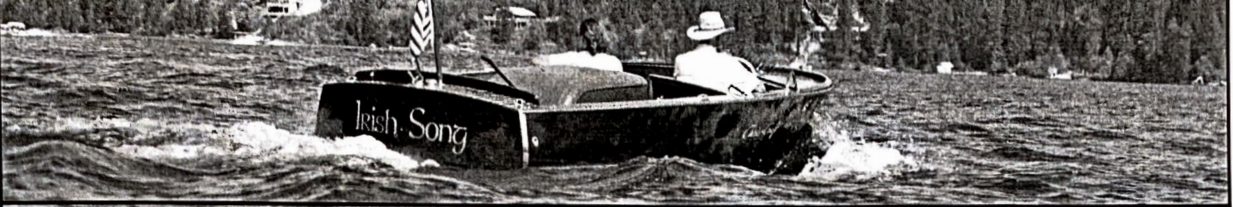


# INLAND SCUTTLEBUTT



Volume 12, Issue 3

Inland Empire Chapter of the Antique & Classic Boat Society

July 2012

## WELCOME TO THE

☆ 10TH ANNUAL ☆

# Classic Boat Festival at Sandpoint

—AMERICAN—  
**PRIDE**

### Thank You Sandpoint!!

The 2012 Classic Boat Festival at Sandpoint, *American Pride*, was a huge success and tons of fun was had by all. A huge thanks to all the Chapter members who volunteered and helped make the show a success with a new record number of boats attending. The weekend started off with a finger-lick'n barbeque hosted by Don and Emily Robson at the Hansen residence on Lake Pend Oreille. A handful of boaters braved the threatening clouds which made for a beautiful setting while parked on the sandy beach with 150+ people in attendance.



The Sun Gods came through Saturday after a huge down pour in the early hours just in time for the Color Guard presented by a local Boy Scout troop. Throughout the day SAR, Sons of American Revolution, presented historical flags while dressed in authentic uniforms as worn by Revolutionary Soldiers. Zack and Chris Taylor were presented their Eagle Scout rank and presented their "favorite boat name award", being *Huckledyduck*, owned by Tom & Janet Cathcart. The boat parade was led by *Donna Rossa* carrying our honorary guests, World War II Veterans to go hand in hand with this year's theme, *American Pride*. The Ladies Seminar was new this year and was a big hit. About 20 ladies sipped mimosas and learned valuable information led by Jerry Lebsack with the assistance of BK Powell – Thank You Gentlemen. There is talk of a 2<sup>nd</sup> Ladies Seminar being held next year – great to have new ideas!



A team of very well qualified judges had a full field of fine boats to chose from when selecting

(Continued on page 4)





## 2012 Chapter Officers and Board of Directors

**Officers:**

President: Michael Boge [mountainfever1@frontier.com](mailto:mountainfever1@frontier.com)

1st V Pres: John Lenhart [johnjanl@msn.com](mailto:johnjanl@msn.com)

2nd V Pres: John Keener [keener@my180.net](mailto:keener@my180.net)

Secretary: Anne Henshaw [bobhenshawct@aol.com](mailto:bobhenshawct@aol.com)

Treasurer: Jan Keener [keener@my180.net](mailto:keener@my180.net)

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John Lenhart [johnjanl@msn.com](mailto:johnjanl@msn.com)

Boat Show:  
Kathy Fair [kfair518@live.com](mailto:kfair518@live.com)

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*The IES Newsletter makes every effort to insure the basic accuracy of the information contained herein. Please contact us promptly with any corrections or comments.*



## President's Message

*"Friendship is born at that moment when one person says to another: "What! You too? I thought I was the only one." -- C.S. Lewis*

"Building relationships, making friends and being inclusive with our membership" -- that is what your current Board of the Inland Empire Chapter of the ACBS has been committed to. It is not idle talk. Under the steady hand of John Lenhart who is our Vice President / Membership Chair John has actively engaged new members, growing our membership to record numbers. Wes Yandt took on the "Scuttlebutt" last year and has powered it to new levels of professionalism with an interesting to read newsletter. We have an active website. Shows are being put together with passion by experienced hands like Kris Bassett and Linda Zwarg or "new blood" such as Kathy Fair which bring forth fresh ideas and bring on-board new people looking to have fun and meet new friends. Classic/Wood boats are beautiful to own and use, but it is the friendships that brings the strength and vitality to our Chapter. Take part in your Chapter. Join us this year at one of our many events. We would love to see you!

Best,

Michael Boge

Chapter President, Inland Empire ACBS

**Our Mission**

**To bring** people together with a common interest in historic, antique and classic boats, sharing fellowship, information, experience and exchange of ideas.

**To protect** the heritage of boating by promoting, first the preservation and, secondly, the restoration of historic antique and classic boats.

**To promote**, further and encourage a love and enjoyment of all aspects of historic, antique and classic boating.

**To serve** as a communication channel for our membership, the public, and any other entities regarding information relating to historic, antique and classic boating. This includes serving as a clearing house and referral service for all information relating to historic, antique, and classic boating.

**To serve** as the governing body and parent organization for such chapters as shall be formed and created under our auspices; this includes providing support for and communicating with these chapters.

**To inspire** and support quality boat shows and related events among our chapters; to establish and maintain standards for classifying boats and conducting boat shows.

**To educate** our membership and the general public concerning safety and protocol as it relates to historic, antique and classic boating.



## Membership Report

The last report from John Lenhart our Membership Chairman is **117** members and counting. This is yet another record and I can't help but think that it is due to the hard work of the board of directors lead by our great president Michael Boge. Below are a stories about a couple of our new members. If you are a new member and have yet to be featured please take the time to send a quick note to Kris Basset [kbassett@nwi.net](mailto:kbassett@nwi.net) (509) 669-5747 so that all of the Inland Empire ACBS members get a chance to meet you and your families.



### Welcome Peter and Anne Wagstaff!

Their 1963, 25' Lyman Sleeper was purchased new by Anne's father in 1963. Anne was 15 and she and her dad drove from their Lakeside Drive road in Sagle over to the Sandpoint Marina to see their newly arrived boat from the factory in Sandusky, Ohio. It was christened "Edelweiss." Living full time in Spokane and spending summers and winter weekend at the family cabin on Murphy Bay on Pend Oreille created many fond memories for Anne. Peter lived around the world as an "army brat" and moved to Coeur d'Alene when he finished law school. In 1898 the boat passed on its ownership to Anne and her husband Peter who have restored it and renamed it to "Bahama Mama."



Peter and Anne have been married 33 years, and lived most of their life in the Spokane/Coeur d'Alene/Hayden area. Today they live at Hayden Lake and on Pend Oreille during the summer. While working, Anne was a high school art teacher and is now a semi-retired family therapist. Peter has been a financial consultant with Merrill Lynch for the past 20 years; previously he was an attorney in Coeur d'Alene. Together they have 2 sons who are now married and 1 grandchild. Jackson, wife Trista and baby Finley Grace live in Seattle and Tyler and his wife Amber are in Montana.

"Bahama Mama" was awarded "Skipper's Choice" at the recent Chapter show in Sandpoint.



### Welcome Joe and Cindy Schmidt!

With one foot in Texas, and the other in Coeur d'Alene, Joe and Cindy feel they live in the best of both worlds. Joe grew up in Spokane, graduating from Gonzaga Prep in 1982. His father worked for Kaiser and the company picnics were held each summer on the beach at Coeur d'Alene. At those picnics, Joe would dream of one day owning a home on the lake. He met Cindy on an airplane when she was working as a flight attendant. She was from Lubbock, Texas. Joe moved there 18 years ago and together they have 2 children – Jackson, 18 who will be attending the U.W. next fall and Kinley, age 15 who will be a sophomore in high school. As the president/partner in five separate companies that support grocery store packaging and distribution, Joe has intense work responsibilities.

The dream of owning a cabin on Coeur d'Alene never left Joe and with his family still in Spokane (he was one of 7 children), they often returned from Texas to enjoy being back in the PNW and the lake. Today they own a cabin at Casco Bay across from the resort on the lake he dreamed so much about. Cindy and Joe plan to be at the cabin as much as possible particularly after their children are on their

own. They purchased a 1956 Chris Craft Capri, formerly known as "Blondie" found in Coeur d'Alene!

## Look Aft and Learn

Seafarers commonly say "Look Aft" to mean look behind, to the rear and the wake of the vessel. As a wooden boat museum, we feel it is a fitting expression that shows our commitment to looking to our history and heritage as a means of learning for the future.

*An excerpt from "Wooden Boat News" a newsletter from the Wooden Boat Museum of Newfoundland and Labrador.*



a publication of  
**Wooden Boat Museum**  
of Newfoundland and Labrador





(Continued from page 1)

the best for each of the 15 newly arranged award categories. The awards were as follows:

- Best of Show- **Barnwood** 1948 25' Chris Craft Sportsman Paul & Karen Harrison
- Skipper's Choice- **Bahama Mama** 1963 25' Lyman Sleeper Anne & Peter Wagstaff
- Best Prewar Runabout- **Molly** 1932 18' Garwood Caroline & Valerio Bryant
- Best Postwar Runabout- **Me Too** 1953 19' Chris Craft Racing Runabout Buzz & Michele Larson
- Best Prewar Utility- **Dottie** 1936 16' Chris Craft Utility Brian & Kathy Fair
- Best Postwar Utility- **[no name]** 1955 17' Higgins Sports Speedster Rick & Becky True
- Best Nonpowered- **Wahnookyak** 2011 15.3' Wahnooyak Canoe Hari Heath
- Best Outboard- **Nauti-Gal** 1965 20' T and T Lapstrake Thomas & Sheila Nelson
- Best Preserved- **48 Calibre** 1948 17' Chris Craft Runabout Deluxe Bill & Mary Jo Schneck
- Best Contemporary- **Donna Rossa** 2001 24' Grand Craft Lux Sport John & Jan Keener
- Best Nonprofessional Restoration- **Black Pearl** 1966 21' Century Coronado John Tyler
- People's Choice- **Ruby Slipper** 1940 50' Shain Bridgedeck Cruiser Bruce & Molly Geiger
- Chairperson's Award- **Donna Rossa** 2001 24' Grand Craft Lux Sport John & Jan Keener
- Best Presentation- **I Particular Harbor** 1953 22' Shepard 110S Mike & Carol Wilson
- Youth Judging Award- **Wind Spirit** 1985 20' Homebuilt Pirate Ship Dan & Pamela Mimmack

Sunday's breakfast at Spuds Restaurant was a perfect ending to the boat show weekend. The thunder and lightning bolts cancelled the Poker Run, however, a couple hours later as everyone returned to their boats, the skies cleared for boat removal and a safe drive home.

As this year's chairperson to the Sandpoint show, I have SO enjoyed getting to know members of different Chapters - Portland area, Seattle, our Canadian neighbors, Payette and Montana. For the new members, the Inland Empire Chapter welcomes you into our boating family. I look forward to seeing you at the upcoming shows at Coeur d'Alene and Priest Lake, Idaho as well as Lake Chelan, Washington.

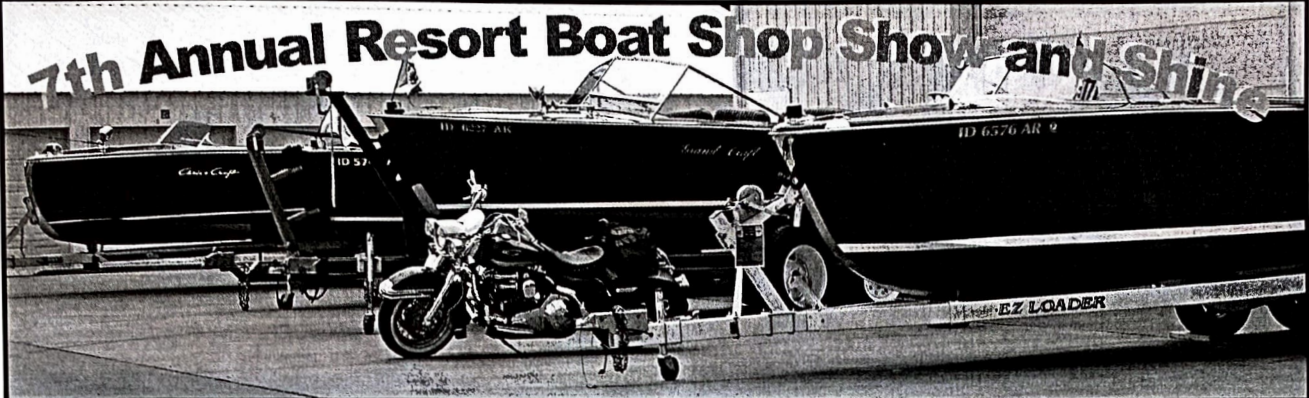
Happy Boating!



Kathy Fair  
Chairperson 2012 Classic Boat Festival at Sandpoint.





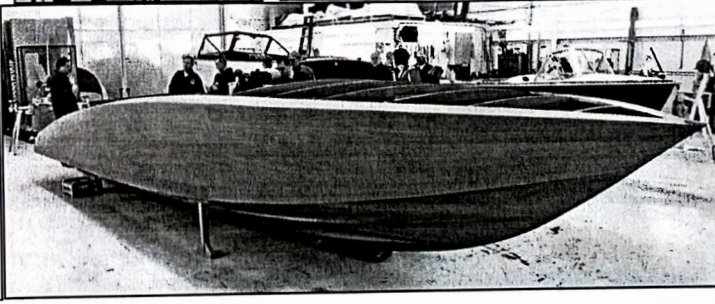
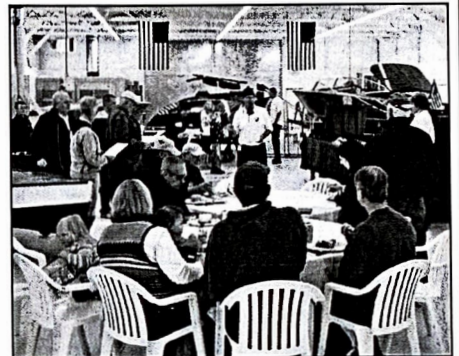


**The Resort Boat Shop** hosted the 7th Annual show and Shine on May 5th. After all the projects the Resort Boat Shop crew were working on were tidied up and put in display mode the entire staff spit shined the whole place. All the shops were cleaned up and a meeting place was set up. About 10 boats from the club and another 15 boats that the Resort Boat Shop care for were put out on display. Some of the guests brought out their Hot Rods and classic cars as well. One brave sole (BK Powell) even braved the near freezing temperatures and rode his Harley.

There was a very productive board meeting that took place before most of the guests arrived. Final plans were laid out by Boat Show Chairperson Kathy Fair.

In usual fashion Hagadone Hospitality served up a great lunch which was Mexican to celebrate Cinco De Mayo. Craig Brosenne of the Resort Boat Shop even donned his "south of the border" attire to help us all get into the spirit. After everyone was thoroughly stuffed and well watered Michael Boge called our General Meeting to order. It must have been very informative because I did not see anyone dosing off. Even with their full bellies.

The real treat of the day was seeing the progress that the craftsman at the Resort Boat Shop were making on the two new builds that they had underway. The new designs are truly remarkable in every way. Two things that I was totally amazed by were the finish (nothing new there) and the graceful lines of the new boats. Especially when looking at them from the rear. They are fairly wide at 8'6" beam and how the sides transition from that widest point just behind the windshield to the slight tumblehome and very sleek transom is utter magic. I found myself going back to just stare at them several times. I can't wait to see these boats grace the waters of Lake Coeur d'Alene.





# Common Wisdom or Common Sense?

By Don Danenberg

The Antique and Classic wooden boats that we so cherish as collectibles are also expected to operate as safe, functional means of water transportation. We are, however, some two to four generations past the times when these boats were initially built and used. We do not have the first-hand experience of the original owners who knew what to expect from them, how they were to be maintained and used. Wooden boats were built of wood because that was the material available. They were certainly not expected to become the highly prized, and priced, collectibles they are today. They were neither intended nor built to last this long.

We now come along, generations after the factories intended life spans for these boats and find them in barns, sheds and chicken coops. Diamonds in the rough; valuable antiques. Discovering gaps in the dried out old wood, we find that they will swell up with water at least enough for bilge pumps to keep them afloat. The assumption for many who are not in the now rare field of wooden boat construction has unfortunately become "common wisdom" that wooden boats are supposed to leak, supposed to have to "swell up" before they can be used. This misunderstanding has become the greatest cause of the early demise of this type of hull. Chris Craft expected a 'six-year turnaround', warning customers not to allow their boats to become saturated with water as this would not only weaken the wood and stress the fasteners but the added weight of 400 to 700 pounds of water would prevent the boats from reaching advertised speeds.



Gar Wood put out a Factory-to-dealer memo on replacing worn-out bottom planks in 1931, after they had been in business only five years. The operators were told to keep the boat out of the water 'when not in use', warning against water logging the wood. Clearly, there was an expected operational lifespan, after which repairs would be required. The culprit in this early aging of the hull was over saturation of the wood. As moisture soaked into the wood, the wood would expand much like a sponge. This expansion would cause the planks to buckle and warp, stretching the fasteners out of their tightened positions, elongating the screw holes and cracking the planks. Where the plank edges met the force of this expansion would crush the wood cells, referred to as 'compressive set'. While in this condition, while still watertight, the hull would be somewhat over tightened and with the wood weakened by absorption of water, the action of flexing and pounding across wake and wave would stretch fastener holes even more, causing stress cracks in the planking and compressive set under the screw head. Should the moisture content of the wood go above 25%, rot spore already present in the wood would begin growth.

Removed from the water for winter storage, the over saturated hull would now evaporate the excess moisture. Along with the departing moisture, some of the wood's natural rot- preventive oils, dissolved in solution, would be lost. Due to this, the planks would now contract back to slightly smaller than original size. Gaps would appear wherever compressive set had occurred at plank edges or frame landings or fastener heads. Not only does this leave the entire structure weakened and loose, there is now gaps in the construction that collect dirt, debris and rot spore. Such gaps now may hold moisture that never fully evaporates in storage, feeding rot spore growth.

These same conditions will be exacerbated the following seasons as the conditions feed upon themselves. Each season would require more water to swell tight, due to each season's loss of the natural oils in the wood as well as the accumulative effects of each season's compressive set. The increasing gaps in the construction collect more dirt and debris, which causes even more spreading of the components and dislodging of the fasteners. These captured clumps of dirt and debris hold moisture all season long and are the main source of life for rot growth.

After enough seasons of this kind of abuse, the tropical hardwoods have lost most of their naturally rot-preventative oils and the wood becomes brittle, lifeless and rot-prone. Like an unseen cancer, rot tendrils are growing throughout the interior or mating surfaces of planks and frames.

After having attended over 100 such wooden boat disassembly/autopsies, I have learned the true cost of this "common wisdom" that wooden boats are supposed to leak, are supposed to have to 'swell up' in order to be used. It may seem like the least expensive way to maintain your boat now but eventually leads to the need for a very expensive "total" restoration for the next owner and a severely depressed value for the seller. Within a generation of the cease of production of these wooden boats, new types



of epoxy glues were developed that were used in conjunction with a completely different process of construction. This, it was thought, was the way to stop the destructive absorption of moisture into the wood. The "Cold-Molded" technique involved multiple thin, cross-grained layers of wood veneers to be hard-glued together into a monocoque shell that supported the hull stress and loading much like the construction of today's "Uni-Body" automobiles that require no heavy framework. Large single-sawn-sistered frameworks were not only no longer needed but would prove harmful in causing 'hard points' in the construction. Professional wooden boat businesses with heat and humidity controlled factories as well as professional knowledge; successfully produce very long-lasting, nearly maintenance-free hulls with this technology. Done properly, the final result is basically a fiberglass hull with wood fibers in place of glass fibers. Such hulls should truly be as maintenance free as fiberglass hulls. These are brand new boats, built to behave in this manner.

AHA! many thought; we can "encapsulate" the traditional wooden construction with this new plastic glue and moisture will never get in to do its dirty work. Unfortunately, mixing the materials and procedures of two completely different types of construction has proven not only not to produce the hoped-for results but can greatly speed up the rot process.

Traditionally built wooden boats flex and move their component structure where the monocoque-type hull does not. Hard plastic coatings on traditionally constructed hulls have proven to quickly form tiny 'zipper' cracks at hard points (component joints), which have proven to admit water into the wood. The water is not smart enough to go looking for that crack when it's seasonal time to evaporate. Moisture levels build and rot not only propagates; but also is incubated in this plastic shell. This can prove to vastly increase the rot process.

As Aime Ontario Fraser put it in *WoodenBoat* magazine, issue # 84: "epoxy can never replace the caulking or fastenings in a traditionally built boat". "This is what epoxy promoters mean when they say that epoxy not only makes a new kind of boat building possible; it makes it imperative".

There are new procedures and materials available to properly seal and bed the components of traditionally constructed wooden boats. These sealers and bedding compounds are flexible to allow component motion, exterior below-water surfaces employ barrier coats to inhibit moisture absorption, and interior bilges are sealed with flexible, semi-permeable coatings that allow excess moisture to breath. As you may have surmised by now, I am attempting to find a happy medium, something that allows traditional construction to exist with current materials to provide established service with extended life, yet remain restorable again by a future generation with better materials, tools and CommonknowledgeSense is allowed.

*Don Danenberg is the author of two books on Classic Boat Restoration and an accomplished boat restorer. Danenberg Boatworks is in Manistee Michigan*

## PRIEST LAKE DRY ROT BOAT SHOW AND PARADE 2012



**Friday, August 31:** Dinner Grandview Join friends at the bar at 5:30 and dinner will be served at 6:00 P.M. Pick up your packets for the weekend; enjoy a great spaghetti buffet dinner.

**Saturday, September 1:** WOODIES OVER THE WATER POKER RUN Starting point and all information will be in your registration packet that you will pick up on Friday night at Grandview. There are two ways to win: Best hand and Best Time.

**Saturday, September 1:** BBQ Werner's Cabin 6:00 P.M. The poker run ends at the Werner's. If you plan on staying with your boat please help all dock their boats as they come in. Enjoy dinner on the beach and conversation and roasting marshmallows around the campfire.

**Sunday, September 2:** PRIEST LAKE DRY ROT BREAKFAST & BOAT SHOW 8:30 A.M. Dry

Rot Breakfast Buffet at Elkins. Skippers meeting at 11:30 AM. Plan to gather outside of Elkins breakwater @ 11:45 to begin the parade around the lake shore to Hill's Resort. 12:45 P.M. GIN FIZZ AND HOT DOGS sponsored by Priest Lake Yacht Club at Hill's Resort. Docks walker award and bubbly's to be presented.

Enjoy your boating time back to your cabin and dinner will be on your own.

**Monday, September 3, 2011:** CONTINENTAL BREAKFAST AT THE WERNER'S AND CRUISE TO THE UPPER LAKE with your picnic lunch. Pack your picnic lunch and then Drop by the Werner's between 9:00-9:30 A.M. for coffee, juice and muffins.

Thanks for being a part of another great year at Priest Lake!

### Contact names for more information:

Dick and Louise Werner.....503-628-1402 or email [lhuegl@hotmail.com](mailto:lhuegl@hotmail.com)

Steve and Linda Zwarg....509-953-9902 or email [zpatina1@comcast.net](mailto:zpatina1@comcast.net)

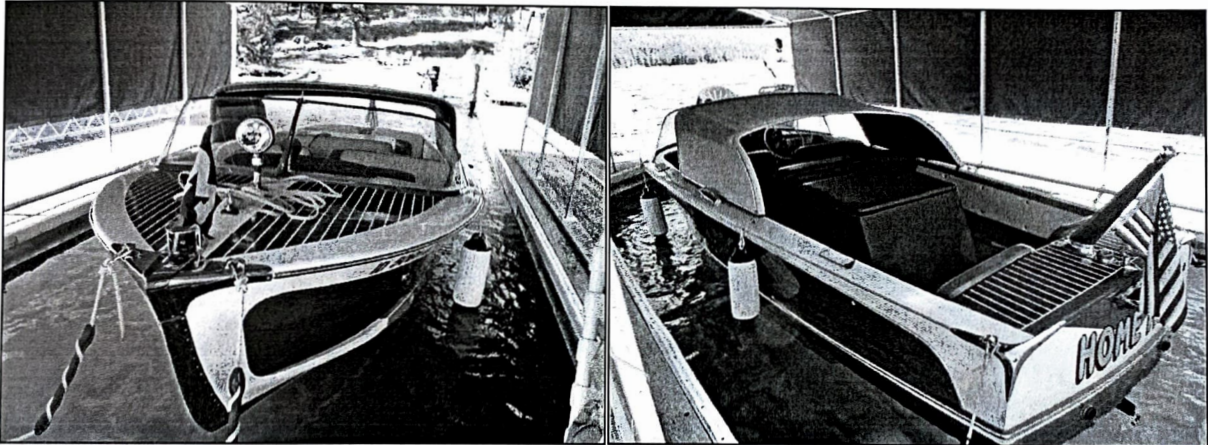


# What's in a "NAME"

Why do we name our boats what we do? Sometimes the meanings are very deep and well thought out and other times the name is simple and comes easy. Whatever it is and however we came up with it, they are all unique and help to define our boats.

.....  
Doug Bruce and Teresa Vanairsdale's 1956 Century Coronado Home Run.

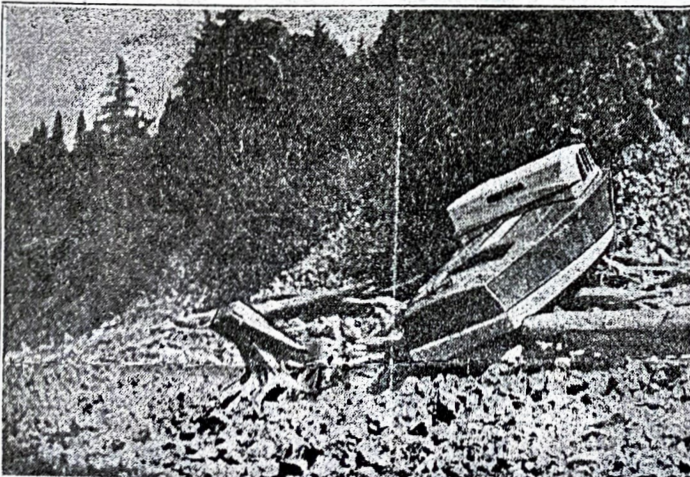
We'd love to share the story about the "Home Run" name! My baseball fan husband renamed the boat after we bought it. His reasoning is that a newer fiberglass boat might be a single , or a big "cigarette" boat might be a double or a triple, but our 1956 Century Coronado woodie is definitely a home run!



This boat is for sale. If interested call Doug or Teresa @ 509-532-8084 or 208-443-7105

July 31, 1934 Spokane Daily Chronicle

## Paulsen Boat Tries to Climb Cliff at Coeur d'Alene



Clarence (Kippy) Paulsen's convertible Dodge sedan motor boat was converted into a jandlocked craft rather speedily Saturday evening on Coeur d'Alene lake. The boat went ashore in Driftwood bay, coming to rest on a rocky beach, nose against a sharply rising cliff. Picture shows the boat and the beach it hurtled across before it stopped, the stern nearly 18 feet from the water's edge. It all happened when Richard Reinhardt went to sleep at the wheel while going from Yandt boat works at Coeur d'Alene to the summer home of his parents, Mr. and Mrs. J. O. Reinhardt, at Twin beaches. The boat was removed from its unusual resting place Monday with use of a floating crane.

## A Picture is Worth 1000 Words





# Mahogany & Merlot

Great Food! Great Wine! Great Boats!



First Weekend in October ~ Lake Chelan



## 3rd Annual Mahogany & Merlot on Lake Chelan

October 6-7, 2012

### An all Vintage Wooden Boat Show and Hydroplane Exhibition

The beautiful boats return! **Mahogany & Merlot on Lake Chelan** will bring back the excitement and *thunder* of the Apple Cup with the return of the Unlimiteds to Lake Chelan – many which raced here in the 1950s. Also featured will be the American Power Boat Association (APBA) Vintage Limited Class Hydroplane Race boats. These vintage racers from Inboard classes such as 135, 266, 280 and 7 litre, ranging 15' – 20' long, with beautifully restored mahogany decks. Come and watch the Unlimited and Inboard Hydroplanes run in exhibition heats and feel the thunder of the Unlimiteds!

In addition to the hydroplanes, the public is invited to the Lakeshore Marina public docks to view over 30 antique and classic wooden boats from the 1920's to – 1960's built by Chris Craft, Gar Wood, Hacker, Yandt & Century in the water. These boats ranging from 16' to 33' are racing runabouts – boats similar to those seen on Lake Chelan in years past.

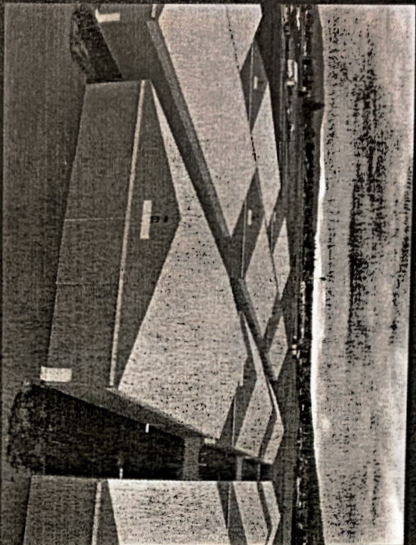
Vendors and displays from the Hydroplane and Raceboat Museum, the Antique and Classic Boat Society and the APBA Vintage hydroplanes tell the history of individual boats. Make this weekend a new tradition to get your fill of classic antique boats on the water!!

<b>What?</b>	<b>3rd Annual Mahogany &amp; Merlot</b>
<b>When?</b>	<b>October 6-7, 2012, Friday, October 5<sup>th</sup> check-in</b>
<b>General Schedule:</b>	<b>9:00am - 9:45am Saturday - Antique and Classic Boat Parade</b> <b>10:00am - 4:00pm Saturday - Exhibition Racing - Hydroplane</b> <b>10:00am - 2:00pm on Sunday - Exhibition Racing - Hydroplanes</b>
<b>Where?</b>	<b>Lakeshore Marina at Don Morris Park, Chelan Chelan, WA</b>
<b>Contacts:</b>	<b>Christine Courtright – Co-Event Director, 509-885-6025 or 206-799-2659</b> <b>Kris Bassett, Co-Event Director, 509-669-5747</b>

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# 2012 EVENTS

- |           |   |  |
|-----------|---|--|
| Aug 16    | <b>IEACBS General/Board Meeting</b><br>Templins Resort on the Water<br>5pm Social Hr 6:30 pm Meeting  | <a href="mailto:mountainfever1@frontier.com">mountainfever1@frontier.com</a>   |
| Aug 17-19 | <b>CD'A Boat Show</b><br>Coeur d Alene Resort   | <a href="mailto:diane@cdachamber">diane@cdachamber</a><br>208-292-1635   |
| Sept 1-3  | <b>Dry Rot Boat Show and Parade</b><br>Priest Lake Idaho  | <a href="mailto:lhuegli@hotmail.com">lhuegli@hotmail.com</a><br><a href="mailto:zpatina1@comcast.net">zpatina1@comcast.net</a> |
| Sept 20   | <b>IEACBS General/Board Meeting</b><br>Iron Horse, CD'A<br>5pm Social Hr 6:30 pm Meeting              | <a href="mailto:mountainfever1@frontier.com">mountainfever1@frontier.com</a>   |
| Oct 5-7   | <b>Mahogany and Merlot</b><br>Lake Chelan   | <a href="mailto:kbassett@nwi.net">kbassett@nwi.net</a><br>509-669-5747   |
| Oct 18    | <b>IEACBS General/Board Meeting</b><br>The Onion Restaurant, Spokane<br>5pm Social Hr 6:30 pm Meeting | <a href="mailto:mountainfever1@frontier.com">mountainfever1@frontier.com</a>   |
| Nov 15    | <b>IEACBS General/Board Meeting</b><br>Crickets Restaurant, CD'A<br>5pm Social Hr 6:30 pm Meeting     | <a href="mailto:mountainfever1@frontier.com">mountainfever1@frontier.com</a>   |

The Board Meetings are open to all members and you are encouraged to attend. There is always a short social hour prior to the meeting to get visit with friends and meet new ones. Please bring your ideas, concerns, questions and be involved.



## Whitefish Woody Weekend

After a month of record rain and cold temperatures, participants of the first annual Whitefish Woody Weekend were greeted with a beautiful sunny Northern Montana day. On Sunday, after a refreshing overnight shower, we pretty much had the lake to ourselves for an enjoyable Poker Run set up by Carol and Mike Hutchison followed by a BBQ on the beach back at the Lodge. The People's Choice award was presented to Big Chief, owned by Tom Seibel and the Captain's Choice award was presented to Shady Lady, owned by Deb and Tim Salt.

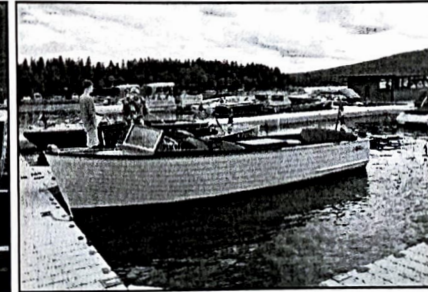
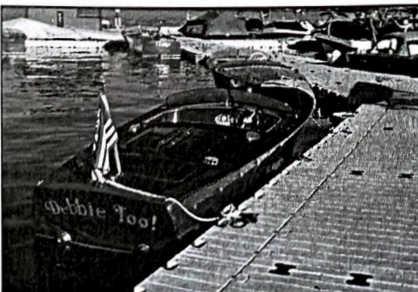


We are looking forward to an even bigger and better Second Annual Whitefish Woody Weekend event next year on the weekend before Independence Day.

The Big Sky Chapter event was hosted by the Lodge at Whitefish Lake and drew 23 boats representing 12 manufacturers from all over the Pacific Northwest, Canada, California and Arizona. There was a wide range of both boats and boaters represented. The oldest boat was the beautiful 1926 Indian Lake "No Piker", owned by Steve Nickol of Classic Company Boat Works in Somers MT and one of the newest was the 2009 "Jefe", owned by Jerry and Donna Gilbreath of Coeur d' Alene, ID which won Best Contemporary boat at last year's International Show. There were many first time boat show participants including Jim and Debbie Marsh who have owned their 1957 Chris Craft Runabout "Wings" for just over a week. (and it would seem daughter Alex has already gotten the wave down pat) Over half of the boats have never participat-



ed in a Big Sky event before, demonstrating a real increase in interest in wood boating in the Flathead Valley. "Debbie Too", a 20 foot 1958 Correct Craft is owned by Fred and Beth Goughnour of Helena, MT. Bill Phillips of Kalispell Montana is the proud owner of "Lize", a 1937 CC Deluxe Runabout. Skip Langell is on a nationwide boat show tour with "Carol Ann" his 1957 CC Sea Skiff. Look for him at a boat show near you this summer.



The event was hosted by the Lodge at Whitefish Lake. The owner of the Lodge, Brian and Fabienne Averill and Brian's parents Dan and Laurie Averill showed their twin Windsors.

The Flathead Valley has a rich history of boat building represented by these two Stan Crafts. Cherry Bomb, a 1996 Speedster is owned by Bradley Newgard and the 1947 Day Cruiser is owned by Larry and Barb Schroeder. All in all it was a beautiful day on Whitefish Lake.

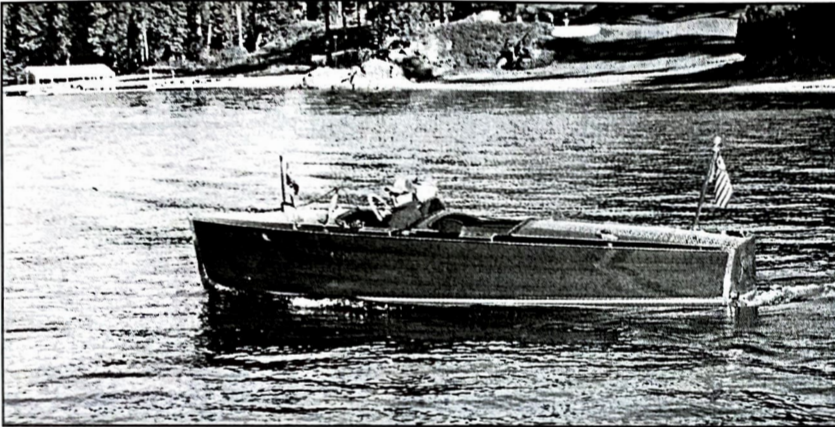


## IEACBS Ambassador Program Up and Running

Our newly started Ambassador Program is off to a tender start thanks to the courage of members Don and Jennifer Vogt who are headed to the "Big Sky State" of Montana along with John and Jan Keener who will be participating in the Payette Show in Central Idaho.

Newly created this year The Ambassador Program is a service offered to our members with the idea to offer Chapter members the opportunity to represent our Inland Empire Chapter at other Northwest Boat Show's. The concept is simple. You attend the show that you would like to attend, representing our Chapter and our Chapter will pay for your registration for the show as a "thank you". Its simple, its fun and it builds support within the Northwest for other Chapter shows.

Compared to other parts of the nation our area is rich with the many opportunities for shows to attend within a days drive. It's not too late to take part this year. If you have interest you can get additional information and an Ambassador Program Form off our website at [www.acbs-inlandempire.org](http://www.acbs-inlandempire.org) under the tab Ambassador Program or feel free to call or email me with any questions you have. You can reach me at 208-661-3857 or at [mountainfever1@frontier.com](mailto:mountainfever1@frontier.com) . Michael



### IEACBS Sponsors

Please support these businesses because they support our chapter. Without this support we would not be able to do the things that we do. We are always looking for new sponsors so if you or someone you know would like to discuss sponsorship opportunities please contact Michael Boge at [mountainfever1@frontier.com](mailto:mountainfever1@frontier.com) or anyone of your board members.

### I need your stories

Please share with me and the other members in our club your classic boat stories. Could be anything related to classic boats; tell us about your boat, your favorite boating spot, your husband's most embarrassing launch story, how you proposed to your future wife while out cruising in your classic Hackercraft. I'm not picky. Please also send me your comments and ideas. Thanks. Wes Yandt Scuttlebutt editor [wes.yandt@comcast.net](mailto:wes.yandt@comcast.net) or 509-209-0308

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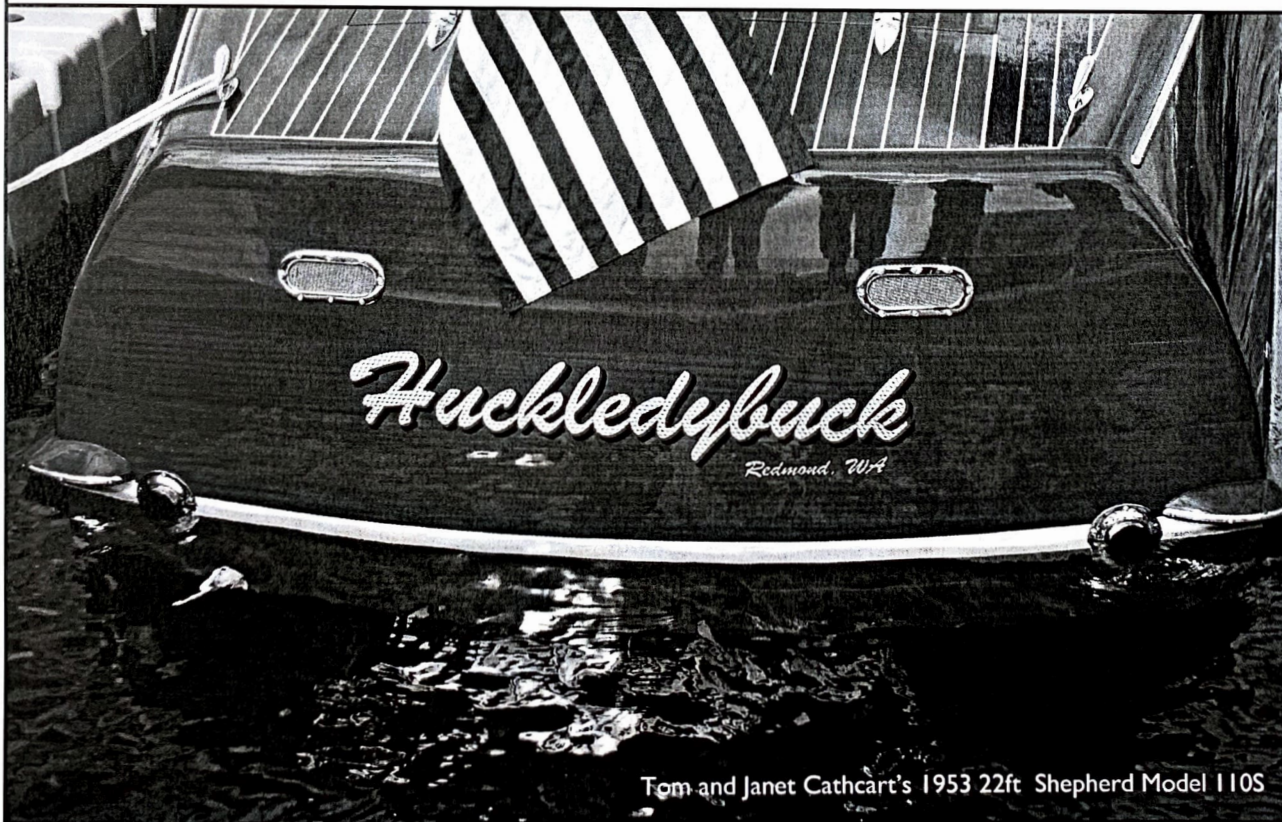


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