



INLAND SCUTTLEBUTT

Volume 7, Issue 1

March 2007

Boats & Me By Richard W. Morris

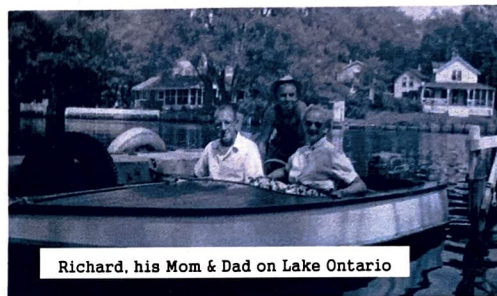
She sat forlornly at an abandoned gas station on Sprague Avenue in the mid-70s. A lovely Thompson Sea Lancer desperately in need of a caring owner and longing to be on the water again. I drove past this boat many times, envying it each time, for as a teenager in the 50's having spent all or part of every summer (late 40's—early 60's) at my grandparents cottage on Lake Ontario, wood boats were the norm. Thompsons, Lymans, Centurys and a few Gar Woods are some of the names I remember. Before I continue, however, let's back up a little and (as Paul Harvey would say) get "the rest of the story."



Midge II

The first boat in my life was a dinghy—the Midge II—which my grandfather surprised me with as we were coming down to "camp" on Lake Ontario. Needless to say, I didn't sleep much that night thinking about being on the water the next day.

I enjoyed this boat for several years before my next boat came long. It was a 1952 14' Thompson runabout powered by a 15 HP Evinrude and was purchased at Vrooman's Boat Shop in Watertown N.Y. I could hardly wait for delivery day. Several friends and I waited not so patiently until it finally arrived and was launched. I had this boat four years and enjoyed many fishing trips with my father and grandfather.



Richard, his Mom & Dad on Lake Ontario

Evinrude came next. In 1962 I was off to college in El Paso Texas and my boating activities ceased by the end of summer, 1964.

While working for the Sunshine Mining Company from 1969 to 1972 I entered the boat building business in 1970. The result was a 12 foot runabout that was run 3 times on Coeur d'Alene Lake in 1971. Following The Sunshine Mine Fire in May 1972, I was laid off that summer and went back to school in the fall.

Fast forward to the mid 1970s. After I purchased my Thompson Sea Lancer it was several years before I got the motor, an 85 HP Suzuki. My family and I spent 3 summers enjoying Pend Oreille Lake As the boat was moored at a Bayview, Idaho mooring.



In 1983, however, mining related work got scarce and the boat hasn't been in the water since 1982. She had been stored in a covered facility 23 years and when restoration work began, thankfully, there was no sign of dry rot.

(Continued page 5)

2007 Chapter Officers & Board of Directors

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jo@xofficetech.com
509-995-5809

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

Chapter News

Your Board of Directors Report

By Margaret O'Leary

The IEC/ACBS Board of Directors met March 30, 2007.

Welcome aboard to five new board members: Bill Brooks, Brian Grennell, Jerry Lebsack, John Lenhart, and Kent Wick.

Current balance: \$8191.19. Current membership: 88.

Kudos to Julie Olsen, our new *Inland Scuttlebutt* editor, who reports excellent support from members who are submitting great articles. See calendar of events, including a June Lewiston/Clarkston boat trip, organized by new board member Kent Wick. Thanks Kent!

The board approved \$1000 to support students in need at the boat building program, Wood Construction Center, Seattle Community College. Future funding to be determined based on feedback.

First draft of revisions to the Constitution and By-Laws was reviewed with final version to be voted on at the April 27 board meeting and then presented to the general membership.

Auction Basket Challenge

The Sandpoint Show is quickly approaching and we are working on a fund raiser for the silent auction. I would like to Challenge the couples coming to the show to put together a basket for the Auction. Let's see how our imagination and creativity can fill a basket. You could choose from the ideas below or come up with some idea of your own. We already have a couple of challengers.

Werner's & Knapton's:	"Jimmy Buffet – Fun in the Sun Basket"
Steve & Linda Zwarg:	"Black Pearl Booty"– Mixed Drink Basket
Larry & Margaret O'Leary:	"Ships Store Mahogany Basket"
Jerry & Kelly Lebsack:	"It's a surprise ???"

Other Ideas to choose from:

"Kids Beach Basket"	"Baking Basket"
"Pirate Theme – Treasure Chest"	"Gardeners Basket"
"Pamper Me"	"Nautical Basket"
"Boating Memories"	"Movie Theme"
"Picnic in Your Boat Basket"	"Candlelight & Wine"

Contact: Linda Zwarg @ 509-468-7236 or zpatina1@comcast.net

Life on Our Road

By Melody Knapton

As many of you may know Chris and I have been traveling a bit since we left the Pacific Northwest. We do have a home in Lubbock, TX and we plan to simply base from here. It is much warmer here in the winter and very little snow. All the family is here and it is great to have grandkids around the corner. The one thing I do miss is the friends we found through the Inland Empire Chapter of ACBS. We started the chapter with the thought and the hope to find people with similar interest and wants. We soon found several friends that are good friends and ones with the idea that getting together was for the fun of it, not for the "have to" of it. Sometimes we forget that being involved with a group can have different meanings to different people. We always have just wanted the camaraderie of others with wooden boats and folks who want the simpler things in life. We also found some people who take it a bit too serious and we also found they did not enjoy the togetherness of the group.

Since all of the positions on the board and the newsletter editor and the chairperson of the main show, are ALL volunteer positions it is not always easy to fill those spots but we have always managed with the core few who hate to see the agenda dropped by the wayside. Anyone who wants to get to know this chapter and all of its members simply need to volunteer and they will soon learn how many people there are and how much work there is to be done. I enjoyed the work but I know it has to be a labor of love or it doesn't get done. And I tip my hat to the people who are doing the job now and to those who will continue the job in the future.

Anyway, I just wanted to let the world of boating friends know that we are doing well and anxious to return to the Sandpoint show this year to visit with our friends and enjoy the lovely and serene setting of Sandpoint. We hope to have our boat in the show this year and then we will be off again exploring the United States one mile at a time. We have a motor home we travel in and we love the friends and adventures it has brought to us. There are many nice and friendly folks RVing as well as boating.

If you would like to keep up with the Knapton's you can go to our website at www.knapton99.com and it has pictures of where we have been and what we have been up to. So take care of yourself and your families and remember to have safe and sane fun on the water!

Attention Readers!

Aspiring Authors

Potential Photographers

Dutiful Documentors

The Scuttlebutt wants you—
or rather your stories,
photos and ads

Deadline—next issue
May 30th

Limited space available

Send to: jo@xofficetech.com



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Gar Wood: Man, Myth, Legend — Part 2

By Terry Deems



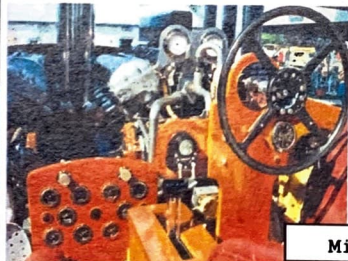
Gar Wood



1928 Miss America



Kaye Don & Gar Wood



Miss America

We left off in 1925 when Gar Wood proposed a "Great Race" that would capture the imagination of America. He threw the gauntlet down on the Twentieth Century Limited Train, for a run down the Hudson River from Albany to New York City. Again the New York City streets were jam packed with fans as he screamed into the docks 22 minutes ahead of the train. The crowd went wild!

In many ways "Miss America represents the most exciting elements of powerboat racing in the 1920s. In 1928, English-woman Betty Carstairs challenged the Americans for the coveted Harmsworth Trophy, bringing to Detroit "Estelle II". Carstairs had already proven herself by winning the Duke of New York's Trophy against an international field in 1926. Gar Wood, while publicly expressing disappointment at being challenged by a woman, had his newly built "Miss America VI" prepped for race day.

While testing the new race boat on the St. Clair River near Algonac, Michigan only three weeks before the race, during a full power run with her two 2,200 hp, 12 cylinder Packards screaming, the 26-foot race boat nose-dived and ended up on the bottom. Wood escaped relatively unharmed, but mechanic Orlin Johnson suffered considerable injuries, including a broken jaw. The first items salvaged from the wreck were the teddy bears and Gar credited Teddy and Bruin with saving his life. In Wood's words, "They are the captains of my fate." But now Gar was without a race boat and the race was in three weeks, so they fished his motors out of 90 feet of water.

He quickly redesigned and built a new creation, "Miss America VII", in just 14 days. He

went on to win that race! In Gar Wood's eight defenses of the Harmsworth, Wood trailed only once, in 1931, when England's Kaye Don beat him over the line in the first heat in his Rolls Royce powered "Miss England II". Wood came back in the second heat and performed his now famous "Yankee Trick" of forcing Don over the starting line early, and won the race. Kaye Don later reported that Wood was a cunning "Gray Fox" and the nickname stuck. This was also the year that saw Gar's "Miss America IX" become the first boat to reach 100 mph, topping out, wide open at 102.256mph.

Perhaps Wood's greatest design achievement came in 1932, in the form of "Miss America X". It was called "The Madman's Dream" by opposing boat engineers. Wood upped the ante by installing FOUR! giant V-12 Packards, rated at 7600hp, positioned two-by-two in the 38 foot long mahogany hull. "Miss America had difficulty in cornering, but she blasted the top speed record averaging over 124 mph on a mile long straightaway course! Multiple engine boats were soon outlawed by the racing sanction as too dangerous. Gar Wood was never beaten in the Harmsworth Trophy competitions, and retired undefeated after the 1933 season.

Wood, a wealthy man, enjoyed homes in Honolulu, Detroit, Algonac, Georgian Bay and eventually Miami where he died at the age of 90. Ironically he died only a few days before a gigantic civic celebration in his honor was to be held in Detroit, celebrating the 50th anniversary since his first Harmsworth Trophy victory. Detroit News writer wrote upon news of his death, "To the public, he was Tom Swift, Jules Verne, Frank Merriwell with a little bit of Horatio Alger thrown in.

* Up next is the legendary designer and

Boats & Me (con.)



Pend Oreille '81

I was very fortunate to have met Bruce Reynolds who, after looking over the boat said he would undertake the restoration. One and a half years later the project is about finished and a new "custom"

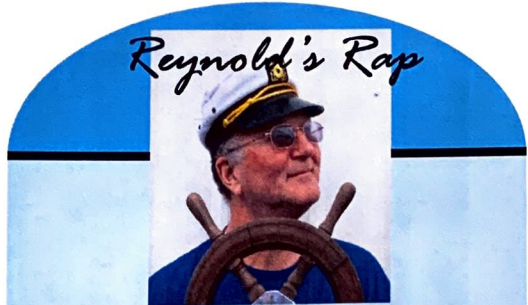
Thompson has emerged. The results should make any wood boat owner jealous and I can't wait to get her on the water.

No detail was too small to escape Bruce's meticulous attention. The quality of the work speaks for itself. Before and after pictures show just how good she looks. It seems like a long time since the project began, but as I finish this article I'm within 2 weeks of getting the motor installed. Hopefully, motor testing will follow shortly after and then watch out—Morris heads for the lakes to enjoy his new old toy.

Finally, I am greatly appreciative of BK Powell for letting us use the boat barn for the project. It was great being around other wood boats in various stages of being worked on.



Before



Bruce Reynolds, winner of multiple 'Best Engine Compartment' awards and restoration expert answers our readers' questions.....

Q: Should varnish be thinned before the final coat is applied?

A: As a can of varnish ages, you may need to thin it 0 to 5% with paint thinner.

Q: Is there an easy way to sand off anti-fouling bottom paint before repainting?

A: My standard answer is "Find someone else to do it." Use proper ventilation and wear a respirator mask. (This s## does affect your brain and nervous system.) Sand w/220 to take sheen off, reapply 2 coats.

Q: Why do my feet always get wet in my boat?

A: Quit peeing inside your boat...and wear a respirator on future boat projects.



After





The 1929 POWER BOAT FLEET

Speed, and then some! These sporty "Sea Lyons" are having it out, nip and tuck. At left is a thirty-footer with maximum speed of forty-five miles an hour. At right, a twelve-passenger two-step hydroplane capable of sixty miles an hour, one of the largest, fastest standard runabouts ever built.

UNDREAMED-OF speed in small boats; greater comfort and luxury; freedom from traffic congestion of highways—these have made power boating one of the most popular of all sports. Here are pictured some new designs, including outboard craft, to be seen this summer.

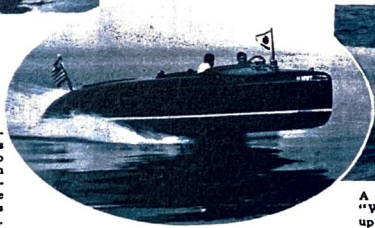


Dee Wite six-passenger, a fast power boat for the whole family. Its outboard motor, of advanced design, is cleverly concealed.



Home on the waves. All the conveniences of a fine residence are contained in the luxurious Consolidated houseboat cruiser pictured at the right. It measures a hundred feet from bow to stern.

Two Pullman berths and two berths in the stern seat provide sleeping accommodations for four in the thirty-five-foot Whitney cruiser, at left. It has a galley and a gas heater. Its speed is fifteen to twenty-two miles an hour.



This beautiful 500-horsepower runabout of Luders Marine design can rip along at sixty miles an hour. It is ideal for cruising or commuting where unduly heavy weather is not likely to be met.

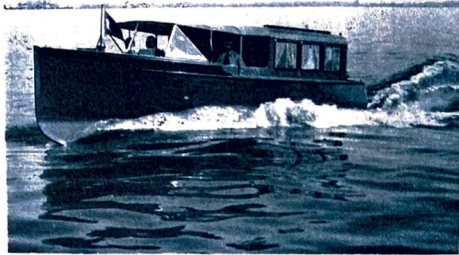


A gay party of eight out for an afternoon spin in a Dodge "Watercar," a twenty-six-foot open runabout capable of speeds up to forty-five miles an hour. It has a 200-horsepower motor.

JUNE, 1929

POPULAR SCIENCE MONTHLY

35



This cozy A.C.F. cruiser runabout glides along at twenty and a half miles an hour, powered by a 100-horsepower motor. It has a roomy windowed cabin with sleeping accommodations, and a sheltered "front porch."



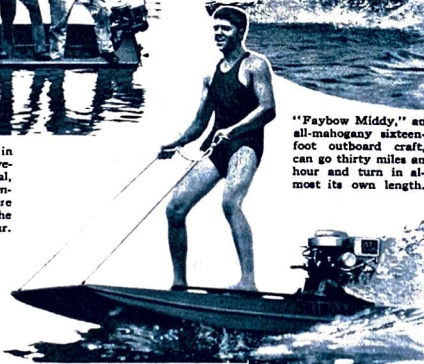
The thirty-two-foot Robinson "Seagull," one of the fastest of sedan cruisers. It makes thirty-two miles an hour. The cabin contains comfortable berths, upholstered seats, built-in lockers, and a smart little galley.



They can't sink it! A five-foot air tank in the bow of the "Baby Steelcraft," a twelve-foot outboard boat of eighteen-gage metal, is said to hold up the weight of passengers and engine in case of accident. There is not a bolt, rivet, or other fastening in the all-metal hull. It goes thirty miles an hour.



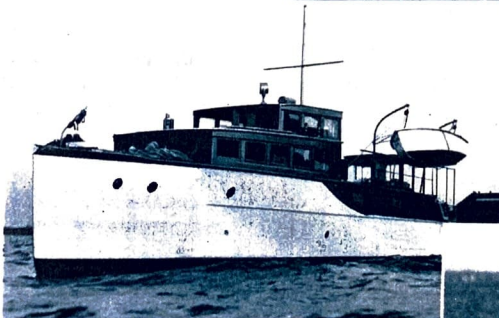
"Faybow Middy," an all-mahogany sixteen-foot outboard craft, can go thirty miles an hour and turn in almost its own length.



Ride 'em, cowboy! Here's the latest water novelty—the "Skiboard," a speedy aquaplane driven by an outboard motor. It would hardly be the boat for commuting, but it's thrilling sport—if you don't mind taking the chance of a ducking.



Only six feet long, the Wood Brothers "Chip" is said to be the smallest outboard motor boat made. Its sixty-pound hull has unique triple planing surfaces on the bottom, designed for skimming over smooth or rough water.



A rugged fifty-two-foot Diesel cruiser, the *Fayanne II*. This Humphreys boat is designed especially for long cruises, and is built to weather heavy seas. Its roomy cabins are elaborately equipped to provide vacationists with all the comforts of home.

How these little fellows can go! At the right is a "Three Star Ensign" outboard craft of Pigeon Hollow make, doing twenty-eight miles an hour with two passengers. Only sixteen feet long, it is safe and serviceable.



“Andante” by Bill & Sue Brooks

A couple of weeks after the Sandpoint show in July of 2005, I had the pleasure of assisting in the loading and the launching of Bob and Eileen Ickes' 1948 30" CC Sedan, "HAPPY DAZE." This experience was evidently the catalyst needed for Suzanne and I to look for a similar boat.

In late September we found a 1948 33" CC Deluxe Enclosed named "PENNYWISE", located on the Hylebos waterway in Tacoma. Little did we know what a misnomer that name was. We knew it needed work, but did not anticipate the many surprises awaiting us. Beginning with the maiden voyage on a beautiful day in October 2005, leaving Quartersmaster Bay and heading for Gig Harbor we turned into the wind. With that move the cabin filled with a combination of steam and smoke. The smoke was due to an overheated engine, no fire, thank you. This experience pretty much ended the cruising for the season.



The decision was made to go into a "yard" for what was to be a 3 week, 30 days maximum, lay-up. This adventure turned into five months of frustration and what has finally termed an absolute "nightmare." With trips across the state, a mounting bill and quirky yard management, it became obvious that we needed to get the boat out of that yard and closer to home. Bob Ickes' generous offer of his shop at his home in Post Falls made it all possible. The Ickes' shop has seen the restorations of not only "GOOD OLD DAYS" and "HAPPYDAZE" but Jeff and Cindy Leists' 1942 34" CC Sedan "SIMPLER TIMES" as well. Finally, on September 26, 2006 the boat was loaded and pulled out onto I-5 for the trip home.

I might add. The newly exposed areas were found to be in good condition and were painted with a protective coating of bilge paint. Projects completed by the yard were numerous. Complete refastening of below waterline hull planks, all new keel bolts, replaced rudder post support planks, two new transom planks and two new 70 gallon fuel tanks. While in the yard, Sue and I applied two coats of copper bronze bottom paint. I should mention that it took just under 4 gallons to do the job for those of you who are planning a bottom recoat.

While in the yard, the name of which should be broadcast as a place never to go, some progress was made. Sue and I both worked on the boat keeping clear of yard projects, removing the cockpit sole and sideboards, a bazillion screws

Having completed the diagnostics on the engine, including an oil analysis, the decision was made to locate a replacement engine. We were fortunate in locating a small block Mercruiser with moderate hours and correct transmission rotation, reduction and a closed cooling system. After many months of waiting for the project to move forward, the engine was finally installed and started for a test run less than an hour before the truck arrived from the Resort Boat Shop to transport the boat home. (it should be noted that this was the only part of the entire yard experience to be on time. Thank you, thank you, Dave.) The engine ran for about 30 seconds... and stopped. I asked the mechanic why he shut it down. The technician responded, "I didn't turn it off, it quit." His frown deepened as he continued his diagnostics. Then he said, "I'm taking the engine out and giving you your money back. I can't turn the engine in either direction. It has seized." The boat left the yard minus an engine, but relieved to be out of there.

Now in Bob's shop the fun has begun. Initial work has been focused on paint removal. Presently, the white paint has been removed from the hull. This process has taken a little over six weeks of hand to hand combat with heat gun and scraper. Initial sanding has started along with cleaning of the seam between hull planks. The next step will be to edge sand all hull planks followed by the initial coat of primer. And then, some more sanding followed by a second coat of primer. Long range plans are to do a complete restoration, minor remodeling in the galley area, and to hopefully be back in the water next spring with modern power.

Each time we go aboard "HAPPYDAZE" & "SIMPLER TIMES" and see the gorgeous results of Bob and Jeff's many hours of labor we are encouraged that there really is and end to this project. We are very grateful for their help and advice in addition to their sense of humor. We'll take pictures as we progress and provide periodic updates.

Calendar Of Events

May 12th	Resort Boat Shop: Show & Shine, Shop Tour	Eric O'Brien or Tiffany Curtis	208-667-5009 (Resort Boat Shop)
May—TBD	General Meeting— announcements will be sent	BK Powell	bk@officetech.com
June—TBD	Crusin' in Clarkston—Look for this new event—mid month	Kent Wick	208-882-9943
June 22-24	Pac-Four Show: Portland	Roger Rollins Wayne Eades	(503)635-2468 (503)531-6678
June 30 - July 2	Pac-Four Show: Pacific Northwest	Marty Loken	(360)385-5038
July 13th-15th	Sandpoint Boat Show	BK Powell	bk@officetech.com
July 20-22	Pac-Four Show: Penticton BC Boat Show	Edith Wright	edithw@OACBS.ca www.oacbs.ca
August 18—19	Coeur D'Alene Wooden Boat Show	CdA Chamber of Commerce	208-664-3194
Aug 31- Sept 3rd	Labor Day Weekend—Priest Lake Dry Rot Boat Show	Linda Zwarg	509-468-7236
September	Haul Ass to Harrison - tentatively set for 2nd Sunday	Jerry Lebsack	208-689-3764

SOME FOLKS CALL IT WORK... WE CALL IT....



"Help me, help me, ... I can't stop upgrading..."

Clean up your work area at least once a month—whether it needs it or not



Look, there was a boat under that woodpile.

President's Message



"Fun in the Sun—
Wood, Water and
Rum

Straight on till dawn
and no we're not
done!"

Summer is just up the street or around the corner as they say. Time to evict the rodents that wintered in your boat, take out a loan for gas and get ready for what promises to be another fun filled summer in the Inland Northwest. Welcome to our new Board Members: Kent Wick, Brian Grennell, John Lenhart, Jerry Lebsack and Bill Brooks! These gentlemen will be valuable assets to our organization.

Speaking of valuable assets, Volunteers are always in that category. With all the fun filled events on the calendar, especially our 5th Annual Boat Show this July we are in need of people willing to give up a piece of their time to insure that we enjoy another successful show. If you would like to step forward, please feel free to contact me. Administratively, the Board is in the process of updating our Bylaws to better serve our Club as it continues to grow. A draft copy of the changes will be made available to all members for approval, prior to submission to ACBS. We are looking into adding another event, one that should be fun and exciting. A kick-off event for June - "Cruise at Clarkston": a show d' force of woodies cruising down the Snake River for a day of river fun and a picnic. Details will be forthcoming.

Don't miss it!! They do it right at this first class event—The Show and Shine at the Resort Boat Shop. Get your RSVPs turned in—they would like to have 25 boats there.

Get the boats ready, cause in 07 we'll all be enjoying "Boating Heaven" here in the Inland Empire. ...BK



Look what's new from the USPS!!!

The Postal Service is releasing commemorative stamps this summer of Vintage Mahogany Speedboats. The featured boats are the 1915 Hutchinson, 1954 Chris Craft, 1939 Hacker-Craft and the 1931 Garwood. Showcasing the gleaming hardware and sleek lines of classic wooden boats, these stamps celebrate the history of recreational boating.

~ Mariette Deems, Postmaster - Priest River ID 83856

First Day of Issue Stamps: The first day of issue is essentially the day that a particular postage stamp, postal card, or cover is officially offered to the public for sale. First day issue stamps can be introduced to the public in various cities simultaneously, which are either located within one state or nationwide. Stamps that are assigned to one city for initial release do eventually become available to a wider arena. The first day of issue refers to the postmark, which frequently depicts a pictorial cancellation indicating the city and the date where the item was issued. First day of issue stamps are highly prized by many stamp collectors, who go to great lengths to get specific issues. Stamps that come with a bit of history are of particular interest to many collectors who appreciate the story behind the stamp. The Club will be acquiring some first day of issue stamps, which will be made available to members.

Membership Committee News

- It's early in the year—we already have 88 renewals in for 2007! Procrastinators—send in your membership renewals!
 - Membership Directory for 2007 comes out in April.
 - Volunteers needed—If you are interested in helping staff our Membership Booth at our upcoming events—let me know. This is a great way to meet current and future members. Plus—you will have a chair to sit in at Events—a real plus on hot days!
- ~ Mariette Deems

Membership Application

Name: _____ Spouse Name: _____
 Email Address: _____ Phone Number: _____
 Mail Address: _____
 City: _____ State: _____ Zip: _____

BOAT INFORMATION

Boat #1
 Boat Name: _____
 Year: _____ Builder: _____
 Model: _____ Overall Length: _____
 Hull#: _____ HP: _____ Engine Make: _____ #Cyl: _____

Boat #2
 Boat Name: _____
 Year: _____ Builder: _____
 Model: _____ Overall Length: _____
 Hull#: _____ HP: _____ Engine Make: _____ #Cyl: _____

DUES SCHEDULE

Annual Membership \$35.00
 Chapter Membership \$25.00
 Total Dues \$60.00

Mail Application To:

ACBS International Headquarters
 ATTN: Membership
 422 James St., Clayton, NY 13624

Sandpoint Boat Show

Bigger and better—the 2007 Show will feature:

Pirate Theme— Aarggh, we be ready to party

“Beaching of the Woodies” Rendezvous
 – Opening Reception and Fireworks at the BeachHouse

Entertainment

Volunteer Opportunity

Anyone that can help with stocking and/or staffing the Ships Store, please call Margaret O’Leary (208-762-9228). We would like to keep the store open Friday during check-in and Saturday.

Get your own pirate name!

Looking for a persona to adopt for the Sandpoint Boat Show?

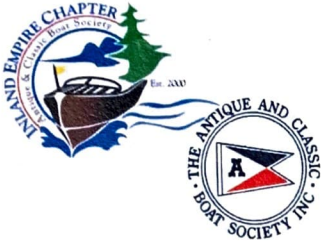
Get your very own customized pirate name—created especially for you—FREE!

www.piratequiz.com

We want to see YOU as your pirate alter ego at the Sandpoint Show!

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Inside:

**(D) Review of the
1929 Power Boat
Fleet—Popular
Science June
1929**

**“Boats and Me”
by Richard Morris**

**Show & Shine
Announcement
The Resort Boat
Shop**

**The Car Wood
Story—Part 2—by
Terry Deems**

**“Andante” by
Bill & Sue Brooks**

