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President's Message

My journey continues to surprise me and has been so wonderful. I find myself looking back at the past months and wonder how it all was so perfect. A huge thank you to Lew Dobbins for making my dream comes true. A boat show that honors my father in law Danny Foster and the Arena Family. Dan and I feel so grateful to all the people that made this year’s South Shore Boat Show absolutely fabulous. It takes so many people to create such an amazing weekend. Everyone did their part and more. I have received so many e mails, phone calls and cards complimenting us, thanking us for the Trophy Room sharing memories of the Oakland Boys a wonderful idea from Lew Dobbins.

As my journey continues with all of you there are still so many wonderful things for us to do together. Shasta is just around the corner my first time to go to Shasta I am looking forward to having fun, boating in the beautiful water and great weather. Thank you Rick and Laurie for all the plans you have for us to enjoy. Next is our big week for International pre events and Tahoe events. We have a wonderful team of workers making all the plans to entertain our guests. Beautiful boats and venues. Sandy and her team have Sacramento ready to go. Iren has worked very hard to offer wonderful plans for Tahoe, food, drinks fun, great venues this is so exciting to look forward to. Boat Show. Gene Mooring needs dock workers and Nancy Mooring needs ticket takers. Jane and I need help with the ships store.

A few days on the Delta to relax after all of this excitement will be waiting for us as planned by Lane Davis and this always is a fun boating weekend. Rich and Nancy have hosted the annual Woodie Woopies each of them gave us a really fun evening.. I feel so Blessed to be part of all of this years events, to be with each of you and share this wonderful year. I am truly grateful.

Barbara Foster
It’s been a very busy summer! With all our usual slate of events plus the week long ACBS International meeting and boat show there wasn’t much time to relax. I made it to all the events except Lake Shasta and regret missing that one. I hear the lake was near full everyone had great fun.

Many people commented that the South Tahoe Wooden Boat Classic was the best ever this year and I agree. It has set a very high bar for next year. After nearly exhausting ourselves with the South Tahoe event we couldn’t relax because of all the preparation required for ACBS International. But the work paid off with some really well appreciated pre-events in Sacramento followed by more events at Lake Tahoe. Out of town visitors were pleased that they got to experience parts of California that are not the usual tourist destinations.

Our Delta Cruise event happened immediately after the ACBS International event. Despite fears that everyone would be burned out by then, it proved to be a time when everyone just wanted relax and have a good time.

So now we just have to wrap up the year with the Chapter Annual Meeting on Nov 5, see page 14 for details. We’ll see you there.

By Lew Dobbins

The 2016 South Tahoe Wooden Boat Classic is now part of the history books. We had a very successful show in many regards. We gave our chapter president, Barbara Foster, what she asked for in having a boat show, a Race Boat Show! We educated and entertained the public with our boats and displays. And what boats! Boats of all kinds were present.

This was the largest boat show on Lake Tahoe for the 2016 season. 92 boats registered! And 31 of them were classified as Race Boats. We had several different classes of race boats including several historic Unlimited and Gold Cup racers. For more on the show, I understand that our boat show correspondent, Wel, is writing again!

Our team of Sandy Chase, Jared Hein, Steve Caplan and myself proud to work with all of the volunteers, sponsors and boat owners to present this show. Without their help as well as Liquid Blue Events, we would not have this wonderful show. Thanks go out to all of you!

Next year’s STWBC promises to be even bigger. Debra Dobbins, the incoming chapter president said it is time to honor a specific brand: “Chris Craft, Through the Ages” will be our theme. We will be inviting the world’s oldest known Chris Craft and the newest boats. Now we just need to fill in the middle. That is where you come in. Stay tuned for more on registering your Chris Craft boats and other makes. Remember, you can keep up to date with the news and plans on our chapter web site: http://acbs-tahoe.org/ Our Boat Show website: http://www.tahoewoodenboats.com/ And don’t forget our Boat Show Facebook page: https://www.facebook.com/tahoewoodenboats/
The Northern California / Lake Tahoe Chapter’s Wood & Glory antique and classic boating event celebrated its 18th year with over 47 boats, 215 ACBS members, their families, and guests attending the four-day annual gathering June 2 through 5th on Clear Lake, Lake County, California. View our Chapter website: www.acbs-tahoe.org/woodgloryevent.

The popular Wood & Glory event is designed to offer casual social and boating time on and off Clear Lake - which is located in the ‘high elevation’ Lake County wine region 2.5 hours north of San Francisco. This year’s Thursday activities included a “Wine & Glory Tour” opportunity to visit the region’s 30 family wineries (www.lakecountywineries.org) and a fully hosted dinner at the Thomas’ waterfront home that evening. On Friday night, our W&G founding members - The John Lahti family - again sponsored our traditional opening night “Woodie Whoopie” lawn party at their Buckingham Point lakeside residence.

By Saturday evening, over 170 members and guests connected again with our very generous members Robert & Madi Mount’s at their Boatique Winery and classic boat collection (www.BoatiqueWines.com). Members enjoyed Boatique wine tasting, a delicious country casual BBQ dinner presentation by Suenram Ranch Catering, and the Allen Thomas family-led ‘lively’ auction – which generated over $6,000 for Lake County Charities and our chapter’s foundation.

Yet the star of our Wood & Glory XVIII event was our Honoree – Howard Arneson, the 95 year-old gentleman racer who - among other adventures - “burned up” the Mississippi River Challenge race running between New Orleans and St Louis (1039 miles) in a record setting 12 hours in his 32’ turbine-powered Skater race boat. His speed exceeded 118 W&G XVIII Poster ‘Child’s & People’s Choice winner Madeleine Van Dam photo

The Norin family sponsored their friend, and we all honored Howard Arneson. DeHart photo.
mph at times. Spry and sharp, Howard captivated and humored our membership with his life experiences – including his developing Arneson Pool Sweep products and his engineering and perfecting the Arneson Surface Drive boat propulsion systems. Howard’s parting statement: Keep going fast, and... I miss my wife. We tip our hat and thank you, our Wood & Glory XVIII Honoree, Mr. Race Boat,…… Howard Arneson.


Motivated by Howard’s pep talk the night before, the classic fleet met up again Sunday morning, June 5th at Lakeport’s historic Library Park where John Lawrence presented our members and the public an exhibition Race Boat water display involving the various classes of race boats running speed-laps in front of the park. It was great to see these classic race boats “doing their stuff” again, and we thank all of them for helping make Wood & Glory XVIII an interesting and exciting event. See individual Race Boat profiles on our chapter’s web site.

Wood & Glory XVIII was again success because many of our members volunteered. We thank you all.

Our primary contributing commercial sponsors included: Lake County Winery Association, Riviera Foods, Clear Lake Vista Resort, Boatique Winery, Braito’s Marina, Hillside Motorsports & Marine, Maharajah Water Skis, Konocti Vista Casino. Special thanks to members Donna & Allen Thomas, The John Lahti Family, Madi & Robert Mount, and The Braito Family (Carl is now 99) who generously opened their homes and businesses to Wood & Glory. Wood & Glory along with our beneficiaries recognize you accordingly.

Charge on, and see you soon. The Wayne Mooers and Jim Robello families, Event Co-Chairs.

Contacts: W&G Event Co-Chairs – waynemooers@gmail.com & jimrobello@gmail.com

Race Boats? Ah...Cool!

By Wel Snibbod & The Kid

If you remember from my last article, I got hooked on this whole boat thing, yep, I even bought a wood boat. A race boat, a 1949 Chris Craft 19’ Racing Runabout. I was hoping to get it done in time for the show. But there was just a whole lotta work still than I had time for. This Lew guy told me that his show partners and he were running a race boat show this year and that I would like it. You know, being a gear head and all. Well, he was right! Even though my boat did not make it, here is what happened.

RJ, that’s my wife, reminded me of the weekend when the South Tahoe Wooden Boat Classic was to take place. I had kinda forgot, being depressed and all that my racer wasn’t ready. She said you had better go but that she was busy all weekend, I was on my own. And then she said that I should take “The Kid”, that’s my son, JR, he’s a gear head in training. But like a lot of kids, he wasn’t interested in anything that the ol’ man was into. But I’m pretty sure he’s a natural, even if he is a closet gear head and hides it from me!

I forgot about Friday being the first day of the show, even though Tahoe Keys is very close to us, and The Kid didn’t say a word! Saturday morning came around, I was up drinking a hot cup, enjoying the morning when all of a sudden I hear a hell of a racket coming from the lake! Someone was making all matter of noise. Nothing sounds like that except …. except big motors, burning lots of hydrocarbons. It was then that I remembered, there was the boat show, a Race Boat show! I woke the kid up.

The Kid: Dad! What the heck are you doin’ … what’s that sound? Dad said it must be something to do with that boat show, remember? Oh ya! If I don’t miss my bet, there are at least 100 piston pumping loud cylinders out there.

Wel: He must be my kid! Brought tears to my eyes, bet he can count em in his sleep! Getup and let’s get down there! I fired up the Caddy. Didn’t need the new valet parking or the shuttle from the lot to the show, after all, it was only 7 AM. Go get your buddy’s ski boat running, we need to see what’s going on out there! I’ll ask around here.

The Kid: I cranked up the MasterCraft, yelled for the ol’ man and headed out the channel. I can hear big fast motors running, even over the sound of our engine. Dad pointed toward Camp Richardson, near where we live. I saw a couple of rooster tails. The boat headed that direction and more boats moving fast came into sight. Wow!

Wel: The kid had the boat floored and was heading for the rooster tails. As we got closer, I could see that there were 8 boats running around in a loose oval. The wooden boats looked great in the low rising sun but there were a couple of long aluminum boats with fins and some amazing painted boats and they were all moving pretty fast! This was poetry in motion, and the sound ….. what a sound … music to my ears! Even the fishing boats were watching and taking pictures. Much to my surprise, the racers weren’t being greeted with that middle finger salute as they flew by. I remembered Redhawk from last year and figured that Lew guy would be driving it. It wasn’t racing but had a boat load that were taking pictures. I pointed and The Kid sidled up to her. Lew wasn’t on board but I got the lowdown from his kid Galen and this guy named Norm. Turns out that Norm is a gear head too and he told me that Lew was driving Hornet II, a big boat with an aluminum deck and tail fin with a big V-12. I said ….. it figures.

The Kid: Dad was busy trying to find out what was going on. I knew what was happening, these guys were having fun waking up South Lake Tahoe! I didn’t know what these boats were but they were beautiful as they flew over the water. I sure hope that someone was get’n good pictures. I followed the other boats as they were starting to head back toward the Keys. Then I saw the real race. It was between an aluminum boat that looked like a rocket ship called Shanty II that had U-29 written on the side, and a very sleek red & white boat named Hurricane IV. I recognized the Tahoe Yacht Club flag on her tail fin. I think dad told me it’s called a burgee. A third boat was with them too in tight formation. The Race I could make out the words My Sweetie on her brown side and a U-17 on her white tail fin. The other boats were a ways behind them.

Well: Those big unlimited hydros ran around a while longer then slowed down. That’s when we saw a different race going on. A small black boat was running along with that boat with the shiny aluminum deck, Hornet II. They ran around in an oval and were side by side most of the time. That’s when we saw another boat with more cameras. I sure would like to see those pics!

The Kid: Dad pointed to the black boat and the much bigger boat that he said was Hornet II. They were running hard and made an amazing sound. The big boat had a very deep and throaty sound and the black boat a much higher pitch sound of higher RPM. I could hardly wait to see what they were running for mills.

Well: The racing must be over as they looked to be heading for the barn. The Kid was already moving to where most of the boats had stopped and were just sitting. End of Race A boat named Nautical, a beautiful Chris Craft was
hooking up a tow line to Hurricane IV. I thought it must have gone dead. But then The Kid pointed to a cruiser, Tango, doing the same thing with My Sweetie. All of the boats were now heading back into the Keys Marina to the show docks. We followed for a bit and then went ahead.

The Kid: The ol’ man told me to get back and put the boat away. I wanted to follow the boats back, but he said that if we get in first, we can help with the docking and get a closer view and see what happened. We were off, back to the docks.

Wel: We helped docking the boats being towed. I learned that these were both historic Unlimited Hydroplanes from the 40s and 50s. My Sweetie John Francis and Hurricane IV have Allison aircraft V-12 engines and don’t have transmissions. That was why they were being towed in. Would be a little hard to navigate in the harbor without neutral or reverse! The other boats were getting back into their slips too. I headed for some answers. I was told that this was all a part of the show but more for the owners to get to play with their toys. Kenneth Muscatel, a driving force behind the Hydroplane and Raceboat Museum and a retired unlimited owner/driver, brought both boats from his collection in the Seattle area. Dane Sorensen He and Dane Sorensen were driving the big hydro and having fun on the flat, morning Tahoe water. Lew said that it was fun but there were two goals that were important. I must have had the puzzled look again and he explained.

The Kid: Dad was off talking with people, as usual. I wanted to see the boats up close as they were docking. I met this guy named Bill, he was docking his boat Split Second. He parked it next to T-44 Wild Horses. They were both really long, narrow and had amazing varnished wood. The owner of T-44, Dave, said his boat was 33 feet long and Bill pointed out that his was a foot longer. He also said that they both had Rolls Royce V-12 engines. I asked if they were WWII Merlin aircraft engines and Bill and Dave told me the story about the Meteor version of the famous 1,650 cubic inch Merlin. How they were built for British tanks and were a great boat motor. They pointed to where Dad was over by Hornet II and said that she had a Meteor also. No wonder they sounded so good! Bet the ol’ man doesn’t know that.

Wel: I looked over at the driver getting out of Shanty II, she was parked next to Hornet II. He had a smile on his face that a whole truck full of lemons wouldn’t wipe off. Then I heard the story behind the smile. Turns out that Shanty II was designed and built in 1958 by an aeronautical engineer that had never seen a hydroplane or an unlimited race. The owner, William T. Waggner Jr, had a very successful boat named Shanty I, but as racers do, was always looking for the next and faster boat. Shanty II unfortunately rolled over on Lake Mead during her first and second trials as the big WWII Allison V-12 approached high horse power. She never raced or even ran with other hydro. It was a miracle that she was not scrapped. I was then informed that this Saturday morning, 58 years later, was her first and only run with other historic unlimited hydroplanes. I’d be smil’n too! Shanty II

The Kid: The last boat in was a great sounding and looking boat called My Sin. She seemed a lot smaller than the others but had what looked like two pontoons on her sides. Her owner, Scott, said that those are called sponsons that created 3 points of contact with the water, those two and the prop and that she was 20’ long. He said that she was a replica of the 1937 Ventnor My Sin. Dad was still talk’n.

Well: Steve, the owner of Shanty II was still shaking and had that ear to ear grin. So, I got the low down on that other race, the one with the small black boat and Hornet II. Turns out that Maybe Not II, yep, that is the little black boat and her name was on the transom, had just been restored this past year. She was powered with a 50s Chrysler Hemi and was fast. Maybe
Not II had been owned and raced by Herbert Fleishhacker Jr. in the 30s with a Liberty V-12. But the cool part was that she and Hornet II, raced each other back in the day and had not been together since the late 30s ….. until this morning! The other race Us motor heads love those kinds of stories. Even better, Hornet II has a great history. She had been owned and raced by Henry Kaiser. She was one of 10 Gar Wood stepped-hull hydros built and originally had a Liberty. In the mid to late 30s, the boat went down south where a friend hot-rod ed the boat by removing the deck and replaced it with aircraft type aluminum framing, deck and tail fin, replaced the engine with a Packard aircraft V-12 and put side pipes on. Yep, now that’s cool, side pipes on a boat! Ned Speiker, the current proud owner had a Meteor put in her and uses her as a daily driver. And she is fun! Oh, by the way, that friend down south was Howard Hughes of Hughes Aircraft Company.

Hornet II

People were starting to mill around as the show was getting under way for the day. This was a big show! We heard there were supposed to be 92 boats here, biggest show on the lake and we counted 31 of them that could be called race boats. There were a few boats on land and in the show room. They weren’t new and the show room was renamed the “Trophy Room”. Trophy Room 1 or 2 I could see why as soon as I cruised in. There were historic race boat trophies and pictures everywhere! The Tahoe Maritime Museum had race boats in there too. Best yet, there was wine! Boatique Winery was pouring samples and the owners, Bob and Maddi were there having a great time with the people. They had a race boat in the show also, La Fin a great looking 1949 Ventnor.

Two more boats outside were really cool. I saw The Kid staring at one with his mouth wide open. Well, he was actually gawking at the engine, an Allison 3,420 cubic inch, 2 crank shaft, 24 cylinder aircraft engine! It was sitting in another Kaiser boat called Scooter Too. It was being restored and in process as it did not have any skin on her frames. Made me feel better about my racer. It was very interesting to see her displayed in this state. The other boat was the show poster girl, Notre Dame. I listened to the story on her and learned that she is a fresh replica of the 1939 Notre Dame III Gold Cup race boat. The original boat was long gone but she has her original engine, a one of a kind Duesenberg W-24. Three banks of 8 cylinders pushing 1,000 HP. The owner, Gerard Raney, had purchased the engine and spare parts from famed collector Alan Furth many years ago. Gerard restored the engine but figured he needed to build a boat around the engine. Just so happened that Dan Arena, nephew of boat builder and racer Dan Arena, had the original plans and specs for the Notre Dame III. Why wouldn’t he have them? His uncle Dan designed, built and drove the boat for then owner Herb Mendelson. While Gerard had not had time to water test her, he was still firing up that incredible engine from time to time.

After a quick bite, we were off checking out the boats in the water and talking with the owners. There was BBQ this year and as usual, the Beer Garden was rock’n! Boat engines were being started on and off, making great sounds. We saw everything from flat head Fords to blown big block Chevys to half a dozen big V-12s. There were boats from 1913 to 2015. Turns out that The Kid was off just a bit, there were only 92 piston pumping loud cylinders out there in the morning mock race. I’ll have to work on that with him. It doesn’t get much better than this. I wonder what they will do next year? Next year’s STWBC promises to be even bigger. Debra Dobbins, the incoming chapter president said it is time to honor a specific make: “Chris Craft, Through the Ages” will be our theme. We will be inviting the world’s oldest known Chris Craft and the newest boats. Now we just need to fill in the middle. That is where you come in. Stay tuned for more on registering your Chris Craft boats and other makes. Remember, you can keep up to date with the news and plans on our chapter web site: http://acbs-tahoe.org/ Our Boat Show website: http://www.tahoewoodenboats.com/ And don’t forget our Boat Show Facebook page: https://www.facebook.com/tahoewoodenboats/
# 2016 Boat Show Winners

<table>
<thead>
<tr>
<th>Boat Name</th>
<th>Owner</th>
<th>Place</th>
<th>Perpetual Trophy</th>
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<tbody>
<tr>
<td>A'int She Sweet</td>
<td>Barker, Wayne &amp; Elizabeth</td>
<td>2</td>
<td>Most Unique Boat of Show</td>
</tr>
<tr>
<td>Apache X</td>
<td>Scott, Edward &amp; Deborah</td>
<td>2</td>
<td>Best Chris Craft, People's Choice, Best Transom Art</td>
</tr>
<tr>
<td>Baby Live Wires</td>
<td>Scott, Edward &amp; Deborah</td>
<td>2</td>
<td></td>
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<tr>
<td>Better Idea</td>
<td>Dangel, Gene</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Big Sky</td>
<td>Boldt, Bob &amp; Paula</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Blondie</td>
<td>Brayer, Ted &amp; Marilouise</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Cool Beans</td>
<td>Johnson, Jeff</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fin &amp; Tonic</td>
<td>Brill, Derk</td>
<td>1</td>
<td>Best Race Boat of Show</td>
</tr>
<tr>
<td>Grand Finale</td>
<td>Taylor, James &amp; Lisa</td>
<td>1</td>
<td>Most Original Boat of Show</td>
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<tr>
<td>Hell Ain't Half Full</td>
<td>Peyton, Dennis &amp; Barb</td>
<td>1</td>
<td></td>
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<tr>
<td>Holly Rose</td>
<td>Hillstrom, Bryan</td>
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<tr>
<td>Hornet</td>
<td>Spieker, Ned</td>
<td>1</td>
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<tr>
<td>Hurricane IV</td>
<td>Muscatel, Dr. Ken</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kids first</td>
<td>Boehm, Donald</td>
<td>2</td>
<td>Best of Show Repowered</td>
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<tr>
<td>Knock on Wood</td>
<td>Kashyap, Connor &amp; Miles</td>
<td>1</td>
<td>Best Engine of Show</td>
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<tr>
<td>Marbet Special</td>
<td>Harlan Orrin</td>
<td>1</td>
<td>Skipper's Choice</td>
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<tr>
<td>Maybe Not II</td>
<td>Foster, Dan &amp; Barbara</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Miss Bijou</td>
<td>Scott, Steve &amp; Cindy</td>
<td>1</td>
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<tr>
<td>Miss Notre Dame</td>
<td>Raney, Gerard</td>
<td>1</td>
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<tr>
<td>Miss Pudle Duck</td>
<td>Lyon, Dave &amp; Tammi</td>
<td>1</td>
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<tr>
<td>My Sweetie John Francis</td>
<td>Muscatel, Dr. Ken</td>
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<tr>
<td>n/a</td>
<td>Spencer, Kurt &amp; Laurie</td>
<td>1</td>
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<tr>
<td>Ol' School</td>
<td>McManus, John &amp; Day, Judith</td>
<td>1</td>
<td>Best Owner Restored</td>
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<tr>
<td>Pauli Girl</td>
<td>Campbell, Paul &amp; Sue</td>
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<td>Kid's Choice</td>
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<td>Pegasus</td>
<td>Johnson, Mike</td>
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<td>Most Elegant Boat of Show</td>
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<td>Pinks</td>
<td>Kirkland, Gordon</td>
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<td>Best Riva Show</td>
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<td>Portofino</td>
<td>Peterson, Jeff &amp; Linda</td>
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<td>Best of Show Restored</td>
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<tr>
<td>Rascal</td>
<td>Thomas, Allen &amp; Donna</td>
<td>1</td>
<td>Best of Show Preserved</td>
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<tr>
<td>Reina</td>
<td>Anderson, Dave &amp; Maddox John</td>
<td>3</td>
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<tr>
<td>Salute!</td>
<td>George, Peter &amp; Jackie</td>
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<td>Ladies Choice</td>
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<td>Split Second</td>
<td>Hutchens, Bill &amp; Mary Jo</td>
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<td>Hagerty Jr. Judges Award</td>
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<tr>
<td>Sportster</td>
<td>Arena, Dan &amp; Casey</td>
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<td>Most Improved Boat of Show</td>
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<tr>
<td>Sundown</td>
<td>Goerlich, Dave &amp; Scott</td>
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<td>Best Century of Show</td>
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<td>Sweet Pea</td>
<td>Caldwell, Phil &amp; Sue</td>
<td>1</td>
<td>Best Blonde Deck</td>
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<tr>
<td>Victory</td>
<td>Magill, Thomas</td>
<td>3</td>
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<tr>
<td>Wood Duck</td>
<td>Brown, Elliott &amp; Ginny</td>
<td></td>
<td></td>
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<tr>
<td>Yo Adrienne!</td>
<td>Coolidge, David &amp; Adrienne</td>
<td>2</td>
<td></td>
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<tr>
<td>Young At Heart</td>
<td>Tornberg, Richard</td>
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## Special Awards

- Kelly Bane Having Too Much Fun Award - Debra and Lew Dobbins
- Bob Bush Spirit Award - The Kashyap Family
South Tahoe Wooden Boat Classic

Best Raceboat of Show

Best Engine of Show

Best Riva of Show

Most Unique Boat of Show — Cool Beans

Skipper’s Choice

Most Elegant Boat of Show — Pinks
Best Chris Craft of Show, People’s Choice, Best Transom Art

Best Owner Restored

Best of Show Preserved

Best of Show Repowered — Maybe Not II

Most Improved Boat of Show

Best of show: Preserved—Reina, Dave Anderson & John Maddox; Restored—Rascal, Allen & Donna Thomas; Race Boat—Hurricane IV, Ken Muscatel; Repowered—Maybe Not II, Dan & Barbara Foster; Franc Casey, restorer; Owner Restored—Pauli Girl, Paul & Sue Campbell; Best Engine—Miss Notre Dame, Gerhard Raney &; Most Original—Kids First, Don Boehm.
As the 1939 racing season neared its end, Dan Arena and Herb Mendelson continued their discussion about a proposed new boat for the Duesenberg W-24 engine. Dan wanted to build a larger three-point hull like the “Miss Golden Gate” that he raced the year before. He was convinced that a three-point hull would be THE race boat of the future.

The first three-point style is actually credited to Adolph E. Apel in 1937 who owned Ventnor Boat Company. That boat was named “Juno”, and it won the President’s Cup Race in Washington D.C. running at 72.7 MPH. This was the same year that Dan paid Ventnor Boat Company for the rights to incorporate their patented sponson into his “Golden Gate II” design.

As a note of trivia, the original use of the “sponson” by Ventnor was not for a race boat, but for a 1936 order for twelve, 20 foot boats by the Chinese government to be used as “Suicide boats”. They were designed to run at 64 MPH with a 500 pound bomb in the bow. Their use was for the Sino-Japanese War. For political reasons, only eleven were delivered, and the twelfth hull became “Juno”. It raced with 621 cu. in. Packard engine.

An agreement for a new boat was agreed upon between Dan and Mr. Mendelson by the finish of the last race when Dan took second at the President’s Cup. The design progressed rapidly from this point. A young 22 year old Dan Arena, had his first professional contract to both design and build a Gold Cup Class race boat.

For a number of years while Dan built and raced boats, he continued his education using night school and correspondence classes to study towards his Marine Design Engineering Degree. In September of ’39 Dan was a full-time student at Westlawn School of Yacht Design in Montville, New Jersey, and he often commuted back and forth to Algonac, Michigan as the plans for the new boat progressed. October 25, 1939, saw the construction of the “Notre Dame” begin with boat builder, Walter O. Schmidt. To keep Dan informed of every detail between his trips from school, Walter kept an impeccable journal of the construction progress. Little did anyone realize at that time how valuable that journal would become 55 years later.

As the 1939 racing season neared its end, Dan Arena and Herb Mendelson continued their discussion about a proposed new boat for the Duesenberg W-24 engine. Dan wanted to build a larger three-point hull like the “Miss Golden Gate” that he raced the year before. He was convinced that a three-point hull would be THE race boat of the future.

The first three-point style is actually credited to Adolph E. Apel in 1937 who owned Ventnor Boat Company. That boat was named “Juno”, and it won the President’s Cup Race in Washington D.C. running at 72.7 MPH. This was the same year that Dan paid Ventnor Boat Company for the rights to incorporate their patented sponson into his “Golden Gate II” design.

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Dan was back to working full-time on the boat by February 1940. His inspiration for the design of the “Notre Dame” came from his outboard racing days in the mid 30’s and the highly successful outboard hydroplanes of Fred Jacoby. The race boat was essentially a sleek stretched version of a Jacoby hull with a step, 22 feet long with a 7 foot 9 inch beam, and it had a three foot overhang behind the transom. The finished “Notre Dame” was one of the most beautiful Gold Cup boats built for the race course. Like all preceding Notre Dames, this boat carried the blue and white colors of Mendelson’s Alma Mater. A price tag of $50,000 was reported by the press at its first public exhibition test run on the St. Clair River in August of 1940.

The first race of the 1940 season was the Gold Cup which was run off Long Island, New York that year. It was Dan’s third attempt for that prize. He failed to finish because of mechanical problems. At the next race held in Red Bank, New Jersey, the team took second overall, and set a record for the fastest 2.5 mile heat. During the last heat, while trying for another record, Dan threw a blade and tore a large section out of the hull. It was the quick work of the patrol boats’ crews that kept the “Notre Dame” from sinking.

The greatest achievements of that year included winning the President’s Cup on the Potomac River and taking the Notre Dame to Detroit where they set a new world’s water speed record for 12-liter boats at 100.987 MPH in a two-way run. This was a very impressive speed for a conventional hull.

By the end of 1940, Herb Mendelson’s “Notre Dame” had become the most publicized race boat of the year. It had set four world speed records. (1 mile supercharged, 2.5 mile, 15 mile, and 30 mile) All were driven by Dan Arena. The one disappointment he had was not winning the Gold Cup that season.

The war in Europe was raging in early 1941, and many were aware that our neutrality couldn’t last. Detroit was already producing war equipment and supplies for Great Britain and France. Hence, Herb decided that this was not the time to be racing boats, and he asked Dan to move the “Notre Dame” back to Algonac, and prepare it for long time storage. Dan did this and returned home to Oakland, California.

Dan was a First Lieutenant in the Army during WWII working as a Marine Design Engineer on ships, while his younger brother, Gene, was a pilot in the Army Air Corp. By 1946 the brothers were out of the service and married. Gene had one son (me, another Dan), who had been born in 1944. Upon release from the Army, Dan was already planning to design and build another race boat. This time it would be the three-point that he had originally wanted to build for Mr. Mendelson.

Dan knew the horse power for the boat could come from a surplus war plane engine. The hull was completed by mid 1946 with the help of his brother and financial assistance, once again, from his father. Still they had not located a good V-12 Allison engine from the war surplus. Eventually, they purchased an “almost new” P-38 WWII plane to have an engine in time for the season’s racing.

The week before Labor Day (1946) Dan and Gene with Danny Foster, their childhood friend, who had been Dan’s co-pilot in “Golden Gate” I and II headed for Detroit’s Gold Cup Race. Foster had returned from the War just weeks earlier. This was to be Dan Arena’s fourth try for the Gold Cup, and it was with skepticism that they entered.

The skepticism grew out of a couple factors. “Golden Gate III” had only been in the water once while it idled down the Oakland Estuary. As the crane removed the boat from the water to place it back on its trailer it was somehow dropped on...
its nose. So in reality, the boat had never been on plane at any speed at the beginning of the Gold Cup. As the race progressed, Dan got used to the boat and he pushed it to move a little faster each lap. During the final 3rd heat, Dan was losing oil from a cracked line. After two laps Gene told his brother that there was no oil pressure, yet Dan pushed on. This was to be the first time the spectators witnessed a 75 foot rooster tail behind a hydroplane, and saw a new lap record each time around. With no oil in the last half of the final heat, the engine froze and a rod went through the side of the block. The “Golden Gate III” came to a complete stop in its wake as Guy Lombardo raced past him in “Tempo VI”.

It was never quite clear to me or my family exactly why Dan sold the “Golden Gate III” to Al Fallon and left Danny Foster to drive it right after that race. Whether it was the disappointment of another second place finish at the Gold Cup or not having an engine for the President’s Cup Race the following week, no one really knew. Back home, Dan’s wife was also pregnant with their first child, and all of these factors probably played a part in his decision.

There was speculation that Dan had talked with Herb Mendelson at that race and perhaps there was discussion about the “Notre Dame” which was in “moth balls” at the time. This seemed likely, for after the birth of Dan’s son in 1947, both Dan and Gene returned to Detroit to bring the “Notre Dame” out of storage for Herb. The boat had been in storage at the Algonac boathouse on the St. Clair River for seven years when Dan and Gene, Walt Schmid, Bert Mackenzie, and his brothers began the total refurbishment of the boat, its engine, and its equipment. The goal was to bring the “Notre Dame” back to its original splendor. However, during its years in storage, the hull had warped making it harder for the driver to handle and keep it moving in a straight line.

Dan and Gene did well throughout the 1947 season with the “Notre Dame” finishing in the upper part of the pack. The Duesenberg W-24 was no longer the dominant power plant with the introduction of the Allison V-12 the year before, and the new three-point hulls were a challenge. Yet the “Notre Dame” still put on a show. Dan and Dad won the Silver Cup that year beating the 2nd place boat, “Miss Great Lakes” which was their old “Golden Gate III”.

Although “Miss Golden Gate III” raced only once before it became “Miss Great Lakes” it went on to win many races until 1953 when it sank in the Detroit River. Dan Arena’s “Miss Golden Gate III” became the benchmark for post-war unlimited hydroplane racing and set the standard for three-point design and Allison power for decades.

Herb Mendelson sold the “Notre Dame” to Warren Avis (of Avis rental cars) in 1948, and he raced it under the name “Miss Frostie”. Dan and Gene had started their own company to build and race unlimited hydroplanes at this time. So, when Warren Avis sold the old “Notre Dame” to Joe Schoenith Dan was contracted to rebuild and lengthen the hull to house the Allison V-12. The boat was renamed “Gale I” and it raced from 1950 to 1953. Schoenith then leased the boat to Bud Saile who campaigned it as “Miss Wayne” from 1953 to 1955. The best award for this Grand Old Lady was a third place as she finished racing during those last years.

Upon retiring her, she was stripped of her hardware and stored in Joe Schoenith’s race boat yard where the hull burned accidentally in 1957. The fastest pre-War Gold Cup boat was gone. Luckily, the Schoenith family took better care of the Duesenberg W-24 and its extra parts. Even today, the “Notre Dame’s” 1937 Duesenberg power plant is considered by many to be the most elegant marine racing engine ever built.

The W-24 eventually found its way to the Alan Furth Estate and it was purchased by Gerard Raney and Alec Giaimo in 1992. After considerable research, the use of the original drawings, the use of Walt Schmid’s detailed journal, and the expertise of Dan and Gene Arena, Gerard Raney began the 24 year project of building an exact running replica of the 1940 “Notre Dame”. It was introduced and shown on July 29, 2016, at the South Shore Boat Show where it won “Best Engine of Show”.

Herb Mendelson sold the “Notre Dame” to Warren Avis
November 5, 2016
Saturday
Board and Members Year End Meeting
Location: Lafayette Park Hotel
3287 Mt Diablo Blvd
Lafayette

Saturday Lunch Cruise on the USS Potomac-FDR’s Presidential Yacht
540 Water Street
Oakland, Ca 94607
Rooms have been held under ACBS November Meeting
Board of Directors meeting 5:00
Cocktails will be served 6:30 Cash Bar
Dinner Served 7:00
Room Reservations 925 263-1725
Please join me in welcoming new Members to the Northern California/Lake Tahoe Chapter of ACBS:

Jordan Gurries – Santa Rosa, CA
Aaron & Kari Bailey – Homewood, CA
Steve Bowen – Thousand Oaks, CA
Jeanne Eber & Lauren Casparis – Kentfield, CA
Ray & Atchara Gardella – Redwood City, CA
Ken & Elizabeth Gottardo – Roseville, CA
Royce Johnson – Kings Beach, CA
Norm Kitching IV – Mountain View, CA
Molly & David O’Dell – Mill Valley, CA
Lesa & Greg Faulkner – Lafayette, CA
James & Jill Neeley – Citrus Heights, CA
Mark & Mary Poteete – Santa Cruz, CA
Gail & Mathew Maketa – Lincoln, CA
Steve & Darla Mortenson – Vacaville, CA
Michael & Diana Waldow – Fullerton, CA
Ross & Jamie Arno – Sacramento, CA
Gerard & Joyce Raney – Redwood City, CA
Deborah Hiner – San Clemente, CA

I would also like to thank those members who have renewed their memberships in the ACBS Northern California/Lake Tahoe Chapter. If your membership is due for renewal, please take the opportunity to renew now on the ACBS Website, www.acbs.org, or give me a call at 916-681-4751 or email me at leutz@inreach.com and I will help you with the renewal process. You surely do not want to miss out on any of our many family oriented fun activities planned for 2016.

ACBS is devoted to the preservation, restoration, and education of classic boating. It is a great organization in which to meet likeminded people. It is also a great opportunity to get young people interested and involved in preserving our antique and classic boats and history.

As a member, you will receive a Directory of Members in your choice of printed format or online. In fact, the Directory started going out to members in April 2016. You should have received your copy by now, if you chose to receive the Directory by mail. You will also receive not only the official magazine of the Antique and Classic Boat Society, “The RUDDER”, but our own “WESTERN WOOD” Magazine published by our local chapter. In these publications, you will find event calendars, articles regarding Classic Boating and history, photos of boat shows and other events, antique and classic boats for sale, as well as many other interesting articles, plus discounts on various goods and services from ACBS supporters.

Membership Dues are extremely reasonable: $50.00 for ACBS International, plus $25.00 for Northern California/Lake Tahoe Chapter. I welcome and look forward to your suggestions and help in introducing new friends to ACBS and also your help in retaining our current member.

Junior Chapter Memberships Now Available!

Please be advised that your ACBS Northern California/Lake Tahoe Chapter Board of Directors has approved a new attractively priced “Junior Membership”. Now youth can join ACBS International for $15.00, plus $5.00 for our local NC/LT Chapter, for a total of just $20.00 for the year. Why not give a gift Membership to your son, daughter, grandchild, or great grandchild and get them involved in our great hobby and passion? As our youth membership grows, we hope to develop new activities exclusively for our new youth members. We welcome your suggestions on how they can participate to make our Chapter even better. If you can volunteer to help out with this project, please let me know. Help spread the word about our new youth Membership Program and let’s get our youth involved. For additional information, an application, or to make any suggestions, please contact me at 916-681-4751 or leutz@inreach.com.
Lake Tahoe is a wonderful Lake to boat on with its pristine deep blue waters and beautiful mountain scenery. Lake Tahoe provides wonderful opportunities for sports minded enthusiasts such as water skiing, parasailing, stand-up paddle boarding, kayaking, canoeing, cruising, etc.

However, Lake Tahoe has some unique and potential hazards of which all boaters need to be aware. Perhaps one of the most important potential hazards is the extremely cold water, which is sometimes forgotten by visitors. Since Lake Tahoe is located at 6,228 feet in elevation, coupled with the annual snow melt, the water in Lake Tahoe is quite cold.

In fact, Lake Tahoe water is always cold, the average temperature during the summer months, for example, is only 68 degrees. Boaters should be aware that the summer sun only warms the very surface of the water, usually to a depth of six to eight feet. While the waters of Lake Tahoe may look refreshing and relaxing, they could become quite hazardous to one’s health in a very short period of time. “Cold Water” is defined as any water temperature under 70 degrees.

The three phases to Cold Water Survival:

**Cold Water Shock** – an initial deep and sudden gasp followed by hyperventilation. Cold Shock will pass in about one minute.

**Cold Incapacitation** – in the next ten minutes you lose the effective use of your fingers, arms, and legs for any meaningful movement.

**Hypothermia** – loss of consciousness may occur in as little as one hour, or less, depending upon water temperature. At Lake Tahoe, the water is very cold and the normal time frame can be much less.

Cold Water Shock can cause heart failure at any age and Cold Water Immersion can cause a loss of mental faculties in less than three minutes and will lead to Hypothermia.

Hypothermia is the abnormal lowering of internal body temperature and is caused by loss of body heat. Some of the classic signs of sudden Cold Water Immersion include rapid, uncontrolled breathing, cardiac arrest, and other physical conditions that can result in drowning.

Should your vessel capsize and you end up in the water, many times your boat will float on or just below the surface of the water. Stay calm and try to immediately put a life jacket on to help keep your head out of the water. Without a Life Jacket, you can only survive for around ten minutes in cold water. It is very important to keep your head out of the water as approximately 50% of body heat loss is from the head. To minimize Hypothermia, get in, stay in, or stay on the boat, even if it is full of water. Attempt to get as much of your body out of the water as possible.

If someone falls overboard, or you take an unexpected dip in the water, there are some things you can do to minimize a poor outcome. Button-up any clothing you are wearing, draw your knees to your chest and wrap your arms across your chest, hugging your Life Vest in the “Heat Escape Lessening Posture.” (H.E.L.P.) This aids in protecting the major areas of your body from heat loss. If there are others in the water with you, you can huddle together with your arms around each other to keep warm. The “huddle” will be good for morale, keep everyone together in rough seas and provide a larger target in the water for rescuers to see you.

If possible, keep your knees bent and float on your back, while paddling to safety. The air trapped in your clothing will help to provide considerable flotation. Avoid thrashing about, which will lead to exhaustion and increases the loss of air that helps keep you afloat.

A common sense approach to cold water survival at Lake Tahoe is to boat close to shore where there are other boaters who are more readily able to see you in distress and come to your aid. Also, boating closer to shore allows one time to, perhaps, reach shore before Hypothermia sets in.

Remember, a Life Jacket can be your best friend. Make sure it is easily accessible in your boat. When emergencies happen, you want to be able to get to your life jackets quickly, not dig through a mountain of toys, towels, and coolers. See you on the Lake!
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