

"THE ORIGINAL"

TEXAS CHAPTER

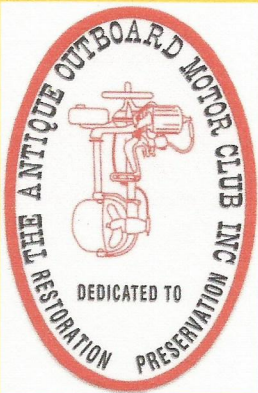
ANTIQUe OUTBOARD  
MOTOR CLUB, INC.



# Texas Chapter News

VOLUME 3, ISSUE 3

JULY 2016



## 21st Annual Keels and Wheels Show April 23rd and 24th

By Tom Oncken

There was something noticeably different this year at the annual *Keels and Wheels Concours d'Elegance* vintage boat and car show held at the Lakewood Yacht Club in Seabrook, Texas. Several members of our Texas Chapter provided a very impressive display of free-standing antique and classic outboard motors for the first time in over 18 years.



Di Johnson, immediate Past Vice President of the Texas Chapter, noticed a pattern during the annual Houston International Boat, Sport and Travel Show held in early January of this year. Visitors to our exhibit actually spent more time talking about the old outboards on display as they did talking about the beautiful boats in the exhibit. It appeared that almost everyone had a story about an old outboard motor in their past. Accordingly, Di in his capacity as a director



Di Johnson displaying his childhood motors.

of the Southwest Chapter of ACBS decided to present a recommendation to the Lakewood Yacht Club Board of Directors to invite members of the Texas Chapter to prepare a display of free-standing outboards at this year's Keels and Wheels show. Di stressed the popularity of the outboards at NRG Center earlier in the year, and as a result, his efforts netted us a location for outboards next to the "Kids Build A Boat" exhibit and the Antique & Classic Boat Society hospitality tent. Thanks for making our return to the show so successful, Di! It has been way overdue.

Although smaller than some AOMCI displays as shown across the country, 30 motors were displayed in the newly added outboard exhibit at Keels and Wheels. Jerry Ball of Pasadena, TX displayed three restored motors including a 1935 Minn-Kota trolling motor, 1958 Evinrude Ducktwin 3hp, and 1958 Johnson 18hp. Mark Betner from Montgom-



ery, TX displayed four of his 1957 line of OMC outboards including a nice Evinrude Fastwin 18hp, Johnson JW-13 3hp, Johnson CD-14 5.5hp, and Johnson Golden Javelin RJE-19 35hp. Di Johnson of Kingwood, TX brought his childhood motors consisting of a 1949 Johnson TD-20 5hp, 1952 Elgin 2hp, and 1952 Mercury KG-4 Rocket 7.5hp. The largest group of outboards was presented by Tom Oncken of Pasadena, TX including his 1925 Johnson A-25 2hp, 1928 Johnson K-40 7.15hp, 1931 Indian Silver Arrow 10hp, 1937

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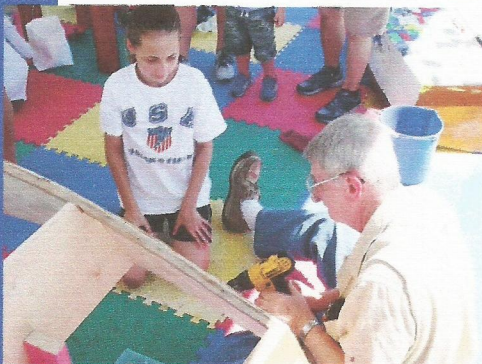
Tom Oncken proudly displays his Indian Silver Arrow and his son's Mercury racing engine.



Evinrude Scout .9hp, 1938 Clarke Troller 1.3hp, 1938 Kissel-built "Mae West" Waterwitch 2.5hp, 1939 Evinrude Mate .5hp, 1940 Evinrude Sportwin 3.3hp, 1946 Sea King Midget 1.0hp, 1947 Mercury KE-3 Comet 3.6hp, 1949 Martin "20" 2.33hp, and his son's NOS 1976 Mercury Merc 25SS racing engine. John Platou of Crosby, TX displayed his complete line of 1960 Evinrude outboards including the Ducktwin 3hp, Lightwin 3hp, Fisherman 5.5hp, Sportwin 10hp, Fastwin 18hp, Big Twin 40hp, Lark 40hp, and an incredibly heavy Starflite 75hp. All of these motors were mounted on individual stands, some homemade and others vintage originals.

Our involvement in the 21<sup>st</sup> Keels and Wheels did not stop with our new 30 motor exhibit. Two very special Texas Chapter members spent two days working with children at the show. A creation of John Platou, with continuing assistance from Alan Bischof, the "Kids Build A Boat" exhibit has been a successful entry at Houston area boat shows beginning with the Keels and Wheels show in 2007. Basically, John and Alan manufacture a small pram boat and then disassemble it for purposes of the exhibit. As children pass by

Alan Bischof instructing a child in the proper use of tools to add screws to the pram.



the exhibit, John and Alan invite them to come in and participate. John and Alan are very persuasive and before long, a sizeable group of kids get involved as kids see other kids enjoying themselves. The children are shown how to operate a drill with an offset bit and a screwdriver attachment and are assisted in installing several screws into the hull as they begin putting the boat together. Once each child has finished working on the pram, he/she is given a raffle ticket for a subsequent drawing to be held at the end of the show. The child with the winning ticket becomes the new owner of the boat that they helped build during the show.

More recently, John and Alan have added two new events to their exhibit. "Kids Paint A Boat" premiered at NRG Center in January of this year and is an activity that begins with a completed pram that has been painted with white enamel and the bottom side has been marked off in grids of 3 by 4 inch irregularly shaped sections using a permanent marker. The pram is then placed upside down on the floor of the exhibit and children

are invited to paint the previously outlined sections on the bottom of the boat with different colors of a water-based kindergarten paint. Usually, there are six colors and each child is asked to pick two of their favorite colors to apply to the boat. There is also a space where the young artists are allowed to sign their name if so desired. This activity really comes in handy when a sister or a brother is working on the other pram.



One additional event which is becoming increasingly popular, "Kids Build An Engine", was created in January 2015 to test the mechanical skills of any child wanting to take a hand at turning a wrench or a screwdriver. A 1955 Evinrude 5.5hp outboard is dismantled and reassembled several times per day during the tenure of the show. Similar to "Kids Paint A Boat", the outboard is more for entertainment as it is not given away at the completion of the show. One young pre-teen girl spent three hours at the "Kids Build An Engine" area. Her father commented that he had just done a four wheel brake job on his car and his daughter showed absolutely no interest at all. He was so amazed at her interest in dismantling and rebuilding an old outboard, that he has us looking for a small outboard so he can buy it for his daughter. As you can see, John and Alan are doing their part to educate and recruit younger members into AOMCI.



John Platou shows how to dismantle an engine.



John Platou shows how to dismantle an engine.

After witnessing the time and effort that John and Alan put into the events at this exhibit, all I can say is that these two gentlemen are incredible! They not only donate several days of their time, they openly invite any child (with their parent's permission of course) to participate in one or more of the events in their exhibit. These fellows spend a great deal of their personal time and money getting ready for each show, and then cleaning up and storing items afterwards. They even arrange for delivery of the raffled pram to its new owner. If you ever have an opportunity to visit John and Alan's exhibit, stay a while and offer to help. They like to maintain a crew of approximately 6 individuals and you will not regret assisting. I have never seen any child leave their exhibit without a big smile on his/her face.

Chris-Craft 19' Racing Runabout powered by its 158hp "MBL" inboard engine.

Thursday and Friday were the official move-in dates where all exhibitors scrambled and fought amazing traffic to get their boats, automobiles, and all other display items into place before the show opened on Saturday morning at 10:00am.



Paul Johnson standing by his 1941 Skaneateles Hydro-Lite cedar strip dingy and its 1939 Johnson LT-39 Light Twin 5hp outboard.



Robert Black's 2005 Aristocraft Torpedo with its 1957 Johnson Golden Javelin 35hp Outboard.

We began moving in our outboard display on Friday in the middle of the day. Getting our vehicles into the yacht club reminded me a lot of Houston traffic on the freeways during rush hour. It took a while, but we finally managed to get in and setup in plenty of time to be ready for the Saturday show.

Some of our other Texas Chapter members participated in the 21<sup>st</sup> Keels and Wheels by displaying their boats at the show. Robert Black of Houston, TX displayed his 2005 Aristocraft Torpedo 14' runabout powered by a 1957 Johnson Golden Javelin 35hp, Di Johnson of Kingwood, TX presented his 1957 Feather Craft Vagabond II powered by 1958 Mercury Mark 58E, Paul Johnson of Orange, TX brought his 1941 Skaneateles 8' Hydro-Lite cedar strip dinghy with its 1939 Johnson LT-39 Light Twin 5hp, Bob Macaluso of Kingwood, TX entered his 1957 Crosby Capri 16' with its 1963 Evinrude Lark 40hp, and Walt Thompson of Volente, TX displayed his 1953

Despite historical heavy rains and flooding earlier in the week, the weather at the show was surprisingly very cooperative. Friday move-in occurred with blue skies and quite a few puffy white clouds floating overhead. Saturday was absolutely clear and actually got very hot during the day around our exhibits. Thankfully, the Antique and Classic Boat Society hospitality tent adopted us for the



Bob Macaluso's 1957 Crosby Capri powered by its 1963 Evinrude Lark 40hp motor.



Di Johnson's 1957 Feather Craft Vagabond II with its 1958 Mercury Mark 58E 45hp Outboard.

days we were there. They provided food and drinks throughout the event and made us feel right at home. I offer our sincere thanks to the Southwest Chapter for their generosity. Sunday became overcast with darker clouds threatening most of the day, but rain held off until well after the event had closed down. I do not know about our other members; however, Jerry Ball and I got drenched when we got home as we worked feverishly to move my outboard stands from the back of his pickup truck and stack them into my garage. As you may have guessed, the rain quit shortly after we locked up and went inside.

Judging for the "Keels" was performed on Saturday morning while judging for the "Wheels" occurred on Sunday. Awards for the boats were handed out beginning at 3:00pm on Saturday. Di Johnson and I decided to attend the awards ceremony and see if any of our members received awards for the boats they had displayed. Bob Macaluso won a Best of Class for "Classic Outboard 16' and Over" with his Crosby Capri. Walt Thompson won a Silver Award in the "Marque-Racer Pre War" division with his Chris-Craft Racing Runabout named "Ghost".

Tom Oncken accepting the Keels and Wheels Corinthian Award on behalf of the Texas Chapter.



Then unexpectedly after most of the awards had been handed out, Paul Merryman, who served as the announcer at the awards ceremony, began talking about the beautiful display of free-standing outboards located next to "Kids Build A Boat" exhibit. He complimented the efforts to bring so many unusual outboards to the show and said that they had been a real nice addition to Keels and Wheels this year. Then he asked, "Is Tom Oncken here in the gallery?" After acknowledging that I was indeed there standing only a few feet behind him, Paul asked me to come up to the podium where he presented me with the Corinthian Award on behalf of the Texas Chapter for its fine exhibit of antique and classic outboards. Needless to say, the award was totally unexpected and very much appreciated. We suspect that this means we will be invited back to do another display at the 22<sup>nd</sup> annual Keels and Wheels.

I would like to acknowledge several boats of close friends who had participated in our joint ACBS and AOMCI exhibit in the Houston International Boat, Sport and Travel Show who also won awards in the 2016 Keels and Wheels show. Ray Balsam of Houston, TX won a Silver Award for "Classic Outboard 16' and Over" with his molded mahogany 1964 Helton Runabout named "Memories of Class of 64" powered by its original 1964 Johnson Super Sea Horse 75hp. Knut Bulow of Katy, TX won a Best of Class in the "Contemporary Sail" division with his hand-built 2011 Caledonia Yawl aptly named "The Y'all Yawl" (No place but Texas!). Knut constructed a special opening in the back inte-

rior of his sailboat where he mounted some alternate propulsion, a 1954 Evinrude Lightwin 3hp long-shaft outboard. Nice touch, Knut! Bob Germany of Houston, TX won a Silver Award in "Classic Utility – Other" with his 1956 Higgins Speedster named "Fiddlesticks". Bob also won another Silver Award in the "Classic Runabout" division with his 1948 Higgins Deluxe Runabout named "Freedom". Both of these boats were individually displayed in consecutive January shows at NRG Center. I guess this confirms that we show award-winning boats in our January exhibits.



This is one of the few Willis Comets still known to exist. There are only a handful still around today.

Last, but never least, I would like to congratulate Dodie Miller of Seabrook, TX for his Best of Class in the

"Classic Racer" division with his 1955 Willis Comet Class C Racing Runabout powered by a mean looking Hubbell modified Evinrude Speeditwin 22hp race engine. This boat was



purchased from long-time AOMCI and Texas Chapter members, Albert Snell of Jasper, Texas and John Snell of Nederland, Texas. Since the Snell brothers feel that this boat is worthy of some special attention, we are going to pay tribute to it with a fully researched article in a future issue of The Antique Outboarder and Texas Chapter News. Please watch for it.

In closing, We wish to offer congratulations to all those Texas Chapter members who won awards at the latest edition of Keels and Wheels. Further, we wish to thank all of those individuals from the Texas Chapter and the Southwest Chapter of ACBS who contributed to the success of our exhibits this year and the Keels and Wheels show as a whole. We could not have done it without your participation and we hope to see "y'all" there again next year!

# Annual Lake Houston Wet/Swap Meet

By Tom Oncken

As has been customary for Texas Chapter activities in 2016, Mother Nature threatened to cancel our annual wet/swap meet being held at Indian Shores Community Center on Lake Houston on Saturday, June 11<sup>th</sup>. The Houston Metropolitan Area had been inundated again with torrential rains the week before our scheduled meet, and just when it seemed completely hopeless, the clouds broke up, and the rains stopped . . . well, sort of.

I left my Pasadena home shortly before 8:00am on Saturday morning. The skies were mostly clear with a few white puffy clouds and temperatures near 85 degrees. I noticed some dark thunderheads following me off in the distance back toward Galveston, but it remained clear as I arrived at the meet location at approximately 8:30am. As I stepped out of my Suburban, it did not take long to realize that although the rain had stopped on the previous morning, the overwhelming humidity (close to 100%) had taken over and the wind was non-existent. I soaked my shirt with sweat by simply walking down the ramp to the boat docks. It appeared that we were in for a very hot day.

As I unloaded a few motors from my truck, other members quickly began to arrive. It's funny how you forget about the weather when the toys begin showing up. Todd Cook brought a pickup truck with quite a few nice motors for sale and/or trade. A couple of his more notable motors were a pair of Bendix air-cooled four-cycle outboards. Much less notable was a poor lonely little ESKA (visions of an ESKA Toss entered my mind).



Todd Cook watching David Coffey, Jr. checking out one of Todd's outboards.

John and Cindy Slator drove up with a bunch of motors and parts for sale as usual. I quickly snatched up an outboard that I had always dreamed of purchasing, a 1939 Johnson HD-10 in excellent condition. Louisiana member Nick Dimasio and his wife, Lena, arrived early. The

back of their truck contained a wonderful batch of beautifully restored Mercury outboards that they had picked up the day before at John and Cindy Slator's house. I heard a lot of positive comments as members checked out those mo-



Joe McCauley, Brenden Macaluso, and Mars Mashburn admire Nick Dimasio's newly acquired Mercury outboards.

tors. Several boats began showing up and launching, and before you knew it, we were officially having another successful meet.

Our host, John Plato, had arrived earlier in the morning and set up some of his boats including the Minimost that he had built with his grandson, Jack Toole. Powered by its 1984 Evinrude 6hp, it is an excellent example of what a grandfather and grandson can do when they put their heads (and hands) together. John had already launched his 1988 Lowe Line Big Jon 16' boat powered by a 1959 Evinrude Lightwin 3hp. The boat was made available to anyone who needed a boat on which to run one of their motors. A



Susie Finn, Cindy Slator, David Coffey, Jr., John Slator, and Glenn Seureau enjoying the meet and the heat.

pram built from 1940's plans similar to the Kids-Build-A-Boat was also available to anyone wishing to row around the docks. This is John's personal workout boat.

Our President and First Lady, Adam and Susie Finn, arrived with a car full of goodies for the noontime meal. Adam and Susie spent a great deal of time setting up tables in the clubhouse for the meal and organizing the food to be grilled. I am not aware if they even had much of a chance to play on the water during this outing.

It sure was good to have both of them back after they missed the last LBJ wet meet. I really missed you two last October!

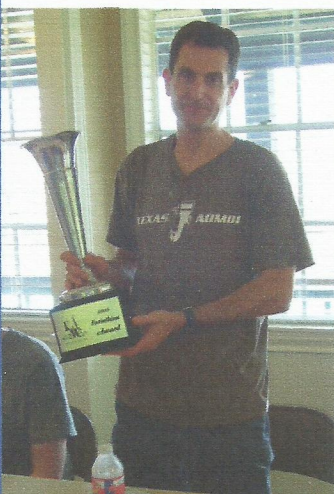
By the time Adam began preparing the grill for the hotdogs, a light breeze finally began to blow over the grounds. It was not much, but it felt great as it pushed out a little bit of the humidity and provided a cooling effect. It had been so hot earlier in the day that even the skinny guys were dripping with sweat. Any breeze was a blessing.



Chef Adam expertly grilled up all-beef hotdogs for lunch. Master Chef Susie made sure that a serving table was setup in the air conditioned clubhouse onto which she and Adam loaded grilled hotdogs, buns, condiments, chili,

and all the fixings needed to make a masterpiece hotdog and a side order of Frito chili pie if one desired it. Fresh watermelon, dessert, and drinks were provided as well for a minimum contribution of \$5.00 per person. It was nice and cool as we ate a wonderful lunch inside.

When Adam finally got his opportunity to sit down and enjoy his lunch, I requested everyone's attention for a brief announcement. Last

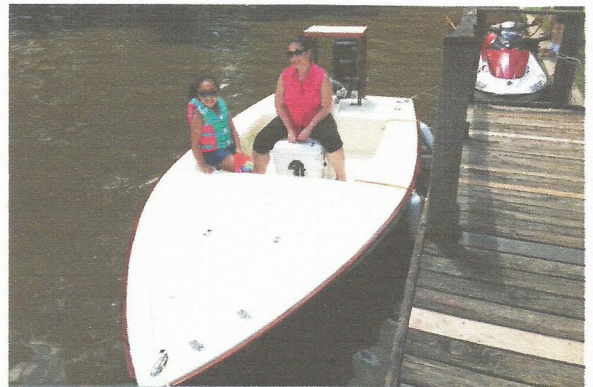


April, the Texas Chapter provided an outboard motor display at the Keels and Wheels show for the first time in many, many years. As a result of the effort of several members who volunteered to display outboards from their collections, I was presented with a Corinthian Award for the Texas Chapter by the

Keels and Wheels organizers. On behalf of all of the outboard exhibitors participating at Keels and Wheels including Jerry Ball, Mark Betner, Di Johnson, John Plato, and me, I presented the Corinthian Award to Adam Finn with the explanation that the President of the Texas Chapter

should proudly display the trophy in his home or office. There was nobody more excited when we received the award back in April than Adam, and it was only appropriate that he should take it home with him.

There were a number of boats on the water during the meet. Jerry Ball was the first one in with his 1960 Elgin 16' aluminum boat powered by a 1974 Johnson 15hp. Jerry ran all over the lake and even found time to fish, catching one fish that he referred to as a "hardhead"; however, it was probably a channel cat or yellow cat. Jerry fishes in Galveston Bay and is not used to catching an edible catfish. This time, to the fish's surprise and delight, Jerry practiced catch and release. Jerry stayed on the water so long that he actually missed out on lunch. As the meet was coming to an end, the spring on Jerry's rewind broke and he decided that he was ready to call it a day.



Morten Lovstad's boat with crew, Granddaughter Kiara Mallard, and daughter Heidi Lovstad.

Morten Lovstad brought his hand-built flats poling skiff powered by its 50hp Mercury inline four cylinder outboard. He was accompanied by his daughter, Heidi Lovstad, his granddaughter, Kiara Mallard, and his friend, Jim Johnson, who all spent a lot of time in the boat and at the docks. I suspect they all enjoyed the boat rides all around Lake Houston. Robert Macaluso brought his 1957 Yellow Jacket Catalina powered by its 1959 Mercury Mark 55A outboard



Bob Macaluso's Yellow Jacket and Joe McCauley's Glastron at the docks.

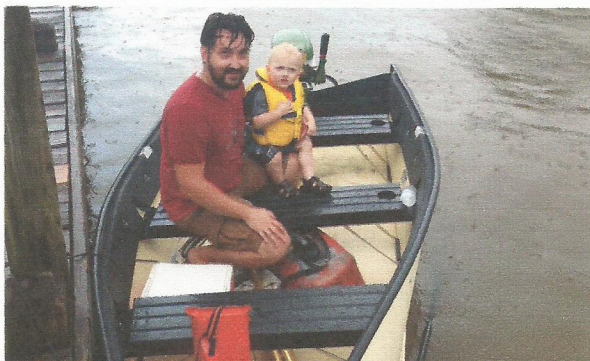
Adam Finn hard at work grilling up the hotdogs for lunch.

Adam Finn proudly showing off his newly acquired Corinthian Award.

motor. Bob was accompanied by his son (and long-time Texas Chapter member), Brenden Macaluso, and one of Brenden's friends, Mars Mashburn. I watched that little wooden boat streaking across the lake almost all afternoon. Everyone waited their turn to take a ride in that Yellow Jacket. She was beauty in motion!

Joe McCauley ran his 1968 Glastron V153 powered by a 1991 Johnson 70hp inline 3 cylinder outboard. A bystander mentioned that it was being readied for a future tow job, although I am not quite sure what was meant by that comment. (Someone also mentioned that Chip Rathbun could provide that answer.) Jerry Ball was impressed with Mark Betner's launching technique. Mark has a trailer ball mounted on the front of his truck and he was able to launch his Starcraft aluminum boat with its 1959 Mercury Mark 58A by driving straight down the ramp without having to look over his shoulder. Very impressive, Mark! You made it look incredibly easy.

Dan Peoples spent some time on the water entertaining his baby son Luke in the family boat. Dan brought a 11' Porta-Bote with a 1952 Johnson QD-13 10hp outboard. Luke even had some fun controlling the outboard and the throttle. It is not going to be too long before Luke will need his own boat.



Dan and Luke Peoples in their Porta-Bote enjoying a light afternoon shower.

We signed up a new member as a result of this meet. Louis Rothermel introduced Glenn Seureau of Star Motor Cars in Houston to our members. Glenn was accompanied by his wife, Lee Seureau, and his grandson, Peter Seureau. If I am not mistaken, John Slator had a nice Mercury KG-7 Super 10 Hurricane in the back of his truck that eventually found its way into Glenn's vehicle. Welcome to AOMCI, Glenn! I declare you officially infected with the old outboard motor bug. We look forward to seeing that old Merc running on the lake someday. Let us know how we can help.

David Coffey, Jr. has been busy again as he had a couple of unusual motors on display at this meet. One was a manual outboard that looked like a standard lower unit with a crank handle

attached on top so the operator could hand-crank the propeller. David's little hand-operated motor resembled some of the old "Ro-Peller" outboard motors described in Peter Hunn's book. These manual motors were geared in such a ratio that light turning of the handle rotated the prop at a higher RPM; however, it would eventually wear down any user if used for a long haul. David's other motor was a nicely restored four-cycle Johnson "Iron Horse". The "Iron Horse" motors were single cylinder, air-cooled landlubber motors used to power everything from lawn mowers to washing machines. Some were also used to power generators and even refrigerators. Those are fantastic additions to your collection, David!



Peter Seureau, Captain Gary Keeney, Morten Lovstad, and David Coffey, Sr. examining some unusual motors brought by David Coffey, Jr.

Overall attendance was excellent for this summer meet with 34 individuals appearing at one time or another. Those individuals who were not specifically mentioned in the preceding paragraphs included Alan Bischof, David Coffey, Sr., Captain Gary Keeney, Chuck Ward, Josh Ward, Jeff Workman and his son John Workman, and one unidentified lady who spent a great deal of time visiting with me. Unfortunately, I was not sharp enough to ask her name. Sorry about that. I am sure all these individuals also contributed greatly to the success of our meet; however, in my advanced age, I simply could not remember everything that everyone did, and accordingly, ask for their forgiveness. Thanks to all who made the effort to attend this meet, and a special thanks to those who traveled so far to participate in this year's event.

As you may have guessed, Mother Nature had the last laugh on us again. The meet began to shut down around 3:30pm rather than the advertised 5:00pm as the customary summer afternoon thunderstorms of the Houston Metropolitan Area began to taunt us. Ironically, as I returned to Pasadena in heavy rain showers, the clouds quickly began to break up and become puffy and white again, and the rain stopped just as I got into my driveway. That seems to be par for the course this year. Regardless, we had another successful meet with motors finding new homes, boats playing on the water, and plentiful food and drink on hand. What more can you ask for? (OK, . . . no rain.) We hope to see each of you at Lake Houston again next year!



SINCE 1966

"The Original" Texas Chapter,  
Antique Outboard Motor Club, Inc.

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## Remaining Events for 2016

### Texas AOMCI Fall Wet Meet on Lake LBJ — October 14-16, 2016

Just like our spring meet, the fall meet is another must to attend on Lake LBJ at the Longhorn Resort. Lake LBJ is a constant level lake that is more like a wide river surrounded by a lot of natural beauty in the heart of the Texas hill country. This meet is both a great wet meet with plenty of time to run your old boat and motor as well as a sell and swap meet, so bring any motors or parts that you may want to sell. We plan on having boat cruises and a picnic style dinner on Saturday evening. This meet is enjoyed by all and a great chance to get to know some more of your fellow club members. The Longhorn Resort is located on the water with comfortable cabins with kitchens. There is plenty of dock space for our boats. To make reservations, please call (325) 388-4343.

Location: Longhorn Resort; 151 Melodie Lane; Kingsland, TX 78639

### 23rd Annual Houston Swap Meet — November 11-13, 2016

This three day swap meet hosted by long-time member, Louis Rothermel, opens at 9:00AM and closes at 6:00PM each day. This will be the 23rd year that Louis has sponsored this event. Friday morning is primarily for setup, but some dealing starts early. Members arrive at various times throughout the day on Friday. At some point near noon, Louis will order in some local hamburgers for those who want one. At the end of the day, some members usually visit the nearby Jax Grill for dinner and beverages. Saturday is the heart of the meet with swapping starting early. Coffee and donuts are provided upon arrival. An excellent Bar-B-Q lunch will be catered in around 1:00PM for a \$10 per person fee for all you can eat. A business meeting will ensue after lunch. The remainder of the day is for swapping, repairing, or running your motors in the test tank. Most trading has been completed by the end of Saturday. Sunday is mostly a work day for those wishing to take advantage of Louis' shop which includes a lathe, parts washer, bead blaster, drill press, and torch equipment. We usually have several experienced members on duty to help with those stubborn problems. Lunch is usually the remaining Bar-B-Q from Saturday's feast. The swapping of motors and parts is usually light by Sunday and most time is spent visiting and working on motors. Please contact Louis for information on available hotels in the area if a room is desired. There are several very nice hotels within a short distance of the meet.

Location: Rothermel Properties; 5910 Star Lane; Houston, TX 77057; (713) 783-6300

Directions: Traveling south on the Southwest Freeway (aka I-69 S and/or US-59 S) from downtown Houston, exit on Fountain View Drive and turn right onto Fountain View Drive. Travel 1 block to Star Lane and turn right onto Star Lane. Watch for the real estate office on the left. Most of the activities are held in the back lot next to the large metallic building. The driveway is on the left side of the real estate office.