

### 1964 THOMPSON 16'. ( Cont from pg 9. )

"...motor on the transom or secure it "midships" on the hull for safe transportation. You will need to pick up this unit in Sycamore, Illinois – approximately 70 miles West of Chicago. (No delivery services are available through seller). You will need a 1-7/8" hitch ball and a standard 4-pin light connection, but I cannot guarantee that the lights will always function." Asking \$750. Contact Ray at [ajraymonds@verizon.net](mailto:ajraymonds@verizon.net) (IL)



1962 WHIRLWIND 14'

**1962 WHIRLWIND 14'.** Owner says, "Under this paint is beautiful mahogany, hardware is available. The boat is sturdy and clean but has big soft spots that need to be penetrated with CPES Epoxy and then repaired. The sleek hull includes roadable trailer and varnished seats." Asking \$900. Call Howard at 301-627-2114 or [oldtimeworld@aol.com](mailto:oldtimeworld@aol.com) (MD)



1956 CHRIS CRAFT LAKE SKIFF CRUISER 27'

**1956 CC LAKE SKIFF 27'.** Original 105hp gas engines. Mahogany hull. Owner says, "Good condition. Needs repair work on mahogany planks inboard, chine log rotted on port & starboard, buttblock on starboard needs to be sealed. Original owner, great family cruiser on Lake Winnepesaukee (NH). Stored undercover each year." Reduced:\$7995. Bruce at 508-259-0738 or [bwhpah@comcast.net](mailto:bwhpah@comcast.net)



**1949 PETERBOROUGH AQUA FLYER 13 1/2'.** Owner says, "The 1949 Peterborough Aqua Flyer cedar strip boat is 13 1/2' in length. Cedar hull, mahogany decks and transom. 25 hp 1951 Johnson RD-10 with numerous spare parts. Custom mooring cover. Custom cushions. Bunk trailer with bearing buddies. Restored and refinished with 10 coats Epifanes varnish in 2009. Winner of 2009 "Classic Boat of the Year - Restored" at the 29th Annual ACBS boat show in Gravenhurst, Ontario. Located in Newmarket." Please contact Dan or Maureen at (905) 836-9556 or by email at [dlallen@rogers.com](mailto:dlallen@rogers.com). Asking: \$9,999 OBO (ON) [This boat is pictured on cover page 1.]

### BONE YARD BOATS GEARHEAD CORNER

BYB subscriber Jerry H. contacted me regarding some of the mechanical challenges of old boat restoration, and has generously contributed the benefit of his experience to this Gearhead Corner:

"Thought I'd put down a few things that may be of some interest or value to the (hopefully always growing) BYB community, but first here's a little personal background info. I love old boats. It started when dad and I built a kayak and my first summer job was at the local marina. Dad bought me a trailer and I've been dragging sad old boats home ever since. My background has mainly been engine or machine-related, including engineering in the Navy. I've worked small engine to turbine, and tons of other things in-between. Not that many years ago, I became disabled by rheumatoid arthritis and was told I'd be wheelchair-bound within a year. Well that was 6 years ago, and I still get the job done although my methods may look a bit strange to others. If I need to be on the ground, I get down low and flop over -- a bit of a controlled crash, but it works. I have bones missing in my right wrist, knees replaced, toes bent, valve job done on my heart, and hands bent at 45's (work great for sanding though!). One finger won't work because of a surgical error, and I type with the eraser end of pencils, which causes errors because I've worn the letters off [the keyboard], but I'm puttin' along just fine with no wheelchair in sight. If I have no project, winters are my slowest period because my boat is some 4 hours away near Detroit, not far from Algonac. So her work gets done in the spring and fall. I look for small stray boats that are unique and fit the garage like the Chrysler Commando. If I can make a little and save a good boat, I've done my job. Woodies for the most part have vanished from my area. In the Winter 09 issue, I missed a 1968 38' Pembroke Sedan – called, but she was already taken. I really wanted to have a shot at her. I loved the looks of that boat, she had great style, and I am sad I missed her. Maybe (but hopefully not) she'll come back to BYB someday, and I can get another shot if the new owner can't get her back up to speed. That's a particular style I like, as well as the early 40' Sea Skiff. Since I have plenty of time to write, I'm sending you info that I'll just call Bone Yard Basics"

**ENGINE BASICS:** "The standard GM firing order is 1-8-4-3-6-5-7-2. Determine rotation from the flywheel end if possible. If the flywheel turns counterclockwise, you have a Left Hand engine. If it turns clockwise, you have a Right Hand engine. If you can't see the flywheel, note the direction belts turn when facing the front of your engine. Facing your standard LH engine from the belt end, No. 1 cylinder will be the first plug on your right and continues down the line with odd #'s 3-5-7. Your left -- 2-4-6-8. The GM or Chevy small block is one of the most common marine engines but may be called different names such as Flagship by Owens etc. Cams, cranks, timing gears, and firing orders are part of what make an opposite rotation engine. It's very important that any removed external items are clearly marked. An easy mistake can be made with starters in particular by turning the engine the wrong direction. If you ever questioned your sanity, this mix up may remove any doubt. Many opposite rotation applications went away when new transmissions took care of prop direction.

"Static Timing: This is an old school way to get your engine running after replacing a distributor, for example. Let's say you had the distributor out, and the engine got cranked and now the timing is off. Even if you can't see timing marks, this will get you running. Using the standard Chevy small block (e.g., 283, 327, 350): 1.) Remove the coil wire from the coil and remove distributor cap. 2.) Facing your engine, remove the #1 plug wire and the plug. 3.) If you don't have a remote start pushbutton, have a friend at the key. 4.) Put your finger over or in the plug hole and bump the engine over until you feel compression and stop. May need to repeat the process since it's easy to go past the compression point. 5.) Look at rotor, does it point toward the # 1 cylinder? If nowhere close, the timing is off. 6.) Remove distributor hold down clamp and lift distributor until you can turn the rotor by hand. 7.) Turn rotor toward #1 cylinder and drop the distributor back down. If still off, lift the distributor and turn the rotor some more. You can turn the rotor a gear tooth at a time by feel. If the distributor won't go down, bump engine until it drops in. 8.) Bump around again and see if the rotor still points to #1 on compression. If you're close, you're good. 9.) Replace distributor cap and coil wire. 10.) Put spark plug in the #1 wire and ground the plug. Lay on exhaust manifold, for example. 12.) Turn key on and gently turn the distributor back and forth until the plug arcs. At this point snug the hold down, turn key off, install spark plug and put plug wire back on. 13.) Start engine and adjust the distributor for smooth run. You may experience an initial slow crank rate until you're dialed in. 14.) Plug off any vacuum advance line and finish up with a timing light. A vacuum gauge will also get timing close in a pinch. Turn distributor until you achieve a steady max. vacuum reading. Procedure works on any engine with distributor ignition.

"Ignition problems such as no spark or backfires can sometimes be found under your distributor cap. Carbon tracking can cause these symptoms. Inspect cap for cracks and dust-like trails. Rotors can burn through under their pickup and ground on the distributor shaft. This problem was quite frequent when GM went to their HEI ignition (coil in cap). The rotor was grounding, resulting in no spark. Simple rotor replacement cured the problem."

**REVIVING EVINRUDE SELECTRIC:** "While reading my back issues, Fall '09 in particular, a couple of boats with the Evinrude Selectric engine came up. My passion is for old wood inboards like my Chris Connie, but I've had personal experience with the 64' Selectric 90 on a rare 1968 Chrysler Commando I sold a while back. Their single biggest problem after sitting is generally in the electrical junction box. Just follow the loom from the engine. Many of these parts are now made of unobtainium and cost a bundle. 4 diodes and a voltage regulator are the main culprits and together can cost \$400 or more. If the inside of your box has green fuzz all over the electrics, and many old boats do, you may have a problem waiting to happen unless you exercise extreme caution when restoring.

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