

We made a last down-load and up-load stop in Cathlamet. We gave parting wishes to each other here even though we had another 25 miles or so to go. The actual separation occurred in Longview where Bob and Clare turned to find home. Sandy and I headed to I-5 to make our way south to the original Vancouver. Wayne and Linda led Mike and Roy and Anne south across the Columbia River on the Rainier Bridge and back to Portland.

The tour was good despite the weather. We all look forward to driving with the tops down, but it is good to know that a little rain need not stop the enjoyment of our mechanical steeds. After all, the cars were born in a damp clime, so a little rain should not be a hindrance to enjoying them in their natural environment.

## Southern Pod Report

### Wayne Harris

The Southern Pod met Tuesday evening, March 20, 2007 at the Tap Room of Pyramid Brewing in Portland. There were 10 members attending: Fred Bowman, Wayne and Linda Harris, Mike and Elizabeth Miles, Mike and Sherry Myers, Roscoe and Debra Nelson and Dick Tilden. Much of the conversation centered around the trip to La Conner by the Myers, Nelsons and Harris'. The Myers and Nelsons are planning a day long drive around the Olympic Peninsula, starting in Astoria and staying at Port Townsend on Friday. The Harris's are doing the I-5 route on Friday and will meet up with others in La Conner.

Plans are underway to schedule local driving events throughout the driving season.

As reported, the three couples found their way to La Conner for the banquet. Unfortunately, the Nelson's and Myer's found that the west side of the Olympic Peninsula is the wet side. The three couples arrived on Friday and had dinner with three other early arrivers, the Couch's, Lee's and the Hunter's. The banquet was all that could be expected when McCabe and Powley get together.

The April social meeting was held at the Pyramid Tap Room on April 17. Twelves southerners were present. Awards were presented to Heinz Stromquist, from the banquet, for his efforts in organizing and sponsoring the Devil's Punchbowl Run in 2006. That was the tenth running of the event and this year, the eleventh, will be the biggest ever. The next award to Heinz, was a plaque to commemorate his years of service to MOGNW as the Southern Region Representative from 1989 to 2006. His years of service in this region have not been equaled here and I suspect not in all of MOGNW. Bravo, Heinz, Bravo!

A driving tour, sponsored by Wayne and Linda Harris, was held on Saturday, April 21. The drive commenced in Portland at the Brewery, wound through the roads and mountains of Northwest Oregon and arrived at Astoria for lunch. The return trip crossed the Columbia River and traversed back to Portland. Needless to say, this was a wet and wild ride.

## Mechanical Flasher Unit

Submitted by Bill Button



This might render the "Eternal Signal Flasher Award" extinct. Others are apparently available, but they are even more pricey.

"Clockwork panel mounted indicator switch (suitable for 6, 12 or 24 volt systems), make and break contacts for approximately 20-25 seconds, then self-cancels. Approximately 45mm x 55mm x 25mm. Easy to connect input (fused) and exit terminals. #414, mechanical

## New Cam and Lifters: Did Oil Killed My Cam?

### Craig Runions

With the priceless help of Robert Couch, I replaced the cam and lifters in my +4 last month. After 4 years and only 17,000 miles, it was pretty obvious what the tic-tic-tic-tic sound was. Could not eliminate it with continual valve adjustments. Annoying more than anything else, but not right. No oil consumption, no over heating, no loss of power. No change at all, except that bothersome sound. Damn.

Of course, much had to be removed, all the way down to and including the head. Well, yes, the lifters/tappets and the cam, too. Water, oil, filter, bonnets, grill, cowl, radiator, intake manifold with carbs, exhaust manifold, thermostat housing, fuel pump, distributor and gear case, distributor/oil pump drive shaft, valve cover, rocker arm assembly, push rods, fan belt, fan, crank pulley, front cover, timing chain and timing gear.

The work was performed with the engine in the car. With just a little lift on the oil pan with a floor jack, the engine raised up enough for the cam to be pulled out though the crosshead. Didn't even have to loosen the engine mounts.

What we found was truly disheartening: excessive and severe pitting/wear on the tappets/lifters plus worn and rounded cam lobes. Yikes! Causes could be bad cam (unlikely), soft lifters (quite likely), or lubrication (very likely). This appears to be a fine example of today's reformulated and dreaded no-zinc-in-the-oil syndrome, aka ZDDP. ZDDP in engine oil damages catalytic converters. So it's being removed. This is not good for the engine, particularly flat-tappet TRs. It's especially bad during break-in. Google "ZDDP" and what you read will shock you. Whatever you do, if you have a +4, get an additive in your oil if it lacks the zinc content, and it probably does.

So, in went a new pre-lubed 295 cam, new pre-lubed lifters, pre-lubed push rods and pre-lubed rocker arm assembly. New filter and new oil were pre-mixed with a break-in additive. Everything was put back together and we fired it up at 2,000 rpm for 20 minutes. Then we re-torque the head, re-adjust the valves, and replace the oil filter. We're good to go. What a sweet sound. New oil, break-in additive again and another new filter will come at 1,000 miles. After that, it's regular 2,500-3,000 mile oil and filter changes, with a maintenance additive.

By the way, Robert Couch is doing quite well after his surgery last summer. He stayed at our home for 3 days and we had a good time. He loved getting his hands dirty and grease under his fingernails again. That man still knows Morgans. No doubt about it.

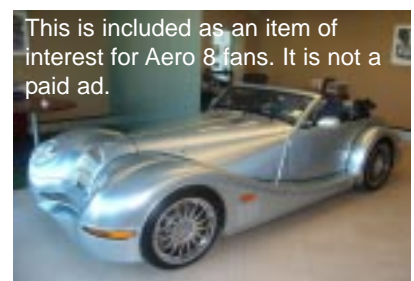
What is really amazing is how fast the job goes when you have the right tool and you reach for the right sized wrench every time! And now I know a little bit more, too. Thanks, Robert.

flasher unit, £32 each.

Mr. Button promises a full report on this devise at some point in the future.

## 2005 Aero 8 From Autoweek

Silver/blue leather interior, blue mohair top, CD/navigation, side pipes. Beautiful condition. Only 550 miles. \$89.9K. 201-568-4050 (NJ)



This is included as an item of interest for Aero 8 fans. It is not a paid ad.