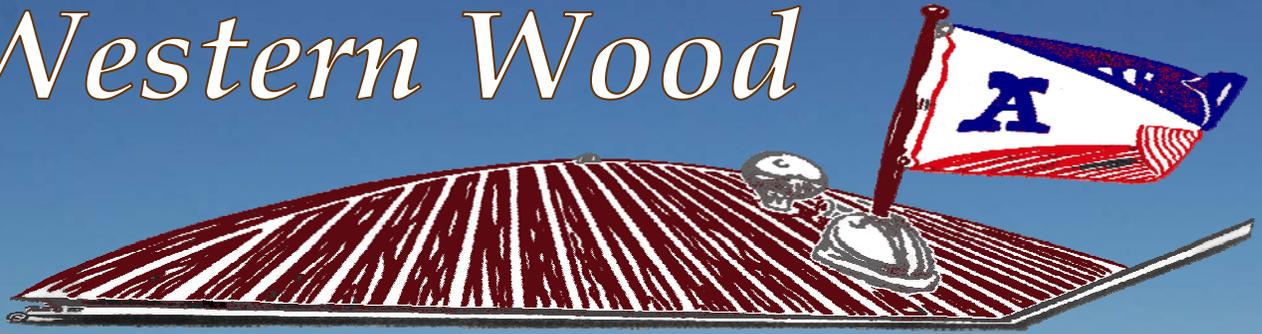


Western Wood



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

Volume 27, Issue 4

Quarterly Newsletter

Fall 2010

Delta Cruise





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Inquire To: Lee Chase or Norm Kitching
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2010 is almost gone and what a great year it was! Every one of our chapter events I attended was thoroughly enjoyable. The event chairs did a great job! Now it's time to find chairs for next year's events. Maybe it's time for you to step up and take a turn.

At the ACBS International meeting, Western Wood won the "Newsletter of the Year" award. This is a great honor for us. We had a lot of contributors both stories and photos, so take a moment to share the glory. It's nice to be recognized for all the effort that goes into the newsletter. We plan to keep working at it, so keep your stories and photos coming in.



We wish everyone a happy Holiday Season and the very best New Year ever!



Happy Holidays,

Lee and Sandy Chase,
Editors
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sandy-chase@sbcglobal.net

President's Message



By the time you read this my term as your President will have come to an end. I thank you one and all for this opportunity and your support. At our Board meetings your Officers, Directors, and event Chairpersons stepped up and put on many great events for our members.

Gail and I were able to attend all six boating events (Bass Lake, Wood & Glory, the TYCF Concours, South Tahoe Wooden Boat Classic, Delta Cruise, and the ACBS International Meeting & Boat Show); two of the six Woodie Whoopies; and all five Board and Members meetings. Then there was our outstanding Spring Fling event in Napa Valley; the Trailer Backing and Boat Restoration educational clinics; the Annual Picnic at Sugar Pine Point; and we wrapped up the year with our Chapter Annual Membership Meeting at the Golden Gate Yacht Club in San Francisco. Our chapter also facilitated the participation of some of our members' great boats in at least five different classic car venues.

I need to take a moment here to comment on the ACBS International Meeting in Harbor Bay Michigan. It was a great event with beautiful boats right on the shores of northern Lake Michigan. At the Awards Dinner Lee and Sandy Chase were given the "2010 ACBS Best Newsletter" award and Tom O'Rourke was given an "Outstanding Service as a Director of ACBS" award. Three of our members towed boats back for the event. Paul Anderson & Bobbi Callison, won "Best Restored Antique Cruiser" for their 1938 Chris Craft 25' Clipper "KLONDIKE".

So, "tick tock goes the clock" and I have to move on and pass the Presidency along to Jared Hein who I am sure will do an excellent job for all of us. I want to leave you with one final thought - time does tick along for all of us and this year many of our friends and loved ones moved on but we must never forget them. - Jim Robello

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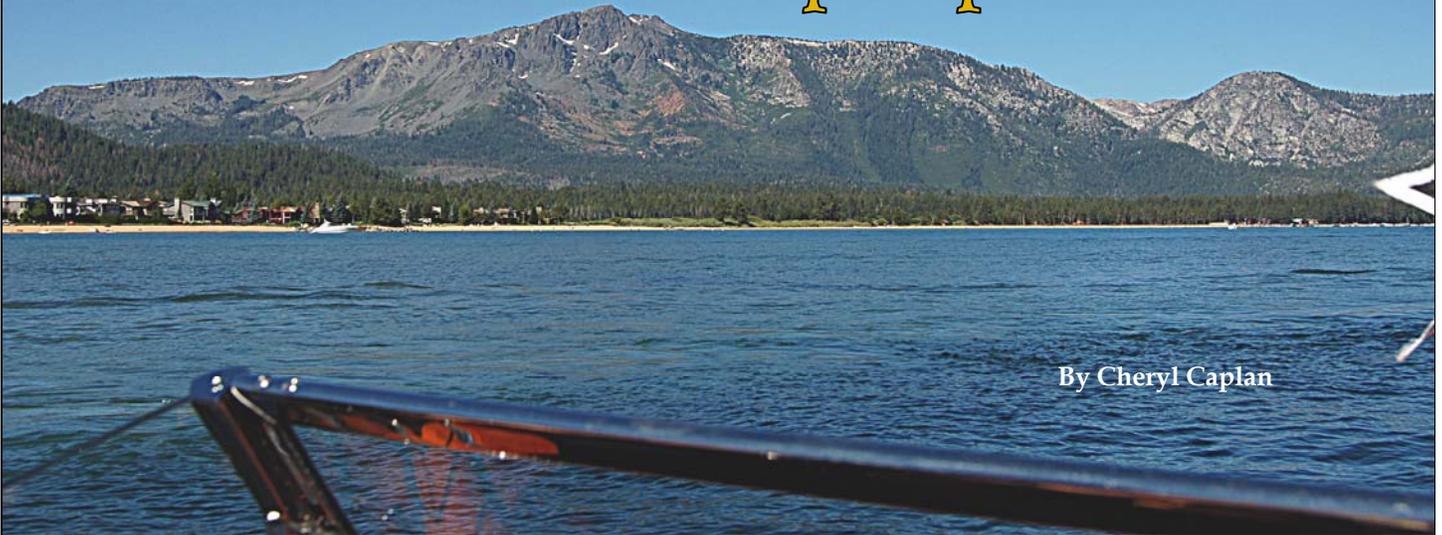
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South Tahoe Wooden Boat Classic

2010 Wrap Up

Can We Top This in 2011?.....You Bet!



By Cheryl Caplan

The 2010 South Tahoe Wooden Boat Classic was a terrific weekend from beginning to end. With 67 boats in the water and 3 more displayed on their trailers, many of them seen for the first time by the public, we had more fun than ever. This year we topped our numbers from previous years with over 2200 people in attendance!

The show opened on Friday, July 30th at noon with a couple of unique situations. Both had to do with engines. A few hours before opening the show on Friday an engine stalled, flooded, and **exploded!** Fortunately nobody was badly injured and the boat didn't sink. Other boat owners on the docks responded quickly and the fire was put out. Thanks to everyone for responding as you did! The other situation involved an engine that couldn't have had the same problem. Bill and Mary Jo Shepherd brought their newly restored 27' Riva, *Tievoli*, without an engine! Their beautiful restoration was complete, but the engine wasn't ready.....talk about commitment to coming to the show! Their boat was launched and towed into place and shown with the engine hatches closed. Most people had no idea there wasn't an engine in the boat!

On Friday night, we celebrated *Thunderbird's* 70th birthday at our "On the Docks" mixer. This year we moved our ever-growing crowd of 240 people to the lawn at the Fresh Ketch Restaurant. It was a beautiful evening with fantastic hors d'oeuvres, wine from Picchetti Winery and champagne from Korbel, and lots of time to visit with old friends and make new ones. The evening was capped off with scrumptious desserts and a lovely birthday cake provided by Foundation 36, *Thunderbird's* owner, and a brief talk about *Thunderbird* by Bill Watson. Many thanks go to Jack Greenhalgh for organizing this truly memorable evening.

Saturday morning brought another beautiful weather day and more spectators to the show. One man was so excited to be there that he just had to share. His brother knew that he loved old boats and gave him tickets to the boat show and a room nearby for his birthday weekend. He spent the entire day, from 9 am to 5 pm, enjoying every part of every boat! Three couples from out of state arranged their travel plans to come to our show because they are ACBS members and wanted to see how ACBS in California put on a show. It was great to meet them all and get their opinions. They had a wonderful time and couldn't believe what a beautiful venue we had. One of the couples was from the Northwest Chapter and wrote a wonderful article for their newsletter about their visit to the South Tahoe Wooden Boat Classic!

Both days our show attendees and entrants alike enjoyed great music both in the expo area and down on the docks that



added to the ambiance of the event. Following tradition, we fired up several of the engines bringing a different kind of music to the ears of all. There isn't anything like the sound of an antique or classic engine. Between the boats in the water and the drag race boats on their trailers near the launch ramp, firing up the engines was a huge crowd pleaser.

We were happy to have the popular Hagerty Junior Judges at the show again. Under the tutelage of Jeff Peterson, 10 boys and girls from the local Boys and Girls Club got a chance to learn about the boats, to work as a team, and enjoy the pride in making their selection of the best boat. This is a successful program taking place all over the country and is sponsored by Hagerty Marine Insurance. Thank you Hagerty! And thank you Jeff! It was fun to see how excited these kids were to be on the docks. In addition to their participation in this program, more of the kids and their parents from the Boys and Girls Club sold water on the docks as a fund-raiser. It was nice to have a chilled bottle of water close by!

Throughout both days, wooden boat enthusiasts walked through our expo area where they browsed through ACBS' Ships Store and purchased souvenirs of their day, tasted Korbel California Champagnes and Picchetti Wines, learned about invasive species and how the Coast Guard supports boaters on the Lake, had a chance to purchase a cookbook from the South Lake Tahoe Yacht Club members, and enjoy a terrific bar-b-que lunch. Boat entrants and sponsors were able to get out of the sun at the VIP Room where they could relax and enjoy fresh fruits, snacks, and beverages. Some even brought their bar-b-que lunch! Thanks to Gail Adair and Sally Mullarkey for providing this oasis for all of us! Also in the expo area was a special achievement of our Chapter, the Santa Clara County Sea Scout Ship #145 Kit Boat. Built under the direction of Paul Mehus and Barry Ludwig with support from Layne Davis, ACBS member and Sea Scout Skipper, this boat is the first kit boat completed under our Kit Boat Program. Great job Sea Scouts, Paul, Barry, and Layne!

Saturday night's cocktails and wine and munchies at Picchetti Winery were a hit. This year we had the whole back garden at the winery. What a delightful space! Everyone sure enjoyed all the wonderful Picchetti wines and great cheeses, fruits and veggies. During the evening, Steve Caplan presented the "Thunderbird Give-Away" box thoughtfully designed by Jackie Mehus, to Leslie Pantling, Picchetti Winery's Owner/President to pull the winning name for the weekend give-away prize. To everyone's surprise, out of over 1000 entries in the box, ACBS member Dan Arena's name was pulled! Dan and Casey will enjoy a two night stay at the 968 Park Hotel, south shore's only "green" hotel, a ride on Thunderbird, and a personal tour of Thunderbird Lodge. After the drawing, some folks went on to dinner at area restaurants while others had eaten enough to call it dinner and headed back to their bunks. A terrific evening, thanks to the efforts of Dirk Reed.



Sunday's boat parade to Sugar Pine Point State Park for our Annual ACBS Picnic had a few hiccups getting started as *Thunderbird's* engines didn't just start right up, but everyone headed out with the birthday boat behind them and those who had come by car enjoyed the scene as all the boats arrived and anchored. And, it's always a beautiful sight to see *Thunderbird* tied up to the dock at the Ehrman Estate. Debra Dobbins, Chair for the picnic, added a little twist by making arrangements to have a "boats on trailers" show next to the Ehrman mansion, to be enjoyed by all visitors to the park. This was convenient for people with boats in tow heading home immediately after the picnic. Nice touch! And the food.... it was fantastic! A big hit Debra.....great job! After we ate, awards we given out by Dave Lyon and Paul Mehus, Lead Judge. Four \$2500 checks were presented to the charities named for this year's philanthropy. Monies raised specifically for gifting to the community through mostly corporate sponsorships, were handed to the Boys and Girls Club of South Lake Tahoe, the South Lake Tahoe Fire Department, the Thunderbird Lodge Preservation Society, and The Kiwanis Clubs of South Lake Tahoe. The boys and girls who took part in the Hagerty Jr. Judging Program handed out their Best Boat of Show award as well. What a wonderful experience for the kids. A listing of winners of all of the awards is on our boat show website at www.tahoewoodenboats.com. There were lots of awards and lots of fun trophies thanks to Dave Lyon and Dave Triano who spend their year acquiring old boat trophies and refurbishing them. Thanks guys!

The 2010 South Tahoe Wooden Boat Classic was a fun weekend. Be sure to join us for the 2011 weekend on July 29-31st. Some people have signed up already for next year, so when you receive the sign-up forms in the next *Western Wood*, be sure to get them in to us. We will be showcasing South Lake Tahoe's Pope Family's Sea Lyon, *White Smoke*, now owned by the Tahoe Maritime Museum. Many of the Pope family will be joining us for the weekend. What a great opportunity to learn about maritime history at South Lake Tahoe! We look forward to having you join us.



Ships Log Cruise to ACBS International Meeting

Part 1- Los Altos to Lake Okoboji

By Norm and Kathy Kitching

Friday, July 23, Los Altos to Tahoe City

The Denali packed and ready to go, the boat loaded the trailer bearings, lights, and attachments checked and ready for the trip to Lake Okoboji. We are off for our adventure. Our first destination is Tahoe, an easy run over familiar roads. If there are problems we want them here close to home and easily cared for. Travel time from Los Altos to Tahoe City a little over 5 hours, gas used 21 gallons, average MPG 11.9. Not bad considering the climb and the load, a little over 12,000 Lbs.

Saturday, July 24, Tahoe City to Salt Lake City

Up early, just a quick coffee and snack as we want to get some miles behind us before we stop for breakfast and gas in Nevada. Today's trip will take us through Nevada and across Utah; our overnight will be in Salt Lake City a run of about 560 miles.

Down out of the Sierra's toward Reno, glad to have 4 wheel disc brakes on the trailer, we can stop on a dime with our full load. Love the Nevada roads, smooth and the fast speed limit, 70 mph. Stopped in Fernley for gas and breakfast. Asked who had the best omelet in town and were told all the locals like the Wigwam. Try it? You bet! We were a little apprehensive walking in as it is a restaurant and small casino. Our surprise came when we saw the wonderful display of Indian artifacts. Dozens of beautiful woven baskets, beads, pictures and blankets are everywhere. The Wigwam is a small museum with good food. The omelet was great, but only orders one and split it, they are huge.

Back onto I-80, cool weather, bright sunshine no traffic. Driving through the high desert is much different than climbing the Sierra's. Seems to take a long time to get to the next mountain however we were rolling along at 75 and soon we had Winnemucca behind us and were looking forward to lunch in Elko.

It is nice to get off the interstate and see something different. Stopped for gas, Kathy noticed a vase full of fresh flowers on the counter. Asking where they came from we found that there are lots of them up the canyon behind the station. Bought sandwiches at Subway, drove up the canyon for a fun little picnic. Hundreds of wildflowers, a tumbling stream and a view looking down over Elko are priceless. Well worth the "side trip" into the Ruby mountains.

Wells is the next large town and then the climb to Wendover. As you come over the hill looking east bound you get your first view of the Bonneville Salt Flats. An incredible sight, it looks like a big white sheet curving over the earth with the black line of I-80 stretching to Salt Lake City 125 miles away.

We were glad to arrive at the Microtel in SLC, only \$81.00 for two, double queen room with breakfast. Dinner for two at Perkins was \$21.00. Mileage across the desert 13.4, 564 miles, a good days run.

Sunday, July 25, Salt Lake City to Rawlins Wyoming

After a good breakfast we were on our way again. Light traffic in SLC then the "climb" up the big hill east of SLC to Park City. Boy this really a hill! Not more elevation change than the Sierra's but no flat places to let the car breath. It is a constant climb. The Denali's 410 HP had a good workout. We were happy to have the power.

As we approached the Park City turn Kathy said "let's go there, we have plenty of time and have never seen Park City/Deer Valley". Off we went, found the main street with all the neat shops. A 23 foot boat was a sight on the main street of a ski resort.

It now 12:45 and hunger has returned, found another subway, got sandwiches to go and went looking for a park to have lunch. Crossing into Evanston Wyoming we found a park next to The Bear River, and had a quite picnic next to cool tumbling clear water. The green grass made for a nice place for a little nap. The road through the canyon with its high cliffs and red rock made for a perfect afternoon ride. Leaving the canyon and across rolling hills, filled with sunflowers, past Great America, crossing the continental divide 3 times (elevation 8640) we made it to Rawlins for the night.

Monday, July 26, Rawlings to Lusk

Short day, 333, miles, Rawlings to



Wooden boats cruise from the amusement park at Lake Okoboji



Cheyenne to Lusk and again 13.4 MPG, looking for better mileage, I know this Denali can do better. Black clouds and starting to rain, hope it will wash the Denali and the boat cover. Do not know how things get so dirty driving on clean open roads, oh well, the rains did come and gave us free wash job. Found our motel in Lusk through AAA, very helpful and a good rate. Dinner at the local pizza place had great smoked salmon salad and pizza. Tomorrow we head for Black Hill National Forest where we will visit Mt Rushmore, Custer, Hill City, Deadwood and Sturgis.

Tuesday, July 27 Lusk to Rapid City

Mt Rushmore is spectacular, spent hours. There's much to see, a real gem, great hiking along the bottom face of the carvings. Nice lunch in the dining room, (huge) was happy to sit for a while after the hike. We took in two movies of the construction and the museum. Not to be missed!! Parking with the boat behind, was easy. They guided us in and show us with a golf cart where to park, plenty of room and nice folks. Road from Mt Rushmore to Deadwood is very scenic. Sturgis was fun to see as they were getting ready for the huge motorcycle rally. The rally was a week away but the town was all set up to greet thousands of motorcycles.

We finished our day in Rapid City. Drove up to the front of the Microtel to check in, at the desk I asked about parking the boat. What boat? It's in front I said, the desk clerk looked and asked "are you going to Lake Okoboji?" We were surprised that anyone knew about Okoboji! He said he and his family were leaving with the Chris-Craft tomorrow and will be at the rendezvous. What fun to find another boat nut!! Short Mileage 229, but a great day! We're on vacation!!

Wednesday, July 28, Rapid City to Lake Okoboji

More rain but a cleaner Denali and Grand-Craft. At lunch time we went off the interstate to find the Dirty Ditty Burger, the locals recommended. Locals were not wrong, great food, good service and cheap gas (\$2.54) with pouring rain and not far to drive we were on the road again. Great roads, smooth and fast, still running at 70 to 75, trailer tows beautify.

Lake Okoboji

10 years ago while at Bernie Atkinson's house we met Mike Hagan. He was showing his Hacker Edward II at the Concourse and was talking up Lake Okoboji. We thought who could like a lake in the middle of cornfield?? It must be muddy. It must be small. Mike would not give up, every time we saw him he was saying how nice the lake is. Mike had his beautiful and fast 1929, 28 foot triple Chris-Craft "Fascination" at The Muskoga Annual Meeting last year and told us even more about Okoboji. He called us several times to invite us to the boat show, and we gave in thinking it must be fun!

Okoboji is a beautiful lake. It is one of the few "Blue Water" lakes, spring fed, large and delightful. Lots of first class places to stay, good restaurants, great boating and in the middle of the two arms is a neat old Amusement Park When you go there be sure to try the original wooden coaster. . . FUN!

The Okoboji Boat Show was canceled just before we arrived. Why? Too many shows in the mid-west, judges are too picky, so owners are reluctant to "show" their boats. Instead they called it a rendezvous and they added 25 entries! There was judging, Chris Smith was there with his Sea Skiff and was asked to pick the "Best Chris Craft", the only award. His pick? A beautiful 1930, 22 foot re-powered triple from St Louis.

We had great fun at Okoboji, burned a lot of gas, went out to eat by boat every night, enjoyed the lake tour. Beautiful big new homes mixed in with lovely old turn of the century cottages, a GREAT lake !



Okoboji Rendezvous (not a boat show)



Norm wonders what the heck is this finny funky boat?



This is why you need insurance! This boat was blown off its lift and piled up on shore with other boats 7 miles away



Mecum Auction

By Lee Chase



A historic event took place Oct 16, 2010; it was the biggest boat auction ever. Todd Warner's collection of 125 boats was put on the auction block with no reserve. Boats ranged from beautifully restored show boats to gray hulk restoration projects. Familiar brands like Chris Craft, Gar Wood, Hacker, Dodge, SeaLyon, Higgins and Century were well represented, but also some little known marks like Dingle, Wise, Ancarrow, and others were included.

An amazing collection of parts and motors were also auctioned. About 100 engines from Chris Craft 283 V8s to some rare Sterling Petrels and even a Hispano Suiza V8 were there. If you needed a pallet of carburetors, or maybe a crate of gauges you could bid on those too. The day before the auction we were allowed to see the boats and parts so it was possible to get some idea of what was available. Since no one was allowed to touch anything, a thorough inspection was impossible.

The auction was quite a spectacle. The auctioneer spouted a continuous stream of incomprehensible nonsense though a very loud amplifier. Fortunately the current bid was displayed on several screens so buyers could tell what was going on. When the bidding stalled the auctioneer suddenly became comprehensible and cajoled bidders to bid higher.

I went to the auction mainly to witness the event but also with the thought in the back of my mind to find a project boat if the price was right. Since I never bought anything at an auction before, I had some trepidation about this. A veteran of auctions advised me that I should decide in advance my maximum bid for the boat I was interested in and then stick to my decision so I wouldn't over pay. I think that is good advice, but after witnessing the auction I am convinced that no one following that advice bought a boat. The boat I was interested in blew past my maximum so fast I never had a chance to raise my hand.

With a few exceptions most boats sold for high prices. The highest was a 1929, 30' Dingle triple cockpit which sold for \$285,000. Tuxedo Taxi, a former Tahoe Concours winner went for \$160,000. But, among the high prices were some bargains. There were few bidders for cruisers, several sold for less than \$1000. A nice looking 1962, 20' Chris Craft Holiday went for \$2000. Several engines had no bidders at all, so they tossed them in with the next engine on the list resulting in some buyers getting an extra engine along with the one they wanted.

Since most of the boats were extremely rare, I think many bidders viewed the auction as the only opportunity they would ever have to buy the boats and were willing to bid whatever it took to get them. It remains to be determined whether some buyers overpaid or whether the

I wanted to bid on this neat looking Ancarrow Consul, but the bidding blew past my limit to \$35,000 so fast I didn't have time to raise my hand.





value of classic boats went up a notch as a result of this auction. My guess is the latter.

For some it was an exciting way to buy a boat, but for me, the auction was just too crazy. I like to think things over for a few days before I spend thousands of dollars. It took an average of 3 minutes to sell each boat, I can't order a cup of coffee that fast. Those that jumped into the fray though, bought some unique boats. I hope the new owners enjoy their purchases and maybe one day we'll see them again at an ACBS show, nicely restored.



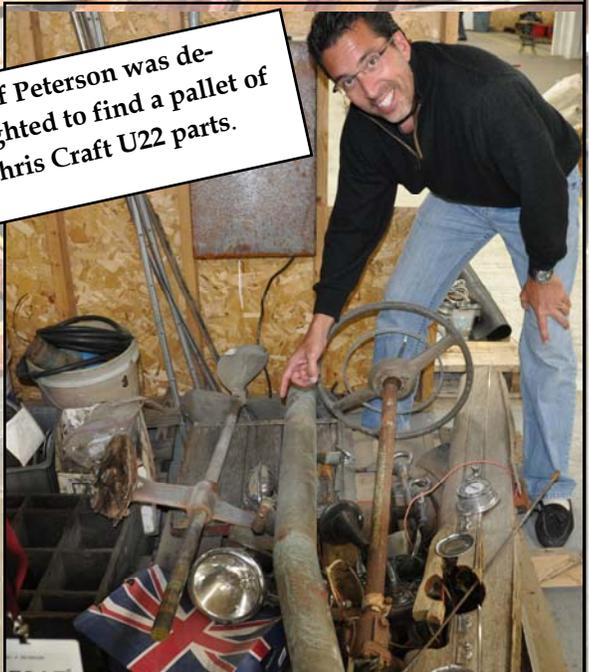
Herb Hall, Marty Felletto, Tony Brown, Roy Dryer and Al Schinnerer take a break from previewing the boats.



Todd Warner lets Terry Feist take the helm of "Posh" out on lake Minnetonka Friday afternoon.



Jeff Peterson was delighted to find a pallet of Chris Craft U22 parts.



This rare Hispano Suiza V8 went for \$58,000. WOW!

Herb Hall examines a very original Century Palomino.



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Western Wood



Osprey at Grindstone Joe's



Chuck Ph...



Tim Stapleton in Encore leads the cruise to Grindstone Joe's



At the dock at B&W Resort



Hayden, Tim and Karen Stap...



Layne and Kelley Davis



Potluck on the berm.



We are trying to identify these 2 divas w Saturday barbeque



Gordon Davis

Jane and Kelley Bane



Marty Feletto and Al Shinerer approach the Baltic Leopard a 623ft dry cargo freighter



Delta Cruise 2010



Clinkerton crew was decked out in their red hats and T shirts uniform



Delta Cruise 2010

I've been coming to the ACBS Delta Cruise for many years and always enjoy it no matter what the weather or mishaps, like when my engine failed one year. But this year was exceptional!

First of all Preston Smith and his team has dialed in the organization of this event so that the weekend went without a hitch. And I don't know how he did it but the weather was perfect! Nice warm days and evenings, but not too hot.

We arrived Friday afternoon in time to launch the boat before the pot luck. After a short cruise we docked the boat and joined the others on top of the berm overlooking the docks, now filled with wooden boats. The B&W resort is a perfect location for a classic wooden boat event, it hasn't changed in decades. Change comes slowly on the Delta. So you get a chance to experience life the way it was, a rustic cabin, your wooden boat and the laid back life on the Delta.

I plunked our steak on the crowded barbeque, got a glass of wine and started catching up with the latest boat club gossip. By the time the steak was ready I had more gossip than I could process and there was a feeding frenzy going on around the potluck table where an incredible array of edibles was disappearing fast. After everyone had eaten too much, we hung out and enjoyed the warm evening and watched the stars come out.

Saturday morning we gathered around a continental breakfast prepared by Debra Dobbins and tried to figure out the convoluted route that Tim Stapleton was trying to convince us to follow to Grindstone Joe's. We all piled into the boats, grouped up on the Mokelumne River in front of the B&W and then followed Tim with hopes that he wouldn't get us too lost. It was a perfect boating day. We followed Tim around for nearly 2 hours before we found Grindstone Joe's, but we avoided most of the 5 mph zones and we all arrived safely.

Grindstone Joe's is a private club that has allowed us to use their facilities for our Delta Cruise picnic for the last few years. It has very nice docks and minimum amenities. It's Delta chic. We docked the boats, ate our picnics, relaxed and didn't move any faster than necessary. As the afternoon wore on, people headed back to their boats for a leisurely cruise back to the B&W, maybe in time to take a nap before diner. Saturday's diner was fully catered. It was excellent! With the nice weather we could linger and just sit back and enjoy.

And then the clouds came. Sunday morning was cloudy and cool. A dozen brave souls went to the brunch by boat; the rest of us drove to the Point Restaurant. They put on a very nice spread. This was not the final event though for those still wanting more boating. It seems that last year our boating group encountered a race venue on the Sunday cruise.

This was a bit disruptive for the racers, but it turned out that the spectators liked viewing the wooden classics so much that they invited us back for a parade through the race venue this year. This time it was more organized, each boat captain filled out a form describing his boat and had a number plaque to hold up to identify the boat. The race announcer then described the boat to the spectators as it filed through.

The Delta Cruise is the last ACBS boating event of the season and what a beautiful way to spend a weekend and wrap up the season.



Parade through 'Roaring Thunder' race course



MAYDAY, MAYDAY, MAYDAY!

ACBS EVENTS ARE IN DANGER OF SINKING!

By Jared Hein



Yes, it is true, our annual ACBS events, where over 1,000 attendees join together around our common interest of historic, antique, and classic boats, could be in danger unless some of our members volunteer to help pull our events together.

Do you know why our events are so well attended and so much fun? The answer is the nine event chairs along with their event teams plan and organize them. These event chairs and teams identify the venues, plan and coordinate the events, and standby to ensure that every detail is covered.

While we deeply appreciate all that they do, and have done in the past, a number of them have served for many years and are ready to pass the torch. Therefore, I am sending out a mayday signal requesting that other members help keep us afloat by volunteering to lead these events.

If you have especially enjoyed a certain ACBS event, you should consider stepping up and take a turn chairing it or joining the team. This gesture on your part will give prior event chairs a well deserved rest and an opportunity to enjoy the event as a participant. Chairing an event is also a lot of fun, along with some time and effort, you make new friends and earn the undying gratitude of your fellow ACBS participants.

As we approach the 2011 event year, there are several event chair positions that need to be filled. Additionally, I'd like to request a co-event person for each of the events to share the planning responsibilities and step up to the event chair position, with another person as the co-event chair, in the following calendar year.

If you would like to help keep our events afloat, please volunteer. For more information you may contact me by phone at 650-348-5794 or by email at jaredhein@comcast.net. Thank you for donating your time and efforts!

MANY HANDS MAKE LIGHT WORK LEND A HAND



Roaring off at the start of the Delta Cruise



Fall Restoration Workshop

By Vince Zalutka

Restoring in the Rain

Rain welcomed the group at the chapter's fall 2010 Restoration Workshop. We had members as far away as Newburg Oregon such as past ACBS president Dick Werner and his son Andrew.

The question did come up, did they pre-ordered the weather or bring it with them? Last weekend it was in the 90's here in California.

Two Sea Scouts came to the workshop this year:, Brian Sweet and Levi Clayton from Ship #145, Layne Davis "Skipper:" These boys have experience from building the Sea Scout kit boat under the tutelage of Paul Mehus and Barry Ludwig. Rich Fisher and Paul Mehus sponsored the boys to this workshop so they could further hone their boat building skills.

Dave & Jeri Lobb, along with Greg "Ruday" Rudloff sponsored the event put on by members; Vince and Nadine Zalutka. Each member received a Hagerty bag with pens, notebooks, and brochures from: Hagerty, Rayco Mfg. custom fuel tanks, Antique Auto Battery, and Classic Boat Connection.

After a quick breakfast in the garage, "Toy Barn," where eager eyes fell on hot coffee, muffins, bagels, and doughnuts as they were gobbled up, the participants moved to the woodshop. Dave and Rudy explained about the fabrication of the bottom, chine, and keel. Dave gave a demo on how to set up jigs so that a chine and keel can be routed for planking. He made it look easy as well as quick. He shared a few pointers: Take the wood down in several passes and let the router work easily, not causing pull or stress on the cut. Also, the direction should be pulling the router into the wood, not away where it could run off the wood and cause a poor cut or injury. Having a background in production work has helped Dave and Rudy develop fast and economical processes in boat restoration. Dave says that his priority is to do it the job right and safe for the end user; however with his 30 years of experience, he has learned to do it faster, passing the savings onto the client. Dave was a great host and letting the club use his workspace was terrific. It is greatly appreciated!

Nadine Zalutka was a real trooper. Because of the rain, Vince set up a covered area for a commercial BBQ. Nadine went straight to work grilling hamburgers, and preparing potato salad and all the fixings. It was warm and it was good!

In the afternoon, Curtis Bauman of Bauman Restorations and Tony Brown of Western Runabouts showed us how to set up and varnish a boat. Curtis laid varnish down the side of a 31 foot boat in only a few minutes, making it look, too easy. Later Dave leaned against a spot by accident, showing us that even if we make a mistake, it can be fixed. Everything doesn't have to be a big deal. Many of the members commented that this was an important part of the restoration process and appreciated the expert advice that was shared.

That evening many of the members and restorers met at the Brookside Grill in Auburn for an



Curt "Bones" Bauman demonstrates his legendary technique with the varnish brush



intimate gathering. New York Steak or Mahi-Mahi, was the main course, along with grilled asparagus and homemade mashed potatoes; for dessert we had a specialty lime-key pie that was incredibly good! Wine was served with dinner as well. It was a great time to share experiences, ask questions, and just get together.

Sunday morning started in much or the same manner as Saturday; except it wasn't just a light rain, it was pouring. I looked at Nadine and she said, sure, set me up and I can still BBQ. At this point...I was amazed at her spirit.

We started with Art Holman from Sherm's Plating. He went into detail about the chroming process and what makes a good chrome job verses a great chrome job. Art was very informative and his knowledge and expertise was evident as he talked about his trade. Next was Stan Marshall, Marshall's Custom Upholstery. Stan demonstrated how to staple a pad and upholstery onto blank as well as sharing examples of upholstery and answering the many questions that were thrown his way.

Lunch was served again by the famous cooking of Nadine. She grilled Tri-tip and garlic bread. The food was awesome, and again fresh and hot. Working in the rain seemed like second nature for Nadine, she must be a boater or something! It was a great lunch and everyone appreciated the good food.

After Lunch, Bill Conlan from Saroyan Lumber Company, Inc. Talked about Mahogany and Teak, he brought samples of the different varieties and talked about their differences as well as costs.

Herb finished the day with winterizing the boat. He started up a Dave's Riva and went through the steps to get the boat ready for winter: changing the oil, stabilizing the fuel, fogging the engine and pulling the drain plugs. He explained everything in great detail and answered all the unanswered questions from the group. This was a final finish to a wonderful weekend: Good Company, fantastic food, with a lot of new and helpful information thrown in.

It was still raining but it was a great weekend, anyway!



Nadine Zalutka worked at the grill despite the rain. Come for the workshop, stay for the food!!



Dave Lobb



Restoration Workshop The Sea Scout View



By Layne Davis

It was nice having some youth at the Restoration Workshop to hopefully pass on our interest and love for wood boats. The two scouts Brian Sweet and Levi Clayton shared their experiences of the workshop:

They both thought that with their little experience of wood boats they would feel a little out of place at the workshop. They didn't know what to expect and we're nervous with all the adults there. They started to relax a little when they got some food in them and got to walk around the shop looking at "all the cool boats, models and stuff in there." They felt at ease right at the very beginning with the questions being asked by club members to Dave and Rudy. They realized they had some of the same questions and experiences

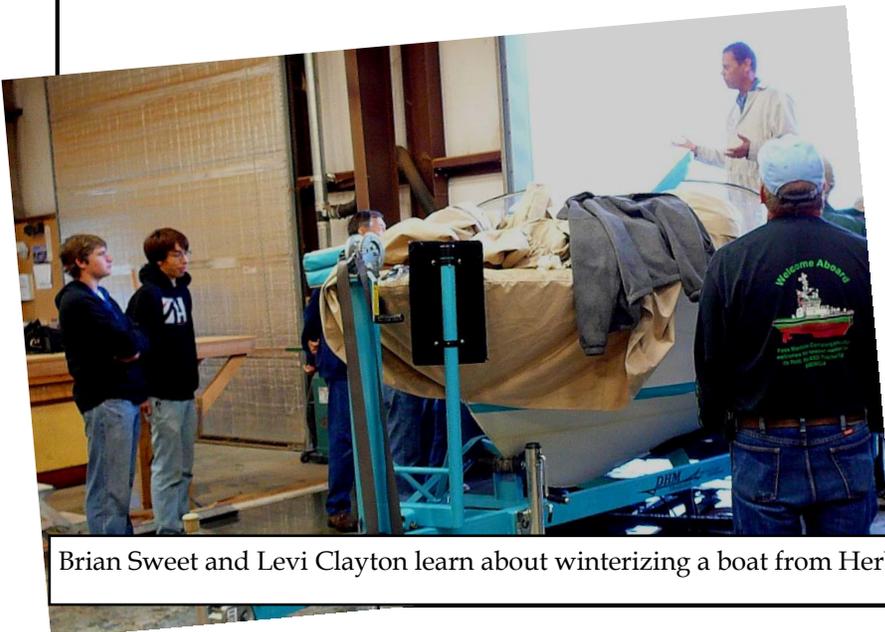
with their boat building experience in the scout boat. When they were invited to the clinic they thought it was going to be like a class at school. However, it turned out to be more of a group discussion with real examples to answer questions in front of them.



The Sea Scout ship Challenger with the scout built kit boat on the stern. Challenger is a former Coast Guard cutter, 95 feet long and built in 1955 with a steel hull and 4 Cummins Diesels



Kit Boat under construction last year



Brian Sweet and Levi Clayton learn about winterizing a boat from Herb Hall.

While most of us enjoyed the camaraderie and an excellent dinner at the Brookside Grill in downtown Auburn. The two scouts stayed back at their hotel with "In n Out Burgers" and the hot tub in the rain (Oh to be young).

Brian said that he thinks he learned a lot more from the questions asked and the presenters able to show their answers on the boats and materials there. Levi said that the speakers "were so good that they made everything look so easy." He can't "wait to go try and do some of the stuff himself now." The two were surprised how welcomed they were made to feel by everyone at the clinic and thought it was an amazing experience. The parts they enjoyed the most were the wood shop work and the varnishing.



The infamous Holley DD5

Vintage Carburetors and Safe Boating

By Paul Mehus



At this past summer's ACBS South Tahoe Wooden Boat Classic, we experienced an unfortunate explosion within the engine compartment of a newly restored Runabout as it was arriving for the show. Fortunately, no one was seriously injured, and the damage to the boat was minimal, but with the hatches blown completely off of the boat. The cause of the explosion was a flooded and leaking carburetor, and just the right combination of gasoline vapor, air, and spark within the confines of the covered engine compartment. Needless to say, this could have resulted in catastrophic injury, death, and major property damage had the boat been tied to the dock with spectators gathered around to admire it.

This accident, and another that occurred at Obexers Marina a number of years ago, reminds us that we must pay more attention to fuel safety around our old wooden boats. The basic rule of opening your engine hatches, or engine box, and using your bilge blowers before starting the engine, must always be followed! If you smell gas, never start the engine without identifying and correcting the source of the smell! Gasoline emits such a strong odor that it takes only a tiny drop to be noticed. If you don't feel comfortable dealing with this yourself, ask for help from fellow boaters who are knowledgeable about mechanics, or find a mechanic to help.

There are several vintage carburetors that have been referred to as "boat burners" for many years. The most infamous of these is the Holley "DD5" which is known to easily flood and fill cylinders with fuel, creating all sorts of problems and safety hazards. A solution to this has been developed by experts such as Al Schinnerer, and John Allen, where they install a modern Holley carburetor and use the original spark arrestor top to provide a proper vintage appearance. Another vintage carburetor that is prone to flooding is the Carter "YH" which was commonly used on Chrysler Marine and Ford Interceptor engines. These carburetors lay on their side to minimize engine height. There are new and improved components available for these carburetors that minimize flooding potential, but the best solution, if space permits, is to install a standard intake manifold with a traditional vertical carburetor.

Another safety issue that needs to be addressed is electric fuel pumps. As was the case with the STWBC show incident, the electric fuel pump was controlled only by the ignition switch and continued to pump gasoline into the bilge, feeding the fire that was underway. Fortunately, this was discovered and the ignition switch turned off allowing the many fire extinguishers employed to work effectively. A clever safety solution that is used by John Allen on his installations is the addition of an oil pressure safety switch. This switch only allows the electric fuel pump to run when there is oil pressure generated by the engine. When the engine is off, the fuel supply is off. This serves another useful function in not allowing the engine to run without oil pressure.

Many of our boats have a starter push button on the dashboard that is independent of the key switch. Be sure that your starter pushbutton is wired in such a manner that it is fully independent of the key switch "ignition on" position. It should be possible to turn your engine over with the starter pushbutton without power to the ignition system. This will allow you to build oil pressure, or clear flooded cylinders, without the presence of a potentially dangerous spark.

The carburetor and fuel supply modifications mentioned above are considered "Safety Items" at our boat show and as such, are not deducted for in judging the boats. There are cases where absolute authenticity should be replaced with modern technology when safety and preservation is at risk.

Happy and safe boating.



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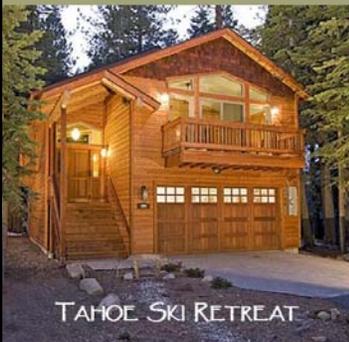
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