

Western Wood



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

Volume 40, Issue 2 Quarterly Newsletter

Spring 2022



Boats & Bi-Planes at Bass Lake



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Somewhere Along the West Shore



Cruisin' Along

Now that I have boats that run, it has been a great pleasure to actually use them. We took Creamsicle to both Bass Lake and Wood & Glory at Clear Lake. While the water was low at both lakes, there was enough to launch and cruise around. It was fun to open the throttle and take off with a roar and have nothing go wrong. This is the reward you get after seemingly endless work on a boat to get it to run like that.

I also found that a great pleasure at Bass Lake is cruising at sunset. We set out at speed as the light was fading but at 8 pm we were required to reduce speed to 5 mph. So as sunset glowed, we were putting along with the navigation lights and interior "mood lights" on and the motor running quiet enough for the passengers to talk quietly to each other instead of having to shout. It's really quite pleasant. I think I'm going on more sunset cruises this summer!

I plan to do more boating this summer and less fixing boats. I'll let you know how that turns out, you know the saying "the best laid plans of mice and men..." I will take some tools along just because if I don't, it guarantees a breakdown.

I hope all of you have a great boating season, it's time to get out on the water.

Lee & Sandy Chase

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

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

lee.chase@comcast.net
sandy-chase@comcast.net

Bass Lake

What an amazing ACBS event everybody enjoyed at the 30th Annual Bass Lake Rendezvous. The weather and attendance could not have been any better, with 35 boats in the show, blue skies, a light breeze and a stunning Full Moon to help guide our Antique and Classic boats back to Millers Landing after our Sunset/Cocktail cruise Friday night. Good Times!!! It was so fantastic to see and visit with so many of our ACBS friends and their guests from all over CA from San Diego to the Bay Area and Lake Tahoe at this Little Alpine Lake right in the Heart of California. This long running tradition is still running stronger than ever and I want to Thank each and everyone for supporting this amazing life style we all enjoy by Preserving, Restoring and Maintaining these beautiful Antique and Classic Boats for generations to come. Thanks for keeping the dream alive!!!

Everyone's weekend started off with a leisurely drive up to Bass Lake once you have turned off of Hwy 99 from



Sunset cruising at Bass Lake

wherever your journey had begun. The weather was beautiful, the water in the lake was clean and refreshing and while being in a drought year, there was plenty of water in the lake to have a great time. I think everyone was surprised at the lake level, especially me. The So. CA Chapters Friday night BBQ is always a fun and relaxing time to visit with friends we have not seen in a while and to enjoy a cocktail on the shores of beautiful Bass Lake. Special thanks to John Maddox and Bob Newcomer from So. CA for all their help throughout the years for making the Friday night BBQ one of everyone's favorite part of their weekend adventure.



We awoke Saturday morning to another perfect day to have our Antique and Classic Boat Show at Millers Landing. Special Thanks to The Bass Lake Lions Club and Tim and Teri Bush for



Mona Lee

providing the coffee and all the tasty breakfast treats for all to enjoy. The 30th Annual Antique and Classic Boat Show was kicked off



by a very special Ceremonial Bi-Plane Fly-Over Thanks to the efforts of fellow ACBS members Arnie Schweer and Lowell Merridan. Greatly appreciated by all. After the Fly-over, we all participated in a very Fun cruise around the lake before we docked our boats for lunch. The crowd going through the gate was busy all day and I believe that the Lions Club did very well with all their raffle prizes.

Our Sunset Dinner and Awards party at The Pines Resort was very relaxing and the dinner was delicious with 93



members and their guests attending. We all enjoyed a Toast to celebrate 30 wonderful years of getting together at Bass Lake to support the Bass Lake Lions Club and to reflect on all the Good Times, Great Friends and Great Memories we've all had throughout the past 30 years. All members that entered their boat received a very special candle

Skipper's Choice and Best Runabout 'Mona Lee' Mark & Heather Manes

before dinner with a photo of their Antique or Classic boat on it with a Special Thanks to Teri for her generous donation. During the cocktail party and throughout dinner, we all enjoyed the sounds of 15 ukulele players entertaining us for the evening. After dinner we were all treated to a wonderful Sunset over Bass Lake during the presentation of the Trophy's. Congratulations to all the award winners. Well deserved. After the sunset dinner had concluded, our chapter president Virginia Gompertz held a Fun after dinner party on the upper deck at the Pines Suites. Good Times. Thanks Miss Virginia!!!

I want to Thank everyone that worked so hard to make this event so special. Special Thanks to Michelle at Millers Landing for providing us with a pontoon boat shuttle and barge for the weekend and for waiving our dock fees for Saturday, Tracy Cody at the Pines Resort for everything they do for us every year, The Bass Lake Lions Club and Capt. Tom and Mark Manes for all their work w/ the shuttle boat and barge they towed and anchored at the Pines Resort for us to use as a drop off. All your efforts are greatly appreciated.

I want to say that it has been an Honor for Teri and I to have chaired the Bass Lake Rendezvous since we took it over in 2013. We have thoroughly enjoyed learning about and viewing some of the Finest Antique and Classic Boats on the West Coast while meeting so many Fun people with the same love and interests we all share. Although we may have had a few challenges along the way, it has been a privilege for us to have been a part of our No. CA/Lake Tahoe Chapter's longest running ACBS event. Thanks you to Tim and Teri for offering to take over and chair this very Fun and Memorable ACBS event.

All the Best
Robert Gaestel & Teri Parker

President's Message



Virginia Gompertz with "Miss Virginia"

As Covid stays at bay for now, we must all push forward to persevere and get the momentum going for guests at Summer events. Please actively do your part to bring new guests to our Chapter. And, please welcome your friends' guests so they feel they have joined a great group of people who love Classic Boating. We must also encourage others to do the same.

I want to thank all Committee Chairs and Event Committees for their perseverance, determination and drive to keep our Chapter's events going during the recent difficult times. Make sure you come to our events and rekindle friendships in person.

A huge Thank you to Iren Jenny and her husband/supporter extraordinaire, Ted, for a wonderful Spring Fling 2022. We had a magnificent time in Mendocino exploring oceanside wineries and botanical gardens. The Little River Inn kept us all fed very well. And, we had a fun time catching up with each other on the veranda and playing games. Thank you to her committee who pulled it all together for us. The enthusiasm from our chapter was outstanding and very encouraging.

At the time of this writing, Bass Lake Rendezvous, Clear Lake Wood and Glory, Stockton Runabouts On the River, etc., are in full planning/implementation mode. Covid19 precautions will be observed as local/county ordinances dictate. Drought and water level are also considerations for 2022. Please see www.acbs-tahoe.org for event information.

Sign up for September's ACBS International Events in Burlington, Vermont. Lake Champlain promises to be fun-filled with plenty of boating time. You can find more information on our chapter's website.

There's plenty of Woodie Whoopies planned in Tahoe and even one planned in the Bay Area at San Pablo Yacht Harbor. See details in this edition of Western Wood and on our chapter's website.

Tahoe Keys Marina has sold, and we have committee people keeping a close eye on opportunities for a future boat show or some sort of ACBS event in Tahoe again. Stay tuned.

Our Chapter has updated our website to keep up with current IT standards and to keep the old site from crashing. As a result, some of you have experienced a few "hiccups" as we iron out any coding errors. Thank you for your patience as we continue to improve the new website. A huge thanks to Teri Bush (our new webmaster) and Cheryl Caplan (our previous webmaster and IT advisor) for making this transition as seamless as possible.

The guidance from ACBS International is to help each local

chapter develop their social media skills. Once our local chapter's new website has all the bugs ironed out, you'll start to see more social media integration. This means there will be more fun pictures of events broadcast to-and-from our chapter to other chapters and to the public. This creates a "following" of classic boat lovers and boat loving activities. This will help attract new members.

So, let's bring our friends to Chapter events, stay safe and have a fun classic boating Summer!



Classic Boating on Lake Wildwood, CA
Note my g'friend in back trying to keep her hands in the air as we do a couple of donuts. LOL.

Virginia Gompertz

ACBS Events Calendar 2022

July 15	Tahoe Woodie Whoopie Olympic Beach, Tahoe City	
July 22-24	Runabouts on the River- Layne Davis Stockton Sailing Club 408-234-7613 4980 Buckley Cove Way, Stockton, CA	
Aug 19	Tahoe Woodie Whoopie Kay Turner's Playtime, Homewood	
Aug 20	Board Meeting - Lake Tahoe	Virginia Gompertz 925-250-6848
Sept 9-10	ACBS Int'l Meeting and Boat Show - Burlington Vermont (Sept 5-10 Home Chapter Pre-Events)	e-mail: lora@acbs.org
Sept 30 - Oct 2	Delta Cruise - B&W Resort 964 Brannan Island Road and Highway 12, Isleton, CA	Layne Davis 408-234-7613
Nov 4-6	Chapter Annual Meeting Nevada City Lake Wildwood, CA	Virginia Gompertz 925-250-6848

Membership Corner

By Lew Dobbins, Membership Chair

Greetings all. I hope all reading this are still safe and healthy. 2022 is starting out to be a great chapter year. Spring Fling in the beautiful location of Mendocino for loads of fun. Then our 30th annual Bass Lake Two Chapter boating fun weekend. We had more than 30 boats between the Southern California and our Lake Tahoe Northern Cal chapter. Our Redhawk was not there this year but we had fun in Creamsicle and Mona Lee. Thank you Sandy & Lee Chase and Mark & Heather Manes.

The beginning of each year is always a little slow with people catching up on the annual membership renewal. ACBS Headquarters has been working on catching up with the change in management. I want to thank the board and Lora Nadolski Hanson for working hard for the organization. With that, there is a new employee that now will be dealing with more of the membership issues.

Every year from December through March our membership numbers take a BIG dip. This year is no exception and as of today's writing, our chapter has 354 members with 325 that call our chapter their home chapter. We are still chasing those whose membership has recently expired and those about to expire.

For those of you not on the expired list, remember that when your membership expires, your name falls off the ACBS roster and all mailings stop with the exception of some reminders. This means no Western Wood or Rudder publications.

Two weeks ago when we were at Bass Lake, I met some people that were not members but wanted to know more about ACBS. I am glad to say that we will get some new friends from

this. A couple more have been referred to me in just the past two days! Word of mouth is important and works. We have some new members to report too. Please welcome:

Greg Jones of Lafayette, CA. He has 2 boats, a 21' classic 1987 Donzi Hornet III named Blue Blazer and a 21' Cobalt 1989 named Jolly Holliday.

Bouwein Luppés and Philippus Rotteveel are from Redwood City. They have a 1940 Lowell 47' Cabin Cruiser named Eslo.

Kenneth and Kenneth Quilici of Oakland is our newest member that we welcome aboard.

Patrick and Candace Kelley of Belmont, CA. I am excited to see there 1929 Hacker Craft 29' Dolphin Deluxe named Misty Lady.

I would also like to take this opportunity to replant a seed with you. When you see or hear of new or returning members in your area, think about when you were a new member. Give them a call or send an email and invite them to get together for coffee or cocktails, invites to the local events etc. You can easily find their names and contact information in the Members Only Area / Membership Directory of the ACBS web site. This is great if you are no longer receiving the annual printed directory. You can also get contact information from me if you wish.

Be sure to renew your Membership when it comes due. It is easy to renew online, or sign-up for a new Membership, at the ACBS Website, www.acbs.org

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

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Spring Fling 2022-We met by the sea and got almost swept away by the wind !



Even before the year 2022 started, as soon as Virginia became President at the Annual dinner in Murphys, CA, together, we started planning Spring Fling 2022. And, as it had reared its' ugly head the past two years, Covid was still hanging around like a bad nightmare. We knew we wanted the Little River Inn and the Mendocino Coast to be our location since many members had mentioned how much fun, they had in the area in past Spring Flings. But, trying to make arrangements on the phone, to reserve spots, restaurants, interesting excursions, just was not working out. Busy signals, vague answers, no return calls, so we decided to make a trip to the area to see what we could hustle up. Luckily Ted and Mike were game, so in February we made a trip up to the Coast to secure fun events for the weekend of April, 8, 9, and 10. And as an extra bonus, we had great fun together for a couple of days, visiting locations, eating at various restaurants and checking out sites.

Spring Fling 2022, started on April, 8th, with a casual meet and greet at the long Veranda of the Little River Inn. Munchies, wine, cocktails, ocean



views and best of all, what ACBS members love to do most, lots of conversation, friendly hugs and everyone happy to see each other.

At five we walked to the main dining room of the hotel where we had three delicious menu choices, and the



dining room for two hours, all to ourselves, before the hotel opened it up to other guests. After dinner, back to the Veranda for dessert, port, brandy, and other after dinner drinks, and a slow walk back to our rooms, happy, fully satiated, and maybe slightly tipsy.



Saturday morning found us by our cars at ten am, ready to make the beautiful drive on Highway one, to Fort Bragg to Pacific Star Winery, the only California Winery perched high up, on the bluffs, hugging the ocean.

We had promised pounding waves, incredible rock formations and whale watching. Virginia and I had chosen a delicious lunch to be delivered to the winery, sandwiches, fruits, dessert, and including hot soup.

And as mentioned above, had promised whale watching. So, before everyone got there,

Ted and I drove to the winery, and hid plastic and wooden whales in nooks and crannies, under rocks and crevices for everyone to find for a contest/game that we



were going to play in the secluded private area that we had reserved, when we had gone to the winery earlier in February. Well, Mother Nature had other plans for us. The winds picked up and blew and



blew. The private area we had chosen was impossible to enjoy. A few brave souls hung around the lower part of the property and enjoyed being close to the water, but most did not leave the deck and chose to hang out



together, eat lunch, drink wine and watch the ocean from the safety of the winery deck. Around one thirty, we left the

winery for the Mendocino Coast Botanical Gardens, 47 acres of canyons, wetlands, coastal bluffs, situated between highway one and the Pacific Ocean.



Some chose the docent tour, some walked the course by themselves, many decided to explore Mendocino and Fort Bragg on their own and a few went back to their room for naps, wink wink.



Five pm and the partying really started with our Beach Blanket Paella Palooza. Plans were for an outdoor, Paella Party with Putting Green Golf Game, Beach Blanket



Fashion Show, Whale Races, Trivia Games, with prizes, and lots of other silly games. The cold and wind, changed the location of the dinner to the Abalone Room, but



the weather did not dampen the silliness and craziness of the gathered group. Lots of laughter, cheating, winning, losing, prizes, and a delicious Paella dinner cooked by none other than the owner of Little River Inn and her husband, made Saturday night super special for all of us. Luckily for

most of us, we did not have far to walk to our respective rooms.



Sunday morning, ACBS, Board Meeting, at ten, Coffee, tea, juice, pastries and Spring Fling 2022

was a wrap.



In closing, Virginia and I would like to thank our committee of Barbara Foster, Sally Mullarkey, Annie Hill, Marie O'Rourke, Jane Bane, and Pat Butler, for all their help, with gifts, time, energy, and not saying no to anything we

asked of them. To Cheryl Caplan, Teri Bush and Sandy Chase for being available with answers to lots of my questions. And to our spouses for putting up with all our silly plans and requests.

Iren Jenny
co-chair, Spring Fling 2022



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Delta Cruise 2021

We finally got to do a boating event, the first since the start of the COVID 19 pandemic. Yea! It was so nice to get the boats wet and see all our friends again. Cruising around the Delta is always fun and while things stay remarkable unchanged over the years, there are changes going on, sometimes rapidly. For instance, Giusti's restaurant burned down, one of our favorite destinations. People have been attaching hats to the fence around the burned down remains in a show of support to the owners. The original restaurant opened in 1912. We're hoping a new Giusti's will rise like a Phoenix from the ashes.

Nearby, Wimpey's has a new owner who has made improvements to the property and decorated it with a pirate ship and a skeleton too, ho, ho, ho! It's worth a cruise to see what's going on. Tower Park has also made improvements and while I haven't tried it, I heard that the restaurant is quite good. Then there's the former Herman and Hellen's Marina. It was abandoned years ago and is now in a state of advanced decay. Next to Herman and Helen's are a number of vessels in various states of restoration/decay including the "Aurora". This is the ongoing restoration project of a ship rich



in history! Launched 1955, this was the first liner the Germans built after the conclusion of World War II. After 5 years of service in Germany, she has experienced nearly a dozen ownership changes over her 60+ years of existence.

Fortunately, our main headquarters for the event, B and W Resort has remained the same, even though Jack and Candy Kelp retired, and operations have been turned over to new management. The only change I noticed is that there is now a computer in the office, and they use that in stead of the fat ledger Candy always used. I'm afraid they are slowly moving into the 21st century. Also, good news is that Grindstone Joe's found a new maintenance man and it was in great condition this year.

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Some of us arrived early for the Delta Cruise weekend. This gave us a chance to give the boat a shakedown



cruise on Friday and explore some of the changes going on in the Delta before we went on Saturday's official cruise. So, we headed up to

Walnut Grove on the North Mokelumne River to see the remains of Giusti's then by Wimpey's and down



the South Mokelumne River to Tower Park and then back to B&W. Friday evening was an informal get together on the levy at B&W. By that

time most everyone had arrived, and we filled the harbor with our woodies and classic glass boats as the sun set.



Dave and Hannah Lyon and Sloth



Saturday morning began the official "Delta Cruise"

from B&W to Grindstone Joe's. Following tradition, Tim Stapleton mapped out a route that would take us though a circuitous maze of channels. Those that were able to follow him made it to Grindstone Joe's in about 2 hours. Each boat



had a map so in principle no one could get lost. Even with the map and many years of experience in the Delta, I occasionally found myself wondering "where the heck am I?" Along the way there were several stops to pick up cards for the Poker Run. We got nothing, not even a pair, (I suspect Dave Lyon's sloth brought us bad luck). Eventually, everyone made it to Grindstone Joe's where we had a much-improved venue, pleasant weather, plenty of dock space and a newly mowed lawn at the picnic area. Layne Davis organized a do-it-yourself bloody Mary



bar to refresh arriving boaters. After lunch the lawn area proved to be a good *piste* for a challenging game of *Pétanque*. We straggled back to B&W a few boats at a time, some planning a little bit of nap time before the catered barbeque Saturday night. A new caterer was hired for this event since our

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Allan and Donna Thomas

previous very popular caterer decided to retire.



Pat Buttler & Bill Means



Maggi Antaramia & Carry Winslow

Thanks to Layne Davis for saving the day by finding this new caterer, the meal was excellent. Ronda Little and her crew decorated the tables

and nearby trees with ghosts and candy treats in an effort to gin up the Halloween spirit. I got in the spirit by eating too much candy. The festivities continued Sunday



morning with a short cruise to Moore's River Boat for brunch which featured a do-it-yourself bloody Mary bar, a very popular recurring theme with our group! After brunch some of us said goodbye until next year while others continued on a last cruise before pulling out.



Layne Davis presents award to Rich Coey

A bit like the Post Office motto, "neither COVID19, nor drought, nor retiring caterers, nor soaring gas prices shall keep us from the Delta Cruise!" Many thanks to Layne Davis and his crew for putting on a great event. We are doing it again in October, come see what has or hasn't changed at the Delta.



I Think I Need Help With This Engine?

Part 5 By Wel Snibbod

Time to wonder back to the ol' Gear Head's shop up on the mountain and see what kind of trouble Wel and The Kid are get'n up to. We have been on a break from the shop work as Covid just plain caused problems! If it wasn't an issue get'n parts delivered or a work back log in the machine shop, it was people having Covid all around. Glad we don't live in the big city and we came thru alright! Then there were some winter storms too. I think Mother Nature must be kin to Murphy! Lots of clean up to do as a couple storms dropped trees like flies! The kid has been after me to finish the engine job up as boat'n season is almost here. Now I'm a gear head from the sticks, see, and know my way around most old engines. But the differences between marine engines compared to car engines is giv'n me bad dreams at night! I have got to get this motor finished to put another notch on the ol' belt. So let's get back into The Gear Head Zone! Not for the faint of heart and you will get your fingers dirty! Hope you like Nehi and Hamms!

When we started our Covid Years break, we had placed a clean plastic bag over the engine to keep the dust and critters out. Remember, having everything clean on a build is really important. With the tight clearances, any dirt and dust can wreck bearings fast. The boat is finished and that Lew guy sent me the wiring diagram for the racer and the sources for the wire and parts. So we are so close, but can't rush the final steps to get this engine running. We unwrapped the block and got the other parts staged to get to work. I told The Kid that we needed to kick it in to high gear as there a whole mess of parts, big and small and loads of details. He looked at me and said, don't you mean overdrive instead of high gear? Smart ass kid! Wonder where he gets that? Certainly not from me!

I asked the smart ass if he knew where we left off and **what's next?** He actually made me proud that he remembered that HE, not me, before we shut down had just installed all of the valves and adjusted them, assembled the rings and bearings onto the pistons and connecting rods, made all the measurements and installed them into the block. Torqued it all too. I asked if piston/rod #1 was installed at the front of the engine? I got "the look" from him and a pause. Then with a grin, he asked me which end is the front? He caught me, maybe he does get the smart ass from me? He then schooled me that the front of this marine engine is the flywheel end, what would normally be #6. Tear.....

So Pops, **what's next?** We get to re-clean some of these parts and then we have a lot of painting to do. But first, we are going to go over what we did last to be sure it is all correct. Better now than before the head and cases go on. Let's time this thing first. Huh? No distributor. No, we want to get the engine to a known place so when we put the distributor in, it will be ready to fire. So get the breaker bar and a couple of the flywheel bolts and set the crank so piston #1 is at TDC. Don't ya mean Top Dead Center Pops? I take back where he got the smart ass from! He schooled me and said you mean TDC firing? Yep!

How do we know this? Because at TDC firing, both valves are closed. Otherwise, TDC Overlap has the piston at top but the exhaust valve is still closing and the intake is just opening. Where in the world did all that come from?

With that done and all parts cleaned and staged on another bench, it was time to install the new head studs into the top of the block and get the head on. The Kid had done a great job of chasing and cleaning the threads in the block and the new studs felt smooth when threading in. So I told him that the next step is one of preference. Remember how we broke several studs when we took it apart? I think we want to spare the next poor slob who tears this engine apart. One, we are putting new

hardware in as I do not want to trust 70 year old and stretched studs and nuts. Second, I knew you would complain about how long it would take to clean and chase all the threads on the studs and nuts. If we put a lubricant/sealer on the threads, it will seal in case any of the studs go into a water jacket at the bottom of the hole and make it easier to remove later. We are lucky with this engine that all of the holes are "blind". There is no water or oil present at the bottom of the hole.



Chasing the threads for new studs

That done, we got the new old stock Victor copper-asbestos head gasket out and test fit it over the studs. Notice how close this gasket comes to the edge of the valves. Some of the new repop gaskets are just a touch out of shape or bigger than the original ones and they come too close to or do actually touch the edge of the valve. We need to trim them if that happens.

Before we can put the head on, we need to follow up from when The Kid measured the valve pocket depth clearance of each of the six combustion chambers in the head. Now there are several methods to check the clearance. Remember that we are just trying to prevent the opening valve from coming in contact with the inside of the head in the valve pocket. That would be a bad thing! Duh! O go drink your Nehi! We had previously measured the full open height of all 12 valves above the deck of the block. We also measured the valve pocket depth. As long as the open valve height is less than the pocket depth, we are in like Flint. And when the copper composition head gasket is compressed from torquing the head down, that will add about .065" (Sixty-five thousandths of an inch) additional clearance. Any good ol' wrench from the sticks has a few tricks to check this. If you did not have the tools, take some clay putty or Playdough and put a small amount into each

combustion chamber in the valve area. Just set the head down on the studs and now turn the crank two revolutions easily. Pull the head and look at the Playdough to see how far, if at all, the valves impressed into the clay. And if it bumped the head up, time to do a touch of grinding or check again with the head gasket.

We got the head clean and ready to go, and the K-W Copper Coat out and a coat hanger. We're head'n outside and going to hang that NOS gasket from a branch and spray both sides with Copper Coat. It is a head sealant, kinda like a glue. Helps to better seal our copper gasket to the head and block. But make sure you shoot it outside and nowhere near the house or cars. It shoots sticky copper threads of goo everywhere! As soon as it is shot heavily on both sides, pick it up by a couple edges and set it down over the studs in the block. No need to push it down all the way but get it down most of the way. You being a young buck see, you can pick up the head and gently



slide it down over the studs. But me, don't say it, but me being a touch older need to save my shoulder muscles and use the electric hoist to hang and lower the head onto the studs.

After the snickering stopped, ok ol' man river, let's use the hoist. Grab the new thick flat washers, the nuts and the two head bolts and install them. I'll be dipped! He remembered where the head bolts went, at the manifold side front and rear corners. He did ask why there is a pattern for torquing the nuts down. I tore out a piece of paper from my note pad and gently scrunched it up and threw it on to the empty steel bench. I told him to go flatten and straighten it out. He did exactly what I'd hoped he would do. With the edges of both hands, started in the middle and spread it out somewhat flat. I saw the lights go on and a cool smile, that feeling was better than a beer! You never try to straighten the paper from the ends and move in as it will just add more slack. Same with heads, we do not want any wrinkles. I pointed to center studs and said start here and go back and forth working toward each end. We also start with the torque pounds in steps. We want to stop at 65 pounds but will start at tightening each to 30 lbs., then do it again to 45 and then 65. That's beer!

After a refreshing cold Hamm's and a Nehi Cream Soda, I told The Kid to re torque the nuts and 2 bolts, in pattern to 65 lbs. again. I could see the "why" forming in his head but beat him to the punch. The bolts may have a small amount of stretch but mostly is it the composition head gasket compressing and relaxing. We will re torque several times and then a couple more times after running the engine due to heating and cooling.

Time for the tranny to go on. We rebuilt it during the Covid Years, so it is ready to go. But we did not install the transmission drive adapter to the crank earlier. Remember, this has a securing bolt that has a small hole drilled in the end. The oil from the end main bearing in the crank pressurizes oil in a

passage in the snout of the crank. The bolt meters the correct amount of oil into the center of the transmission for the required lubrication. The Kid found the adapter and the special bolt, cleaned them and put moly on the crank snout and inside the adapter. With a rubber hammer and a block of wood, we were able to drive in on securely against the crank timing gear. Bolt installed and time to put the gasket goo on both the tranny face and the gear case. The Kid grabbed our alignment studs and screwed them into the gear case and slid the gasket on. He was on top of things and had the bearing race that goes on the end of the adapter ready and greased it up too. So we again used the electric hoist

to lift and center the Paragon tranny and slid it onto the guiding studs and engaged with the gear teeth on the adapter and slid her home. Bolt that sucker up!



It is starting to look like a marine engine! More little parts to mount up and then we can do our first painting. The two tappet covers go on next. The front one has a breather tube that will vent the crank case to the carb flame arrestor. It goes on the flywheel end opening. With all of the other bits installed, we will never get a full coat of paint. So while we still have a fairly bare engine, I had the kid grab the shop spark plugs. They are covered with paint and are just used to block the spark plug holes and threads. At this point, nothing needs to be masked on the engine and it ALL will be painted Chris Craft post war blue. Not to be confused with Pre-War or Pompano (1957 and newer) Blue. Tempo used to make it in a rattle can but most of them are all gone. So we are custom mixing paint to spray our engine. We have the distributor adapter, spark wire loom, water pump, oil cooler and oil lines, flywheel and one piece of 3/4" water hose already to paint too. The Zinc Chromate primer we painted all parts with will really hold our color paint. Prepare the Exhaust and Intake manifolds for

painting the back sides also. We want an even coat on them and once installed we don't have access. Spray everything with a couple coats and come back tomorrow and do it again.

Hey Pops, I got the gaskets and gasket goo ready for mount'n up the distributor drive adapter and water



pump. The paint is dry on everything! C'mon ol' Man River, we need to finish this thing up! Ok, hold your water! Grab the distributor drive adapter gear and shaft assembly and lube it up, slide it in to the housing and go ahead and git'r done! Remember the fiber washer for that shaft, just like you did with the idler gear before we put the gear case on. Then mount the water pump and oil cooler and lines. Hey Pops, where does the oil filter go? Good question, this engine did not come with a filter of any kind. I want to keep it original for shows but that Lew Guy did show me one of his engines that has a screw on filter on a Bracket off the back of the head. We are still using the 7/16" oil cooler tubing and fittings to stay original as well, so be careful with them. We will do touch up paint for the hardware when we are done with assembly. When you



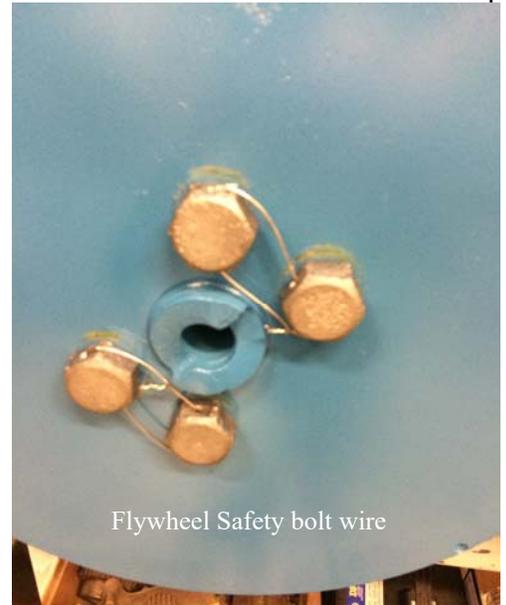
Oil Filter Installation

install the flywheel, make sure you put that new generator drive belt on first, cause it won't go over the flywheel later on! I got "the look" again! I think he gets that from his mom. O! Sorry dear, didn't see you there standing behind me. That's RJ, my wife.

Now we painted the back sides of the manifolds, so they can go on now as well. The Kid had those gaskets ready too. Some goo and then he hoisted that brute of an exhaust manifold up and onto the long studs sticking out from the side of the block. That thing is bulkier than RJ's meatloaf. Don't drop it on your foot while you are laughing. We had that manifold boiled out and acid dipped and finally pressure tested to make sure that none of the passages had rusted through. Run the washers and nuts down the outside studs only. Tighten them just snug. Now you are ready to install the intake manifold over the remainder of studs now sticking out from the exhaust manifold. Pops, do I also tighten all of these nuts kinda like I did with the head? You know, the pattern to ensure no ripples? Wow, I'm impressed, where'd he get all of this? We'll install that hose we painted to the manifold and oil cooler with fresh old hose clamps. Now go ahead and touch up all the hardware and the hose again as some of the paint chipped off when it was bent when we fit it.

Everything else is detail work that takes longer but needs to be done. If we split the work between us, it'll go faster. Ok, what do you want me to do? We had sent the starter and generator out to people that do that work for a living. They came back black and look great but not right, see. The nose castings of each need to be blue while the rest is black. Why don't you mask and paint the nose castings and the generator pulley, washer and nut while I mask and paint the distributor, coil bracket and carb a nice gloss black. I had already gone

through the distributor and cleaned and lubricated the advance weights, springs and the housing shaft bushing. And what ol' gear head worth his salt does not have an old Niehoff, Sun or Weidenhoff distributor machine around. Handy to run up the RPM and check the mechanical advance curve and performance of the distributor. It looked like Christmas time with ornaments hanging everywhere with paint drying. The Kid asked **what was next?** Beer and Nehi while things dry, then we can install them.



Flywheel Safety bolt wire

Time to mount the flywheel. I grabbed a new 38" smooth V-belt and placed it on the back side of the flywheel on the pulley. With a rubber hammer, tapped in into place and then installed the 4 special shoulder nuts and torqued them to 100 foot pounds and then added safety wire through the holes in the hex heads. Starter and generator were bolted up next. With the belt in place, it is easy to install the freshly painted generator pulley, key, flat washer and castellated nut. Pops, don't forget the cotter key before you repaint it all! This, I did not see coming from him! I tightened the generator belt tension. Together we installed the distributor and wired up the ignition wires. As we know that #1 is at TDC firing, it was easy to wire the distributor cap in the correct position. The hardest part was to get all those NOS Packard 440 black ignition wires through the metal cable tray loom with the fresh grommets. The Kid did a good job of snaking them through. He said that he now understands why we did not put the Rajah spark plug connectors on until after the loom was wired and installed. He also asked where the spark wire boots were for both ends? While a great idea to have them on the distributor, coil and spark plugs, it did not come that way. Was Chris Craft too cheap to add them, maybe? But my thought was that if any moisture got into those cap boots see, cause often there is a lot of moisture under the hatches, it most likely would not evaporate out causing connection problems. And the spark plugs are still using screw on brass knurled nuts and a Rajah forked terminal. No room for boots. He installed the ignition coil and bracket. Some touch up paint and he thought we were done! She sure is purty! Not so fast, the carb and fuel pump still need to go on and then the final piece...A new freshly stamped ID plate on the top of the manifold.

A couple days later we went back to work to get her running. I explained that the tranny shared engine oil with the engine and that we needed a good quality 30 weight oil. And we needed it to have zinc in the oil or use a zinc additive such

as ZDDP or Lucas Zinc additive. We put 5 quarts of Delo 400 in for the first test running and would replace it with Valvoline VR-1 racing 30 WT oil with zinc after we run it for a few minutes. I explained that even though we have moly lube on all the bearings, we should really do a

full priming of the oil system before cranking the engine over. It takes a while for the oil pump to pick up prime, send the oil to the cooler, fill it and then back to the engine oil galleys. I wanted to ensure we had oil everywhere before touching the starter. Years ago, when I was a pup, I built a tank that I can fill with oil, pressurize it with air and connect the bottom of the tank through a valve and hose to the



Oil Priming system

oil galley port where we also connect the pressure gauge. Open the valve and listen to the oil flow through everything. She is now primed.

We still needed to do an initial timing adjustment. I showed The Kid how to slowly turn the distributor until the points just open. That is the position that the coil will fire and send the spark to the plug. We will do a final power timing in the boat. We got the water plumbing hooked up, a gas can connected with an electric pump to the mechanical fuel pump inlet and an exhaust pipe to the manifold, and we're off and hopefully running! Water turned on and looking for leaks. Electric fuel pump turned on and doing the same, also listening for when it changes tone as the carb bowl get filled. With a fresh battery, we hit the starter solenoid button and she starts cranking, fast enough on this tight engine to get a charge of fuel up from the carb with the choke closed. And then she fired, 339.2 cubes screamed alive! We woke up the chickens and maybe the neighbors!

RJ and Becky heard all the loud commotion and racket and came a run'n. They saw the smile on our faces and fanned the smoke away in the shop. With a couple fast adjustments of the idle mixture screw and ignition timing, she started to idle. We let her warm up and looked for leaks, none found. After about 5 minutes, we shut her off and drained the oil slowly through what looks like a oversized make shift coffee filter. I saw the puzzled look and said look'n for anything that is not supposed to be there, metal filings etc. Remember, we need to re torque the head after she is cool. I remember Pops. Added the new oil and it was beer. Ya, you too!

Any questions or comments, please feel free to give ol' Wel a shout at L.dobbins@sbcglobal.net

Wooden Boats for Veterans grant

By Rich Fisher

Last year after the Chapter Philanthropy Committee received a grant request from Wooden Boats for Veterans. This very worthy, Bay Area, not-for-profit organization was founded to assist disabled military veterans but quickly expanded to be open to all veterans. They give their members opportunities to learn to sail, maintain and restore their collection of 4 boats.

We see several partnering opportunities with this group as we have a common interest in vintage watercraft. Some of their members might want to become members of ACBS and with encouragement some might develop a career path in boat restoration.

The Chapter Endowment funds did very well in the stock market last year and we were pleased to be able to honor WBFV's grant request along with the requests from the two Sea Scout groups that we have supported in the past. A photo of the check presentation with their boat "CLOVER" in the near background is below. A tour of this boat and a nearby boat restoration yard was included in our June 11th, WOODIE SATURDAY event.



Education and Safe Boating

Trailerling 101

By Captain Mark Manes

I remember very vividly as a kid, the day that my Dad crushed his hand with the boat trailer. He was trying to hitch up my older brother's boat and somehow managed to get his hand between the ball and the trailer hitch. As you can imagine, that image stuck in my brain and I will never forget it. Another fond childhood memory was when my Dad was trying to back our boat down the launch ramp when another accident happened. He unhooked the safety chain and apparently did not have the brake set tight enough on the electric winch because as he backed down the ramp, our boat rolled off the trailer on to the pavement. Since I was a kid, I kind of thought it was funny (if only there were cell phones to video that one), but my father didn't.

In High School, I bought a 17' Glastron with a 90HP Black Max outboard that was fairly heavy. It didn't come with a trailer, so I grabbed my parents' little trailer from their sunfish sailboat and threw my boat on there. The trailer was much too small for the boat, but I really didn't care as long as I could get to the lake (Finger Lakes of NY) with my friends! My gutless tow vehicle, a 1983 Chevy S-10, could barely get the boat up the launch ramp. After towing several times, the trailer actually bent, and I almost had a serious accident.

I think all of us have one story or another of a bad trailerling experience. I thought that this topic is a good one for the group as it relates to safety.



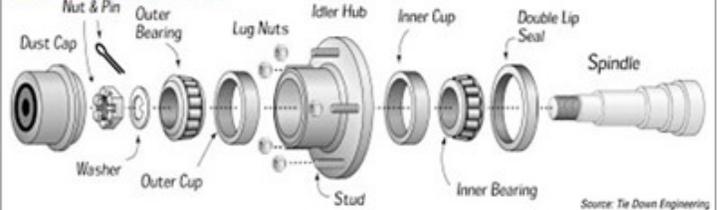
As I have gotten older (and sometimes wiser), I have slowly learned from my (and my father's) past mistakes. I recently bought a boat that was located in Portland, Oregon. I spoke with the broker and asked that he make sure that the tires were good and that the wheel bearings were

packed. He assured me that he had his mechanic check it all out and everything was good to go. When I got there, I noticed that the tires, while plenty of tread remained, were starting to crack at the sidewall. I had planned to spend the night at a friend's house in Portland, so I towed it over there and we started to inspect more closely. The tires were indeed in good condition, except that they had a manufacture date of 1989!! We pulled the tires off and decided to check the bearings ourselves, of course they were full of water and rust. Needless to say, my overnight turned into three nights while I went around getting new bearings, seals, and tires.

THOSE PESKY WHEEL BEARINGS:

Wheel bearings are a funny thing, they always fail at the worst time and sometimes can have catastrophic consequences. Basically, the bearing looks like a bunch of small rollers and 2 metal races that just roll around the small needle bearings that are packed with a heavy grease. There is an inner and outer bearing and a rubber seal to help keep that grease in. If they get debris or water inside those little rollers, they will start to generate heat. As the bearing heats up, the grease will start to

PARTS OF A TRAILER WHEEL HUB



get thin and more heat will develop causing it to fuse to the spindle of the axle and then the wheel will stop turning, which is usually not a good thing travelling at highway speeds. My last boat came from Texas and had this exact thing happen, the wheel ended up taking out the fender when it broke off and then rolled down the freeway at 60mph on its own!

Fortunately, no one was hurt and the boat survived the ordeal on I-10. One solution to this issue is adding "Bearing Buddies" to help protect the bearings. These are an inexpensive device which are simply attached to the outside of the hub (where the dust cap is in the diagram) and have a plate with a spring that keeps positive grease pressure on those bearings helping to keep water out. It is important to get your bearings serviced once in a while and make sure that the "Bearing Buddies" are full of grease at all times.

TIRES:

Tires are another thing that can bite you on a nice boating outing. No one wants to be stuck on a Sunday on the side of the road without a spare tire. You want to check to make sure the tires are relatively new (10 years or less) and don't have any cracking on the sidewalls, carefully look close to the rim at the bead. Trailer tires are not the same as passenger car tires and have different weight ratings, always carry a spare, a way to jack it up, and a wrench to take the lugs off. Speaking of the jack, you may find that your vehicle jack will not work for your boat trailer so make sure you test it at home to make sure. If you do need to jack up the trailer, it needs to be done from the axle itself and not the trailer frame or it will just sag the springs and not actually lift the wheels up. If you have a double axle trailer, you can use some blocks (I carry some as wheel chocks) and drive the trailer up on blocks on the other tire on the same side to help take the weight off your flat to make it easier to change. Keep in mind that your jack may not fit under the axle if the tire is flat, so do some trials beforehand. I usually make sure that the lugs are torqued to about 90lbs (check your trailer lug size for specs). I check the torque every year before heading out for the season as it doesn't take long but could save you losing a wheel.

BRAKES:

Brakes are required in CA on any trailer having a gross weight of 1500lbs or more. If your trailer has brakes, make sure they are working or you could be found at fault in an accident. Most of us have surge brakes on our trailers that work on simple hydraulics. At the hitch, there is essentially a slide mechanism that pushes a piston to force hydraulic fluid to your brakes on the trailer wheels. The concept is simple, if the vehicle towing slows down, the boat trailer wants to keep going, therefore it will slide that hitch and engage the brakes. The harder you brake, the more force on the piston and hydraulics. Most have either a mechanical or electrical lockout so when you back up it does not engage the brakes. Also, there

should be a safety wire that connects the emergency brake actuator on the piston of the trailer to the tow vehicle to engage the brakes if the trailer ever gets disconnected. I have heard of some boats with electric brakes, but I personally have never had them on a boat trailer (electric + water = problems). Generally, you can feel if the brakes are working or not, it is pretty obvious when they are engaged. You want to inspect the back of each brake drum to ensure that there is no hydraulic fluid leaking out before you head off. Also, there is usually a reservoir on the hitch for the fluid, make sure that it also topped off. Most boat trailers only have brakes on one axle. When in doubt, have the brakes and bearings serviced by a professional or one of your friends that has done it before. There are many YouTube videos on how to do it yourself, it isn't that hard to do (but very messy).

ELECTRICAL:

I have a good friend who is into British race cars, she has a shirt that says "Lucas Electric, the Prince of Darkness!" Several British car makers decided to use a company named Lucas Electric when building their cars which utilized a positive ground line instead of the traditional negative ground, the results were a nightmare with many electrical issues. Much like a British Car, boat trailer electrical can be a tad bit wonky.



I, like many of you, have spent countless hours cursing under trailers in random parking lots around the country trying to get lights working. Thankfully, trailer lighting has improved significantly with the advent of LED lights. Most of these are now sealed units that no longer rely on connections to the bulb that inherently will get corroded with water. I have replaced all of the old bulb style fixtures on my trailer with LED ones for peace of mind. Whenever I wire anything in a marine application, I always use heat shrink connectors and heat shrink tubing on all the connections. If you use the automotive style butt/crimp connectors, they will corrode over time and cause you headaches, spend the money and get the marine style with heat shrink. I also tend to apply a little dielectric grease to all of my connectors to help keep things from getting corroded. Be extra cautious in looking for spots where the wire can rub and chafe through to bare wire and cause a short or ground. There are so many rough and sharp edges on these trailers, you really need to spend time to put a wrap on anything that might rub with the movement of the trailer over time.

THE CONNECTION:

So, I just got my varnish work done and was towing the boat from my shop to my home a few months ago. The jack has a wheel and a latch to pivot 90 degrees so that it is out of the way, which I failed to do (duh!). This trailer is new to me and has a screw type ball lock on the hitch which I haven't really used before.



When I connected the hitch, I tightened it securely, but did not realize that the teeth of the mechanism were actually grabbing the flat of the ball where you would put a wrench and not the ball itself. Stupidly I left the parking lot and the jack bottomed out as I left, which then popped the hitch off the ball (because it wasn't actually latched on to it). I was mortified that I had made such a stupid mistake that almost cost me a really bad accident, the chains saved me! My lesson in this one was to always slow down and double check everything before I take off. Make sure that your safety chains are crossed under the hitch and connected securely to the tow vehicle. The reason for crossing the chains is that it will create a cradle for the hitch to land in and hopefully keep it from hitting the ground. Be certain that the ball size is correct for the trailer being towed, it is usually stamped on the hitch itself. The height of the ball and hitch should make the boat level when towing, this is very important. If you don't have the proper tongue weight, the trailer can start fish tailing or the front of the tow vehicle can get too light and cause an accident. There are plenty of online articles regarding tow vehicle ratings with weights and tongue weights, make sure that you are within specifications on your rig. The important thing to look at is GVWR of the tow vehicle which is the total weight of the car, the trailer, and all the contents of both, including gas and people. You don't want to exceed those numbers, and should make sure that you are well under that number while towing.

TYPES OF TRAILERS AND AXLES:

When inspecting your trailer, it is important to understand the difference in construction materials and what that means. Steel trailers are the most common for our style of boats and can offer a very attractive painted look that can match the boat. They are perfect for FRESH water, not so great in the salt. If you have a solid tube trailer like mine, the salt can get inside the trailer and rot it out from the inside out. If you have a solid beam trailer (tube) pay close attention to any rust areas and have your trailer evaluated by a pro if you aren't confident. I have heard of trailers breaking in half after they rust out from the inside! Aluminum and galvanized are another good option for a trailer and are salt water friendly. The only thing is that with these style trailers you still may have steel leaf springs and axles that are susceptible to corrosion. Aluminum trailers also can develop cracks, so you will want to inspect your trailer carefully once the boat is in the water to look for obvious issues.



Hope this article reminds everyone to at least check out their trailers before the official boating season gets going, I would hate for anyone to have an accident on the road.

Happy and Safe Boating!

The 4th Annual Runabouts on the River

**At the Beautiful
Stockton Sailing Club
July 22-24, 2022**

Join your fellow ACBS members on July 22nd, 23rd, and 24th, for a wonderful weekend on the San Joaquin River for our 4th “Annual “Runabouts on the River” Antique and Classic Boat Show. This weekend is going to be the best yet filled with lots of fun in the sun, beautiful boats, with **plenty of water** and activities, great food, and we will be free to the public. Where else can you put your boat at a dock for 3 days, two nights, and get underway as often as you like, all for the inexpensive cost of \$35.00? Right here, that’s where!



Sign up now!

The sign-up sheet was emailed out and you’ll need to mail it in with a copy of your insurance by July 1, 2022, or sign up on line. You can sign up for one day, two days, or all three days, whichever fits your liking. If your boat is out of commission right now, sign up and come anyway to join in on the festivities. We will find you a boat ride. We also **NEED** several volunteers to help with different aspects of the show so please contact Layne if you’re available to help.

Once again we will be heading to the beautiful facility of the Stockton Sailing Club (SSC) for the summer weather of July on the Delta. If it gets a little warm, we will have ways to cool you off this year from air coolers at the Stockton Sailing Club Bistro to having a refreshing cool beverage in the newly remodeled Stockton Sailing Club’s clubhouse. When you arrive on Friday in Stockton, drive straight to the Buckley Cove Boat Launch and launch your boat. Cruise it around to the Stockton Sailing Club and dock it in your assigned slip. We will have a ride for you to go back to your vehicle at the launch ramp. You’ll be able to leave your trailer there for the weekend for a small fee.

The ACBS activities begin Friday afternoon at 4:00pm at the Sailing Club as we head out on a little cruise to a local establishment for a no-host cocktail. Then we will return to the newly remodeled SSC clubhouse for a no-host dinner at 6:00 pm.



You can fall in behind or head out to a restaurant of your own choosing. Either way you’ll end up with a beautiful cruise back to the Sailing club to leave your boat for the night. The facility is a gated facility with ideal docks for our show. If you don’t want to go to dinner by boat, there are several restaurants in the area a short driving distance away.

Saturday morning, enjoy breakfast at your hotel or other restaurants in the area or if staying at the Residence Inn by Marriott, you’ll have a full kitchen to prepare your own. The gate will open to the public at 9:00 am to 3:00 pm, with a roar off parade of boats starting at 2:00 pm. Members can sit in the shade of the clubhouse (the Bistro) while watching boats cruise by on the river or head into the clubhouse for a little refreshment or conversation. Feel free to offer rides in your boat and take it out as often as you like if you want to cool down that way.

This exciting and unique show will feature beautiful watercraft from around Northern California. Names such as Chris Craft, Century, Garwood, Rayson Craft, Glen L, Riva, Besotes, Grand Craft, Philbrick and more. Dozens of wooden boats and early fiberglass boats will be on display. We’ve also invited the Century Boat Club again and their members to partake in our show. There is a unique love story behind each unique watercraft. This show will immerse you in the stories of the beloved boats that will be on display. We ask that boat owners be on hand on the docks, by their boats, between 10:00



am and 11:30 am to share stories and answer questions about their boats.

During the show, we encourage you to fire up your engines for the public to hear, and even take your friends out for a short cruise to cool off. Once again, there will be a youth booth set up for children to participate in some activities, so be sure to invite all your friends and families to attend. There might even be some face painting going on. Everyone at the boat show will have the opportunity to stroll through the sponsor and charity booths and buy a memento of the day in the Antique and Classic Boat Society's Ships Store. Snacks, drinks and a barbecue lunch will also be offered for sale.

At about 2:00 pm, boat owners will start firing up their boats to head out into the channel for a roar off, fly by for all spectators to enjoy. Be sure and attend the skipper's meeting prior so that you don't miss out on the fun and get instructions for the parade. Saturday will cap off with our members BBQ dinner at the outdoor eating area of the Sailing Club, overlooking the sites of the river. The theme for this year's dinner is "Margaritaville" so bring your best flip flops and your "Jimmy Buffett" attire. We'll have a great party and even give out some awards from the show. After dinner you can head out on a sunset cruise or continue the beach party with dancing and fun.

Sunday morning will start with boats firing up and departing the Stockton Sailing Club at 10:00 am for a run down the river to a restaurant with plenty of docks for a no host meal of breakfast or lunch. We'll guide you there, but the rest is on your own. You can explore more of the Delta or head back to the launch ramp and wrap up your weekend.

We have group rates at the **Residence Inn by Marriott**, 3240 March Lane, which is right down the street from the Sailing Club, call **209-472-9800**, group code ACBS. A Studio room with a kitchenette is \$159 +tax and includes buffet breakfast. A little further down March Lane is a **La Quinta Inn by Windham 209-952-7800**, the **Hilton Hotel 209-957-9090** and about 15 minutes away on the river is the **University Plaza Waterfront Hotel 209-944-1140**. We haven't locked in any room rates at these other hotels but it should be similar.

Our goal is to bring together people with a common interest in historic, antique, and classic boats and provide an affordable, fun and friendly atmosphere for everyone to be able to enjoy being a participant or spectator. Come have some fun with us for the 4th Annual **Runabouts on the River**. Space is limited so sign up early.

Hope to see you all there. If you have any questions, don't hesitate to contact Layne Davis (408) 234-7613.



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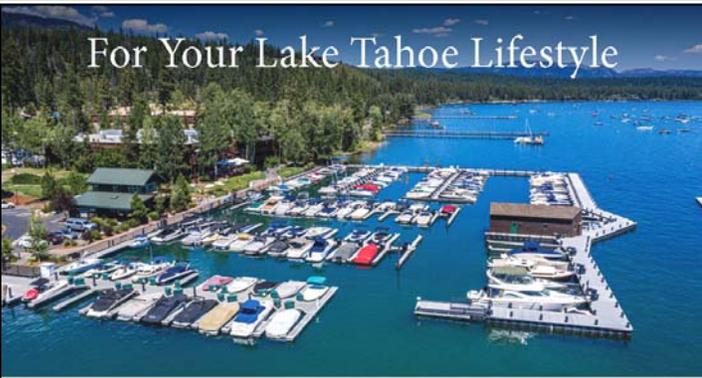
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1959 Chris Craft Sea Skiff, 22 foot open utility. Powered by a 350 cubic inch 220HP Crusader V8. Lapstrake construction built to handle rough water, with a mahogany interior and engine box. Also features a cabin with bunks for two below decks. Includes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

For Sale

1960 Chris Craft 17 ft Ski Boat.
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1938 Chris Craft 21 ft Sportsman.
This wonderful 1938, 21' Chris-Craft Sportsman, Hull #35372, is 60% newly restored from top to bottom. Please go to <https://acbs-tahoe.org/boats/1938-22-chris-craft-sportsman/> for rest of the story and photos in order to check the boat out and truly appreciate her full potential. She is a **STEAL**, at \$6K. Down from \$8,500. West System bottom. Boat is in a bare wood condition. Call Curtis Bauman @ 707-217-1119, or cbwoodboat@sbcglobal.net

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1966 RIVA JR. 18 ft Hull number 74,283 V8 All matching numbers. Custom trailer w/Plate RIVA JR. \$25,500 00
1931 WECCO (Western Cooperage Co.) WESTERN CLIPPER 19 ft. 2 cockpit 2 windshield . First year Chrysler Crown Marine engine born to the boat . All original wood . Port Hartford yellow cedar bottom + sides . African Mahogany Deck , tongue + grove , all original to the boat . Runs and looks great . The only survivor of this Lake Union WA. manufacture \$135,000.00 .
Contact Roy Dryer –roy@roydryer.com or 916-801-6915

For Sale

Tuppence , a 1940 Chris Craft Deluxe Roundabout.
Restored in 2015. We have enjoyed her on Lake Tahoe for 17 years. For more information and photos email David Nelson at david@sda-sf.com or call 415-572-3679

For Sale

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

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