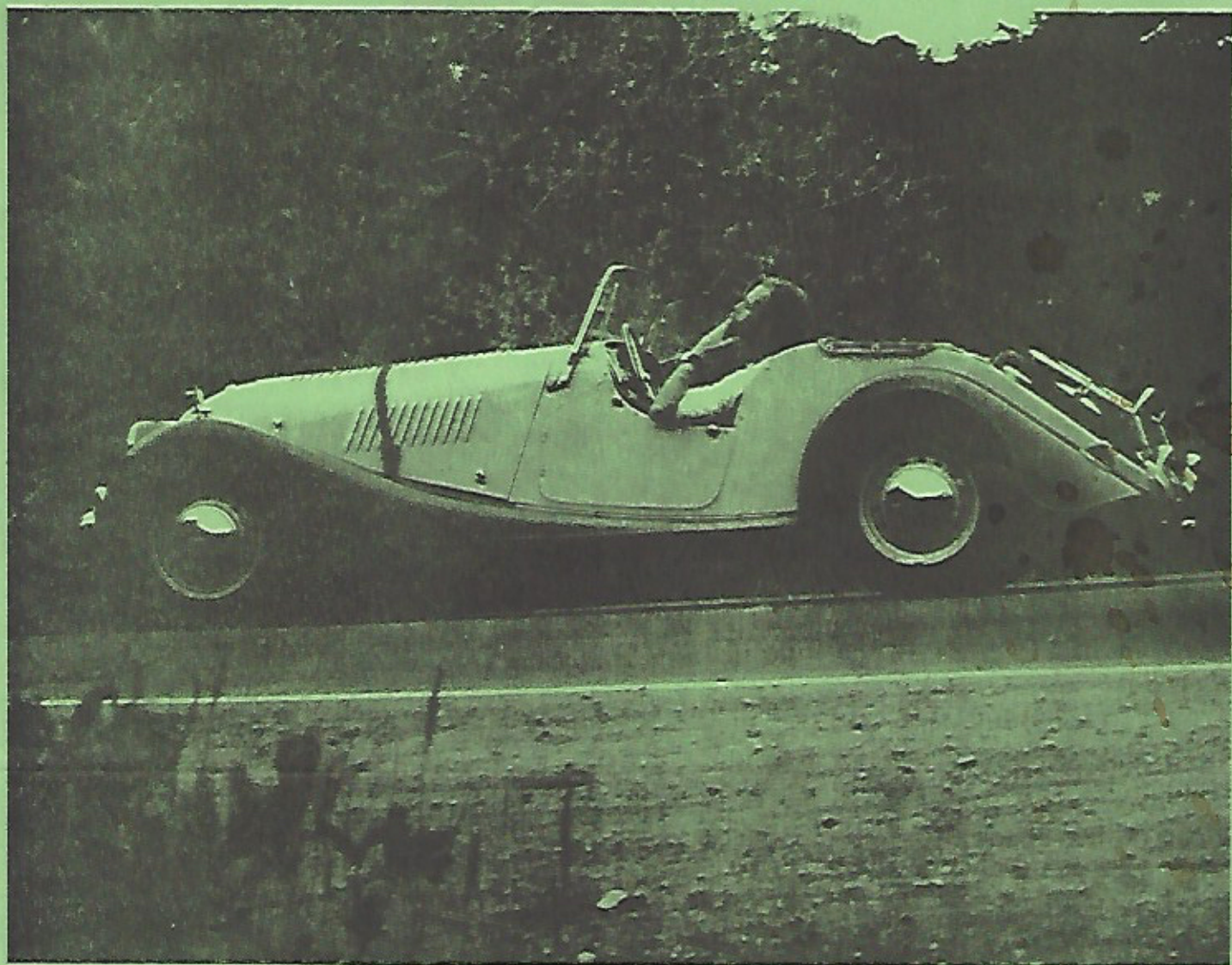
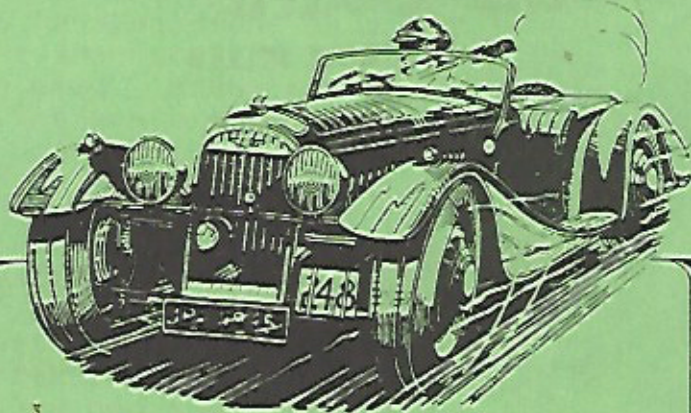




# THE MORGAN GAZETTE 1973

Sept.



*In a class of its own!*



# SEPT. EVENT

## 29TH & 30TH

GUS.....HERE WE COME!!!

At long last, after years of waiting, we are again having a tour and campout in that luscious coastal province of MENDACINO.....

WHEN: SATURDAY and SUNDAY, SEPTEMBER 29th & 30th.

MEET AT: The HOLIDAY INN, Hwy. 101 North, (past San Rafael) Take FREITAS PARKWAY exit, at Terra Linda.

TIME: 10:00 am....(Real Time)

BRING: Sleeping Bags, Tent or Cover, Warm Clothes, Beer, Wine, Kids, Happiness, Morgan Cheer, MORGANS, and what ever gear you would need for a one-night Camp-out.....



After meeting in Terra Linda, we will have a leisurely tour through those spectacular, Redwood lined, smooth, un-bumpy, Mendacino County roads. Then Westward to the Coast and Highway #1, with it's pounding surf, gorgeous view points, and turns designed with Morgans in mind. Thru costal villiages, and wayside taverns, and finally the quaint and delightful town of Mendacino.....

We will be camping near Gus P'Manolis' Home, and we will probably be eating dinner at one of the nearby (and fantastic), villiage reaturants, there will be provisions made for those who wish to cookout rather than go to a resturant, but bring what you are going to need. Breakfast will also probably be gotten in town, as there are some great places for breakfast.

SO.....DON'T FORGET TO BRING MONEY TOO....(if not for food, you might want to buy some antiques or craft work or paintings in one of the many beautiful shops.)

We are looking forward to a great turnout. This should be one of the best events we have had in a long time. Judging by the enjoyable time everyone has had whenever we have gone there in the past, those of you who don't make it this time are really going to miss something.....

If You Have Any Questions, Feel Free To Call.....

MARION SMITH...221-8423

JOHN BLAKEMORE...843-7994

THIS MONTH'S COVER: MICHAEL SCOTT'S 1965, GREY & TAN, +4 ROADSTER.

# DINNER MEETING

JOHN GOYACK, OWNER OF CASA ORINDA, AND.....

ONE OF OUR CLUB'S NEWEST PARTICIPATANTS HAS KINDLY OFFERED HIS RESTURANT FOR OUR OCTOBER DINNER MEETING...SO..... WE ACCEPTED.....

The DINNER MEETING FOR OCTOBER WILL BE IN ORINDA AT.....THE CASA ORINDA.....

THE FOOD IS EXCELLENT AND WE WILL HAVE OUR OWN PRIVATE ROOM.....THE DINNER WILL BE VEAL CORDON BLEU, COOKED TO THEIR OWN SPECIAL RECIPE. WITH THE ENTRE THERE WILL BE SALAD, PASTA FRENCH BREAD, VEGETABLE, ETC.....THE PRICE OF THE DINNER WILL INCLUDE TAX, TIP, AND WINE.....BARRING ANY MAJOR ECONOMIC UPHEAVAL THE PRICE WILL BE \$6.25 all INCLUSIVE. IT LOOKS AS IF IT WILL BE ONE OF THE BEST DINNERS WE HAVE HAD YET.....TO GET THERE, TAKE THE ORINDA EXIT FROM THE FREEWAY AND LOCATE THE ORINDA THEATER, AND IT'S JUST AROUND THE CORNER FROM THERE. WE WILL MEET IN THE BAR AT 7:30, AND DINNER WILL COMMENCE ABOUT 8:30.....

WE WOULD LIKE TO KNOW AN APPROXIMATE HEAD COUNT SO IF YOU KNOW YOU ARE GOING TO COME.....PLEASE CALL AND LET US KNOW

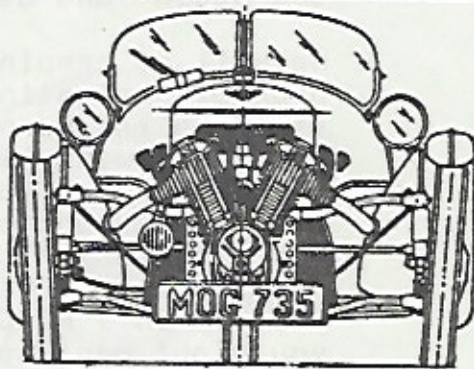
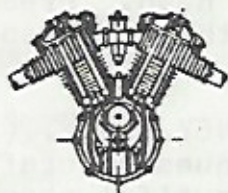
.....call JOHN BLAKEMORE...843-7994 IF YOU HAVE ANY QUESTIONS PLEASE FEEL FREE TO CALL.....

## OCTOBER 3<sup>rd</sup>

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# For Sale

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1963 Plus-4 Roadster plus cash in trade for 3-wheeler or Plus-8, or any other interesting proposition.  
Call: Noah Anglin, day--739-2373, eve--225-3551

1967 Drophead Coupe, new radials, drk. blue, 22,900 miles, excellent condition, \$ 4,900.  
Call: Jeff Freiberg, home--388-4785, bus.--622-5288



# Play it again... Sam .....

September 5, 1973

A smaller (fortunately) than usual group of Morgan members packed into the upstairs room at the Temple Bar for the September business meeting.

New members and guests were introduced - then on to the subject of the Sacramento Concourse. Be there at 9:30 a.m. - (many moans and groans). Champagne punch will be provided by the Club, but bring your own food. The location is Marconi at Walt Avenues in Sacramento.

The treasury now holds \$1,026 - How did we do that?

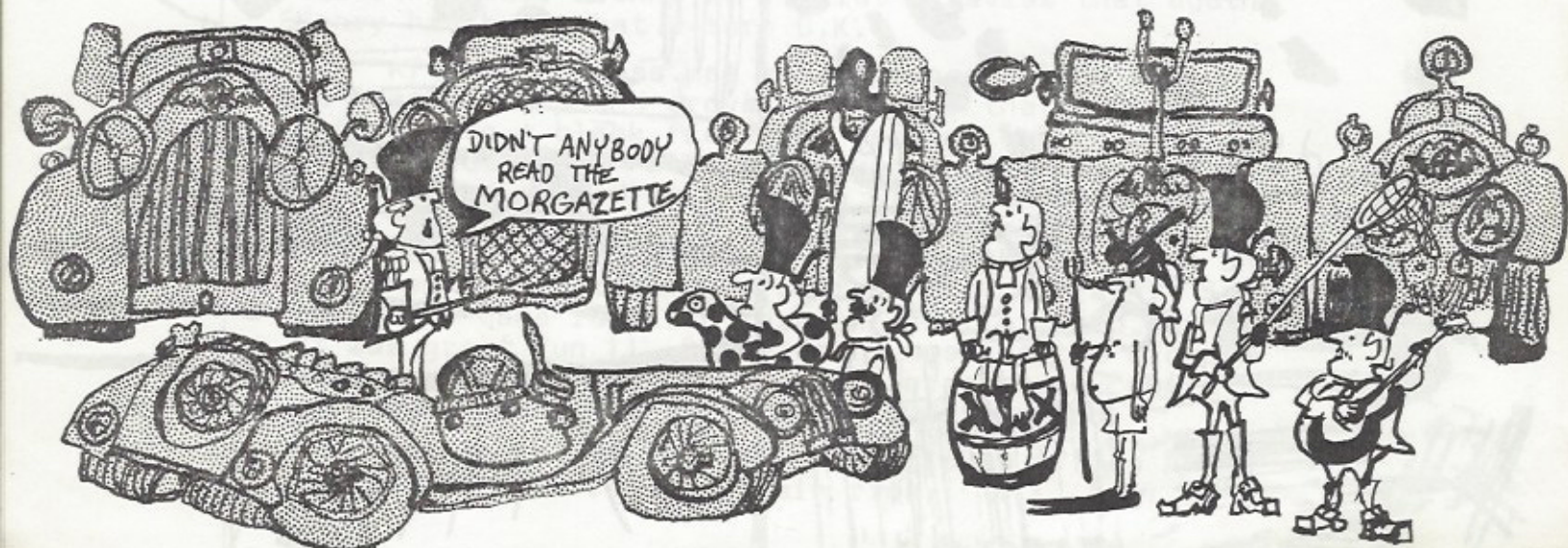
The September event is undecided as yet - possibly Mendocino - possibly Alleghany. You will be notified, before the event, hopefully.

The October event is an overnight to Big Sur.

The dinner meeting in October will be held at Casa Orinda, John Goyak's restaurant.

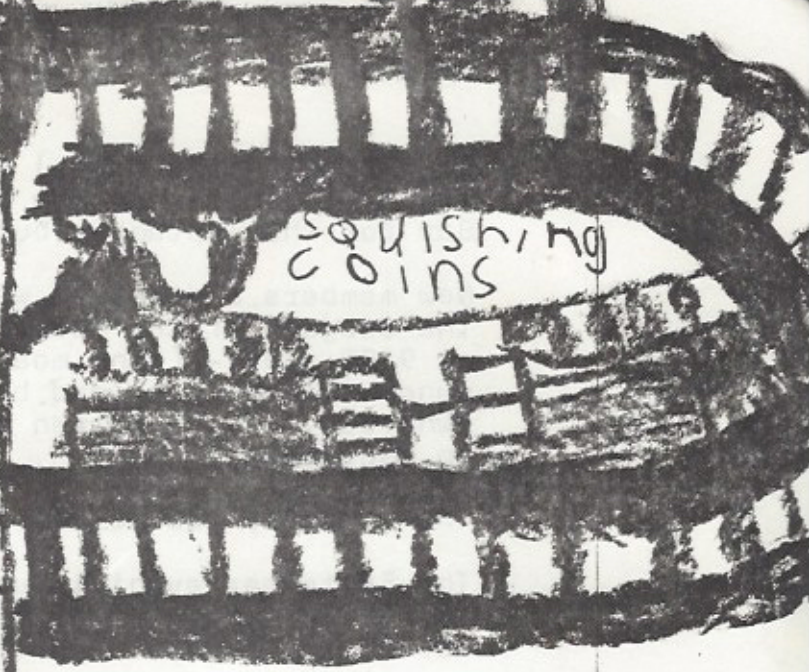
The meeting adjourned after John Blakemore, Barbara Aldridge and Larry Ayers showed their slides, and Glen Streeter showed his slide.

Thorley Murray





tour down



squishing  
coins

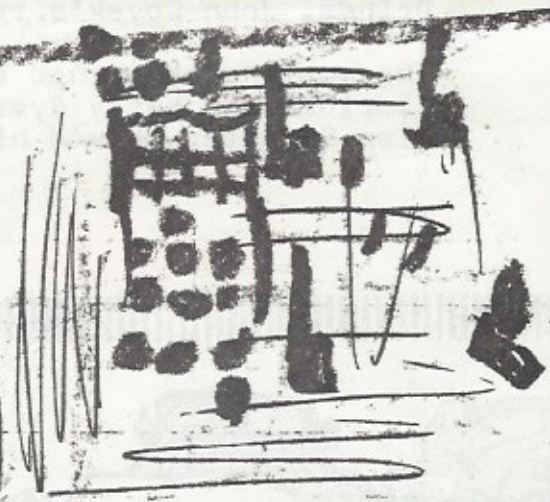


picnic

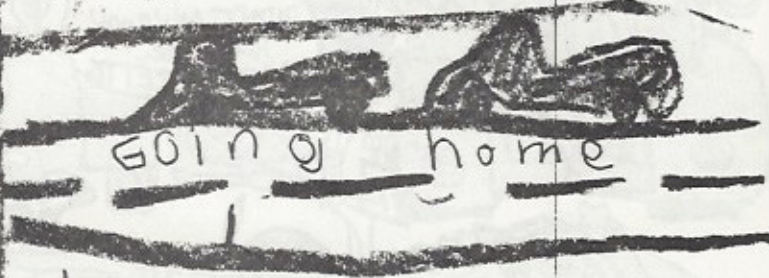
train ride



Boarding the train



PLAYING BALL



going home

by Mindy

# THE HARRY ROBINSON EXPERIENCE

*by Kit Abbott*

inspired by Cam Abbott

It all began one misty morning in July, Sunday the 29th to be exact. I remember my father screaming..."get up !!, get up !!, we have to be in Redwood City by 9:00 and it's 8:30." So we scurried around and were in the car in no time. We were off...to Redwood City !! After one hour of driving we arrived and everyone was there except HARRY !!! Where was he?? And we were two hours late !!

Finally Harry drove up and my father remarked, "Look at those three chicks !!" (that chauvinist)

After that remark we were off and cruising along fine, after all who could get lost with Harry leading and with walkie-talkies and all !! (everybody)

We drove for a while then came to a small town where everyone got their wine out and passed it around (at that time I, Kit, was riding with Marriion Smith). Then it was time to load up again. Everyone was in the cars and they were lining up to leave again. Next thing I knew I was standing in a parking lot all alone with two empty Morgans. Where was Marriion and Goodman ??? They finally arrived after a shopping spree. We loaded up the cars and were on our way. When we caught up again my dad was busy handing John Burks the wine skin.

As we were driving down the road Harry suddenly said, "Let's hang a U" Then over the walkie-talkies came "Harry..can you read us ??", and Harry said, "Sure, where are you ??" Just then the club passed each other; half was going one way and half was going the other way. "WHAT !!" ...let's review that again. Harry had hung that U-turn O.K.

After that mess was straightened out we arrived at Roaring Camp and drove right over the covered bridge into a blank field for parking (which only a Morgan could do). When we parked we took out our lunches and walked to a Morgan Club picnic spot and ate. After eating, Tom Thompson, Cameron Abbott, and I walked out on the railroad track with our coins and put them on the track and waited for the train. Soon the train came rumbling through and flattened our money. It was great fun !! Soon after, most of the group went down to look in the small stores nearby while onlookers fiddled with each and every Morgan.

Meanwhile, Harry was in the ticket office buying the tickets for the train ride.

CONT...

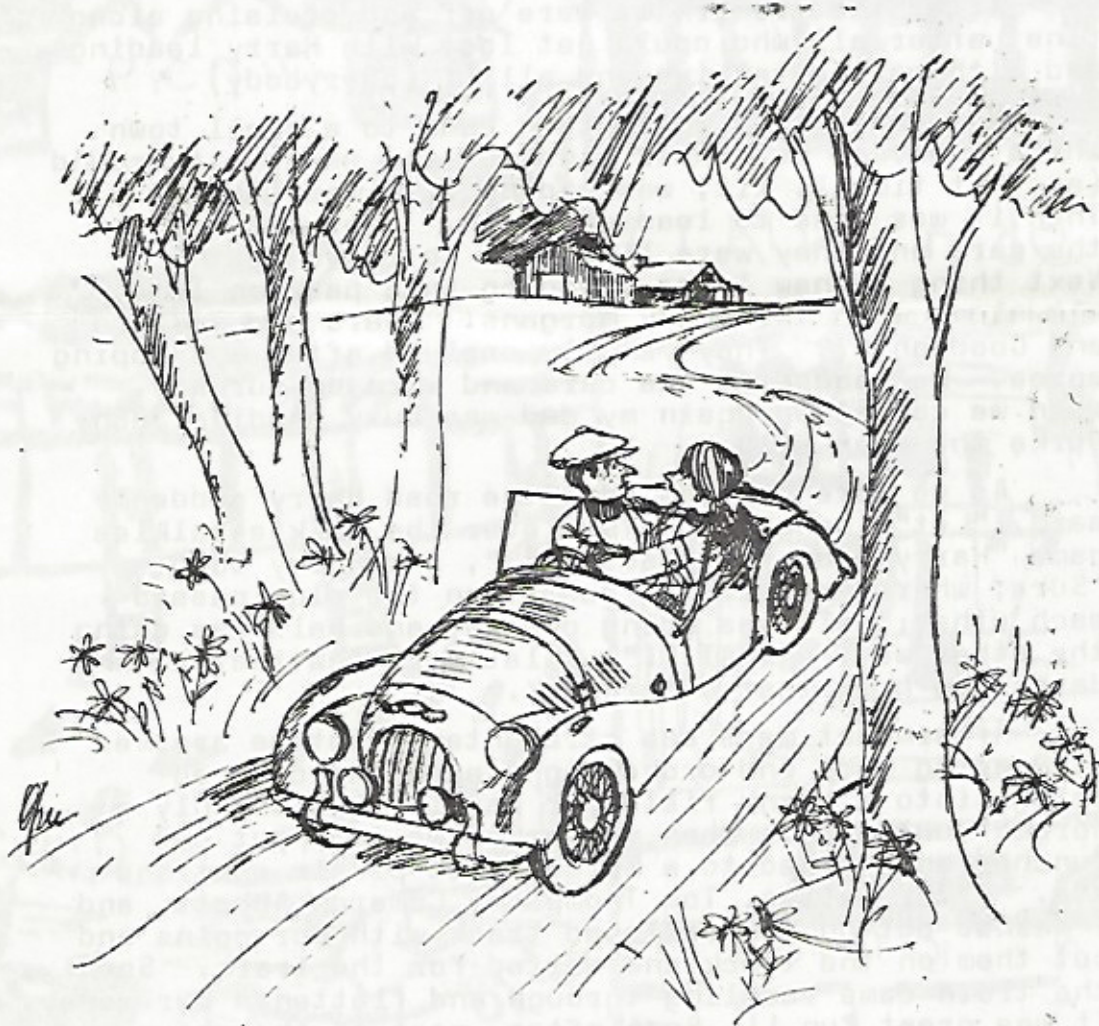
# MORE..

Then we all got on the train, after Bret Fisher got two bee stings and Mindy Abbott one. We went rumbling down the track over high trestles that Marj Naughton did not care for at all.

We finally got to the top of the mountain. One of the men opened his cooler which he just happened to have along and said, "Let's have some wine for on the way down."

When we got back down to the train station we fooled around some more with the bees and coins. Then part of the club went to dinner and part went home.

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*"There's something I must tell you, Herbie. It's not you I'm in love with, it's your cute little car."*

# Under Morga's Bonnet



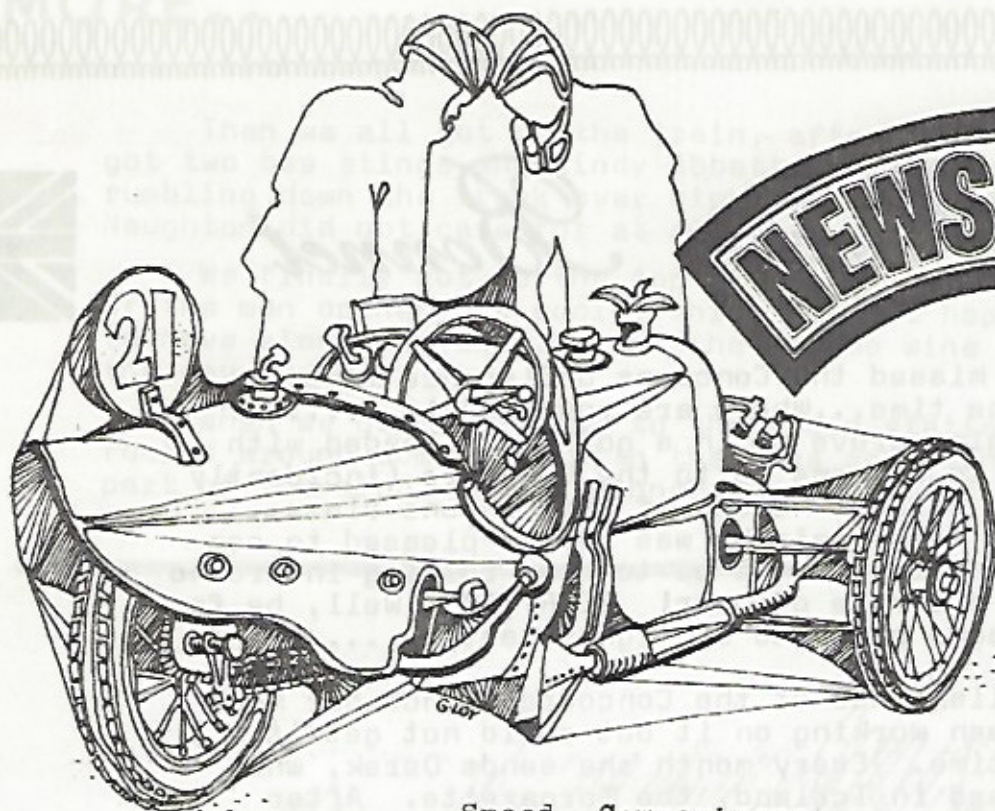
Those who missed the Concours d'Elegance missed a mighty fine time...Where are you Harry!..... Peter Higgins drove up in a golf cart loaded with champagne to welcome us to the Concours (incidentally we had the largest number of cars in one class present). Peter said he was really pleased to see us, for he had expected us to come rolling in around 3:00 with our case of beer! BEER???? Well, he found our champagne punch to be mighty tasty.....

Susan Williams was at the Concours, minus her Mog. She has been working on it but could not get it ready in time. Every month she sends Derek, who is stationed in Iceland, the Morgazette. After receiving the last issue Derek called Susan, who thought, "How sweet, he misses me". However, Derek's first words were concerning the Morgan. He wanted to make certain that their Mog did not receive a backwards award two years in a row.....The Deskin's beautiful Drophead placed first. George spent two years restoring his beauty.....Everyone was so proud of Bob Murray driving up to the judges to accept his trophy for second place, for he didn't need a push.....John Hardgrove was just as excited about winning third place as he is about his trip he will be taking this month to Greece..... Dick Tuttle deserves a special award for the masterpiece he created for his son - a miniature Three Wheel Mog. It is fantastic and even goes up to 60 mph. What lucky kids.....John and Marce Blakemore have been working on restoring their Morgan and doing a very nice job. John had it painted, what else but red and blue!.....One last word on the Concours: The string joke was not Tom Thompson's!!!!

Margaret and Richard Fohl will be moving to Virginia this month. They feel bad about leaving the Club, but hope to become active in the Washington D.C. Club. They promised to write us about their Morgan activities in Washington. Best of Luck Richard and Margaret..and J.C.....

Goodman Loy sold his car to a lawyer who lives at Watergate. She was bugged because her cover-up didn't work.....

*Countess Morga*



# NEWSLETTER

THREE WHEELER  
NEWS  
SUPPLEMENT  
OF THE  
MORGAZETTE  
EDITED  
BY  
LARRY AYERS

## Speed Comparisons

Peering from behind copies of the prewar "Road Tests" of the MX, MX2, MX4, and F Super, I can announce that a Ford type Moggie should always be first away at the light.

With throttles wide you are neck and neck, having reached 30 m.p.h. within 5 seconds. The Ford reaches 50 m.p.h. in 12 seconds, and the MX4 is one second or over 20 yards behind. Both Mogs are in top gear now and between 55 m.p.h. and 60 m.p.h. the MX4 closes the gap. It is neck and neck again until at 30 seconds the MX4 reaches 70 m.p.h. and the Ford only 68 m.p.h. The MX4 continues to gain ground at its maximum speed of 73 m.p.h. while the Ford must be content with 71 m.p.h. The MX2 is a couple of seconds behind all the way, while the MX was flat out at 65 m.p.h.

Over  $\frac{1}{4}$  mile the MX4 is quicker with a standing start figure of 42.86 m.p.h. The Ford is 0.16 m.p.h. slower, and from a flying start is 0.57 m.p.h. slower by reaching 70.3 m.p.h. Not much to choose between them.

All of which just goes to show that real Morgans, capable of 85 m.p.h. in standard trim in the late 1920's have yet to be beaten!

## Chains

On a two-speeder the high gear chain always "stretches" more than the low, unless you live on top of a mountain. The chains should be oiled regularly and periodically removed, cleaned and lubricated with graphite grease and oil. If you have invested in a tin of "Linklyfe" then bully for you. A badly worn chain will wear out your precious sprockets, so damn the expense and buy a new pair. Make sure the closed end of the connecting link clip faces the direction in which the chain travels.

Here comes the important part; Morgans made both high and low chains the same length. Every 1,000 miles the chains should be changed around. Ignore this and the top gear chain sags on the forks while the low gear chain is almost tight enough to break. The top gear chain is the important one, so if you have to reach a compromise chain adjustment between the two, favor that one.

This is all assuming that you are running on the standard ratios of  $4\frac{1}{2}$  to 1 and 8 to 1 and  $5\frac{1}{2}$  to 1 and 9 to 1 for the Family Model. There was a crafty modification to 5 to 1 and 10 to 1 for competing in reliability trials. This was done by fitting a 48 tooth sprocket to the rear wheel in place of the 33 tooth one and reversing the wheel in the forks. Special sprockets were also available to give any ratio desired, which, of course, brings us back to that elusive "Standard Morgan."

Now on the three-speeders. There is a dodge for making the gearbox sprockets last a little longer once they have become 'hooked'.. That is to reverse the sprocket on the splined gearbox shaft so that it runs in the opposite direction.

Before this can be done however, it is necessary to provide a distance washer (spacer) between the gearbox bearing and the sprocket of sufficient width (approx.  $\frac{1}{4}$ " ) to bring drive and wheel sprockets into correct alignment again.

This can also be done where sprockets are in good condition so ensuring an increase in sprocket life by allowing wear to take place in both directions.

Back to worn chains for a moment....there is only one sure way to measure for wear. That is to measure it. A new Morgan chain consisting of 78 links - each being  $\frac{3}{4}$ " long - will measure  $58\frac{1}{2}$  inches. When it has worn and stretched to 60 inches it should be replaced. A quick check, if a suitable measure is not handy, is to lay the chain on a flat surface in a straight line, shuffle all the links together as closely as possible so that it is at its minimum length. One end is held firmly, while the other is pulled to extend it to its maximum. The difference should not be more than  $1\frac{1}{4}$  inches.

So changing chains and sprockets is too much bother for you? To prolong the effort as long as possible construct a chain oiler.. You might be able to obtain a brass and glass drip feed oil bottle which holds about  $\frac{1}{2}$  pint (the type used on machinery), a length of  $\frac{1}{2}$  inch brass tubing, and a length of steel strip for banding packing cases.. The oiler is held in position by cutting two straps from the steel banding to fit around the oiler so that it can be removed for filling. These straps are screwed onto the rear of the battery compartment on the driver's side. A brass collar just large enough to take the drip feed end of the oiler is soldered to one end of the brass tubing. A hole is drilled through the bottom board flush with the back of the compartment above the chain. The tubing is then bent to the desired shape so that it is level with the bottom board, and the chain cannot burr the end over. Two small brackets hold the tubing at the rear.

The feed is set to drop one drop of oil every thirty seconds. Both the chain and sprocket are then well oiled and kept clean. The life of each are now extended, and need only be removed when really necessary. Don't forget to turn off the drip feed at the end of a run. Make periodic checks on the oil supply. By jove, I think you've got it made 'ol chap!