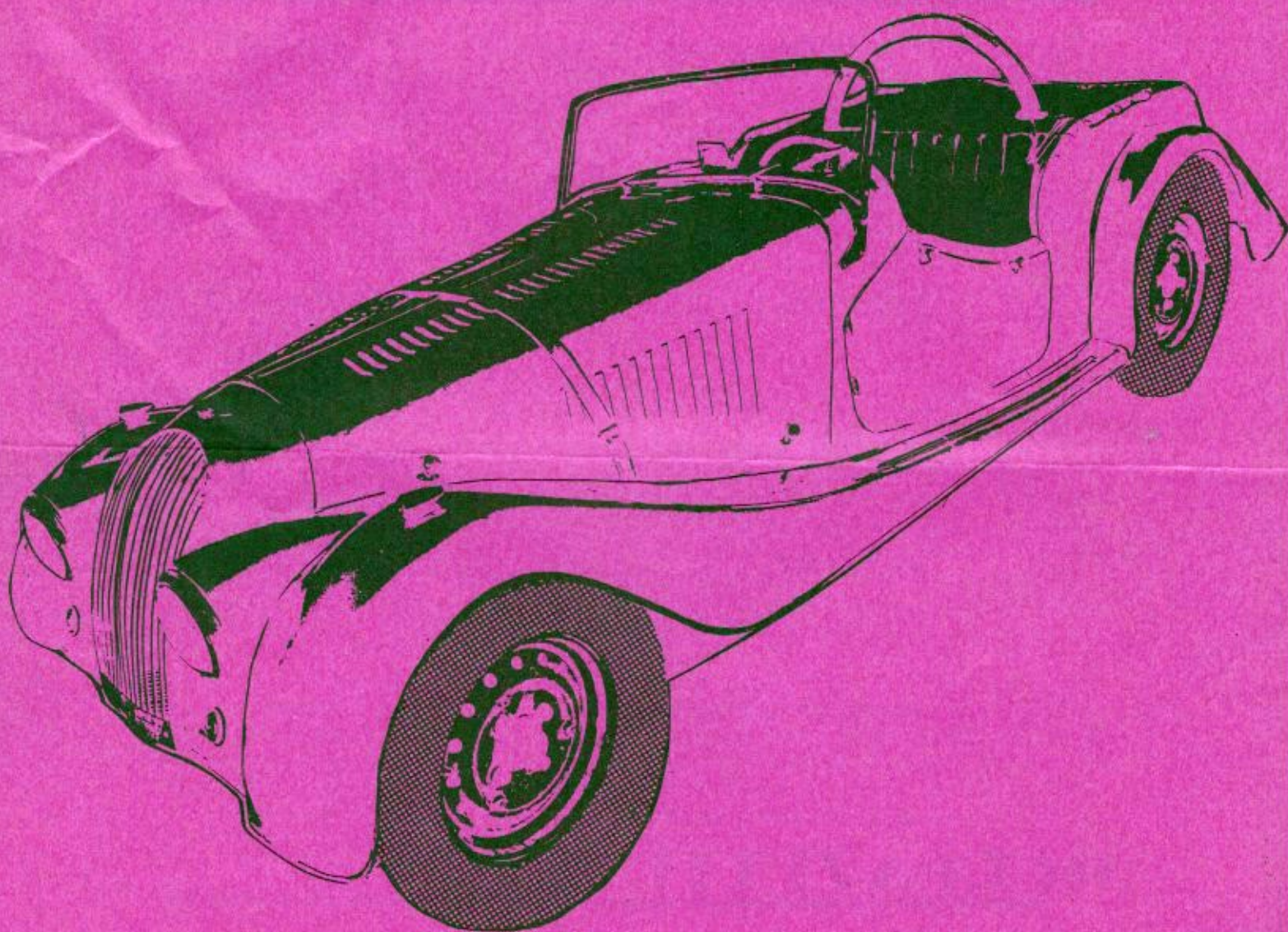


THE MORGAZETTE

THE OFFICIAL PUBLICATION OF THE MORGAN +4 CLUB OF NORTHERN CALIFORNIA



APR. 1974 MAY.

THE MORGAZETTE IS A MONTHLY PUBLICATION OF THE MORGAN PLUS FOUR CLUB OF NORTHERN CALIFORNIA, DEDICATED TO ENHANCING THE JOYS OF MORGAN OWNERSHIP THROUGH SOCIAL AND COMPETITIVE PARTICIPATION....

THE MORGAN PLUS FOUR CLUB, OF NORTHERN CALIFORNIA



OFFICERS

PRESIDENT.....JOHN BLAKEMORE
1146 KEITH
BERKELEY, CA. 94708
843-7994

VICE-PRES.....HARRY ROBINSON
55 RODEO AVE. #22
SAUSALITO, CA. 94965
332-5165

SECRETARY.....THORLEY MURRAY
380 MAGELLAN AVE.
SAN FRANCISCO, CA. 94116
681-8967

TREASURER.....MATT DILLON
1165 ALTSCHOL AVE.
MENLO PARK, CA. 94025
854-4179 b. 368-4685

REGISTRAR.....BARBARA PAGE
469 EDDY ST.
SAN FRANCISCO, CA. 94109
776-2595

BOARD OF DIRECTORS.....BOB MURRAY
MARJ NAUGHTON
JOHN HARDGROVE

ACTIVITIES CHAIRMAN.....STEVE MILLER

MORGAZETTE STAFF

EDITOR.....TOM THOMPSON

CONTRIBUTING EDITORS.....CATHY PREVOLOS
STEVE MILLER
MIKE PREVOLOS
LARRY AYRES

PUBLISHER.....JOHN BLAKEMORE

DIRECT ALL COMMUNICATION CONCERNING THE MORGAZETTE TO THE PUBLISHER
1146 KEITH, BERKELEY, CALIFORNIA 94708
PHONE: (415) 843-7994

PRESIDENT

WELL, THAT TIME OF THE YEAR IS UPON US AGAIN.....
.....DUES ARE PAST DUE.

ANYONE WHO IS DELINQUENT PLEASE REMIT AS SOON AS POSSIBLE.....

Some of the problems confronting the Morgan Club, either are new to us, or they haven't bothered us in a long while. One problem, which is now on the decline, is that of the fuel shortage. Fortunately, I don't feel that it will effect our touring through the summer months, but still the cost of gas will undoubtedly hold down the attendance a slight bit.

Another problem we have is that of attendance. The membership has been poorly represented at both the events and the meetings so far this year. It would be indeed a joy to see all of you, attending the activities on a regular basis, as it is your club, and it's successes are based on your participation and activity. There is no way of getting around it, we need active people in order to have an effective club.

Concerning attendance and participation, it has been decided in the future, that we will have all dinner meetings on a reservation basis, unless otherwise noted. This came about as a result of the last two dinner meetings. On the Chinese dinner the club lost approximately \$120.00 out of it's treasury and at the La Pantera dinner we again lost about \$30.00. Both cases were a result of lack of attendance, as compared to the last two years. So..... let's get that attendance up to where it has been for the past two or three years. We need you to participate, not only in attending, but in having a say about how your club is run.

On to a different track.....In our next issue there will be a full article concerning "the Association of California Car Clubs". This association is comprised of delegates from each club, and their main purpose is to work with the other delegates in the formation of legislation to be presented through a lobbyist to the state assembly and senate. This legislation is working to establish blockage to anti-automobile issues, or to initiate directions which will benefit us directly. Currently there are eight bills in the state legislature and one on a federal level, some of which effect us directly. These issues will be gone into in the next issue of the Morgazette. The main thought that I have in the matter, is that the closer the different clubs can work together, the more all of us can benefit.

John _____



Secretary's Report



The March meeting convened at a new location--Edinburgh Castle. Fish and chips, all types of beer, bagpipes in the background, and of course the meeting was enjoyed by all.

Our Treasurer proudly announced our financial status, a total of \$1,047.42.

Tours from now on will be held to 100-170 miles due to the gas shortage.

Bob Tisnado is planning the next dinner meeting at La Pantera in San Francisco....7:00 drinks...8:00 the delicious dinner. If anywhere as good as last year, you will really enjoy it.

March 31st, Kite Flying in Pleasonton is the event.

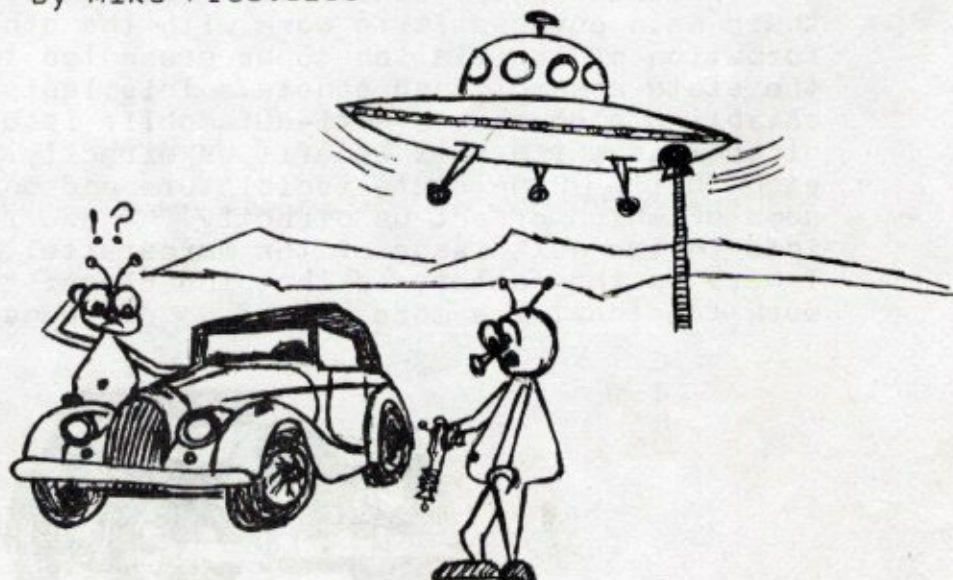
We adjourned to slides. Comment from our President after the slide presentation..."Please bring slides, otherwise, we will have to see these again".

Respectfully submitted,

Thorley Murray
Thorley Murray
Secretary

EPIGRAM

By Mike Preovolos



"Maybe we ought'a postpone this invasion for about 150 years"

MEETING



MAY FIRST 7:30

A touch of old Scotland will be ours for the evening at EDINBOROUGH CASTLE, 950 Geary, in San Francisco.....Darts, Slides...(if you bring 'em)...old tales...Fish and Chips.. and all that good stuff...

Parking nearby at the Jack Tar Hotel (reasonable, we've been told).....

Meet at 7:30

in the bar or pub, if you please.



Hawaii is the honeymoon destination

of the Don Crowell's (Joanne Bettis),

whose wedding took place on April 6th.

The reception will be held April 21st,

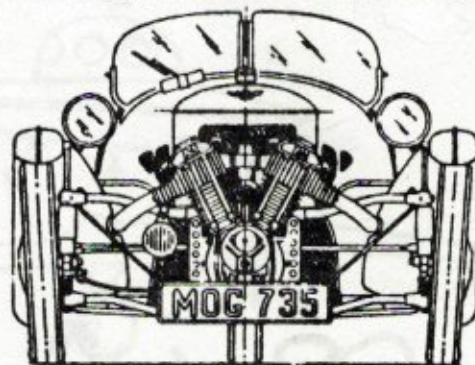
at the Sky West Club House, 1888 Holland

Drive, Walnut Creek. All members of the

Morgan Club are cordially invited to

attend.

For Sale



- 1963 Plus-4 Roadster, Maroon with Black Fenders, Excellent Shape
\$2500 Call or write Rollie or Risa Holt, 877-6457 (Bus.)
6991 nutmeg, Paradise, California 877-3451 (Res.)
- 1966 Plus-4 Drophead Coupe, grey/black, disc wheels, good
\$4500 tires, body, and top...very good interior.
Call Betty Meredith, 824-3119, or Joe
Guitron, 586-9755

Under Morga's Bonnet



A special prize (most artistic) was almost awarded to the Prevolos' new dog, Henry. John was carefully constructing his Morgan kite on the livingroom floor the night before the tour. Helpful Henry was really excited about being able to assist John with his masterpiece. We all know what puppies use newspaper for.....Luckily, Henry was removed just in time. Sorry John, but I don't think Henry could have helped you win the prize for the Best Decorated Kite!

Speaking of the Kite Flying Tour...Cam Abbott and Toby Tuttle were acting as unofficial reporters for Countess Morga. Their favorite assignment was eavesdropping at the girls' outhouse. Keep up the good work boys!

Steve Kellerman has volunteered to share his sewing expertise with any or all members of the Morgan Club. He is especially proficient at making little red duckies....

Matt Dillon has a new remedy for the hiccups.....Strategically place a clean hankchief over a glass, mug, stein, or can of beer. Chug beer through napkin. VOILA....hiccups disappear! (Originally, the remedy called for a hand towel and a glass of water. However, this remedy is more fun.

Along with promoting and coaching wrist wrestling, Dick Tuttle is now building a bull machine for his students. A little bit of B.S. never hurt anybody.

Countess Morga

SIGNALS!- - -



1. Follow us!



2. Cops ahead,
cool it!



3. Watch for
falling rocks.



4. Throw me a beer.



5. Pit stop ahead.



6. This way....I think.



7. We're lost....



8. But it's all
his fault.

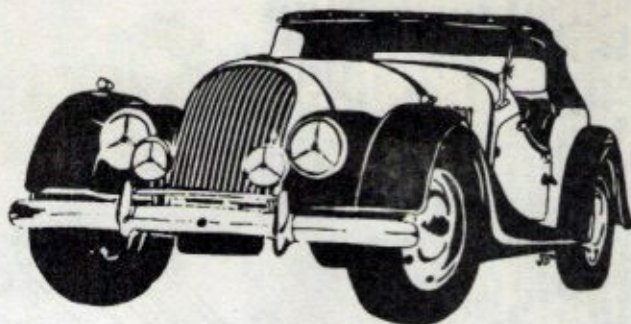


9. **Reply to
signal #7.

One of the most annoying problems of Morgan Club touring has been the lack of a workable communication system between the cars. Last year the club experimented with citizen's band walkie-talkies, but their performance fell far short of expectations. Soooooooo....the MORGAZETTE once more comes to the rescue with a foolproof system of hand signals to be initiated by the passenger in the lead car and relayed down the line.....Why didn't someone think of this before.....????

Melvorn Lynx

THE FIRST TIME



I could feel pangs of envy and longing when I first saw my father ride up our driveway in his newly acquired Morgan. It was a 1951 drophead coupe with a two tone yellow and black paint job.

As I looked at the interior of the car, I dreamed of tooling down the road in it, smoothly running the car through it's gears and waving at all the gawking passers-by. Being a fledgling driver (I recieved my driver's license two days after the car was bought) I couldn't wait for my chance to be at the wheel of the magnificent Mog.

My chance came five months later. Dad took me out to a little-used road through a nearby park for my first experience with the car. He explained all the little idiosyncracies of the car to me on the way to the park, warning me about the positive steering and the amount of pedal effort needed to stop the car.

With some apprehension I entered the drivers' side of the Morgan. I was used to driving a Volkswagen, so the low seat and the limited visability seemed quite alien. I put the car into motion and came up to the first stop sign. Wow! I felt like I needed to pust the brake pedal to the floorboard and even further to stop the car. Dad wasn't kidding when he talked about pedal effort.

The first turn was to the left. Putting on the blinker, I tried to turn the wheel to the left. This was quite a job in itself. With triceps fixed, I managed to turn the wheel. I got off to a smooth start, which was quite a surprise considering the trouble I had learning to drive another manual transmission car. A half mile later I remembered to turn off the blinker.

Going through the park, I did run the car through the gears fairly smoothly (although I had a tendency to over-rev the engine in first gear), but I didn't wave at the gawking passers-by, for all of my strength in both arms was needed to steer the moving auto.

My first Morgan driving lesson lasted about twenty minutes. In that time I did get used to the brakes and even the steering. One thing that did surprise me was the feeling that I was going faster than I actually was. This was due to the great difference in off-road height between the Morgan and the V.W. I normally drive.

With stiff arm muscles, I surrendered the Mog to my father. A warm feeling flowed into me as I realized that at my young age of sixteen, I had touched upon a piece of British Sports Car History. I had driven a Morgan for the first time, and, hopefully, not the last!

Drew Hardin

THREE WHEELER NEWS

EDITED BY: LARRY AYERS

J.A.P. 998 c.c. Overhead-valve Vee-twin

E. A. SITWELL Records, in Question and Answer Form, Design Details of the Latest J.A.P. Engine

Instead of a wet-sump, we now have a dry-sump system of lubrication, and instead of being a strength-through-the-carburetor is of the fixed needle type, which allows a better fuel mixture to be drawn into the cylinders. Both and stroke of the 998 c.c. engine are 84 x 90mm respectively, and of both 998 c.c. engines.

The new J.A.P. 998 c.c. motor has a high-speed governor, a lightening spring, and a valve tappet type of the duplex bar type.

80 x 90mm. All three engines weigh about 120lb. Can you comment, I asked, "the main difference, otherwise, between the two engines is two oh.v. engines differ only in the size of their bore. Bottom halves of the side-valve and oh.v. engines are the same, but the side-valve has coil ignition and only one carburetor. Two twin magneto and twin carburetors are used on the overhead-valve engines."

"I suggest, then," I said, "that for the purpose of this article we should focus our attention entirely with the 998 c.c. overhead-valve engine, since it is essentially a motor cycle engine and serves as a base for the side-valve version as well. But, first, why continue with a vee-twin, when the modern tendency is towards vertical, parallel twins?"

"Well, we are tooled up for vee-twins, for one thing. In any case, we wanted a 'thousand' and a 1,000 c.c. vertical, parallel twin would be rather cumbersome. Moreover, we are the instigators of the vee-twin."

"Have you ever had any difficulty in cooling the rear cylinder?" "No, never. In fact, with this present engine, the rear cylinder seems to keep almost too cool."

"Getting down to details," I said, "why do you now use an Eklavon crank?"

"For lightness combined with strength."

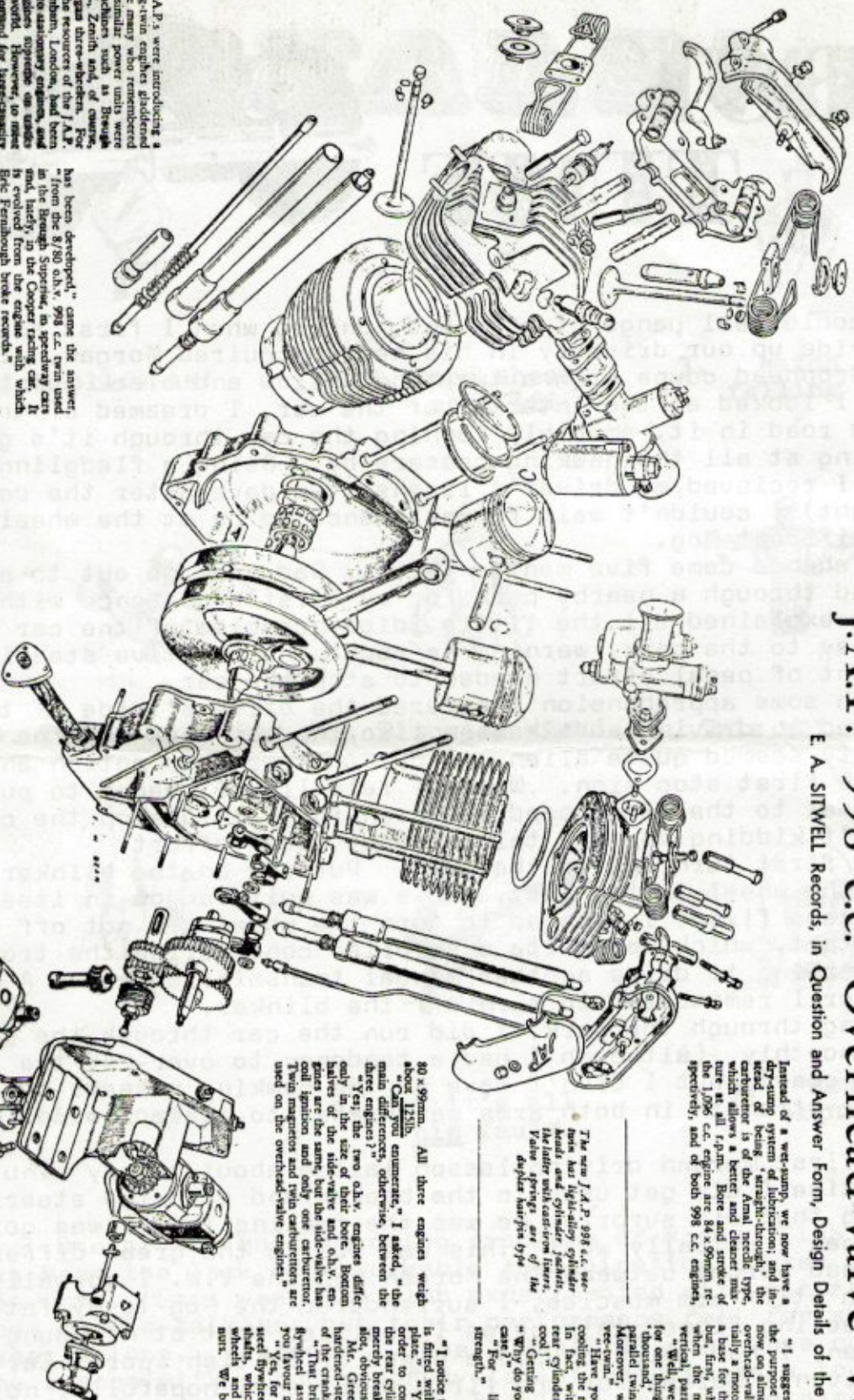
Oil Control

"I notice that the rear crankcase mouth is fitted with a slotted and drilled baffle plate." "Yes, the mouth is baffled in order to control the lubrication bias at the rear cylinder. The four drilled holes merely break up the baffle a bit, and the slot, obviously, is there for the con-rod."

"Mr. Greening then pointed out the hardened-steel liner thrust into each half of the crankcase for the main bearings."

"That brings us to the crankshaft and flywheel assembly," I said. "I notice you favour a built-up assembly."

"Yes, for strength. We use high-duty steel flywheels and high-duty connecting rods, which are pressed into the flywheel and secured by large-diameter bolts. We believe in a parallel mainshaft



has been developed," came the answer, "from the 8/80 oh.v. 998 c.c. twin used in the Brough Superior, a speedier car and, lastly, in the Cooper racing car. It is evolved from the engine with which Eric Fernough broke records."

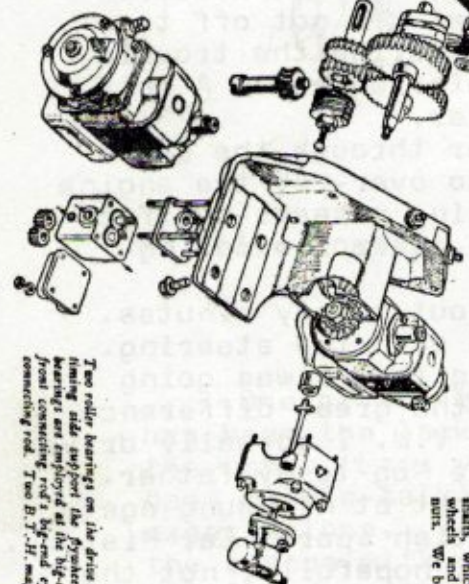
"I hear there is to be several versions, I said. "There are three—494 c.c., 694 c.c., and 998 c.c. side-valve. The 1,098 c.c. overhead-valve."

"Both the overhead-valve engines are essentially for racing, but the larger one is for a motor cycle, the smaller for motor cars. However, there will be a special low-compression version of both, suitable

for 'Pool' period and ordinary road use. The side-valve is, of course, for road use in motor cycles running on 'Pool'."

"Generally speaking, what is there new about the latest engines?"

"We now use an 'Eklavon' crankcase, high-alloy cylinder barrels cast with cast-iron liners, and high-alloy cylinder heads with, of course, valve-seat liners.



Two roller bearings on the drive side and one bearing on the timing side support the flywheel assembly. Two separate bearings are employed at the big-end (also see page 15). The front connecting rod's big-end eye is forked round the rear connecting rod. Two B. J. H. magneto, level drivers, and fixed

NEWS that J.A.P. were introducing a range of big-twin engines gladdened the hearts of the many who remembered the days when similar power units were popular for machines such as Brough Superior, O.E.C., Zenith and, of course, the famous Morgan three-wheelers. For 12 or 13 years the resources of the J.A.P. factory at Tottenham, London, had been largely devoted to stationary engines, and to speedier engines superior on roads throughout the world. However, to meet an undoubted demand for large-capacity vee-twins for both racing and touring purposes these new units have been developed.

Mr. S. M. Greening, A.M.I.Mech.E., Chief Engineer, and Mr. J. P. Boland, Chief Designman, took me to a small experimental shop at the factory where one of the new engines was being assembled. "How has this latest engine been created?" I asked, as a kick-off. "It

up & coming '74

April....27	"Mirassou" Wine Tour by Preovolos'
May.....5	Tamalpais Outdoor Play by Debbie Schwartz
May..25,26,27	Mother Lode and Harrah's Auto Museum by The Blakemore's
June.....	The Russian River Canoe Trip
June.....	Open Event.....
July..5,6,7	The Beaseley's Cabin and Tour on Hwy 50
July.....	Quincy Campout by Fishers
August...	Manuel's Madness Beach Party
August...	Mendocino Overnighter by P'Manolis
Sept.....	Sacramento Concours
Sept.....	Hearst Castle (Southern Meet) by The Thompsons
Oct.....	Jazz and Wine Festival by Hardgrove
Nov.....	Ralley by Marj Naughton
Dec.....	Christmas Party

Business and Dinner Meetings will continue to be on the first Wednesday of each month unless otherwise noted.

