

"Diodes can last years but improper testing and excessive corrosion can ruin them. I had 2 bad diodes. Same applies to the regulator. The original Delco is no longer available. Check the inside of the regulator by removing the cap screws. MarineEngine.com has most of these engine and shift parts but are in very limited number and once gone that's it. An N.O.S regulator is around \$202. Diodes, if still available, were upwards of \$80 each (takes 4). Above all, get a factory service manual before doing anything. They can still be found on e-bay. The regulator looks like any old GM 60's car type, but it's not. It was used for some time on 60's school busses. I had to purchase a complete other donor engine for a regulator. Other parts like points, impellers, etc. can still be ordered from Evinrude.

"Electric shift clutches can be tested with a 12V jumper wire, and the prop will lock if they're good. Clutch wires are also two different sizes, so you don't mix them up. Clutch coils are no longer made either but are reversible. You could place a weak coil on the reverse gear in a pinch. The system had two defaults depending on year. Some locked in forward gear upon loss of power, and others went to neutral. These engines had a lot of power and were considered high performance with high compression but tend to foul plugs at low speeds. It's a scary fast ride on a small boat like the 15ft Commando max rated at 90hp, but you just need to check these engines over well if you plan to keep them. I believe I still have a disc copy of a Selectric 90hp parts book if any readers need part #'s.

"The Selectric came along with the advent of the alternator. In the end, the generator models and standard shift cables worked fine and were far cheaper to repair. Kinda' like Edsel's pushbutton shift in the steering wheel. Super nifty until you mashed the horn button that wasn't in the middle anymore and turned your transmission into a scary mystery shifter that produced a fright possibly worse than what you'd hit the horn for in first place. One last note, ads many times note oil in cylinders. Nothing wrong with that but you really need to fog oil the cylinder walls. It's best done at storage time but also important prior to any start on a motor that's been sitting. Napa sells a good fog oil, if not at your marina.

"There's one [more] thing here I need to mention that's important in regard to that Selectric. Plug wires SCREW into the distributor cap. Don't be fooled thinking they're just corroded and tight. Wires have a brass threaded cap on the end. Also, wires were solid core, now illegal for the most part. Legally, one of the only places to get this wire is from a speed shop. Fortunately, I have one locally. It's sold by the foot and is special order. You can get the ends from either Marine Engine or possibly Sierra through your marina. Today's silicone wires WILL NOT fit the brass ends. Solid core wire was banned because of radio interference."

Glad you enjoyed my mail, and maybe it will help a fellow reader at some point. More than happy to contribute to your great cause. --Jerry



FREE 1960 THOMPSON 18'. Hull number 050586. Owner says, "I have a 1960 Thompson cabin cruiser that needs to be restored. The boat is 18' long with a 7-foot beam. The hull is sound. There is no engine. I also have the complete Bimini top/cover. This is, from what we have so far discovered, a 1960 Thompson Sea Cruiser Proto-type. At least, I think that is the model that we are calling it. Please, allow me to give you a very brief history of it. In the mid 80's my now late wife bought it for me as a birthday present. It had damage to the upper cabin and I was supposed to rebuild it. As with many projects we have all had in our lives, I attacked it with zeal. However, raising a family and nearly always being at work laid to waste the great plans that I envisioned. Over the years, it has been dragged around with me to several locations. It sat in storage, was stolen, recovered, stored while I served in Iraq, and then stored again. Since my wife is no longer around, it has really turned into a reminder that she is not here instead of an incentive to finish it.

"At one point, when we first got it, I actually tracked down one of the Thompson brothers and asked about it. He became quite interested when I asked him if the fiberglass covered decks and cabin roof were from the factory or were added in later by another owner. He told me that they experimented with that idea and made three or four of them like that, but, that they never went into production. WOW! Of course, bad luck and stupidity follow me on things like this, and I never had...

him send any letters regarding this small fact. He passed away about six months later, and that was the end of that. So much for some kind of documentation! DARN!

"Anyway, I completely stripped and gutted the boat. I have kept every single part that was removed so that I could replicate it when I finally got around to working on it. I have a lot of pictures that I took as I disassembled her, too. The down side is that they are all slides and need to be scanned. Yeah, it's been that long! Digital cameras weren't even sold at that time! I need to go through the boxes and boxes of pictures and slides to find what I need.

"I do remember that the last owner, who was in his mid 70's, mentioned that he had a 100 HP long shaft Johnson outboard on the boat. He had already sold that before we got the boat. The transom has rot and needs to be replaced. The upper cabin had been storm damaged, and I was originally only going to replace that. I have all of the original windows and glass, the original Teleflex steering system, wheel, housing, etc. I even have the cast metal THOMPSON name plates, though, I believe one of them is broken. I kept EVERYTHING! The trailer has new wheels and tires and is in near new condition.

"The gentleman who owns Thompson Dockside has been helping with trying to identify the hull and exact production date. There are several local people who have expressed an interest in it, too. However, it is currently well covered by a tarp, heavy plastic sheeting and snow, lots of snow! If I had the time, the money and the facilities, as well as the actual interest, in restoring her I would be doing so. Please, let me know what else I may do to assist you in finding a new home and life for this once proud piece of American History." **FREE TO A GOOD HOME.** Contact Steve at 603-325-0619 or telescopes@usa.net (NH)



1956 THOMPSON OFFSHORE 18'

1956 THOMPSON OFFSHORE 18'. Original condition. 70hp Evinrude. Galvanized trailer. Asking \$7500. Call Steven at 908-902-7700 or SJZ1@MSN.COM (NJ)



1966 PEMBROKE HARDTOP EXPRESS 31'

1966 PEMBROKE HARDTOP EXPRESS 31'. 11' beam. Lapstrake hull. Twin inboard 1966 Chevrolet V8s, 350s, 220hp. (Cont on Page 12.)