more speed records than anyone else prior to WWII.

Partially due to his early wins, the Gold Cup rules were changed in 1922 by the American Power Boat Association

(APBA) to limit the use of big V-12 engines. A cubic inch displacement limit of 625 inches was created. As a protest, Jesse Vincent took one of his Packard converted 1A-1,237 CID V-12 engines and removed one bank of 6 cylinders. With cylinders and connecting rods removed, the six large holes in the crankcase were covered by a board. This created a 618.5 CID six cylinder. Installed in his boat, "Packard Chris-Craft", he went on to win the 1922 and 23 Gold Cup races. In response to these new rules and the success of the "half V-12", Packard created the 1M-618 Gold Cup 6 cylinder engines. The engine grew slightly to 621 cubic inch class. Two of these engines survive and can be found in "Rainbow III" and "Baby Skipalong", both famous race boats residing on Lake Tahoe.

Packard's marine engines were designated by the "M" nomenclature. The model 1M-621 indicated a first series marine engine of 621 C.I.D. Conversely, an "A" symbolized an aircraft engine. As previously mentioned, many aircraft engines were marinized by various builders and shops. One such example is the Packard 1A-1237

V-12 engine (first series of the 1,237 C.I.D Aircraft engine) marinized by Capitol Gear and installed in "Hornet II", Henry Kaiser's 1930 GarWood stepped hull hydroplane race boat. This boat is believed to have originally carried a Gar Wood Liberty but was not winning as many races as Kaiser wished. After conferring with a friend, his boat was sent to Southern California where the boat was modified with a single cockpit aluminum deck and tail fin, aircraft seats, gauges and controls, side exhaust pipes and the freshly converted Packard 1A-1237. Now the boat was turning heads and winning races! Kaiser's friend was Howard Hughes and the boat was reworked by Hughes Aircraft Company.

Vincent and others were very successful with the Packard 1A-1237. So successful that Packard also marinized this engine and created the 1M-1237. This engine was used with great results in the 150 mile Sweepstakes Race. This race was run from 1923 through 1926 and had 50 laps around a 3 mile course on the Detroit River. After Vincent's success, the engine was marketed and known as the Sweepstakes Engine.

By the early 1930s, the surplus engines were starting to dwindle and the marine engine builders, mentioned earlier, took advantage of the increases in technology that were driven by military need. More horse power was being created with smaller displacement engines. Stronger, lighter weight materials allowed for higher engine speed at much less weight. Some commercial/industrial engine builders like Hercules (used by Chris Craft and others) and Continental were having their engines converted for marine use but most boats used true marine engines. Chrysler was making their own marine engines but the roots came from their automotive engine program.

The history of marine engines, why they were developed, how and where they were used is a fascinating research subject. We are grateful that many fine examples survive in beautifully restored and new boats on Lake Tahoe and other locations. And the sound! With a large displacement, long stroke and long copper exhaust pipes exiting at water level, these engines bark with authority, the sound of "Thunder".







In the next installment, we will look at some of the U.S. marine engine builders, their products and the needs and results of WWII. Stay tuned for the next chapter in the Winter Western Wood. Comments, questions or suggestions welcome at [l.dobbins@sbcglobal.net](mailto:l.dobbins@sbcglobal.net)

Lew Dobbins, 8/27/2013

Additional credits:

Assembled Sterling Engine Company records & adverts, 1904 to 1920

Packards at Speed, Robert J. Neal, 1995

Master Motor Builders, Robert J. Neal, 2000

A Technical & Operational History of the Liberty Engine, Robert J. Neal, 2009

GarWood Boats, Anthony S. Mollica Jr., 1999

The Legend of Chris-Craft, Jeffrey L. Rodengen Ph.D., 1993

Motor Boating, January 1920, February 1924, February 1932 & Misc. issues.



Miss Detroit with  
Curtiss- Smith engine



SSS Challenger

## SEA SCOUTS ARE RECRUITING

The SSS Challenger is actively recruiting new members for its highly active youth boating program. Sea Scouts is open to young men and women between the ages of 13 and 17. There are all male units, all female units and coed units. The SSS Challenger is an all-male unit. So if you know of any young men in the eighth grade thru high school, interested in any aspects of boating, sailing, teamwork, camaraderie, and much more, send them our way. We draw our members from the South Bay area of Los Gatos, San Jose, all the way up to Redwood City. Contact Layne Davis at (408) 264-9240 for more details or if you have any questions. Also, if you know of other interested youth, male or female, from other areas of Northern California, feel free to contact Layne and he'll direct you to the appropriate Sea Scout Unit in your area.



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Hornet



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Joel Castro



Jeff and Linda Peterson, Joy and Preston Smith



Brian Sweet-  
From Sea Scout  
Ship "Challenger"







Triple Time- The Thundering 30's award



# SOUTH LAKE TAHOE'S WOODEN BOAT CLASSIC

## THUNDERING 30's



Ventuno



Emerald II







# **SOUTH TAHOE WOODEN BOAT CLASSIC**



Boat Name	Owner	Place	Perpetual Award
Annebelle	Jack and Judy McManus	1st	Best Chris Craft of Show
Big Sky	Bob and Paula Boldt	1st	Best of Show Preserved, Farthest Traveled, Best Transom Art, Kids Choice, Family Spirit Award
Clinkertoy	Rich Christopher		Most Unique Boat of Show
Eloquent	Albert Engel	2nd	
Emerald II	Brendan Riley and Maggie Tracey	3rd	
Fallon	James and Lisa Taylor	1st	
La Dolce Vita	Tom and Jan Mathews	3rd	
Leading Lady	Terry and Carole Clapham	2nd	
Miss Behavin'	Jim Coddington	2nd	
Miss Daisy	Allen and Donna Thomas	1st	
No Sense	Richard Johansen	2nd	
Orange Crate	Ed and Deborah Scott	1st	Best Race Boat of Show
Pinks	Gordon Kirkland	1st	Best Owner Restored, Ladies Choice
Rerail	Don and Linda Dobbas	2nd	Most Original Boat of Show
Rosebud II	John and Cheryl Cox	2nd	
Saga	Ed and Deborah Scot		Peoples Choice
Seangel II	Larry and Barbara Hardy	3rd	Oldest Boat of Show
Sixty-four	Mitchell and Kim Sperling	2nd	
Sliver	Greg Stitt	2nd	Best Blonde Deck
Split Second	Bill and Mary Jo Hutchens		Most Elegant Boat of Show
Steeler	Ron and Katie Wolfman	2nd	Hagerty Jr. Judges Award
Sweetpea	Phil and Sue Caldwell		Most Improved Boat of Show
Tievoli	Bill and Mary Jo Sheppard		Best Riva of Show
Triple Time	Dr. J. Craig Venter	1st	Best Thundering 30s Boat, Best Engine of Show
Ventuno	Steve and Beth Marini	1st	Best of Show Restored
Weekender	Lynn Chenette Zankich	2nd	Skipper's Choice
Wood & Glory	Jim and Gail Robello	1st	Best Century of Show
Yo Adrienne!	David and Adrienne Coolidge	3rd	
(Arena Craft)	Dan and Casey Arena	1st	
(Century)	Larry and Colleen Eckman	2nd	
(Belmont)	Greg Mitchell and Todd Christenson	3rd	

## **Special Awards**

Richard Barter Award - Don Veihmeyer  
 Kelly Bane Having too Fun Award -  
 Gene and Nancy Mooring  
 Bob Bush Spirit Award - Rich Fisher







# Delta Cruise 2013



**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 no exception so be sure to mark your October calendar for the weekend of the 4<sup>th</sup>, 5<sup>th</sup> and 6<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. Stop along your journey to enjoy some of the many boat-in establishments; Guisti's Wimpy's and others await your visit – 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 favorite BBQ temptation and of course, libations to your personal liking! The Chapter provides the Barbecue pits, charcoal, plates, cups and plastic utensils along with sodas and water.

Saturday morning begins with a complimentary breakfast served dockside at 7:30am courtesy of Nicki Robinson and Carol King. Then it's back to the cabin to pack your personal picnic feast and make ready to get underway.

At 9:30am our Cruise Director, navigator and all around Delta River Rat, Mr. Tim Stapleton, will lead the parade of boats out of the Marina and into the wide Delta channel for the cruise to Grindstone Joe's - Tim always manages to come up with a few surprises along the way and this year will be no different!

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 or claim a picnic table and umbrella out in the park for a relaxing lunch.

Returning to B&W Resort, prepare yourself for a catered BBQ feast prepared by "Touch of Mesquite" a well known Lodi area caterer. Please let us know in advance of any special dietary requirements. Call Don Parsons at 209-943-5715.

The recent sale of "The Point" Restaurant has made necessary a few changes to our Sunday morning schedule. Although we were hopeful that "The Point" would reopen prior to our event, we are fortunate in that "Moore's Riverboat Restaurant", also located in the "Delta Loop" has recently reopened after a fresh remodel. New Owner-Chef Giancarlo Bortolotti promises a sumptuous Sunday Brunch for your enjoyment.

Having recently migrated to the Delta from San Francisco, where he owned and operated La Pergola for 17 years, world-class restaurateur Chef Giancarlo is returning to his roots with a Northern Italian-inspired menu celebrating fresh and local California Delta fare.

Don't miss this annual ACBS favorite – 1000's of miles of peaceful Delta waterways are calling to you!

## AGENDA

### Friday:

**5:30pm** Social Hour and BBQ Potluck and the B&W Resort. Bring a dish to share and your own entrée. The Chapter provides the Barbecue pits, charcoal, plates, cups and plastic utensils along with sodas and water.

### Saturday:

**7:30am:** Complementary Continental Breakfast courtesy of Nicki Robinson and Carol King

**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!

**5:30pm:** Social hour

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

### Sunday:

**10:00am** Brunch at Moore's Riverboat Restaurant on the Delta Loop. Maps will be provided at Saturday dinner

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

B&W Resort	916-777-6161	Cabins (likely full)
Best Western Plus	209-367-3000	I-5 and Hwy. 12 *
Delta KOA	916-777-5588	Trailer Park and 10 Chalets
Microtel	209-367-9700	I-5 and Hwy. 12
Rio Sands Lodge	707-374-6374	205 Hwy. 12
Tower Park Marina	209-369-1041	

\*\$79.00 group rate available





# WOOD & GLORY XV



## ANOTHER GREAT YEAR

Our weather this year was perfect. We had over 40 gorgeous wooden classic boats on display at the Konocti Vista Marina docks and they really looked great!

On Thursday night we gathered at the Clear Lake Vista Resort in Soda Bay for a no-host evening of fun and good food at the newly opened "La Cavana" restaurant. Located at lakeside, this was a perfect setting for a delightful evening of ACBS camaraderie. Friday night we were once again welcomed to John & Mary Lahti's beautiful lakefront home for a nautically themed Woody Whoopie pot luck BBQ. The setting was perfect with many boats tied up at lakeside or anchored just offshore. The evening at Lahti's has become a staple of the Wood and Glory experience and was a great kickoff to the weekend with over 100 members and guests in attendance.

Saturday morning began with a continental breakfast at our early morning drivers meeting at Clear lake Vista. Jim Robello in his "Wood & Glory" then led the Woody parade out of Soda Bay, past the Soda Baths, through horseshoe Bend and then back across to Clearlake State Park 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 the local Sea Scout Chapter while music played from our picnic area overlooking the docks. The boats made a gorgeous backdrop for our excellent picnic lunch served by our friends at Lake View market in Lucerne. Hillside Honda of Lakeport assisted with signage and publicity and once again sponsored the "Peoples Choice Award. 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. This years Fentress award honoring past Wood & Glory chairman Jim Fentress, was presented by Dave Lyon to Bob Maher recognizing the many years of support that Bob, his wife Kathy and the "Maharajah" company have given to the this event. We are deeply appreciative of "Maharajah's" contributions to Wood& Glory.

Other awards were:

Best Chris-Craft:	"Miss Lu- Lu"	1956, 21ft Capri, owner Jared Hein.
Best Century:	"Wood & Glory"	1966, 21ft Coronado, owners Jim and Gail Robello.
Best of Show:	"Miss Daisy"	1938, 22ft C.C. Deluxe Utility, owners Allen and Donna Thomas.
Peoples Choice:	"Matchbox"	1946, 20ft C.C. Custom, owners Rick and Laurie Gurries.

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 for the second year graciously 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 we held 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 gift basket provided by Hillside Honda, one night's lodging and casino credits donated by Konocti Vista Casino, plus various wine packages. Over \$1000 in raffle and tip proceeds were raised, all of which were donated to the Sea Scouts ship #711 for their outstanding assistance throughout the weekend.

This year in an attempt to broaden our charitable giving, we also implemented a silent auction of special prizes including a guided tour by Dave Triano of the famous "Thunderbird" at Lake Tahoe, Oakland A's tickets with on the field tour, catered dinner for six by local caterer "Rosy Cooks", a vintage "Maherajah" water ski circa 1962 and several other items. The auction raised over \$2000 which will enable us to add new local charities to our program of giving.

A special "thank you" goes to John Lawrence for creating the auction and to those who participated in the raffle and auction. Their generosity was overwhelming.

**THANK YOU TO ALL WHO ATTENDED WOOD & GLORY XV!**

Thanks also to our sponsors:

Braitto's marina, Riviera Foods, Hillside Honda, Konocti Vista Casino and Marina, Wildhurst Vineyards, Chacewater Winery, Maharajah Water ski's and Countertops, Sherwin family Vineyards.

And to our vendors:

Lakeview Market, Clearlake Vista Resort, Bellhaven resort, Edgewater Resort, Rosemary Martin (Rosey Cooks).

Submitted by  
Doug Reed



Ralph and Ray Wallen



Jim Robello, Carol King, Susan and Paul Campbell







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RESTORED GAUGES

## Western Wood

### Welcome new members

Steve and Kelly Wilkie of Sacramento CA

Denise and Benjamin Gage of Hillsborough Ca

Aaron Bailey and Kari Raymer of Mountain View CA

Robert J. Sullivan and Adrianna Pope Sullivan of Madera CA

Christine and James Faria of Reno NV

Elizabeth and Wayne Barker of Danville CA

Don Dobbas of Newcastle CA

Diane and William Dickert of S. Lake Tahoe CA

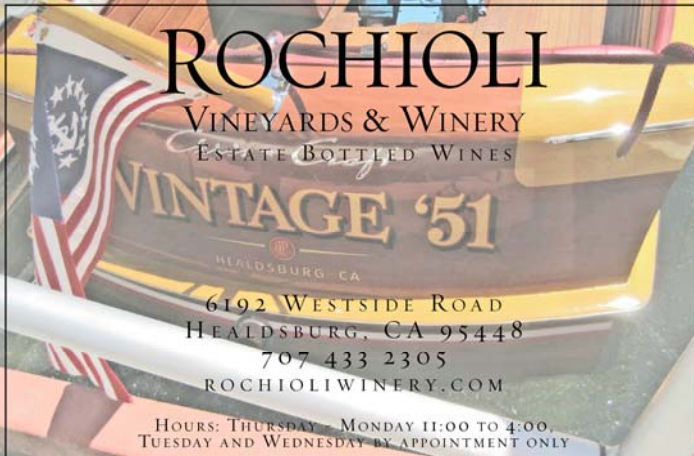
Annie and Rick Hill of Rocklin CA

Benjamin Maser of Palo Alto CA

Barry Ring and Becki Oddone of Concord CA

Herbert and Frances Pierce of Homewood CA

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# California Heritage Council Award

**The California Heritage Council presented the ACBS Lake Tahoe/Northern California chapter an award for our work in preserving and restoring historic boats. Our Chapter Historian, Wayne Mooers received the award for us at the California Heritage Council Awards banquet at the St. Francis Yacht Club, San Francisco, June 19, 2013. Below is the speech Wayne delivered to the Council as he received our award.**



Wayne Mooers

Thank you for the opportunity to introduce our Northern California / Lake Tahoe Chapter of The Antique & Classic Boat Society. We tip our hat to your group in the restoration and preservation projects you undertake with your land based structures; we're restoring and preserving also, yet on a much smaller scale with what is generally called "classic" boats. We're the guys – for the most part - with the varnished mahogany boats running around Tahoe and throughout our northern California waterways. Yet our membership includes "all types" of antique and classic craft including Old Town Canoes for example.,

The "vision statement" of the ACBS is "to provide an organization wherein people with a common interest in and love of historic, antique, and classic boats can come together with friends and colleagues in a spirit of fellowship and fun to share dreams, adventures, knowledge, history and experiences." Like your group, "heritage" is part of our world also.

Our "club" has some 500 members throughout Northern California, and our annual shows and events are recognized as a significant part of national classic boating. Our chapter continues to support and participate in the Tahoe Yacht Club Foundation's Concours d' Elegance, yet we also recognize the importance of offering a variety of events including not only shows but also "on the water boating" and related social activities.

Our official 2013 Events Calendar lists some 18-club functions. Our established shows are the May Bass Lake event bringing our Northern California and Southern California chapters together; the June Wood & Glory event at Clear Lake in California's northern wine region; the South Lake Tahoe Wooden Boat Classic in July is our chapter's largest show gathering; and in October the Delta Outing finds us meandering on the winding California Delta waterways. Through out the year there are also a number of social gatherings and dinner meetings.

We invite you to visit our chapter web site: [www.acbs-tahoe.org](http://www.acbs-tahoe.org) for a complete overview of our club. Even better, in the spirit of joining our two organization's mutual interests in preservation, give us a call and join in our outings. Our standing invitation is "meet a new friend; get a free boat ride!"

In keeping with Chris' request, we're going to present only one boat this evening – a 1939 28 foot Garwood named Miss Tahoe appropriately, – as an example of a "historical" boats within our Chapter. Yet in addition to our professionally restored and preserved boats, we want to make sure you appreciate within our group there are many "owner" maintained classic boats which also hold long standing family ownership records and "smile stories" – often between a father and son working on an old boat together – which as you all can appreciate, creates some real special "heritage" moments within our group.

In the spring of 1939 Herbert Obexer – Obexer's Marine in Homewood, Lake Tahoe, CA – took delivery of a 28' Tripple cockpit Series 936 Gar Wood which he appropriately named **MISS TAHOE**. This boat was the "Flagship Model" of the Gar Wood boat building company and in many ways still represents what many consider a fine example of "ACBS Classic Boating" on Lake Tahoe. Herb used MISS TAHOE as his personal boat, and many Tahoe visitors remember her as their first Tahoe ride boat in which Obexer's used to promote their Gar Wood boat line.

For the gentleman, MISS TAHOE came equipped with a model 302 Scripps 12 cylinder, 316 hp gasoline engine (as pictured) that guaranteed a speed up to 47 MPH even at Tahoe's high elevation. And for the ladies, MISS TAHOE boasted a "generously proportioned ice box" – the only runabout on the market at that time with such a feature. MISS TAHOE also came "equipped" with a \$6,785 list price in 1939 – a year when average annual income was \$1730.

The boat has always been on Lake Tahoe. In 1956 she was sold to the Lewis A Marsten Family – she was renamed MARLAD, and raced successfully in The Tahoe Yacht Club races of the era. After her racing days ended in the late 1960's she was idle until Bob and Nancy Cunningham purchased her, carefully restored her, and returned her name to MISS TAHOE. Tom and Polly Bredt of Woodside, CA were her last owners, and in 2002 they donated MISS TAHOE to The Tahoe Maritime Museum. She is still completely operational, and was last on the water and featured at the 2011 39<sup>th</sup> Annual Lake Tahoe Concours when Gar Wood Boats were the Marque Class.

We invite you all to join in with us at ACBS EVENTS, and when you are next in Homewood, Lake Tahoe, visit Miss Tahoe at the Tahoe Maritime Museum. Thank you again for your recognition award.



Miss Tahoe



**For sale:**

**1954 Chris Craft Racing Runabout** 19'-Nervous - Just completed 100% professional restoration/preservation using over 80% original wood, new bottom, John Allen rebuilt MBL engine, custom trailer, cover. The sixth-to-last Racer built, original Tahoe boat. Very high 1st Place winner at 2013 Tahoe Concours and Marque Class Best of Show. Atturn-key, perfect Racer, the finest anywhere. \$75,000. Brian Robinson (760) 468-1009

**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****1956 20' Chris Craft Holiday**

with ceiling board interior hullsides. Rebuilt 352ci ford engine w/Edelbrock carb and velvet drive transmission. 100hrs. 2 batteries. All in one waterski throttle and shift unit(morse). Sumbrella interior with carpet. matching bimini top. Mooring cover. Varnished in 2010. refastened in 2008. Fiberglass bottom. Custom dhm 2 axle trailer with swing tongue. Boat and trailer only 21' long. Great family boat. — — \$19,500 contact Dirk at 530-277-7505 or trout1010@gmail.com Nevada City, CA

**For Sale****1954 Chris Craft Riviera 18 ft**

Excellent condition in every way. Concours trophy winner that needs nothing to show or use. Strong KBL 131, beautiful interior, 2005 custom trailer. As nice a Riviera you're likely to find and offered at a very fair price. Call John @ 707-501-8249.

**For Sale****1930-22ft Gar Wood Custom Runabout**

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**For Sale****1937 Gar Wood 25 ft****Triple Cockpit Runabout**

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Contact Don at 916-765-1517 or [smithdon1315@gmail.com](mailto:smithdon1315@gmail.com).

# The Trading Dock

**For Sale****1964 Chris-Craft 21' Sportsman**

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See page 506 in *The Essential Guide*.

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**For Sale****1948 Chris Craft 17' Deluxe Runabout****1950 Chris Craft 19' Racing Runabout****1947 Chris Craft 22' Sportsman****1965/66 Chevy 427 Engine. Never started since new.**

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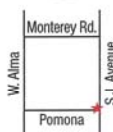
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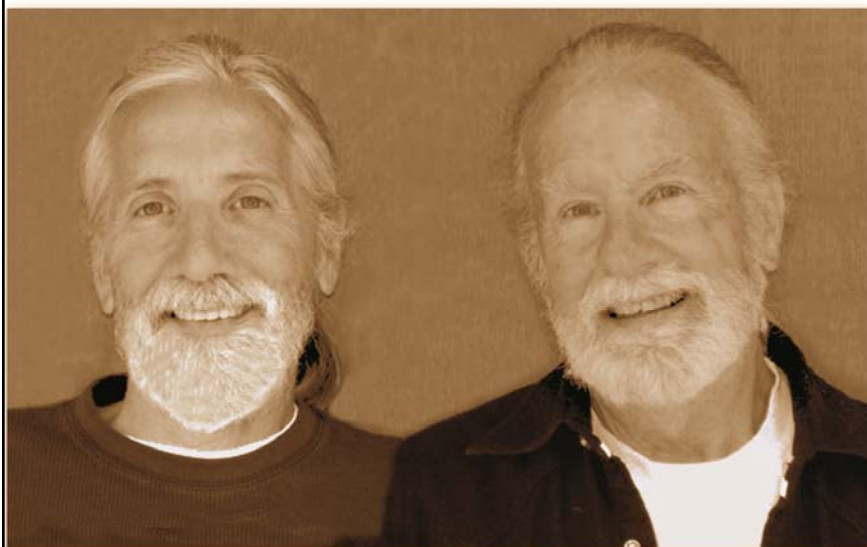
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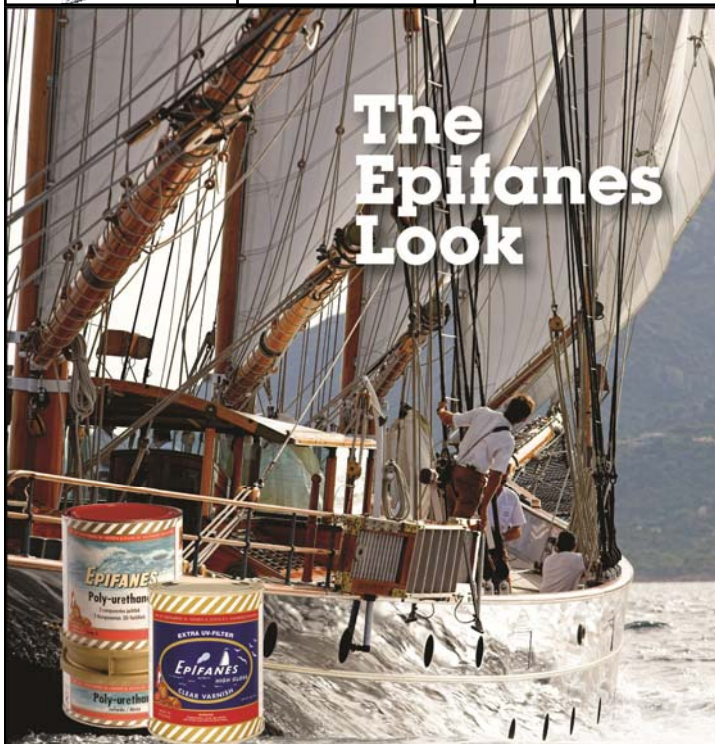
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