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2016 ENTRIES

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CRACKER JACK



SWEET PEA



ANNABELLE



MISS FALLEN LEAF



MARY BRYTE

CLASS I: LAKES & LAUNCHES (*No Entries*)

CLASS II: OUTBOARDS & CANOES (*No Entries*)

CLASS III: PRE-WAR RUNABOUTS *under 23-feet*



MISS PUDDLE DUCK

ANNABELLE

1939 19' Chris-Craft Barrelback,
130-hp. 6-cyl. Chris-Craft engine
John McManus & Judy Day, Burlingame, 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 135 of 145 Chris-Craft Barrelsterns built at Algonac, Michigan, 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 JACK

1940 19' Gar Wood Custom Runabout
103-hp. 6-cyl. Chrysler Crown engine
George & Melodee French, Loomis, Calif.

Cracker Jack, a 1940 Gar Wood 19'6" Custom Runabout barrel back was purchased by the Kilpatrick Sales Corporation and received on July 2nd 1940 in St. Louis,

Missouri. It was used for recreation and transportation on the Mississippi River in the Clarksville area. Every Sunday the owners, the Biggs family, would provide round trip transportation for the local minister across the Mississippi to deliver his sermon.

In 1964 the boat, along with a collection of antique cars was involved in a warehouse fire. All suffered much damage and were never completely restored. The Biggs family moved to Spokane Washington in 1984 and had the boat partially restored by Sid Young of Stan Craft, one of Sid's first projects.

Melodee and George French purchased the boat from the Biggs family (original owners) on October 19, 2012 and transported it from Spokane, WA to Nevada City, CA where Curtis Bauman and Aaron Gack have completely restored Cracker Jack to its original condition. Stanley Marshall provided the upholstery work using real leather throughout. John Allen restored and installed the original Chrysler Crown 6 cylinder 103 hp engine.

MARY BRYTE

1938 22' Chris-Craft Special Runabout
131-hp. 6-cyl. Chrysler Crown engines
The Gerald R. Johnson Family, Sacramento, Calif.

The Mary Bryte is a 1939, 22' Custom Runabout. Chris-Craft built 24 custom runabouts in this model, of which eight remain today. As far as we know, this is the only model with twin engines in existence. Twin engine Chris-Craft's from this era are extremely rare. They were highly valued for their ability to make quick turns and win races. The Chris-Craft Hercules engines, one the standard KBL, the other KBO - O for "opposite" - turn in opposite directions. Using the opposing rotation of the propellers, this boat can literally turn on a dime. The Mary Bryte is an original Tahoe boat, owned by the Johnson family. Jerry Johnson located the boat, somewhat by accident, in a barn in 1970 in Rocklin, California. The hull had been painted white but he recognized the boat immediately. As a young boy, spending summers at Tahoe, he had ridden in this same boat when it belonged to its original owners, the Kennedy family. The boat was originally ordered from the Tahoe Boat Company in 1938 by Bruce Kennedy of Los Gatos, CA, and christened Carolyn. Jerry restored the boat and renamed it for his daughter. He was proud of the boat's racing ability. "That's how Gar Wood won the Harmsworth Trophy in Miss America, Jerry once said." When he rounded the buoys, Wood throttled back on the inside engine and kept the throttle pegged on the outside engine. The drag from the slower-moving inside prop helped him turn tighter and get ahead in the curves." The Mary Bryte received a first place award in her class in the 2007 Tahoe Yacht Foundation Concours. She has remained in the Johnson family for two generations, and has never seen anything other than Tahoe water.

MISS FALLEN LEAF

1941 17' Chris-Craft Delux Runabout
95-hp. 6-cyl. Chris-Craft engine
John & Christine Sturgess, Newport Beach, Calif.

Christine and John Sturgess fulfilled a dream when they acquired Miss Fallen Leaf, a 1941 Chris-Craft 17' Deluxe Barrel-back Runabout. John had wanted one for over 25 years when he first saw classic runabouts on Lake Tahoe. Coincidentally, when Christi was a child, she and her parents vacationed at Fallen Leaf Lake on the southwest shore of Lake Tahoe and she and John have hiked the same area. John discovered Miss Fallen Leaf, with Lake Tahoe as her hailing port, in Newport Beach

last April. The boat previously won awards in classic wooden boat shows in Lake Tahoe and Lake Arrowhead. When passion struck and the realization of the couple's past encounters with this magical place happened, destiny played its part in their decision to become proud owners of this stunning and historical vessel.

Miss Fallen Leaf was built inside the Chris-Craft Agonac, Michigan manufacturing plant. She was first bought by and shipped to Edmond Howell in Lancaster, Pennsylvania. Several years later Miss Fallen Leaf crossed the United States and into the Sacramento Valley California, where she was later discovered inside a warehouse. In 1998, Don Veihmeyer, a prominent shipwright, was commissioned to conduct a full-boat restoration. Miss Fallen Leaf was restored to her original specifications, utilizing over 90% of her original mahogany planking and oak framing. Christi and John are the fourth owners and they decided to make Miss Fallen Leaf's home at Homewood Marina on the west shore of Lake Tahoe.

MISS PUDDLE DUCK

1939 19' Chris-Craft Custom Runabout
130-hp. 4-cyl. Chris-Craft engine
Dave Lyon, Carmel, Calif.

"Miss Puddle Duck" was built at the Chris-Craft Algonac, Michigan factory in late 1938, and was delivered to Wilkes Barre, Pennsylvania as a 1939 model in January of that year. The first registered owner was a J. Robinson, who kept the boat on Mohawk Lake, NJ until the late 1060's, when she was placed in long-term storage. Two owners later, the boat was discovered in a Sparks, NV storage garage in the summer of 2005. She was completely restored to factory specifications by Northwest Classic Boats of Auburn, CA and was first shown at the 2007 Lake Tahoe Concours where she received First Place in Class Recognition.

She is hull number 39 of 145, and is one of the few examples remaining with limited production one-piece seamless covering boards.

The Chris-Craft 19 ft. Custom Runabout was offered from 1939 through June of 1942, when domestic production ceased due to the war effort. Though commonly referred to as a "Barrel-Back" or "Torpedo-Stern" Chris-Craft never referred to this model as anything other than a "Custom Runabout".

Miss Puddle Duck has been honored with First Place Recognition in Class at the 2007, 2008, and 2010 Lake Tahoe Concours; First Place in Class at the 2008, 2009,

and 2011 South Tahoe Wooden Boat Classic; Best Chris-Craft of Show at the 2008 and 2012 South Tahoe Wooden Boat Classic; Overall Best of Show Restored at the 2008 South Tahoe Wooden Boat Classic, and Overall Best of Show Under 23 ft. at the 2009 Lake Tahoe Concours.

SWEETPEA

1942 17' Chris-Craft Custom Runabout

131-hp. 6-cyl. Chris-Craft engine

Phillip & Sue Caldwell, Laguna Beach, Calif.

Sweetpea was number 410 of 425. Shortly after 1942 Chris-Craft discontinued these boats to begin manufacturing boats for World War II.

We found the boat in Texas in 2005. It had been a family ski boat in Seattle and then moved with the family to

Texas. They owned it for at least 15-years. We have no history prior to that except that at some point somebody converted it to a V8 with two exhausts.

We have been bringing Sweetpea to Lake Tahoe for the last 11 summers. We have spent a minimum of 30-hours on the water with each two to three week visit.

This year we decided that this sweet old lady needed a face lift. so thanks to Robinson Restorations she looks brand new again!

VIVACE'

Not pictured

1942 19' Chris-Craft Custom Runabout

131-hp. 6-cyl. Hercules engine

Emily P. Browne & William W. Palmer

CLASS VI: PRE-WAR RUNABOUTS

23-feet and over
(No Entries)

CLASS V: POST-WAR RUNABOUTS

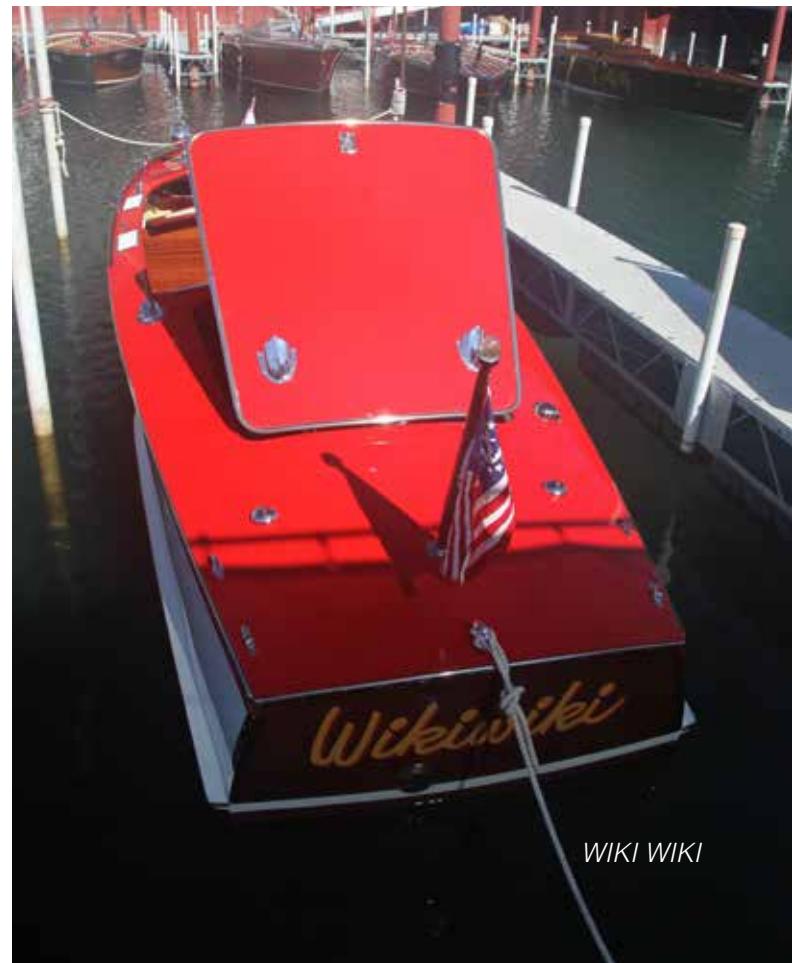
WIKI WIKI

1947 19' Higgins Runabout

130-hp. 6-cyl. Scripps engine

Dave Olson, Tiburon, Calif.

Wiki Wiki was Alan and Ginny Furth's first boat on Lake Tahoe. In 1974, she was put in a sea container at the Furth's Delta farm. In 2011, when Ginny was selling the farm, the long lost container was uncovered and the Olsons came to its rescue. In 2013, restoration was completed on the runabout that had spent 30 years in a box.



WIKI WIKI



TOUCH OF GLASS



HONEY TWO

CLASS VI: BLONDE DECK CHRIS-CRAFT RUNABOUTS

007

1955 21' Chris-Craft Cobra
350⁺-hp. 8-cyl. Chrysler engine
Bob & Paula Boldt, Austin, Calif.

Chris-Craft need to replace the hugely popular Racing Runabout models with something swoopy and in keeping with the 50's vibes. Chris-Craft's response was the Cobra; it was a complete departure from the family-friendly Chris-Craft design mold. The Cobra was sleek, flashy and impractical, but bristled with new technology (including the first ever use of fiberglass in a boat by Chris-Craft as well as the first plexiglass windshield) and the latest, most powerful Chrysler and Cadillac engines from the automotive world. With its bow-up attitude, tapering sheerline and outrageous dorsal fin, the Cobra looked fast even at rest in the water. Although the Cobra would have to be considered a commercial failure for Chris-Craft as the market for such a special boat design was apparently saturated in less than a year. After only 108 boats, most people think the Cobra was intended primarily to be an emphatic design statement by Chris-Craft to enhance its brand image. 007 is the epitome of that design statement. Powered by a Chrysler hemi engine (one of only 21 boats with that engine) enhanced to well beyond 400hp with the 50's latest supercharger technology from McCulloch-Paxton (the only Cobra with this equipment), 007 is a classic example of the exuberance of the 50's at its very best. Delivered through the San Francisco based John G. Rapp dealership in February, 1955 to Edgar Kaiser Sr., Chairman of Kaiser Steel, Chairman of Kaiser Aluminum and Chemical, General Manager of the Kaiser-Frazer car company and son of famous industrialist Henry J. Kaiser, 007 is a great example of the Kaiser family's love of fast, stylish boats. As a part of one of Lake Tahoe's most famous families, 007 spent her early years on the Lake at Fleur du Lac, the Kaisers' West Shore estate. Owned by just four families over her 61 year life, 007 is a preserved-original boat and returns to Lake Tahoe After a more than 40 year absence.

HONEY TWO

1959 18' Chris-Craft Capri
130-hp. 6-cyl. Chris-Craft engine
Dick Johnson, El Cerrito, Calif.

Honey Two was purchased in 2003 from a classic boat dealer in Missouri. It had been stored in a boat house for

most of its existence and had approximately 96 hours on it. Since then, Honey Two has been garaged and run at Lake Almanor and currently has 104 hours on it.

TAHOE HEIDI

1960 19' Chris-Craft Capri
130-hp. 8-cyl. Chris-Craft engine
Ward & Heidi Sproat, Truckee, Calif.

Tahoe Heidi is #108 of 172 produced between 1960 and 1961 and was delivered from the Chris-Craft plant in Cadillac, Missouri, to Scotchmans Boats in San Jose, California in August 1960. There are no remaining records of her owners before 1984, but during that time, her original 185-hp engine was replaced with a 327 cubic inch 210-hp engine and a ski eye was installed to make her into a family ski boat.

It is believed that she spent summers on Clear Lake in the 70's before being purchased and brought to Lake Tahoe about 1982 where she spent the summers docked in Meeks Bay, but without a name. She survived a sinking at her moorings during a storm on July 4, 1984 which damaged the bow (since repaired). She changed owners again in 1997 and spent the next 9 years in a garage in Lakehead, California where she underwent extensive restoration by her owner to the original fitout (except the engine).

After 2 years on Lake Shasta as Party Doll, she was brought back to Lake Tahoe to Sierra Boat where she was purchased in 2012 by her current owners and re-named Tahoe Heidi.

TOUCH OF GLASS

1955 21' Chris-Craft Cobra
285-hp. Cadillac engine
Robert and Madeleine Mount, Santa Rosa, Calif.

The Mounts purchased their Cobra in 2007, becoming its fourth owners. She was delivered to R.E. Olsen, Co. Stockton, CA on April 11, 1955. This being one of seven 21' Cobras delivered without an engine. The 331 ci 285 hp, 1955 Cadillac power was by Star Marine Engine Works of Oakland, CA. After purchasing "Touch of Glass" and participating in only one ACBS event they had her restored and shown in 2010 STWBC winning a First in Class and best Blonde Deck. Due to flaws pointed out at this showing they had the boat restored again by Van Dam Custom Boat Works, Boyne City, Missouri.

ENTRY CLASS VII: CENTURY
(No Entries)



CLASS VIII: RIVA & INTERNATIONAL

LA DOLCE RIVA

1962 26' 4" Riva Super Tritone
550-hp. 8-cyl. Lincoln engines
John A. Wickland III, Sacramento, Calif.

La Dolce Riva is a 1962 Riva Super Tritone. The Super Tritone is considered by many Riva aficionados to be the most beautiful model of all Rivas. 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.

I 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 I have owned her she has been refinished once in 1990 and a second time in 2006. A new bottom was installed in 2000 and during the winter of 2008/9 her decks and hullsides were replanked. In the spring of 2016 she was given a fresh look with new paint and a revarnish.

She is powered by two gasoline fueled Lincoln 431 V-8 engines, which was the same power plant Chris-Craft used in its smaller cruisers during the early 60's. Each engine is rated at 275 horsepower. Both engines were rebuilt in 1990 and again in the spring of 2011.

In 2000 she was the first annual recipient of the prestigious and newly introduced Carlos Riva International Trophy. She has been a participant as a non judged entry 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 out on the Lake with a "boat-load" of people. She has been a fun boat to own and use on the Lake.

MIA BASILLISSA

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

Deborah and Paul Selak acquired the Olympic in 2007 at Salo, Lake Garda. In June of 2007 the boat participated in a Riva event at Santa Margeritha. Deborah and her

female crew cruised from Rapallo to La Spezia and back, more than 80 kilometers. During that day a Riva Tritone sank off of Cinque Terre in seas that were force 4 to 5. The crew showed great sea competence for the maiden voyage.

Mia was then shipped to Tahoe City where she has been used extensively for cruising, tubing, and sunbathing. Her honors include 2008 winner of the Riva meeting in Miami Florida. 2009 first and "best Riva of ", Lake Tahoe Concours d'Elegance. 2014 and 2015 first place at Lake Tahoe Concours d'Elegance. She has won other first place titles as well.

Footnote: Mia Basillissa means queen bee. Basil, Deborah and Paul's Australian Cattle dog was their queen bee.

PORTOFINO

1969 27' Riva Aquarama
220-hp. 8-cyl. 327 Chevy engines
Jeff & Linda Peterson, San Rafael, Calif.

Riva Aquarama Hull #313 was originally delivered in 1969 to Colin Will in the city of Lausanne in Lake Geneva Switzerland with the name of Erue. Sometime After 1969 the boat was used extensively in the Mediterranean in Monaco. In 1982 this piece of Italian art was the first Riva brought over to the United States to Lake Tahoe by the Hall Family of Sierra Boat Co. She was immediately purchased by Nancy Mueller and her husband. The boat was renamed Nancy and has spent the past thirty plus years on Lake Tahoe. Mrs. Mueller in 2015 decided to part with Nancy and asked her long time boat restorer Tony Brown to find her a good home. Tony contacted his longtime friend and fellow Minnesotan Jeffrey Peterson who was looking for a Riva Aquarama. After a very brief phone call, the sale was completed! Jeffrey & Linda Peterson commissioned Northwest Classic Boat to fully restore their newly named Riva Portofino in May of 2015. According to Jeff, her name was the easy part. Linda and Jeff had recently completed a trip to Monaco and Portofino to celebrate their 25th Wedding Anniversary. Given the boats history on the Mediterranean along with the majestic beauty of Portofino, her new name was born.

CLASS IX: RACE BOATS



NINE LIVES



HORNETT II



MAYBE NOT II



SPLIT SECOND

DIXIE BABY *Not pictured*

1921 23' Ventnor Racer
300-hp. 8-cyl. Hispano Suiza engine
Lorne Leibel, Beverly Hills, Calif.

Dixie Baby is a 1921 Ventnor design stepped hull powered with a Hispano-Suiza WWI Spanish aircraft engine through a forward V-drive. The "Hisso" engines were used for aviation during WWI and a surplus of them were eventually converted for other purposes such as marine engines. Dixie Baby started her racing career as a 725 Class racer. She has been restored to her original gleaming glory by Peter Breen of Breen Boatworks in Rockwood, Ontario, Canada.

HORNET II

1930 29' 6" Gar Wood Custom Stepped Hydroplane
650-hp. 12-cyl. Rolls Royce Meteor engine
Ned Spieker, Menlo Park, Calif.

Hornet II was originally owned and raced on Lake Tahoe by the industrialist Henry J. Kaiser. Over nearly two decades of racing (1935-1953) she won more races on Lake Tahoe than any other boat. The hull, by racing legend Gar Wood, is a 29.5 foot stepped-hull hydroplane built in 1930. According to Anthony Mollica, Gar Wood historian and author, only 10 hydroplane hulls of this length were built by Gar Wood between 1929 and 1934.

She is known to have been powered by a number of high-performance V12 aero engines including a WWI Liberty, a rare Packard, and Allison, possibly a Curtiss Conqueror and a WWII vintage Rolls Royce Merlin/Meteor. Originally built with a traditional three cockpit mahogany deck, her art deco aircraft -inspired aluminum deck is believed to have been built by Kaiser's industrialist friend and one-time business partner Howard Hughes in preparation for the Lake Tahoe Championship races in 1939. That year, Hornet II amazed the crowd when she appeared for the race. People had never seen anything like it. Kaiser won the race in record time.

Hornet II was meticulously restored over a period of 15 years with Tony Brown of Western Runabouts restoring the wood hull, aircraft. restorer Gary Larkins, doing a complete re-skin on the aluminum deck and Sierra Boat Co. completing all of the mechanical systems.

MAYBE NOT II

1926 22' 22" Hacker Craft Stepped Hydroplane
420-hp. 8-cyl. Chrysler Hemi engine
Dan & Barbara Foster, San Ramon, Calif.

In February the Northern California chapter's Antique & Classic Boat Society's President Barbara Foster and

husband Dan backed Maybe Not II into their Sunnyside, Lake Tahoe Driveway. The Casey Brothers, Carnelian Bay, had just completed a 2-year restoration. Barbara and Dan stopped, and just let their moment, and they Maybe Not II story "reconnect" a little bit. The parts of this racing boat's story span 80 years now.

NINE LIVES

2003 23' Golden Era Classics Gentleman's Racer
600-hp. 12-cyl. Jaguar engine
Wes & Janet Selridge, Buttonwillow, Calif.

Nine Lives is a modern boat built in the style of the Gold Cup racers of the 1930s. Four of these hulls were built in Australia by Paul Dewhurst and shipped to the U.S. where Wes competed the project over a three year period. The motor was originally developed to race at LeMans so this engine is unique in that very few Jaguar V-12s have ever been installed in boats. The engine has been highly modified to include special heads, CAMS, in the manifolds, along with six Weber carburetors that were originally used on a world record setting boat in the under 400 cubic inch class. Top speed is in the high 60s, with maximum power @ 8,000 RPM. In the first year on the water she was awarded "People's Choice" at Lake Arrowhead, "Best Contemporary" at the ACBS national show, and featured in Classic Boating Magazine.

SPLIT SECOND

2013 34' Homewood Boatworks Race Boat
700-hp. 12-cyl. Rolls Royce Meteor engine
Bill & Mary Jo Hutchens, Granite Bay, Calif.

The hull of Split Second was inspired by Falcon V, designed and built by Hacker in 1927 for Jonathan Moore of Lake George, NY. Moore, commodore of the local yacht club and long-time champion of boat racing on Lake George, had Falcon V built for one purpose - to beat his neighbor George Reis driving El Lagarto. According to local newspaper accounts, Falcon V did indeed beat El Lagarto on several occasions. Jonathan retired from racing in the early 30s and Falcon V was cut up for firewood. El Lagarto went on to claim a record three Gold Cup championships.

Split Second was built on the West Shore of Lake Tahoe at Homewood Boatworks. Her African mahogany construction was completed over a nine-month period in 2013 by Franc and Brian Casey. A favorite design

CLASS X: COMMUTERS & CRUISERS



H.M.S. PINAFORE

H.M.S. PINAFORE

1961 36' Chris-Craft Super Tritone
8-cyl. Chrysler M413 engines
Kim Stearns & Gehen Tholen, Incline Village, Calif.

TANGO *Not pictured*

1960 27' Chris-Craft Semi-Enclosed Cruiser
500-hp. 8-cyl. Chris-Craft engines
Franc Casey & Dennis Malone, Menlo Park, Calif.

THUNDERCHICK *Not pictured*

2001 37' Stone Boat Yard Commuter
320-hp. 8-cyl. MerCruiser engines
Dave Olson, Tiburon, Calif.

This retro commuter was constructed by Stone Boat Yard of Alameda, California. The hull was designed by Paul Dewhurt 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.

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CLASS XI: UTILITIES



AIN'T SHE SWEET

1960 17' Chris-Craft Sportsman
185-hp. 8-cyl. Chris-Craft engine
Wayne Barker, Danville, Calif.

Built in Cadillac, Michigan and shipped to Sacramento Yacht Supply in November 12, 1959. She is a 1960 17' Sportsman Hull No. CUA-17-0138C. I first saw A'INT SHE SWEET in 1985, stored in a garage in Hayward, California. I fell for her from the first time I saw her with all that rich mahogany and chrome that needed much attention. The stereo system and speaker holes in the foot boards and a few minor details didn't deter my wanting to buy her. We bought her and used her as a family boat which brought us much enjoyment.

B-B II

1965 21' Besotes Utilities
360-hp. 8-cyl. Ford engine
Dan Best, Woodland, Calif.

The boat has been in the family since 1965 when it was delivered to Lake Tahoe. She has been restored several times and has been shown successfully for many years. The last time it was shown was in 2010 and won the original Tahoe boat award.

BLONDIE

1954 24' Chris-Craft Special Holiday
170-hp. 6-cyl. Chris-Craft engine
Ted & Marilouise, Reno, Nev.

Blondie as it is now called, originally was from Cleveland, Ohio and in 1976 was moved to Hebron, Ohio and then in 1980 was registered to Ron Hart of Cincinnati. It was then purchased and moved to Brownsburg, Indiana in about 1990 where it sat on an old trailer in a barn until we bought it in 2012, with great apprehension. I might add that one of the owners in Ohio got tired of caring for it and painted the entire boat a bright white. I made a deal with the person in Indiana (who restored boats) that he would put a Three M 5200 bottom and redo the hull and some of the interior, but After waiting four years, I drove to Indiana and got it unfinished. The remainder of the restoration was done by me and Sierra Boat Co.

BUSHYTAIL II

1949 22' Chris-Craft Sportsman
350-hp. 8-cyl. Chevrolet engine
Tim & Teri Bush, Arlene Bush, Pleasanton, Calif.

Originally delivered in July 1949 to the Chris-Craft Dealer at Clam Lake, Michigan, the boat was purchased sight unseen and shipped to California in 1994. After almost

sinking on its maiden voyage in California, a complete keel-up restoration and repowering (from original Chris-Craft 6-cylinder MBL) was completed in 1995. All mechanical, electrical and finishing was done by the family. In 2015, After almost daily use during the summer months on Lake Tahoe and other parts unknown since 1995, the boat was rebuilt with all side planks replaced with new wood and oak battens. It's now ready for its next 30 years on Lake Tahoe.

FIN & TONIC

1961 21' Chris-Craft Continental Gull Wing Hardtop
275-hp. 8-cyl. Lincoln engine
Derk Brill, Mountain View, Calif.

Having spent her early years in Northern California with two owners, Fin & Tonic was retired to warehouse storage After an unattended swelling in 1972 filled her with water for a number of days. After being drained, the entire interior was stowed in a storage container, and she remained in warehouse storage for over 40 years. In mid-2014 Derk Brill and Pat Boomer commenced her preservation with Don Hardy and McCall Boat Works. She was stripped, catalogued, and fully disassembled. A new 5200 bottom was added, and the topsides and topdecks were reassembled using all original wood. All of the original parts, including brightwork, fiberglass fins and hardtop, dash gauges, and trim were refinished. The interior, including flooring, ceiling panels and seats, with original upholstery, along with all running gear are original to the boat, as is all wood excluding the bottom. Fin & Tonic's meticulous preservation was completed on July 31st, 2015 in McCall Idaho, and she was launched for the first time in 44 years, just in time for the Payette Lakes ACBS chapter's annual show.

JUS' RESTIN' UP

1940 25' Chris-Craft Sportsman
200-hp. 8-cyl. Crusader engine
Joan & Scott Fife, Lafayette, Calif.

Jus'Restin'Up is an exceptionally rare pre-war Chris-Craft 25' Sportsman, the second of only twenty-five built before the company redirected its manufacturing capacity to winning WWII. This specimen was delivered new to Lakeport, New Hampshire, served for 75 years in New England, and migrated to Lake Tahoe in 2015. The green stripes, leather and linoleum were a "Sporty in '40" feature! The name is the answer to two questions: In 1940, "Why aren't you saving Europe (again)?" Today, "Why are you just driving around on Lake Tahoe?" Shared by the Fife family of Lafayette, California.



PINKS



JUS'RESTIN'UP



B-B-II



AIN'T SHE SWEET



B-B-II

KNOCK ON WOOD

1959 18' Chris-Craft Continental
185-hp. 8-cyl. Chris-Craft engine
Connor & Miles Kashyap, Pleasanton, Calif.

This boat is fifth of its model made by Chris-Craft in 1959, which was the first year that they used the Chris-Craft (Chevrolet) small block engine. It was first sold in December 1958 in San Jose, California and after being used as a family boat on various California lakes was relegated to fishing duty on San Francisco Bay. The previous owners, Rich Fisher and Nancy Bartolomei, spent an excess of 2450 hours in an 18-month period doing a complete restoration in the years of 2008 and 2009. New wood replaced the old in a small amount of framing, the bottom, the transom, and most of the decks during this restoration. All other wood and hardware on the boat are original. In 2009 their passion and hard work graced Knock on Wood with the first place trophy in its class and a trophy for the Best Blonde Deck Boat at the South Lake Tahoe Wooden Boat Classic. In that same year, at the Lake Tahoe Concours d'Elegance, the boat was awarded another first place in its class and received a trophy for Best Non-Professional Restoration. In the years of 2010 and 2012, Knock on Wood brought home first place within its class from the South Lake Tahoe Wooden Boat Classic. The torch was passed down with new ownership of Knock on Wood to Conner and Miles Kashyap. Keeping it in the family tradition with Rich and Nancy, this last year of 2015, Knock on Wood won first place in its

class and was awarded the honorable trophy of Best Chris-Craft of Show at the South Lake Tahoe Wooden Boat Classic. During the summer Knock on Wood has fun adventuring the blue waters of Lake Tahoe with its owners Conner and Miles along with many friends and family including past owners Rich and Nancy.

LEADING LADY

1940 24' 6" Gar Wood Custom Utility
115-hp. 6-cyl. Chrysler Crown engines
Terry & Carol Clapham, Jamestown, Calif.

Built in the Marysville, Michigan 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 then 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.

LES'N LEARNED

1962 Chris-Craft 18' Holiday
220hp. 8-cyl. Chris-Craft engine
Mark Walick

Mark and Melanie Walick of Sunnyvale present their 1962, 18' Chris Craft Utility with a 283 8 cyl engine. Found in Pittsburgh Pennsylvania, Les'n Learned was found sunk in the Ohio river and in a sad state of affairs. We purchased her in 2004 and started restoration the following year. She then sat for another eight years until we relocated to the west coast. In the fall of 2013 a complete restoration began. She was taken to Northwest Classic Boats where Dave and Rudy did an absolutely amazing job literally straightening her out, top to bottom. She received a new stem, ribs, bottom, top sides, trim and a fresh varnish. Les Schwoob (her namesake) painstakingly & meticulously restored almost every other aspect of this boat as only a master craftsman could. The seats, engine box and upholstery were completed by Vargas upholstery in Sunnyvale. With very few exceptions, she's exactly the same boat that was delivered to Swanton Maryland in May of 1962. Today, Les'n Learned is a brand new 54 year old Holiday ready to be enjoyed.

LOLLYGAGGING *Not pictured*
1949 17' Chris-Craft Special Runabout
6-cyl. Chris-Craft Marine
The Niello Company Rick Niello, Sacramento, Calif.

PINKS
1958 21' Chris-Craft Continental
175-hp. 6-cyl. Chris-Craft engine
Gordon Kirkland, Acampo, 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 eBay and ended up purchasing from her second owner in Wayland, Mich., who had the boat restored but not put the hard top back on. The boat arrived in Lodi via transport truck with shrinkwrap intact in December 2011, and After finding

or making all the 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 the 2013 Lake Tahoe Concours d'Elegance.

TUCKER

1956 20' Chris-Craft Custom Sportsman
158-hp. 6-cyl. Chris-Craft MBL engine
Bob Swenson, Rancho Mirage, Calif.

This boat, 44 of 68 and 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. Tucker's mid-length and open utility design makes it a fun and handy boat that's perfect for Lake Tahoe. Tucker was also featured in the January/February 2012 issue of Classic Boating magazine.

WATERNICHE
1950 22'11" Chris-Craft Holiday
260-hp. 6-cyl. Chrysler engine
Ned Spieker, Atherton Calif.

This boat was delivered to Rubicon Beach in the summer of 1950 by Tahoe Boat Company, the Chris-Craft dealer on Lake Tahoe at the time. The boat has remained at the same pier and same house for the past 66 summers! When the house was sold to the Ned Spieker family in 1986, the boat was included in the purchase, so this boat is on its second owner!! The original engine was under-powered and was replaced by a Chrysler marine engine in 1965. The blonde wood was replaced about twenty years ago by all dark wood, but otherwise the boat remains original. It has approximately 1200 hours since new, less than 20 hours per year - all of those on Lake Tahoe. It has provided many days and nights of pleasure on beautiful Lake Tahoe and will provide many more.

Inspiration and excellence

PwC is proud to support The Antique and Classic Boat Society, its ninth annual South Tahoe Wooden Boat Classic, and their mission to bring together people with a common interest in historic, antique and classic boats. We celebrate the priceless history behind each of these elegant machines and congratulate all the participants on their dedication to excellence.

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ENTRY CLASS XII: OPEN CLASS

NO NAME

1969 18' Donzi Classic
300-hp. 8-cyl. Ford 302 engine
Bill Calkins, Newcastle, Calif.



NO NAME





Lollipop



Jim Jr.



Duckers



You-Bet



Pretty Please

CLASS XIII: MARQUE CLASS

Chris-Craft Racing Runabouts

1936-1954

BABY SKIP

1953 19' Chris-Craft Racing Runabout
280-hp. 8-cyl. Ford Short Block Interceptor engine
Ed & Deborah Scott, Incline Village, Nev.

Baby Skip is a 1953 Chris-Craft Racing Runabout. It is an original Tahoe boat delivered to Tahoe Boat Company on April 23, 1953. It is hull number R-19-453. Its original engine was replaced in the mid 1950's by Dick Clarke with a V8 short block Ford interceptor. This was done to get more power at altitude. In 2006 Ed and Deborah bought her and had Sierra Boat Company completely restore it. Baby Skip can be seen gliding across the blue waters of Lake Tahoe on any given day.

BLIND FAITH

1937 25' Chris-Craft Racing Runabout
425-hp. 8-cyl. GM engine
Bill & Mary Jo Hutchens, Granite Bay, Calif.

The boat you see here was built originally in 1937 by Chris-Craft as a triple-cockpit Custom Runabout (hull number 25054). The "custom" designation was reserved for Chris-Craft's top-of-the-line craft. Blind Faith in her

current form, as a Racing Runabout, was created by Tony Brown in the late 1970's and early 1980's while he worked at Sierra Boat Company. Tony long maintained his belief that Chris-Craft's 25' hull was the best ride. But he envisioned something sleeker and faster. So he removed the front cockpit to create a long foredeck, characteristic of the classic Racing Runabout. The result -- graceful lines that have been admired by many for years. Ironically, although no longer "original" as delivered from the factory, Blind Faith has more original wood than many of the so-called original antique boats that have been restored.

We have enjoyed Blind Faith on Lake Tahoe for over 15 years. She is a fast, smooth, dry ride.

BOBCAT *Not pictured*

1954 19' Chris-Craft Racing Runabout
158-hp. 6-cyl. Chris-Craft MLB engine
Tahoe Maritime Museum, Lora Nadolski, Tahoe City, Calif.

This design was first introduced by the company in 1936 and offered thru 1938 with hull and decks painted blue and white. Production of the Racer then ceased until 1947,

when it was reintroduced the color scheme changed to red and white. The Racers popularity continued to grow and by 1949 an all-varnished version was available. Bobcat was built during the final year of the model's production in 1954. The Racers were a popular boat on Lake Tahoe because they were fast for their size. The smooth ride also made them good for waterskiing and they soon became known as the "gentleman's racers" for the everyman. After her heyday in the 1950s, Bobcat fell into such disrepair that her owner Ned Richmond had resolved to take her to the dump. His brother, Robert Richmond, chose to save the boat instead and commissioned Steve Thomas to restore her in 1996. Attention to her classic wood construction above the waterline was carried out in great detail. Chris-Craft documented their boats by the use of hull cards which recorded the production dates, colors, and accessories of any particular boat. The existence of this information insured an authentic restoration of the Racing Runabout.

CIAO BABY! *Not pictured*

1950 19' Chris-Craft Racing Runabout
115-hp. 6-cyl. Chris-Craft engine
Gene & Lani Delyon, Rocklin, Calif.

Our 1950 19' Racing Runabout originally sold for \$3,110.00; my how times have changed. We love our runabout for many reasons, including the fact that it was the first varnished mahogany version. After the valuable wood became available after the war. The boat was fully restored by iconic Tahoe boat builder Don Veihmayer who always seems younger than his +90 years. Originally sold to Lake Mead Boat Company 66 years ago, hull #R-19-318 now resides in Lake Almanor. Owners Geno and Lani Delyon named her Ciao Baby! which is both hello and goodbye in Italian. Her transom art includes a martini graphic in honor of the "ratpack" who surely cruised Tahoe in these boats back in the day....Ciao Baby!

DUCKERS

Bill & Nancy Kehoe

William and Nancy Kehoe of Loomis CA, enter a 1954, 19' Chris-Craft Racing Runabout. - She was built in Cadillac, MI, has a 158-horsepower, six-cylinder Chris-Craft Hercules engine. She is mostly on Lake Tahoe and the Sacramento Delta. A steady seller since 1936, the Racing Runabout exemplified Chris-Craft speed and design through 1954. Updated after World War II, the 19-foot model features a split cockpit and gleaming deck hardware. With its 158-horsepower MBL engine,

this craft can exceed 40 mph. Chris-Craft runabouts remain a popular model among classic boaters who enjoy their sporty performance. Duckers was one of the boats featured on the 41 cent US Post Stamp collection.

HAPPY DAYS

1952 19' Chris-Craft Racing Runabout
158-hp. 6-cyl. Chris-Craft engine
Ed Alexander & Don Hardy, McCall, Idaho

Hull #415 was purchased by Ed & Nancy Alexander of Lomita, California in 1985. Happy Days was used mostly on Lake Almanor, in N. California and numerous ACBS shows in the California area. In 2013 Happy Days was sent to McCall Boat Works in McCall, Idaho for a total Concours restoration. Happy Days can be found yearly showing at the Payette Lake show in McCall, Idaho. The week before the Tahoe show.

JIM JR.

1952 19' Chris-Craft Racing Runabout
8-cyl. Chevy 327 engine
Brian & Alyce Johnson, Homewood, Calif.

Jim Jr. was originally sold at Tahoe Boat Co. to Jim Stack in 1951. Jim had Dick Clark at Sierra Boat Co. replace the 158-hp 6 cylinder Chris-Craft engine with a 327 Corvette engine. Had a complete restoration in 2007 at Sierra Boat Co., Inc. Brian has owned Jim Jr. since 1988 and showed in the 2008 Concours d'Elegance where Jim Jr. took a 3rd place. Jim Jr. has participated in many Over the Bottom Races and Poker Rallies, always taking home a trophy.

LOLLIPOP

1948 19' Chris-Craft Racing Runabout
154-hp. 6-cyl. Hercules engine
Steve & Cheryl Caplan, South Lake Tahoe, Calif.

Steve and Cheryl Caplan of San Jose, CA enter a 1948, 19' Chris-Craft Red & White Racing Runabout. Built in Algonac, Michigan late in 1947 by Chris-Craft, our 1948 model, had been owned by two other families when we purchased her. She was used in the Sacramento Delta and on Donner Lake. On Donner Lake, she was used as a guest boat for the family's small lakeside motel. Chris-Craft built these painted boats after WWII. We completely restored Lollipop in 2001. These painted boats were constructed with cedar planks and a plywood deck that was covered with canvas and then painted. The only mahogany is on the transom. Lollipop won her first First Place trophy in her class at Concours d'Elegance in August 2001. Between 2001 and 2007 she won First Place each year at the Concours except 2004 when she

sat out the competition. Also awarded at the Concours was Best Chris-Craft of Show Perpetual Award in 2003 and in 2007 Best of Show under 23' Perpetual Award. Lollipop also won Best of Show under 19' at the ACBS International Annual Boat Show in Lake Coeur d'Alene in 2001. In 2012 won the Kids Choice trophy at the South Tahoe Wooden Boat Classic. Lollipop has been shown but not judged since 2007 as it is the Caplan family's fun racer used on the smooth morning waters off Tahoe Keys in South Lake Tahoe where she skims the surface with ease.

MISS ARROWHEAD

1940 27' Chris-Craft Racing Runabout
375-hp. 8-cyl. Chris-Craft Twin Plug engine
Dana & Patti Mecum, Fontana, Wis.

One of the rarest Chris Craft Racing Runabouts in the world, Miss Arrowhead was made famous as a "thrill ride" boat in the 1940's and 1950's on Lake Arrowhead, California and Big Bear Lake, where she was known as Step In Again III. The fastest and largest model in the highly collectible Barrelback series of Chris-Craft runabouts, it is the only remaining example of the two that were built in 1940 and carries all the trademark features unique to the line including a Birdseye maple dash, Emerald green leather upholstery, custom Blue-on-Beige instrumentation, twin Ivalite spotlights and a siren. The most distinguishing feature, of course, is its superbly engineered Chris-Craft A-120-A racing engine, an 845 cubic inch, 375-horsepower V-8 behemoth, of which only three remain in existence today. With an advertised speed of 50-52 mph, 'Miss Arrowhead' was the top of the 1940 Chris-Craft line, and at \$6,290, the most expensive as well; today, it is the last remaining example.

Miss Arrowhead was comprehensively restored in 2007, including all new planking with WEST epoxy construction. The engine was completely rebuilt, with concealed modern carburetors and ignition for ease of operation and maintenance; spare and replacement parts are available. The cockpit and seating areas have been reupholstered in the original color and style using leather reproduced by the original supplier. The result is a show-stopping jewel, an all-time classic Chris-Craft that can literally be described as the only one of its kind.

PRETTY PLEASE

1939 16' Chris-Craft Racing Runabout
121-hp. 6-cyl. Chris-Craft KB engine
Doug & 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 was often seen at Sunnyside warehouse unrestored, but complete.

RASCAL

1938 16' Chris-Craft RacingRunabout
131-hp. 6-cyl. Chris-Craft 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.

SALUTE!

1950 19' Chris-Craft RacingRunabout
158-hp. 6cyl. Chris-Craft engine
Peter & Jackie George, San Ramon, Calif.

Hull #R-19-314 was dispatched from the Algonac factory on July 25th, 1950 to Lake Mead Boat Co. in Boulder City, Nevada. In the early 1970s, Dana Philips found her in Carson City, Nevada resting on crates needing a full restoration. Unfortunately Dana could not provide the person's name he bought her from at that time. He kept the boat with the intention to restore it but never got around to it. In the late 1990s Bruce Sauer bought R-19-314 from Dana and commenced with a full restoration completed in 2001. Bruce named her Salute! and enjoyed her along with his wife Nicky until his untimely death in 2008. We were fortunate to become good friends with Bill and Nancy Kehoe. They were very close friends of Bruce and Nicky. When Nicky was ready to sell Salute! Bill helped her and subsequently told us about the boat several years ago. We finally had a chance to see her in March of 2013. After much consideration and the need for speed, we decided to purchase Salute! in September 2013. We have no intention, as we told Nicky, to change Salute's name which means "to your health" in Italian, which is Peter's Heritage.

SPINDRIFT

1954 19' Chris-Craft Racing Runabout
220-hp. 8-cyl Ford engine
Ron Nahas & Don Hardy, Lafayette, Calif.

Hull number 503 was the last Racing Runabout built. The boat was found in the mid west in 1960 and purchased by the Nahas family, of Lake Tahoe. Spindrift. has been owned by the Nahas family since and used on Lake Tahoe until 2004. The family and boat moved to Payette Lake, McCall, Idaho. Spindrift. is used yearly and has been a regular at the Payette Lakes ACBS show, the week before the Tahoe show. This is the first time "Spindrift." has returned to grace the Tahoe waters. "Spindrift." went thru a small restoration two years ago by McCall Boat Works in McCall Idaho.

STELLA

1949 19' Chris-Craft RacingRunabout
158-hp. 6-cyl. Chris-Craft engine
Mike Mayer, Wilsonville, Ore.

**VOTE FOR
YOUR FAVORITE BOAT
IN THE SHOW**
Here's your chance to BE THE JUDGE!

Make sure to drop your "PEOPLE'S CHOICE" ballot (that you received with your entry wristband) into the official ballot box located in the main vendor courtyard adjacent to this year's "Silent Auction" towards the main gate.

VOTE EARLY!

Announcement of the winner will be made at the conclusion of the Tahoe Yacht Club Foundation's 2016 Concours d'Elegance.

BACK ON TOP

with a

NEW BOTTOM

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YOU-BET

1951 19' Chris-Craft Racing Runabout
158-hp. 6-cyl. Chris-Craft engine
Carol & Bernie Atkinson, Cornelian Bay, Calif.

Bernard J. and Carol Atkinson of Cornelian Bay, CA enter a 1951, 19' Chris Craft Racing Runabout with a Chris Craft-MBL 158HP 6 cylinder engine. You-Bet was built at Caruthersville, Missouri and originally shipped to Boulder City, Nevada in 1951. In 1977, Atkinson purchased the boat from Tahoe Boat Company. You-Bet was first entered in the Concours d'Elegance 1978 and has been entered regularly ever since. In July 1996, You-Bet was in a storm and sank in Lake Tahoe. She was restored to her original condition by B.J. Adkinson and Peter Lynne.

