

**CLASS I  
LAKERS AND LAUNCHES**



**A.K.S.**  
1913 26' L.E. Fry Launch  
45-hp, 4-cyl. Universal engine  
Albert Engel, Pt. Richmond, Calif.

This boat, one of the very good but very few boats built by small 1000 Islands builder, L.E. Fry of Clayton, N.Y., makes her Lake Tahoe *Concours d'Elegance* debut at the 2014 show.

**CLASS II  
OUTBOARDS AND CANOES  
NO ENTRIES**

**CLASS III  
PRE-WAR RUNABOUTS  
under 23 Feet**

**DECO** (not pictured)  
1930 19' Dee Wite Runabout  
95-hp, 6-cyl. Gray Marine engine  
B.K. Powell, Spokane, Wash.

Dee Wites were manufactured in Detroit by the Dwight Lumber Co., which went out of business due to the depression in 1936, taking the boat division with it. The company started making boats in 1929 with one model, a 14' outboard. In 1930 they came out with seven new models of which *Deco* is a model #6, a 19' split cockpit.

The boat was delivered new to Lake Winnepesaukee, N. H. where she was christened *Karma* who spent many years on the lake before, unfortunately, becoming beached in 1970. Apparently she sank twice, both times in shallow water and at the dock. There

*Karma* sat for the better part of 30 years before being purchased in 2006 by her current owner who had her transported to Spokane, Wash., where again she sat for more years. Over the past two years, the boat has been restored to her original state to include all instrumentation and all original hardware. Rechristened *Deco*, she represents the Art Deco theme of the '30s.

Dee Wites are very rare boats and, to the owner's knowledge, only a handful still exists. *Deco* is complete down to the original floor starter and Model A steering wheel. Also unique to this boat is the all-oak framing (95% original), African mahogany planking, swept-back wind shield (advanced for the era), the Model T "ahooga" horn, and the decking crown of 7.5 inches.

**DORK**  
1948 19' Chris-Craft Racing Runabout  
158-hp, 6-cyl. Chris-Craft MBL engine  
Bill Shepherd & Rob Shepherd, Lafayette, Calif.

*Dork* was sold in 1948 at the San Francisco Boat Show, then purchased by Wilbur Miller in 1953 off an Indian reservation near Tonopah, Nev. She has been in the Miller-Shepherd family since Wilbur gave *Dork* to his grandsons, Bill and Rob Shepherd, in 1988. This boat has won awards in the "racer" class in every boat show except for the year she sank just before the judging.

This is the only boat that has been shown in every Lake Tahoe *Concours d'Elegance* since its first gathering in 1972.



**DORK**



**ROKI II**  
1940 19' Gar Wood Deluxe Runabout  
250-hp., 8-cyl. Chevrolet engine  
William King & Diane Rowan, Incline Village, Nev.

*Roki II* is as it was when purchased from previous owner, Tahoe Yacht Club Foundation Treasurer Doug and Nancy Ball, in 2011. Exceptions include modernization of the electrical system and change of the power unit to a small block V-8 to improve performance at high altitude.

Hull #6579 was shipped from the factory to Saranac Lake, N.Y., in June of 1940, the only model 110 built that year in Marysville Mich., and originally powered with a Chrysler Ace 6-78 engine. The boat eventually found its way to Lake Tahoe (named *Le'Cannot d'Mere* by its then Crystal Bay, Nev., owner) and on to Sierra Boat Company where it was purchased and rechristened *Sonne* by the Balls. Now as *Roki II*, the boat continues to be maintained by Sierra Boat.

**CLASS IV  
PRE-WAR RUNABOUTS  
23 Feet and Over**

**BIG BOY**  
1937 28' Gar Wood 746 Custom Runabout  
316-hp., 12-cyl. Scripps 302 engine  
Steve & Janice Hamill, Alamo, Calif.

*Big Boy*, formerly *America*, is hull #5925, model 746; the only model 746 ever built and the 343rd of 352 total Gar Wood 28-foot Custom Runabouts manufactured between 1925 and 1941. Built by the Gar Wood Boat Division of Gar Wood Industries at Marysville, Mich., the boat was shipped on June 8, 1937, to the Wisconsin Transportation Company, Lake Geneva, and initially purchased by J.E. McAuley for \$7,720!

Powered by a 316-hp., 894 cu. in. Scripps model 302 V-12, serial #27622 engine, *Big Boy* cruises up to 47 mph. The boat is one of only 10 Gar Wood triple cockpit Custom Runabouts that were equipped with this powerful V-12 engine, nine are still known to exist. The first was delivered in August, 1934. Six of the 10 original high-powered, triple cockpit Gar Woods were sold by Lake Tahoe Gar Wood dealer, Jake Obexer, out of Homewood, Calif.

*Big Boy* was first restored in 2002 in Southern California. A second comprehensive restoration was completed by Sierra Boat Company in 2013 to address pervasive dry rot, discovered in 2011, which had spread since the first restoration, compromising the structural integrity and safety of the boat.

The runabout has appeared in ads for Serengeti Sunglasses, with Val Kilmer, Mercedes and a German catalog, and received a number of awards including "Best Antique Runabout over 22'" at the First International ACBS Show and "Best Engine of Show" at the Lake Tahoe *Concours d'Elegance*. At last year's *Concours*, *Big Boy* received both "Best Gar Wood of Show" and the Jordy Carleton perpetual trophy for "Overall Best of Show."



**GADABOUT**  
(foreground) with  
Dick Clarke at the wheel  
of background boat,  
also a 1929 26' Chris-  
Craft, for a photo shoot  
on Lake Tahoe.



Norm Wangard

**PRE-WAR RUNABOUTS 23 Feet and Over (continued)**

**GADABOUT**  
1929 26' Chris-Craft Model 7 Runabout  
225-hp., 8-cyl. Chris-Craft A-70 engine  
Blake Nordstrom, Hunts Points, Wash.

*Gadabout* is a special boat retaining its original motor and original bottom. It also comes with original gauges and hardware and with a Kroh folding top. The boat was originally purchased in 1929 from E.J. Mertaugh Boat Works in Michigan by the Pflueger Rod and Reel family. The triple (pictured above with another 1929 26' Chris-Craft) is featured on page 37 of Norm Wangard's book entitled "Mahogany Boats".

*Gadabout* has been cared for by Jim Murdock from Vintage Boat Restoration in Connecticut who performed the rebuild of the motor and other work as well. This is the boat's first appearance at Tahoe Yacht Club Foundation's Lake Tahoe *Concours d'Elegance*.

**GARFIELD**  
1932 33' Gar Wood Flush-deck Triple Cockpit  
435-hp., 12-cyl. Curtiss D12 engine  
William & Barbara Parfet, Jupiter, Florida

*Garfield* falls under the restored classification; not a replication or reproduction. However, the Curtis engine was not factory installed. The boat was found in Maine 25 years ago by Mike Matheson and later acquired by Jim Thorpe who had the hull restored by Morin Boats 20 years ago and found the Curtis D12 engine. Tom Mittler then purchased the whole project from Thorpe. Upon the passing of Mittler, the Parfets purchased both boat and engine and had Morin Boats finish mating the boat and engine.

*Garfield*, a first-time entry in the Lake Tahoe *Concours*, is believed to be one of only four 33' flush deck triple cockpit Gar Woods remaining in the world. The other three are 1930-31 vintage. This being the only 1932, it has all of the optional Gar Wood hardware that is much more elaborate than the other hulls. There were very few of this style of hull produced.

**LIBERTY**  
1932 28' Gar Wood 28-55 Runabout  
425-hp., 12-cyl. Gar Wood Liberty engine  
The Vento Family, St. Thomas, USVI

The Ventos' *Liberty*, originally delivered to Pennsylvania in March of 1932, is one of only 10 Gar Wood model 28-55s produced (28 feet long, 55mph) and is the only one remaining (of two) still with Liberty V-12 power.

**MIDNIGHT THUNDER** (formerly *Triple Time*)  
1937 25' Gar Wood 740 Custom Runabout  
316-hp., 12-cyl. Scripps 302 engine  
J. Craig Venter & Heather E. Kowalski, La Jolla, Calif.

*Midnight Thunder*, previously named *Triple Time*, returns to the Lake Tahoe *Concours* beautifully restored from stem to stern. Gar Wood built 267 boats in 1937, about 100 more than any other year in the 1930s. *Midnight Thunder* is one of only nine 25-ft. runabouts built in 1937, and one of only five 25-footers equipped with the largest engine option, the Scripps 302 V-12.

The favored formula for making speedboats go fast in the 1920s and '30s included a large displacement and low rpm power plant swinging a large wheel (propeller). The Scripps V-12 engine, model 302, original to this boat, is no exception to that formula. With a cylinder bore of 4.25 inches and a stroke of 5.25 inches, the displacement totals 894 cubic inches. The engine was said to produce 316 hp at 2,600 rpm.

**STEINWAY**  
1929 26' Hackercraft Dolphin Jr.  
220-hp., 6-cyl. Kermath 200 engine  
Jeffery & Linda Peterson, San Rafael, Calif.

Hackercraft was called "the Steinway of wood runabouts" by Bob Speltz in his book, "Real Runabouts", and the Petersons' *Steinway* is a great example. Built in the fall of 1929, she is believed to have been originally purchased on Lake George. During this era, many 26-ft. Dolphin Jrs. were raced as a stock boat, consistently winning throughout North America and even Europe. *Steinway's* engine, a 678 cu. in. Kermath 200 Sea Wolf, meticulously rebuilt and restored by John Allen, is capable of speeds up to 45 mph.

Prior owners, former Tahoe Yacht Club Commodore Brad and Sandy Hill, purchased the boat from avid collector Alan Furth who, it is believed, acquired the boat from Bill Morgan in the late '60s. The boat was very well maintained over the years; almost every plank of her topsides is original Honduran mahogany. While her deck had to be completely redone, restorer Jim Senior selected exactly the grain and quality of Honduras mahogany that Hacker insisted on in building his boats. Jim focused his entire energy and talents in restoring *Steinway* to one of the finest examples of the great creations by John L. Hacker.

Her upholstery was the invention of Rod Souza who, along with the current owner, did extensive research and had the hides specially made to match the color, texture, and graining for a 1929

(continued on page 28)



GARFIELD



LIBERTY

Roy Dyer III



Roy Dyer III



STEINWAY

h2omark.com

*MIDNIGHT THUNDER*,  
pictured as *TRIPLE TIME*,  
prior to re-christening.

## PRE-WAR RUNABOUTS 23 Feet and Over

### STEINWAY (continued)

Hackercraft. Seat backs, bolsters, and other areas of the boat were original pieces from 1929; all stamped with Steinway's hull #296. Chuck Kelly professionally restored her instrument panel to original perfection.

At the 2002 Lake Tahoe *Concours d'Elegance*, Steinway swept the show with a first in class, "Best Professional Restoration" (awarded to Jim Senior), "Best of Show Over 23-feet", "Marque Class Best of Show", and "Overall Best of Show", and in 2006, added "Best Engine of Show" to the Petersons' trophy case.

## CLASS V POST WAR RUNABOUTS

### BIG SKY

1946 21' Stan-Craft Torpedo Runabout  
160-hp., 6-cyl. Gray Marine engine  
Bob & Paula Boldt, Austin, Texas

*Big Sky*, built by Stanley Young at the Stan-Craft Boat Company in Polson, Mont., was delivered to her first owner, Alton Pearce in Kalispell on Montana's Flathead Lake, who christened her *77-II*. Purchased by vintage boat "super collector" Alan Furth in 1985 and renamed *Big Sky*, the boat was brought to Lake Tahoe where it was acquired by Bob and Paula Boldt. *Big Sky* has been restored several times by Tony Brown at Lake Tahoe and by Syd Young, Stan Young's son, at the Stan-Craft Boat Company now in Coeur d'Alene, Idaho.

While *Big Sky* was the second torpedo built by Stan Young, it is designated as hull #001. Stan was inspired by the Gold Cup racing boats of the early 1900s that featured displacement hulls with a torpedo stern for hydrodynamic effect. This design could be considered the ultimate "barrel-back" in that the tumble-home is not truncated at the transom as is the case with other more com-

mon barrel-back designs. The draw back is that *Big Sky's* many compound curves, while pleasing to the eye, are very difficult and expensive to build. The Pearce family paid more than \$3,600 for the runabout in 1946 (a sum that could have purchased the best house in Kalispell at the time). As a result, there were only six original-style torpedoes built, of which three remain today.

*Big Sky* is powered by a Gray Marine Fireball racing engine, topped with three carburetors, rated at 190-hp. Because of a shortage of engines after WWII, Stan took the engine out of a racing boat so that he could restart his business with the sale of *Big Sky* to the Pearce family. Consequently, *Big Sky* was one of the fastest boats on Flathead Lake for many years. The photo shows *Big Sky* taking advantage of her ample freeboard to cut through choppy water on Lake Tahoe in style.

The boat has won many awards over the years including the Thunderbird Perpetual Trophy for "Most Unique Boat of Show" at Tahoe Yacht Club Foundation's *Concours d'Elegance*, the Corinthian Trophy at the Keels and Wheels' Concours in Texas, and "Best Post-War Runabout" at the ACBS International Show. More satisfying to the Boldts is having *Big Sky* voted "Peoples' Choice" 10 times at Tahoe and other events.

### HAPPY DAYS

1952 19' Chris-Craft Racing Runabout  
158-hp., 6-cyl. Chris-Craft MBL engine  
Ed Alexander, Lomita, Calif.

*Happy Days*, R-19-415, is an original Lake Arrowhead boat and, in 1992, she was awarded "Best of Show" at the Lake Arrowhead show. For the next decade, she remained stored in California until taken to Idaho in 2005. Between 2009-2011 she was restored to factory specifications by McCall (Idaho) Boat Works, which included 3M5200 bottom, all new sides and top planking.

At the 2011 Lake Arrowhead show, she re-claimed her award of "Best of Show" as well as being named "Best Chris-Craft". *Happy Days* also won "Best Runabout" at the Coeur d'Alene Show and at the first NW Regional Show in 2011.



### LIBERTY

1948 19' Chris-Craft Racing Runabout  
158-hp., 6-cyl. Chris-Craft MBL engine  
Ken & Sandra Bakke, Vancouver, Wash.

This Chris-Craft racing runabout model was manufactured from 1948 through 1954. The 1947 through mid-'49 models came with painted hulls and decks because there was a shortage of mahogany after WWII and were, therefore, known as "Red & Whites". *Liberty*, who makes her Lake Tahoe *Concours* debut in the 2014 show, is one of only two out of 205 "Red & Whites" built that had blue upholstery instead of the standard red. Blake acquired the boat in October of 2008 with only the framework of the hull intact and totally rebuilt and restored the boat over a period of about four years.

## CLASS VI BLONDE DECK CHRIS-CRAFT RUNABOUTS

### BOARDWALK BLONDE (not pictured)

1955 21' Chris-Craft Capri  
200-hp., 8-cyl. Chrysler M-45S engine  
Jim Coddington, Stockton, Calif.

*Boardwalk Blonde* was built at Chris-Craft's Cadillac plant, and delivered, as a special order from the John G. Rapp Co. in San Francisco, on Christmas eve, 1954. She was the 21st of 170 such models, built at the cost of \$5,140.

Mariner's Museum records claim this is the first production

Capri delivered with the Chrysler Hemi V-8. After delivery, the dealer added the Imperial V 250 M-45sp option to improve performance at Lake Tahoe's elevation. The engine currently has the twin single-throat downdraft carburetors, as delivered by the factory, with the optional 12-volt system.

The first owners were Irish Tavern proprietors in San Francisco who used the runabout as a "tender" for their motor yacht in the Bay and Delta. The Capri was also used as a "Lake" boat on Tahoe with their "wealthier" tavern friends on the West Shore. In the mid '60s and beyond, she was owned by boaters who traveled the Capri to Oregon's Lake Oswego, Seattle's Lake Union and Islands of Lake Washington, Vancouver, Sandpoint and Coeur d'Alene, then back to Minnesota, the Michigan Lakes area and New Jersey; a "well-traveled" Blonde lady having seen boardwalks on both the East and West coast of the US.

Coddington purchased the boat to give his Dad one of his last "bucket list" wishes, a ride in the Capri on the Delta with the unique sound of the Chrysler's Hemi engine. *Boardwalk Blonde* has been under four years of renovation to bring her back to near "factory delivered" condition with the advice and encouragement from professional restorers, Capri owners, CC Clubs, and the Mariner's Museum making this project enjoyable and a great success and enjoyable!



### CLEMENTINE

1949 20' Chris-Craft Custom Runabout  
158-hp., 6-cyl. Chris-Craft MBL engine  
John & Connie Linneman, Lafayette, Calif.

R-20-362 was delivered in June 1949 to a dealer in Duluth, Minnesota. Nearly 40 years later, Don Viehmeyer discovered her in Minnesota in 1986 in very poor condition and restored her in 2000 with the Linnemans adopting *Clementine* in May of that year. Her name originated from the song "Oh My Darling Clementine" because she is, as the lyrics go, a "49'er".

*Clemmie* is a family boat and a daily user on Lake Tahoe. She is hull #362 of a series of 367 which makes her one of the last manufactured in the series. Her cost in 1949 was a whopping \$4,230, more than the average cost of a home at that time. *Clementine* has been "Miss May" in a national calendar and has appeared in *Classic Boating Magazine*. Having earned first and

(continued)



Classic Boating Magazine

## BLONDE DECK CHRIS-CRAFT RUNABOUTS

### CLEMENTINE (continued)

second place awards at the Lake Tahoe *Concours d'Elegance*, she has just been refreshed by the crew at Obexer's Boat Company.



### MISS TAHOE III

1955 21' Chris-Craft Capri  
200-hp., 8-cyl. Chrysler M-455 Hemi engine  
John & Cathy Stannard, Los Gatos, Calif.

*Miss Tahoe III* was delivered to the John G. Rapp Co in San Francisco in 1955, one of only 170 21-ft. Capris produced in 1955-56. In 1994, she was acquired by the *Concours* popular dockmaster, the late Kelly Bane, who proceeded with a keel-out restoration. His work brought him a first place, along with "Best Chris-Craft of Show" and "Best Non-professional Restoration" perpetual trophies at the 1997 Lake Tahoe *Concours d'Elegance*.

## CLASS VII CENTURY



### SWEET WATER

1960 16' Century Resorter  
185-hp, 8-cyl. Dearborn Interceptor engine  
Ray and Naomi Bruce, Lakeport, Calif.

*Sweet Water* is in *Concours* condition and has won numerous awards, including "Best Century of Show" in the Lake Tahoe *Concours d'Elegance* 2001 and 2008 shows. Built in Manistee, Mich., and delivered to the Century dealer in Portland, Ore., the boat was used by her first owner as a ski boat on Lake Oswego. She has been restored by Dave Lobb twice by subsequent owners, Jim Fentress in 1993, and again in 2005 by Michael Friedman.

## CLASS VIII RIVA & INTERNATIONAL

### BELLA DONNA

1969 22' Riva Ariston  
270-hp., 8-cyl. Riva Crusader engine  
Dale & Donna Reynolds, Walnut Creek, Calif.

More than ten years after seeing his first Riva, Reynolds found the boat he'd been dreaming of owning on a May 2001 trip to Italy: a 1969 Ariston sitting on her cradle in front of the Centro Nautico Salo at lago d'Garda boat yard. Ariston #908, originally delivered to Corvino Stanislao of Naples, was absolutely 'naked' but in the process of coming back to life with a new bottom, new engine, new upholstery, and 22 coats of varnish. Eventually, she would be restored as though delivered from the factory at lago d'Iseo, Sarnico, Italy. After visiting a few more boat yards in Italy and Sweden and arriving home, Reynolds made an offer and *Bella Donna* ("beautiful lady") arrived on August. 7, 2002, two days before the *Concours d'Elegance* where she took a first place, accumulating 97 out of 100 points.

*Bella Donna* is unique in that she is one of only 28 Aristons built in 1969. The Ariston was Carlo Riva's favorite which he named for a theater in Milano; Ariston meaning "the best" in Greek. In November, 2010, she was delivered to Northwest Classic Boats in Auburn, Calif., to have her top deck and transom replaced to original specifications and came back looking as good or better than when she came out of the Riva factory. In 2012, *Bella Donna* was awarded a first place and the perpetual trophy for "Best Riva of Show" (non-Marque) in the Lake Tahoe *Concours d'Elegance*. Check her out!

### LA DOLCE RIVA

1962 26'4" Riva Super Tritone  
275-hp. ea., 8-cyl. twin Lincoln engines  
John Wickland, Sacramento, Calif.

The Super Tritone is considered by many Riva aficionados to be the most beautiful model of all. The predecessor to the popular Super Aquarama but more elaborate in its construction, it was the most powerful, expensive and fastest model in Riva's early 1960s catalog. A mere 27 Super Tritones left Riva's Sarnico premises.

Wickland purchased the boat and put her on Lake Tahoe in 1987, where she has been moored ever since. Her five previous owners, all from the Naples, Italy, vicinity, used her extensively on the Mediterranean. Since Wickland has owned her, she was refinished in 1990 and again in 2006. A new bottom was installed in 2000 and during the winter of 2008/9, her decks and hullsides were replanked. Both engines were rebuilt in 1990 and again in the spring of 2011.

In 2000 she was the first recipient of the newly-introduced Carlo Riva International Trophy and has been a participant in numerous Lake Tahoe *Concours d'Elegance* shows. *La Dolce Riva* has over 1000 hours on her and during the summer can be seen regularly on Tahoe with a boatload of people.

### MIA BASILLISSA

1969 21' Riva Olympic  
220-hp., 8-cyl. Riva Crusader engine  
Paul & Deborah Selak, Tahoe City, Calif.

This Riva Olympic was originally sold in 1969 to Schmid Max who used it, first, on the Adriatic Sea near Venice, before moving it to Lake Iseo in northern Italy. In 2000, her ownership

BELLA DONNA



MIA BASILLISSA



LA DOLCE RIVA

TERESA



transferred to a Mr. Castagnola who cruised her on Lake Garda until 2007 when the Selaks had to buy *Mia Basillissa* (named after their dog, Basil—The Queen Bee).

Deborah and her female crew used the boat in June, 2007, at a Riva Shipyard Meeting in Rappallo/Santa Margherita, Italy. Deborah, crew, and *Mia* cruised more than 80 km in force 4-5 seas from Rapallo to La Spezia and back (the same day a 27-ft. Riva Tritone sank in the rough waters). *Mia* was then shipped to Lake Tahoe where she has been used for cruising, tubing, sunbathing, and fishing. *Mia's* honors include 2007 Riva Shipyard Meeting, Rappallo as "Best Crew"; 2008 winner of the Riva Shipyard Meeting, Miami, Florida; first place and "Best Riva of Show", at the 2009 Lake Tahoe *Concours d'Elegance*, and a 2009 first at the ACBS Wooden Boat Show. NOW SHE IS BACK!

### TERESA

1971 28' Riva Super Aquarama  
350-hp. ea., 8-cyl. twin GM engines  
William & Gayle Robotham, Santa Rosa, Calif.

*Teresa* was first registered in Venice, Italy, in 1971 before making her way to Florida. In 1982 she was purchased for restoration and brought to Newport Beach, Calif., only to end up sitting in a warehouse for the next 16 years. In 1998 she was purchased by two Swedish boat builders who spent two years doing a total restoration on the boat.

The Robothams purchase the Super Aquarama in 2002 and brought to Lake Tahoe. The following year, at her first *Concours d'Elegance*, she became the first winner of the "Best Riva of Show" perpetual trophy.

**HURRICANE IV**  
Tahoe Yacht Club  
achive photo



## CLASS IX RACE BOATS

### **HURRICANE IV** 1948 28' Wickens Unlimited Hydroplane 1750-hp., Allison V-12 engine Dr. Ken Muscatel, Seattle, Wash.

*Hurricane IV*, one of the more famous Unlimiteds of the post-WWII era, will be fired up and running during Tahoe Yacht Club Foundation's 42nd annual *Concours*. At one time the third fastest boat in the world, she was originally owned by TYC member and Limited driver Morlan Visel, who raced her in APBA Gold Cups from Detroit in 1948 to Seattle in 1952, her last major appearance. From then on, she ran mostly on Tahoe in the club's Championship races and Mile High Regattas, competing for the Mapes Trophy.

According to Unlimited Hydroplane historian Fred Farley, the *IV* was a 'prop-rider' with a surface propeller which had much less wetted surface area than her contemporaries with submerged propellers, and was usually faster. But she was a handful to drive with a balance problem. In 1952, the boat was rebuilt by Fred Wickens and its configuration greatly changed with a distinctly flatter profile and large white tailfin. Later that season, Visel and *Hurricane IV* were clocked at 139 mph on the straightaway during a regatta off Tahoe City.

**NINE LIVES**



Bill Stead took over ownership in 1953, finishing third behind TYC Commodore Stan Dollar in the club Championship and second in the Mile High Regatta. When the hydroplane failed to qualify for the 1954 Gold Cup, Stead retired her from competition. But, wanting to see what she could do in one last try over the measured mile, he sent the *IV* to Southern California's Salton Sea. With a 'hopped-up' Avia Union Allison engine, *Hurricane IV* powered her way into the history books with a two-way average speed of 163.136 mph, to become third fastest boat in the world.

**ORANGE CRATE**



*Hurricane IV* may best be remembered, however, for her movie debut that same year, featured in the first five minutes of Universal Pictures' "Magnificent Obsession", starring Jane Wyman with Rock Hudson as a millionaire playboy piloting his high-speed aquatic 'toy'. The boat, which has just finished a total restoration including the Allison engine, is part of the Hydroplane and Raceboat Museum's growing fleet of restored Unlimiteds in Kent, Washington.

### **NINE LIVES** 2003 23' Golden Era Classics Gentleman's Racer 600-hp., 12-cyl. Jaguar engine Wes and Janet Selvidge, Buttonwillow, Calif.

*Nine Lives* is one of only four of its kind in the world. The raw hull was built in Australia by Paul Dewhurst in the style of the Gold Cup racers from the 1930s and shipped to the U.S. where Wes Selvidge then completed the project over a three-year period. The highly-modified Jaguar V-12 pushes the boat to over 60 mph. Installing this engine in a boat is not for the faint of heart. For instance, there are over 120 tubes and hoses in the boat; that's 240 possible leaks! But the extreme rear seat position gives a very smooth ride.

In her first year on the water, *Nine Lives* was awarded "People's Choice" at Lake Arrowhead, "Best Contemporary" at the ACBS national show, and featured in *Classic Boating Magazine*.

### **ORANGE CRATE** 1964 21' Besotes Racer 425-hp., 8-cyl. Ford engine Ed & Deborah Scott, Oakland, Calif.

*Orange Crate* is a single-cockpit runabout custom-built by Besotes in Stockton, Calif., for former Tahoe Yacht Club Commodore Marshall Kraus specially for club racing on Lake Tahoe. And race, she did, winning 19 regatta trophies from 1964 until 1976 when she retired from the Lake. Returning to Tahoe in 1993, she was back winning awards but, this time, it was the Dick Clarke perpetual trophy for "Elegance and Style".

One of only three single-cockpit 21s built by Besotes, she is uniquely different with her lower profile, 9-ft. 6-in. front deck, V-drive configuration, and clean lines. And still powered by her original Ford engine, a rare Hi-Riser NASCAR edition.

*Orange Crate* has been awarded a first place in every *Concours* she has entered, along with "Best of Show under 23 Feet", the Jordy Carlton perpetual trophy for "Overall Best of Show" in 1996 and, most recently, "Best Original Tahoe Boat" in the 2013 show.

### **SPLIT SECOND** 2013 34' Casey Brothers from 1927 Hacker Design 750-hp., 12-cyl. Rolls-Royce engine Bill & Mary Jo Hutchens, Granite Bay, Calif.

"We had a great old Rolls Royce V12 engine, freshly restored. We wanted to build a vintage race boat," explains owner, Bill Hutchens. So they focused on John Hacker-designed race boats because his celebrated hulls delivered legendary speed and performance. The search led to a significant boat with historic accomplishments and, most importantly, stunning lines.

*Split Second* was inspired by and modeled after *Falcon V*, designed and built by Hacker in 1927 for Jonathan Moore of Lake George, N.Y. Moore, commodore of the local yacht club and long-time champion of boat racing on Lake George, had *Falcon V* built specifically for one purpose—to beat George Reis' "new" race boat, *El Lagarto*. (Moore retired from racing in the early '30s but Reis continued, driving *El Lagarto* on to a record three Gold Cup championships.)

A true Tahoe original, *Split Second* was lofted and built entirely at Homewood (Calif.) Boatworks and launched at Obexer's Boat Company. Her African mahogany construction completed over a nine-month period in 2013 by Franc and Brian Casey, with neighbors and family members of Moore familiar with his *Falcon V* providing descriptions, pictures and encouragement.

*Split Second* is powered by a WWII-vintage Rolls Royce V12 engine (1650 cu. in.) producing an impressive 1700 ft-lbs of torque. Considerable machine work was required to ready this engine for marine use and optimize its performance on Lake Tahoe. John Jans designed and created the many accessory mechanical parts and main drive components, from the power output shaft down to the custom built rudder.

At 34 feet long, with adequate power, *Split Second* is a fast, smooth ride. Hutchens adds, "It was a fun project with talented input from a great team."

**SPLIT SECOND**



**CLASS X  
COMMUTERS AND CRUISERS  
NO ENTRIES**

**CLASS XI  
UTILITIES**



**BACK IN TIME**

**1965 19' Philbrick Utility**  
200-hp., 8-cyl. Crusader engine  
Dan & Barbara Foster, San Ramon, Calif.

In 1983, Dan, looking for a boat to restore, found this unfinished utility in a garage in Concord, Calif., where it had been stored for some 18 years. Taking the boat back to Philbricks Boat Works in Oakland, Dan finished building the boat under Don Philbrick's supervision, adding the new Crusader 350 cu. in. engine and velvet drive transmission which his father had found for the boat in Michigan. The project took three years with, finally, her first launch in Lake Tahoe in 1986.

Several years later, Don Philbrick and Dan designed a swim platform for the Philbrick boat and installed it on *Back in Time*. The boat's name represents two high school sweethearts, Dan and Barbara, reuniting after 27 years of not seeing one another since graduation, who fell in love again and finally were married; two people who loved the water and boating enjoying life together.

**BIG DUCK**

**1950 22' Chris-Craft Custom Sedan**  
145-hp., 6-cyl. Chris-Craft ML engine  
Bill & Nancy Kehoe, Loomis, Calif.

*Big Duck* was brought from the mid-west some 12 years ago, in need of a total restoration. That began three years ago when the boat was flipped over for a new bottom. Once that was completed, the rest of the boat restoration by the Kehoes began. This included removal and replacement of hull sides, deck, rebuilding of engine and transmission, and redoing the entire sedan top, including wood, canvas, headliner and windows. All interior upholstery was also redone. Gauges were refurbished and deck hardware re-plated.

Prior to the sedan top being remounted, all

*BIG DUCK*

wood was stained and varnished. Following that, *Big Duck* was reassembled, transom artwork completed, CF numbers applied, and she was ready for a water test and now her first visit to Tahoe Yacht Club Foundation's *Concours d'Elegance*.



**LEADING LADY**

**1940 24'6" Gar Wood Custom Utility**  
135-hp. ea., 6-cyl. twin Chrysler Crown M47 engines  
Terry Clapham, Jamestown, Calif.

Built in the Marysville, Mich. factory, *Leading Lady* (model 198, hull #6451) was one of Gar Wood's display boats at the 1940 National Motor Boat Show in New York City. She is number 20 of a total of 25 boats in this series and one of only five delivered with twin engines between 1937 and 1942. As then, a pair of Chrysler Crown 135-hp. engines currently power her.

*Leading Lady* was originally delivered to the Morton & Loose Company, Baltimore, Md. Legend has it that when Frank Durkee Jr., owner of a chain of Maryland movie theaters, traveled to New York in the winter of 1939, the women in his family attended the opening of "Gone With the Wind" while Durkee visited the boat show where he saw and purchased the largest of the Gar Wood utilities. Although Durkee first named her after his mother, the name *Leading Lady* was eventually given the boat in



honor of Vivian Leigh, the female star of the epic movie.

The Claphams—Terry and wife, Carol, along with daughter Lyn Holstead as crew—purchased the boat in 2012 from past ACBS International President and Tahoe Yacht Club Commodore Paul Walker. Walker had bought the boat in 1991 from her fifth owner, Tony Mollica, then president of the Gar Wood Society. The purchase price was used to fund Tony's book, "Gar Wood Boats, Classics of a Golden Era" with *Leading Lady* featured on the book cover. The Lake Tahoe *Concours d'Elegance* multiple award-winner was restored by Tony Brown of Western Runabouts, with Sierra Boat Company completing her restoration.

**MISS BEHAVIN'**

**1960 21' Besotes Brothers Runabout**  
400-hp, 6-cyl. GM Corvette L-88 engine  
Jim Coddington, Stockton, Calif.

As a young Stockton resident, Jim Coddington liked to hang out at Charles and George Besotes' shop where this boat was built. The Besotes brothers interest focused on "fast" speed boats for racing and competition waterskiing but these were the days of transition for wooden boat builders with combinations of new synthetic materials, as well as metals, being incorporated into marine designs.

*Miss Behavin'* is one of 9-12 wooden-framed 21s built and, allegedly, the last of the wood-framed production runabouts converted to a utility by the Besotes brothers without hull numbering. She has a Corvette L-88 for power with low angle direct drive transmission, making the boat capable of speeds in the 50 mph range. To Coddington's knowledge, the boat, which placed first-in-class at the 2013 Lake Tahoe *Concours*, has always been owned by Stockton residents who were diligent in preserving her legacy.

**PINKS**

**1958 21' Chris-Craft Continental**  
175-hp., 6-cyl. Chris-Craft MCL engine  
Gordon Kirkland, Woodbridge, Calif.

*Pinks* is Gordon Kirkland's first (but not the last) owner restoration project. This unique boat with twin fins and a hard top first caught Kirkland's eye on e-Bay and ended up purchasing from her second owner in Wayland, Mich., who had had the boat restored but not put the hard top back on.

The boat arrived in Lodi via transport truck with shrink-wrap intact in December 2011, and after finding or making all the

*TUCKER* (description on following page)



*MISS BEHAVIN'*



*PINKS*

missing parts with the help of original plans purchased from the Chris-Craft Museum, she was launched at Lake Tahoe in July, 2013. Approximately 190 of this make and model were produced between 1956 and 1959, only four of which were made with hard tops, according to information from the Museum.

Kirkland is honored and grateful for a total of five awards for this labor of love including "Best Owner Restored" and "Ladies' Choice" at the South Tahoe Wooden Boat Classic, and a second place in the Chris-Craft utility class at last year's Lake Tahoe *Concours d'Elegance*.

## UTILITIES (continued)

**TUCKER** (photo previous page)  
1956 20' Chris-Craft Custom Sportsman  
158-hp., 6-cyl. Chris-Craft MBL engine  
Bob Swenson, Rancho Mirage, Calif.

This boat, #44 of 68 produced, was originally shipped with several custom-ordered features including the split front seat, paneled interior, and a midship seat (missing). The owners added the two upholstered cubes for flexible seating and storage. *Tucker* was found in Oklahoma in 2004. In 2009, the owners had the boat's topsides, transom and deck completely restored and refastened by Chris Ford. In 2011, the original motor was rebuilt by Aims Machine in Reno. The boat's mid-length and open utility design make it a fun and handy boat that's perfect for Lake Tahoe. *Tucker* was featured in the January/February 2012 issue of Classic Boating Magazine.

## CLASS XII OPEN CLASS

**GONZO**  
2007 30' Van Dam Custom  
550-hp., 8-cyl. custom twin engines  
Douglas Dolton, San Francisco Motorsports, San Rafael, Calif.

*Gonzo* is a stunningly-beautiful 30-ft. day boat designed by Michael Peters Yacht Design and built by Van Dam out of Michigan. The boat is skinned with African mahogany milled from a single log and finished to an incredible gloss. The dash features a custom steering wheel and a carbon fiber instrument panel.

With features like a hidden fold-out swim platform, one-piece windshield, and side exhaust bustles, *Gonzo* is designed for all-day comfort, and offers a spacious cuddy and ample seating for five or six people. Still plenty quick, she is powered with a pair of hand-built, supercharged, aluminum small blocks generating about 500-hp each.

**GRAND FINALE**  
1998 24' Hacker-Craft Runabout  
350-hp., 80-cyl. Crusader 454 engine  
James & Lisa Taylor, Berkeley, Calif.

This Hacker-Craft runabout was purchased by the Taylors in December, 2012, at Lake Champlain, N.Y., from owner Ernie Dossin who had ordered it new in 1998 from the Hacker Boat Company at Silver Bay, N.Y. The Dossin family possess a storied



history of owning and racing unlimited hydroplanes in the mid-'50s with the famed single-step hydroplane, *Miss Pepsi*. Commercially sponsored by Pepsi Cola, the historic boat now resides in the Dossin Great Lakes Museum in Detroit. In keeping with the family's rich boating heritage and tradition, Dossin, dropping the "i", named his new Hacker-Craft *Miss Peps*, and used it every summer on Lake Champlain.

Lisa and James shipped the boat to California in the spring of 2013 and began the restoration process. The Casey Brothers in Carnelian Bay performed the hull work with Northwest Classic Boats, Auburn, Calif., completing the final refinishing of the deck and sides.

This Hacker-Craft runabout features a "pass-through" cockpit, optional "wing" windows between cockpits, and varnished wood plank flooring. It's powered with a Crusader 350-hp, 454-cid engine turning a large, four-bladed propeller.

The Taylors now have rechristened her, *Grand Finale*, a name they considered particularly appropriate since they had earlier decided this was the fifth and final wooden boat they would own on Lake Tahoe.

**MISS DETROIT III**  
2005 20' Mike Michaud-built 1918 Gold Cup Replica  
400-hp., 12-cyl. Curtiss engine  
Ken Muscatel & Ike Kielgass, Renton, Wash.

The original 1918 *Miss Detroit III*, a C.C. Smith Boat & Engine Company Gold Cup contender, was built for owner, Gar Wood, who drove her to her first Gold Cup win in the 1918 APBA race in Detroit. During that season, she was powered by Wood's one-and-only Curtiss-Smith V-12, based on a prototype Curtiss



Aeroplane and Motor Company Model V-4 airplane engine, four of which were built in Buffalo, N.Y., in 1916.

As configured for the intended aircraft, the Model V-4 used a single, central carburetor and short, individual side exit exhaust stubs. For *Miss Detroit III*, Gar Wood (or, more likely, Jay Smith) reversed the intake/exhaust locations, constructed center/vertical exhaust stacks, and constructed four outside intake manifolds for use with available large updraft carburetors. After modifications, Wood claimed 1650 cid; 400 hp at max rpm 2,000; weight 1250 lbs. The extensive modifications justified the new name applied by Wood, the "Curtiss-Smith V-12".

For the 1919 racing season, the racer was repowered with a WWI surplus Liberty V-12, and the Curtiss-Smith went into storage. *Miss Detroit III* was not raced after 1919 and was reportedly stripped of her running gear and destroyed after 1920. The Gold Cup-winning Curtiss-Smith V-12, however, remained in Gar Wood's possession. When acquired by Dr. Muscatel through Wood family heirs in 1989, the engine was complete and undamaged, except for missing its four carburetors and two magnetos.

Restored to running condition by Robert Mishko at Rocky Summit Performance in Tennessee during 2011-2012, it is a beautiful piece of mechanical art and starts with the push of a button.

The *Miss Detroit III* at this year's *Concours* is an exacting reproduction, built in 2005 by Mike Michaud of Maine as a personal project, based on detailed study of period photographs. The original detail and design was a collaborative effort by Chris Smith, Gar Wood, and Nap Lisee. The magnificent hull was a refined version of a Chris Smith/Jack Beebe single step, hard chine race boat pioneered in 1914, and designed to accommodate the more than 6-ft. long Curtiss engine.

Dr. Muscatel acquired the hull in 2010, intending to reunite the original Curtiss-Smith V-12 with the reconstructed *Miss Detroit III* hull. On August 2013, it happened: 95 years after its historic Gold Cup success, *Miss Detroit III*, powered by her original Curtiss-Smith V-12, roared across Lake Tapps, Wash., all systems a "go".

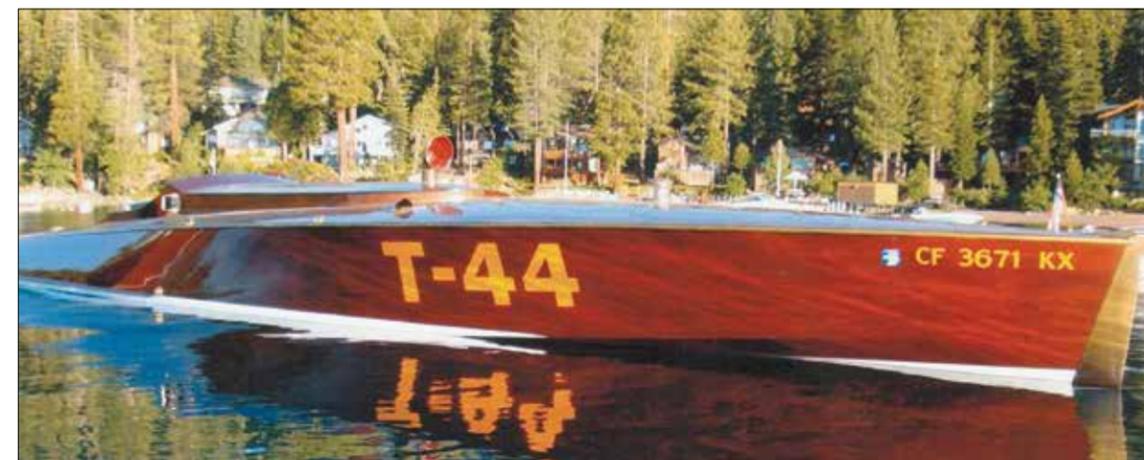
**T-44/WILDHORSES**  
1997 33' Brown & Bassett Gentlemen's Racer  
650-hp., 12-cyl. Rolls Royce engine  
Dave & Lynn Olson, Tiburon, Calif.

*T-44* aka *Wildhorses* is a 1997 Bassett Brown Gentleman's Racer powered by a 1930's Rolls Royce V-12 Meteor converted for marine use. The motor develops some 650 hp.

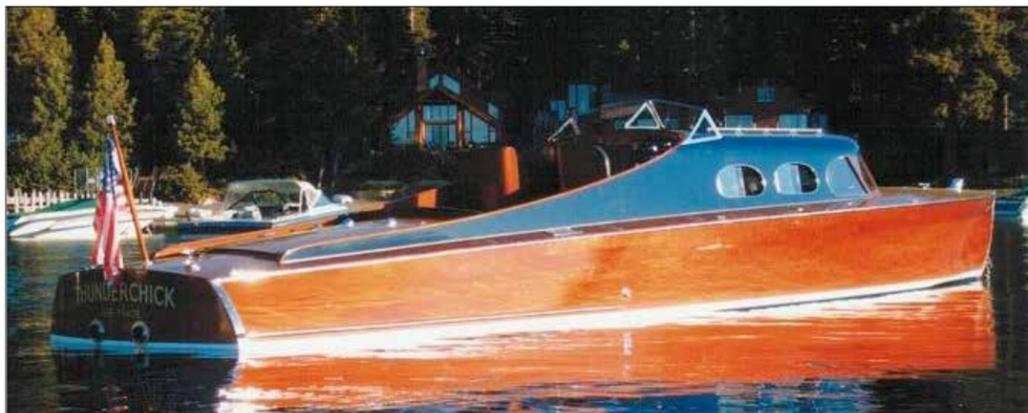
The 33-ft. boat was designed by Ken Bassett of Vermont for Tahoe's Tony Brown and Dave Olson. Construction was done by Tony's Western Runabouts and Ken Bassett over three years. The goal of having a new race boat using modern construction techniques along with current design information was achieved, ending up with a new boat which resembles and has the beauty of a wooden racer from the 1930s.

**THUNDERCHICK** (photo on following page)  
2003 36' Stone Boat Yard Commuter  
Twin 8-cyl. General Motors engines  
Dave & Lynn Olson, Tiburon, Calif.

*Thunderchick* is a retro commuter constructed by Stone Boat Yard of Alameda, Calif. The hull was designed by Paul Dewhurst of Australia; the remaining deck, cabin, and its enclosure was designed by Dave Olson and Stone Boat Yard. The boat was constructed using modern cold molding of Honduran mahogany. *Thunderchick* is powered with twin 5.7 liter V8 engines with V-drive transmission units.



GONZO



**THUNDERCHICK**  
(description on  
previous page)

**CLASS XIII : MARQUE CLASS  
BARRELBACKS**



Roy Dryer III

**ANNABELLE**  
1939 19' Chris-Craft Custom Runabout #48636  
130-hp., 6-cyl. Chris-Craft M engine  
John McManus & Judith Day, Burlington, Calif.

*Annabelle*, previously owned by Tom and Marti Grossman and named *Sierra Sunrise*, was first shown by her current owners at the Lake Tahoe Concours d'Elegance in 2004. The 135th of 145 Chris-Craft Barrelsterns built at Algonac, Mich., also spent part of her years as a tour boat for the Bijou Resort in South Lake Tahoe. *Annabelle* has won several second and first-place awards in class at previous *Concours* shows as well as "Best Chris-Craft of Show" in the 2009 *Concours*.

**CRACKER BARREL**  
1941 19' Chris-Craft Custom Runabout #48879  
145-hp., 6-cyl. Chris-Craft MB engine  
John & Mary Lahti, Kelseyville, Calif.

*Cracker Barrel*, delivered new to Reno, Nev., in May 1941, is one of 433 19-ft. custom runabouts built between 1939 and 1942. Lahti first saw the boat in the mid-'80s at a Clear Lake marina and



Don Ayers

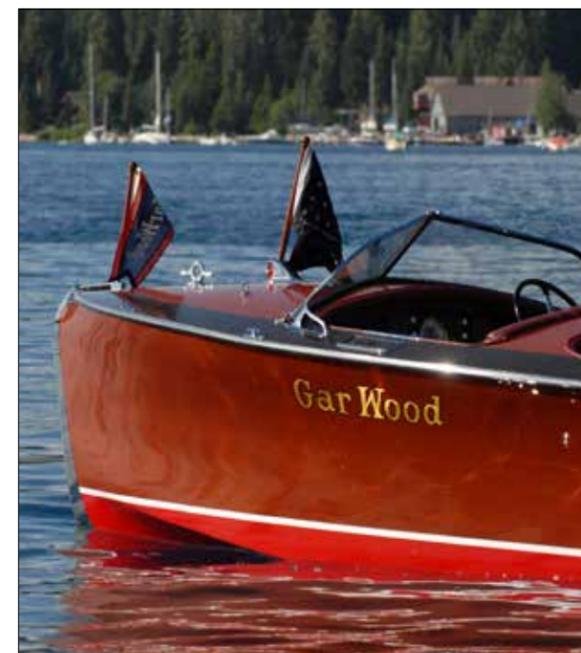
**CRACKER BARREL**

was able to buy her in December 2001. She was then named *Faja Abdulah* (the first thing to go!).

After some wiring changes and engine tinkering, the Lahti family were able to use the boat for the 2002 summer, with restoration beginning in the shop of Christopher Ford that fall. While retaining most of the original framework, a new bottom, topsides, and deck were installed. She was again meticulously detailed, with major help from Ralph Wallen, in 2006, for her most recent Lake Tahoe *Concours d'Elegance* appearance.

**DIDDIT** (not pictured)  
1941 19' Chris-Craft Custom Runabout #48817  
130-hp., 6-cyl. Chris-Craft M engine  
Greg Aarsson, Chatham, Ontario, Can.

**DREAM BOAT** (not pictured)  
1941 18'6" Century Seamaid  
103-hp., 6-cyl. Graymarine engine  
Kirk & Sharron Smith, Owosso, Mich.



Don Ayers

**EMPRESS**  
1938 22' Gar Wood 915 Streamliner  
330-hp., 8-cyl. Chrysler 440 engine  
Brian Robinson & Tim Robinson, Fallbrook, Calif.

*Empress* is one of Gar Wood's most rare and unique models produced. The revolutionary runabout had a very early example of the now popular V-drive unit. The design was unconventional with three cockpits, one in front of the other and a horseshoe cockpit aft, which sat 11 people comfortably. Produced only from 1938-1941, *Empress* #6256 was the third Streamliner of only five 1938 models built including the prototype. Total production from 1938-1941 was only 23 boats of which only seven remain.

Several features on *Empress* are unique, not only compared to other Gar Woods, but to other Streamliners as well. She is one of possibly two Gar Woods with a full barrel stern (like some popular Chris-Craft models of the era) and is one of the earliest Gar Woods with the barrel bow, an early evolution found on later pre-WWII Gar Woods. The Streamliner was a late addition to the 1938 model year; a look ahead to the features and styling in the 1939 Gar Wood line.

All Streamliners were originally powered by the venerable 6-cylinder Chrysler Crown, ranging from 100 to 117-hp. Depending on the model year and options, prices ranged from \$2,795 to \$3,900. As new, *Empress* was shipped to Tulsa, Okla., on June 11, 1938, to Lloyd F. Worthy. After being found in very bad condition in the Arizona desert in 1989, she was restored from 1993-1995, and again, from 2007-2011, by owners Tim and Brian Robinson.



**EVERAN ZEPHYR**  
1940 19' Chris-Craft Custom Runabout #48739  
90-hp., 6-cyl. Chris-Craft K engine  
Gary & Cathy Lyons, Boise, Idaho

*Everan Zephyr* "always running with the gentle wind." Everan means "always running", Zephyr comes from the Latin word, zephyrus, and the Greek variation, zephyros (god of the west wind). The modern interpretation is "a gentle wind". This name was applied at the Chris-Craft factory, which was unique as most boats were named and painted subsequent to delivery to the dealer. The *Everan Zephyr* was originally delivered to Geneseo, N.Y., slightly west of the Finger Lakes region. It very likely ran on Conesus Lake, just 10 miles east of the delivery location.

The *Everan Zephyr* was moved in 1985 from upstate New York to San Diego where it was stored in a waterfront warehouse. In 2011, it was moved to McCall, Idaho, and completely restored during 2012-2013. This marks the boat's first appearance at the Lake Tahoe *Concours*.

**GOOD GRIEF** (picture following page)  
1940 19' Chris-Craft Custom Runabout #48688  
130-hp., 6-cyl. Chris-Craft M engine  
Mike & Kathy Scroggie, Laguna Niguel, Calif.

*Good Grief* is 19 feet in length with a 6-cyl. flathead Hercules M engine and brown leather interior. These pre-war boats were only made for three years and fewer than 200 exist today. The boat was initially shipped to Wilmington, Calif., equipped for high altitude use (presumably Lake Arrowhead). One distinguishing feature of the boat is its orange deck seams which appeared on the 19-foot models only in 1940.

It took several years to convince the owner to part with the runabout after the boat was found, rotting away under an old oak tree near Fallbrook, Calif., by a fireman friend of restorer Tim Robinson. After finally acquiring it in the late 1990s, Tim spent about 18 months thoroughly restoring the boat, with assistance from his son, Brian. With the boat finished in August, 2001, *Good Grief* was entered in the Lake Tahoe *Concours d'Elegance*, winning a first-place award.

Immediately following the 2001 show, Tim delivered the boat to the Lake Tahoe home of Mike and Kathy Scroggie and their house partners, Terry and Diane Peets, in Rubicon Bay. The boat

(continued)

**MARQUE CLASS: BARRELBACKS** (continued)



**GOOD GRIEF** (continued)

has not left Lake Tahoe since, except for a refresher refinishing during the winter of 2009-2010. In the summer months, the boat can be seen cruising on the West Shore, gassing up at Obexer's, and in occasional boat shows.



Vance Fox

**GUTH-A-WIN-GA II**

1940 23' Chris-Craft Custom Runabout #22121  
200-hp., 6-cyl. Chris-Craft WB engine  
William & Susan Parker, El Dorado Hills, Calif.

Delivered new to Lake Tahoe in June of 1940, this triple cockpit was originally ordered with orange deck striping, left-hand steering, and custom windshield for owner Hall C. Ross of

Hillsborough, Calif., who named the boat, *Guth-A-Win-Ga II*, after his Hurricane Bay estate. Another custom detail required by Ross was her pigskin upholstery, unique among Tahoe woodies. Only 32 of these boats, which sold new for approximately \$2,990, were produced that year.

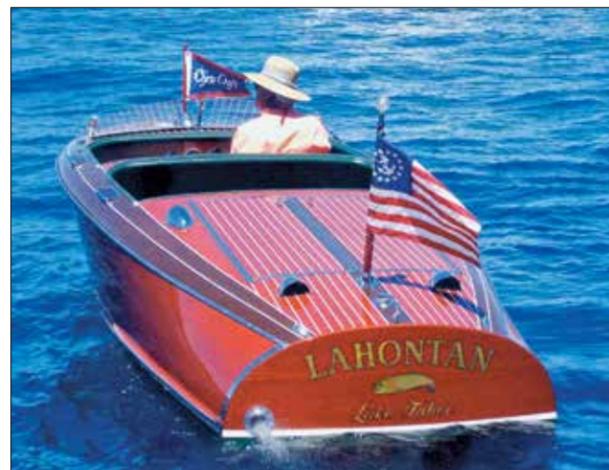
The boat's original engine was a Chris-Craft W; a 400-plus cubic inch power plant producing 160-hp with a top speed of approximately 40 mph. Several lucky families have owned this boat over the years, but today she is the cherished toy of Bill and Sue Parker who purchased her in 1989. She was completely restored in 2005 and today is enjoying life in her luxurious new boathouse on Tahoe's west shore. Previous *Concours* awards include a first place in class in 1983, and "Overall Best of Show" in 1984.

**LADY J** (not pictured)

1941 19' Chris-Craft Custom Runabout #48827  
95-hp., 6-cyl. Chris-Craft K engine  
Hank & Joan Upton, Woodside, Calif.

This boat was delivered new to Sparta, N.J., in December of 1940. Former TYC Commodore Hank Upton bought it about 15 years ago from an owner in New Jersey, and did a complete restoration himself, removing the all the boards, replacing the bottom, decks, a few topside boards, and varnishing etc. Since that time, it's been a Tahoe boat.

Upton recently awakened it after seven years in storage, and has done a minimal restoration, with the gage refurbished by Chuck Kelly.



**LAHONTAN**

1942 17' Chris-Craft Deluxe Runabout #71879  
121-hp., 6-cyl. Chris-Craft KB engine  
Trent & Karen Pridemore, Grass Valley, Calif.

This boat, found deteriorating in a Los Angeles-area lot, was restored at Tahoe between 1991-1993. An engine compartment plate suggests it was prepared at Inland Marine of Lake Arrowhead and Big Bear Lake.

The boat's name was changed from *End of Watch* to *Lahontan* (the historic trout that resided in Lake Tahoe) when the present owners completed a major facelift in 2006. The boat, which has been featured in numerous publications, is a "user boat" and can be seen on Tahoe and on Foothill lakes during the off-season.



Don Ayers

**MARY SUNSHINE**

1941 19' Chris-Craft Custom Runabout #48873  
145-hp., 6-cyl. Chris-Craft MB engine  
John Russell & Mary Fellows, Portland, Ore.

The hull card on file at the Mariners Museum shows this boat shipped on May 15, 1941 to Wilmington, Calif.; the original owner naming her *Dimples*. In 1973, she moved to Northern California with a second owner and 20 years later, on to a third owner who reported the boat had been repowered with a large block Buick engine, the rudder modified, and an extra exhaust opening in the transom. When the third owner finally decided was were never going to have the time, skills or resources to restore her properly, the boat was listed for sale in *Classic Boating Magazine*.

Thanks to intermediary Dave Lobb of Northwest Classic Boats, John Russell purchased the boat in May, 2002, and found the planks and deck largely intact and most of the hardware included. Barrelbacks were, at the time, unique in classic boat restoration with much research published by Don Ayers in numerous boating magazines. With Greg Rudloff consulting with Ayers, work proceeded during the summer and early fall 2003. Special plywood was used as inner layers of the bottom, topsides, and deck with epoxy between the layers to eliminate the chance of seams opening up for the life of the boat. The best finish was obtained by numerous coats of varnish allowed to cure over several months.

The engine was sent to John Matzen of Performance Concepts who performed miracles such that the boat is capable of speeds in the low 40s.

The result: *Mary Sunshine* won all there was for her to win at the 2003 Lake Tahoe *Concours d'Elegance* — a first place in class, "Best Chris-Craft of Show" and "Best of Show under 23 Feet". Returning to Russell's home in Portland, the boat was perfected by Jim West of West Coast Classic Restoration. Both starter and generator needed re-winding, there was a slight crack on the inside face of the intake manifold, and the steering box needed to be re-packed. In 2012, *Mary Sunshine* went to Fallbrook, Calif., to be completely gone through and updated to current judging standards by Brian and Tim Robinson with the deck was stripped, re-stained and revarnished to return the white stripes to the correct width. The outcome was an unprecedented second win for 2013 — "Best of Show under 23 Feet"!

**MISS PUDDLE DUCK**

1939 19' Chris-Craft Custom Runabout #48538  
130-hp., 6-cyl. Chris-Craft M engine  
Dave Lyon, Carmel Valley, Calif.

*Miss Puddle Duck* was built at the Chris-Craft Algonac, Mich., factory in late 1938 and delivered in November of that year to Wilkes Barr, Pa., as a 1939 model. She is hull #38 of a total production run of 145 and one of the few surviving examples with limited factory production seamless covering boards. This boat remained with her original owners on Mohawk Lake, N.J., from 1939 to 1966, and then placed in storage for more than 20 years. Her second owner brought the boat to the west coast in the late 1980s. A sympathetic restoration in the mid-'90s allowed the boat to remain in fairly original condition until she was discovered by the Lyon family in the summer of 2005 in a storage garage in western Nevada.

This custom runabout, with her art-deco "Bugatti" windshields and barrel-back styling, has been correctly restored by Northwest Classic Boats of Auburn, Calif. *Miss Puddle Duck*, named for the Lyons' young daughter Hannah, has received first place in class at the 2007, 2008 and 2010 *Concours*; "Best Chris-Craft of Show" and "Best of Show - Restored" at the 2008 South Tahoe Wooden Boat Classic, and the perpetual trophy for "Best of Show under 23 Feet" at the 2008 *Concours d'Elegance*.

**MISS PUDDLE DUCK**



Roy Dyer III

**MARQUE CLASS: BARRELBACKS** (continued)

**MOONSHINE** (not pictured)

1940 19' Chris-Craft Custom Runabout #48725  
130-hp., 6-cyl. Chris-Craft M engine  
Bruce & Gayle Sevier, Homewood, Calif.

When the Seviers purchased *Moonshine* in 1983 from Ben Mozzetti, Mozzetti Marine on Bethel Island, Calif., she was not in running condition and needed a complete restoration which the new owners set out to do in their garage on evenings, weekends and vacation time. The work included stripping the poor finish, re-fastening most of the hull, installing new bungs, making new seats to replace the car seats it had, re-chroming the hardware, and restoring the instruments and steering wheel. Gayle removed and replaced all the deck planks, did all the sanding, staining and giving her over 14 coats of varnish. Bruce built the interior, replaced four planks, and rebuilt the engine and transmission and in the late 1980s, Gayle added a few more coats of varnish.

This was the Sevier's first boat restoration and a real learning experience for both of them that paid off in a big way. *Moonshine's* first boat show was the 1988 Tahoe Yacht Club *Concours d'Elegance*. Much to their surprise, she was judged high-point boat in the show and was presented with the Jordy Carlton "Overall Best of Show" perpetual trophy! In the 1989 *Concours*, she received the Beall Family perpetual trophy for "Best Non-professional Restoration". In the following years, the couple has shown her in wood boat shows and events at Bass Lake, Clear Lake, Delta Cruise, Sacramento River, Lake Arrowhead, Coeur d'Alene, and Lake Okanagan, British Columbia, Can.

**OL' GLORY**

1942 19' Chris-Craft Custom Runabout #48904  
145-hp., 6-cyl. Chris Craft ML engine  
Ken & Susan Slaght, San Diego, Calif.

Hull #48904 was delivered to Seattle, Wash., in September 1942, and remained in the Pacific Northwest until her current owners purchased her in September 2001. Not much is known about her before her full restoration in 1997-1998. She had been named *Morpheus* and won awards in several shows including the Seattle ACBS Marque Class in 1998.

**POLICE**



Her current owner, RADM (ret) Ken Slaght and his wife, Sue, caught the antique boat fever while visiting Lake Tahoe. Sue grew up spending summers at her grandfather's cabin on the lake and going out for rides in his 1950s vintage Chris-Craft Capri named *Debil*. After the Slaghts brought the runabout down to San Diego, they gave her the name *Ol' Glory* and she is the pride of the San Diego Yacht Club antique fleet. *Ol' Glory*, who has previously won "Best Pre-War Double Cockpit" and "Best Chris-Craft" at Arrowhead, makes her Tahoe debut at this year's 42nd annual *Concours d'Elegance*.

**PARA II** (not pictured)

1941 19' Chris-Craft Custom Runabout #48803  
145-hp., 6-cyl. Chris Craft M engine  
Ned & Marcie Hughes, Tahoe City, Calif.

*Para II* joined the Hughes family when she was delivered new in 1941 to the shores of Otisco Lake in the Finger Lakes region of Upstate New York. There she resided every summer for the next 44 years, teaching three generations how to waterski.

The boat then moved with the Hughes family to Lake Tahoe in 1985, where she has spent every summer for the past 29 years. Here she taught a fourth generation (Ned and Marcie's two children) how to waterski. *Para II* has been a constant source of family love and fun for 73 years. Marcie says, "We have shown her many times in the Lake Tahoe *Concours d'Elegance* and it is with great pride we do so again in 2014."

**POLICE**

1940 19' Chris-Craft Custom Runabout #48676  
130-hp., 6-cyl. Chris-Craft M engine  
Peter Dunkel, Newport Beach, Calif.

When this custom runabout was shown locally, the owner was told that, because it is not a 'utility' boat, it would not be a police boat. Chris-Craft records, however, were able to document that the runabout was originally sold to the County of Chicago Park. Dunkel reports he is re-chroming, top varnishing, and striping in preparation for Tahoe Yacht Club Foundation's 2014 *Concours*. And the original bottom needs soaking; the last time this boat was in water was 20 years ago at the 1994 Lake Tahoe *Concours d'Elegance*!



**PRETTY PLEASE**

1939 16' Chris-Craft Special Race Boat #42137  
121-hp., 6-cyl. Chris-Craft KB engine  
Doug Elmore and Jeb Elmore, Sacramento, Calif.

*Pretty Please* is a very original one-off from the factory, being the only special race boat with a square windshield, chromed carburetor hood, naturally varnished, and chrome-plated step pads. This unique boat has been at Lake Tahoe since the late 1960s and was restored by Western Runabouts and engine by Sierra Boat. *Pretty Please*, a first-time *Concours* entry at this year's show, was often seen at the Sunnyside warehouse unrestored, but complete.



**RASCAL**

**RASCAL**

1938 16' Chris-Craft Special Race Boat #42071  
121-hp., 6-cyl. Chris-Craft KB engine  
Allen & Donna Thomas, Lakeport, Calif.

After a first restoration in 1983-1984 by David Lobb, *Rascal* went from a "gray boat" to taking "Best of Show" at the 1984 Seattle wooden boat show for her then-owner, David Hartung (1983-2004). Donna and Allen Thomas purchased *Rascal* and *Miss Daisy* from Hartung, with both boats now sharing a 'bedroom' at Clearlake, Calif.

**SATIN DOLL**

1940 19' Chris-Craft Custom Runabout #48749  
130-hp., 6-cyl. Chris-Craft M engine  
Paul & Karen Harrison, Calgary, Alberta, Can.

An original Tahoe boat, *Satin Doll* was shipped in June 1940 and named *Dynaflow* by first owner, Al Hoffman, who had a Buick dealership. In 1977, she was inherited by her second owner's niece who had her restored and renamed *Citation*. The barrelstern, which appeared on the cover of Carol Van Etten's 1985 book, "Prewar Wood", was eventually purchased by Dick and Louise Werner in 1991 and named *Satin Doll*. The boat is very nicely preserved with approximately 90% of the wood being original.



**MARQUE CLASS: BARRELBACKS** (continued)



**SUNDOWN**  
1941 19' Chris-Craft Custom Runabout #48864  
130-hp., 6-cyl. Chris Craft M engine  
Dave Goerlich & Scott Goerlich, Fresno, Calif.

Sundown, delivered to Buffalo, N.Y. in May of 1941, makes her first *Concours* appearance in this year's Tahoe Yacht Club Foundation show.



**SWEET LOUISE**  
1942 20' Century Seamaid Triple Cockpit #42-01  
140-hp., 6-cyl. Grey Marine engine  
Dick & Louise Werner, Newberg, Ore.

*Sweet Louise* is one of the only two remaining triple cockpit Century boats and as hull #01, may be the only Century barrel-stern triple built. Century produced just a few triples between 1939 and 1942 and in the case for most of the '42 models, they were only built if ordered since the war was on. The boat was originally purchased to use as a commercial ride boat by a resort on Lake Ponderay, Idaho. When the resort made a request to have a clock put in to time the rides, the Century manufacturer complied,

but reluctantly since they had never put a clock in the dash of any of their boats before.

In 1955, the triple was run up on some rocks and, with a cracked keel, nearly sunk. That was the last time she was in the water until the completion of a total restoration in 2000 for the Tahoe Yacht Club Foundation *Concours* which featured Century boats as the Marque class. Sweet Louise has been an award winner at several Tahoe *Concours* along with many other boat shows around the country.

**TA-GA-YIN-GAH (Land Display)**  
1941 19' Chris-Craft Custom Runabout #48822  
130-hp., 6-cyl. Chris Craft M engine  
Tahoe Maritime Museum; Lora Nadolski, Executive Director

*Ta-Gah-Yin-Ga*, built in Algonac, Mich., by the Chris-Craft Boat Company, is an excellent example of the barrelback runabouts that caught the fancy of the boating public in the late 1930s and early 1940s. She is powered by an original type M Chris-Craft engine. She was brought to Lake Tahoe in 1987 by Clayburn "Ying" Jones, a summer resident of Hurricane Bay, who did a loving and extensive restoration with the assistance of Jim Stewart.

Throughout his ownership, Jones maintained her by performing both mechanical and cosmetic work and often entered *Ta-Gah-Yin-Ga* in Tahoe Yacht Club Foundation's *Concours d'Elegance*, winning numerous awards including firsts in class and, in 1989, "Best of Show under 23 Feet".

*Ta-Gah-Yin-Ga*, pictured below as she appeared in an earlier display at the Homewood museum, was generously donated to Tahoe Maritime Museum by Ying and his wife, Dougal, in 2006.

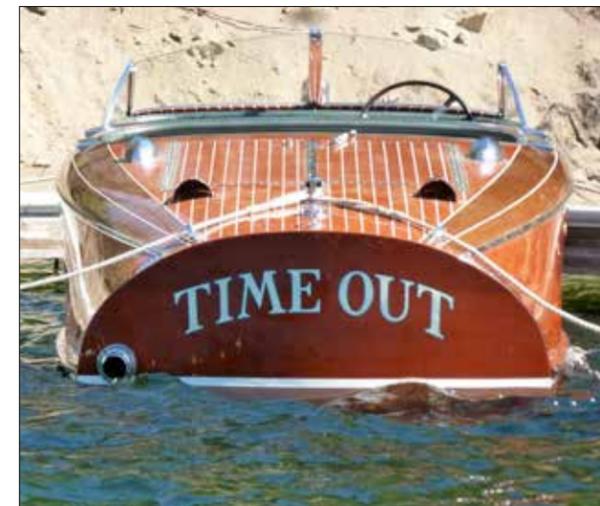


**TIME OUT**  
1941 19' Chris-Craft Custom Runabout #48878  
145-hp., 6-cyl. Chris-Craft MB engine  
Jon & Nina Warner, Santa Barbara, Calif.

*Time Out*, model 108 (now often called a "barrelback") left the Chris-Craft plant in Algonac, Mich., on May 29, 1941, headed for Reno, Nev. She has resided on Lake Tahoe ever since, though she now winters in Santa Barbara and runs occasionally on Huntington Lake.

This is a very original boat with all her original wood, engine and fittings, all in very good condition. This makes her one of the top one to two percent of existing barrelbacks, in terms of original materials and workmanship. While the current owners enjoy experiencing a boat that directly expresses the beauty and form created by the hands of her original builders, even a very unmolested boat requires some maintenance. This year she got fresh varnish and a final dialing-in of originality from Brian and Tim Robinson, and Rod Souza used his skills to renew the old and missing upholstery.

The Warners bought *Time Out* from Michael and Marion White in 2012. While the Warners have had several mahogany boats, including other barrelbacks, *Time Out* has become their pride and joy. Acquiring her after she had been in storage for a couple of decades, they have gone through the mechanicals, rejuvenating, adjusting and restoring any nonfunctional items. She now runs beautifully and planes at 2800 rpm at an elevation above 6,000 feet, which leaves a few hundred more revs for that little extra go you always seem to need.



**VIXEN II**  
1940 19' Chris-Craft Custom Runabout #48662  
130-hp., 6-cyl. Chris-Craft M engine  
James Castle Jr. & Cyr-Ann Castle, Monterey, Calif.



*Vixen II* is a number matching boat having the same engine as when she left the factory. She is one of 113 produced in 1940 and was restored by Mark Dellplain. Bugatti-style windshield and pigskin interior make her a truly stunning color combo against the mahogany wood. She is out of Gull Lake, Mich., circa 1939, and making her first appearance in Tahoe Yacht Club Foundation's 2014 *Concours*.

**WIDGEON (not pictured)**  
1939 19' Chris-Craft Custom Runabout #48507  
130-hp., 6-cyl. Chris Craft MA engine  
William & Barbara Parfet, Jupiter, Florida

*Widgeon* is one of less than 100 barrelbacks produced by Chris-Craft with one-piece cover boards. Beginning late in the 1939 model year, the manufacturer switched to a two-piece cover board which was much easier to fabricate. The single piece cover boards are made of 8/4 solid mahogany which is steamed for several hours and bent to conform to the contours of the boat.

Other unique features of this first-time *Concours* entry include the instrument panel with the 'cracked glass' finish. The key switch was part of the gauge panel for the first part of the 1939 model year only. In later boats, the key switch was moved to the right of the steering well. The Bugatti windshield is another signature element for this boat with the fold-down feature welcome on a hot day. The rounded cover boards and barrel-shaped transom represent the popularity of streamlining in the mid-to-late 1930s. *Widgeon* also has over 60% of her original wood.

The boat is powered by a Chris-Craft MA engine. The 'A' designation stands for aluminum head, which was a high performance option for this engine. The displacement is 320 cubic inches. The base horsepower for the model M was given as 130-hp. Horsepower specifications for the MA are not given. This particular motor is bored .040 over. The block for this motor is manufactured by Hercules.