

Today was a tour by the San Diego region of the HCCA. My sister, Tanya, went with me. We went over to Lee's and followed him. He had his wife, daughter, and grandson with him. We made the drive all the way to Mission Valley where the tour was to begin without incident until just across the street from the parking lot where the cars were gathered. My car stalled in the intersection, and just would not restart. After a couple of minutes of trying, I did get it to run just long enough to get it across the street into the parking lot where it was a session of troubleshooting.

Of course there were many offers for help. And much advice. I changed out the fuel filter and worked with the carburetor with no luck. The car would start and run a few seconds and die. I could restart it with no problem, but it would run only a few seconds and die. I checked out wiring for any loose connections and could find nothing. I even finally decided to remove the e-timer since nothing else seemed to help. With the e-timer off, and back to the original coils and timer, I started the car, and it ran a few seconds and died.

It was almost as if it were possessed. At one point, it would run and die, and without anyone doing anything to the car would, on it's own, restart. Then it would die, then restart, then die, then restart. All with no interaction with anyone. It was just down right weird.

Again following and trying wiring on the terminal block, then the switch, then the starter switch, all the way back to the battery. Then it started and ran just fine. I drove around the parking lot and had no problem. Unfortunately it was not really clear what solved the problem. We left on the tour and hoped for the best.

It was a nice tour. We drove up quite a long section of the coast highway through a number of the beach towns north of San Diego. We ended up at a mission that was undergoing some restoration work. We did miss one of the turns on the instructions on the way. When we got to the main gate of Camp Pendelton we new we were not in the right place. There was one other car from the tour in front of us. We got turned around and stopped to talk over the situation. He wanted me to lead. I told him that I was from Nebraska, but I would do my best. We went back the same way we had come until we found the turn that we missed. We drove right to it from there.

After visiting the mission we went to a Chinese buffet restaurant for lunch. A fine meal for sure. I had a chance to meet and talk with a few of the members of the SDHCCA and I decided to join the club. It will give me a chance to keep up with the activities so that I can possibly join in on future activities when I am in the area.

We headed back after lunch, and I was following Lee on the return trip. At some point we again found ourselves lost from the instructions. We finally stopped and just asked how to get to I-5. We ended up following I-5 for about 40 miles back to Chula Vista. I did not like the drive on the freeway, but we did get back OK. I had a little trouble keeping up with Lee for a time. I was still running on the coils and timer, but had altered the wiring somewhat and was unable to run on magneto. It runs on battery, but not nearly as well on coils as it does when I can run it on mag.

In the evening I went to drive Tanya back home, and it was nearing dusk. I turned on the lights, and the car died. I turned off the lights, and it still wouldn't start. After moving the light switch around a little it would start and run OK. I think I have now finally found the source of the problem. There is a problem in the switch. It will now be much easier to fix the problem for good now that the problem has been identified.

Tomorrow I will be reinstalling the e-timer and working on the switch. Then it will be a matter of getting things packed up for the return trip. I will be heading back toward Nebraska on Monday.