ISLAND CELL MORGAN RUN - JUNE 18 to 20, 1999

from Roland Gilbert

The snail mail gremlins obviously got into the announcement in the April MOGAZINE. (Editor's note – my apologies to Roland for errors in interpreting his hand written note.) The facts of the weekend are:

DAY 1 Friday, June 18 2:30 pm

Start of the run from the parking lot of the Farmer's Market on the southeast corner of the junction of Hwy. 17 and Island View Rd. This is the fourth (4th) traffic light on Hwy. 17 to Victoria from the ferry terminal at Swartz Bay. We will be overnighting in Chemainus. Accommodations are either the Fuller Lake Motel @ $50 per night, call 1-888-246-3255, or the 80 yr. old Horseshoe Bay Inn @ $40 per night, call 250-416-0411. The evening banquet is at the Horseshoe Bay Inn.

DAY 2 Saturday, June 19 11:00 am

After breakfast and a browse of Chemainus shops and murals, we leave for a backroads run to the Cherry Point Winery for a tour and "lavish lunch". At 2:00 pm we leave for the run to the Saanich Peninsula, and on to the BAR-B-Q Party at Woody and Carmel Thomson' s. If its going to be warm, bring your swimmers .... they have a lovely warm lake! Accommodations for Saturday night are available at the Motel 66 @ 1-800-463-4464, or the Super 8 Motel @ 1-800-800-8000. Both cost about $60 per night. Woody says that the cottage and camping are available at his place. Call him @ 250-479-7743.

DAY 3 Sunday, June 20 10:00 am to 2:00 pm

The British Car Picnic is held in the Beacon Hill Park in Victoria. Plan at least 25 min. to get there. We are planning on providing a light lunch. Please let us know ASAP if you plan on joining our "cell" for this fun weekend……the food providers need to know how much to cook.

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Hard Starting When Hot

by Dick Dice

Every year or so my 1985 Plus 8 is hard to start when the engine is hot. The starter motor turns the engine smartly when cold, but then after a short trip (15 minutes) the starter motor turns the engine slowly as if the battery had low charge. This situation occurs because the spark is too far advanced; and here's why: the pivot points on the weights in the distributor have become gummed with varnish, so that when the engine is turned off the springs don't pull the weights all the way back, leaving the rotor too far advanced. I leave it to the Morgan Mental Mechanics to suggest why the weights get gummed.

I always forget that this is the cause when the car starts hard when hot, probably because it is such a bother to clean the weights on the Lucas distributor on my car. It is easy to get down to the weights: remove the rotor, remove the cover (the one with the warning "Don't Remove This Cover"), remove the split ring, metal washer, O-ring, the interrupter ring, the tabbed spacer and the plate holding the pickup assembly. The weights are now exposed, but I have never figured out how to remove them. So I squirt carb cleaner into the well of the distributor and form of pool of it in the bottom (you have to tip the distributor because there are two drain holes in the bottom that the carb cleaner will drip out of). Then I hold the drive gear at the end of the drive shaft, place the rotor back on the top of the shaft, and wiggle it (and the weights) back and forth for about an hour. The only thing that breaks the monotony is the times when the carb cleaner gets yellow from the dissolved varnish, and I can pour it out and replace it with fresh cleaner. Finally, when the spring snaps the weights back into place easily I squirt WD-40 at them and call it good.

You may be asking what Bob Nelson once asked me: "Why don't you replace that distributor with one made by GM?"