

# ***HIGHLAND MOTORING***



The Newsletter of the Highland MGOC

[www.mghighland.co.uk](http://www.mghighland.co.uk)

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## **EDITORIAL**

July's weather has continued the showery trend with some strong winds too but this didn't deter an excellent turn-out for the monthly club run – more below.

We now have a plan for the next club run and indeed the 2018 Spring Saunter so read on.

Are you looking for a MGB GT? There is one for sale locally and the details are below.

*Richard Jenner*

## **UPCOMING EVENT**

Our next Club drive is on Tuesday, 15 August. The plan is to go to the Buckie & District Fishing Heritage Centre (to arrive around noon)



then to have lunch around 1330 at the Gordon Castle Garden Cafe in Fochabers



Please let me know if you want to join-in so that I can make the **necessary reservations**. **Nearer the date, I'll email out suggested rendezvous points** for those wanting to drive in company.

*Richard Jenner*

## **SPRING SAUNTER 2018**

We need expressions of interest for our Spring Saunter 2018. We plan to have 2 days/3 nights on Orkney. The dates are cross to Orkney on Friday, 18 May 2018 and return on Monday, 21 May. We will use the Gills Bay - St Margret's Hope ferry and this year that would be £70 each

way for a car & 2 passengers. Hotels in Orkney tend to be a bit expensive and it's not easy to find hotels with a block of rooms and parking space. Stuart has made extensive enquiries and we are holding 6 rooms at the Standing Stones Hotel and the cost is £180/couple/night (£125/single) on a dinner bed & breakfast basis. Please let me or Stuart know as soon as possible if you would like one of these rooms.



*Richard Jenner*

## **RUN REPORT – GLENELG**

Ten cars and 19 members made it to lunch at the Glenelg Inn. The rendezvous plan more or less worked with cars coming from all directions and with most meeting-up at the Kintail Lodge. There was the odd shower around but plenty of sunshine too and those with hoods all dropped them at some point. At least 2 cars took the ferry ride to Skye but for those heading to Inverness via the A82 there was a diversion due to multiple crashes that saw MGs driving the 'wrong' side of Lochness or even heading down to Spean Bridge!



Tim Moore provided the following comments on Facebook:



*Excellent trip today when many of our members drove westwards to join three (of our 4) members who live on this side of the Highlands (Skye, Torridon and Lochcarron). In all 19 of us, in 10 cars, rendezvous'd in Kintail*



*and then drove over the very interesting and high Mam Ratagan Pass (built on the instructions of General Wade to provide a route to the huge Barracks that were built in Glenelg after the 1745 Rebellion) to meet two others who had driven directly to our lunch stop at the Glenelg Inn.*



*Three cars then went to look at one of the incredible Iron Age Brochs at Glenelg whilst the others headed homewards back over the Ratagan Pass looking across at the Five Sisters of Kintail and Glen Shiel at what is one of the finest views in the Highlands.*

*Then the Skye based MGC GT returned to Portree via the Glenelg Kylerhea swing-turntable-ferry across the, often treacherous from a sea-current point of view, "Narrows of Kylerhea".*



*A good day and the realisation that although we are small in number compared with many other Regional MG British Clubs; we who participate in our increasingly varied programme of HMGOC events and trips, really are fortunate to have such a good and varied MG fraternity in this, the largest region and least populated part of the British Mainland which includes the Outer Hebrides and the Northern Isles too!*

## **FOR SALE**



MGBGT 1975 overdrive (on left stalk) tax exempt mot 11 months, recent 4 new tyres and rear brake cylinders. Stainless exhaust, K&N's, uprated road suspension poly bushed baffled fuel tank alloy rocker cover, lotus pistons. Same owner for 18 years but belonged to a friend previously for many years. Lots of bills history drives spot on, bodywork has good patina but a few rust spots (not rotten). New cream interior 17 years ago and full engine rebuild



then garaged done 1000 miles since 2009. A car to drive daily as opposed to looking at in the garage. £1900.00 ovno 07788997136 (John Lee)



## HYDRAGAS SERVICE

Not everyone will be aware that the MGF has a Hydragas suspension with displacers connected side to side acting on double wishbones all round and backed-up with special dampers that have very little compression resistance but more on the rebound. The MGF was the last car designed to use Hydragas (it was dropped for reasons of economy on the replacement TF) which was developed by Dr Alex Moulton with Dunlop. The ride height drops a bit over time so the 'hydra' side of the suspension (basically a water & antifreeze mix) can be pumped-up using a special tool (a service Bitz Garage can provide). However, the reason for the drop is normally a reduction in the 'gas' side of the displacer as the nitrogen gradually disappears via the rubber membrane. The ride, considered exceptional when new, becomes progressively harder. When the cars were built this wasn't seen as a problem as the life expectancy of the MGF and the displacers was around 15 years. Production ended in early 2002 so all MGFs still existing have passed their use by date but of course many are still providing excellent service.

The stock on new displacers disappeared off the shelves several years ago and even they will have suffered from gas depletion. Suplex came up with a spring in a can replacement with matching dampers (now marketed by X-Part) but this kit has had very mixed reviews and is not cheap at £850 plus fitting. There is an Australian made spring replacement but with shipping included it's almost twice the cost of 'Suplex' and finally Mike Satur is developing a spring kit solution but this will cost around £1100! But there is another answer.

Ian & Dawn Kennedy are offering a re-gassing service (ie replacing the nitrogen). This involves welding special valves in to the gas chamber then filling with nitrogen to the original pressure. The units are quite small and it would be easy to damage the rubber membrane, also the clearance for the valve in the front displacers when fitted is very tight. Ian, who is a City & Guilds qualified Pressure Vessel welder has found a reliable solution to all these challenges. He can supply units outright, or re-gas customers' units or even a full service where you leave the car with him and he removes, re-gasses, re-fits the displacers then does a pump-up. I went down the last route and took the car to Telford where Ian

started work at lunch time on one day to complete it by mid-morning the following day (it's an advantage to leave the car overnight to do a final check that the ride height is still correct). All of this cost £480 and I am very pleased with the results – a very well damped and compliant ride. The displacers are well built and Ian reckons the rubber membranes should last another 15 years provided you've not left it so late that they have been contacting the rivet in the top of the displacer (the rivet closes the original charging point).



More details here: <http://www.hydragasandhydrolasticservice.com/>

I'm very happy to have kept the car on Hydragas as it is a unique feature of the MGF and no

other sports car in the world has had this system or sadly will ever have it in the future.

*Richard Jenner*

**AND FINALLY.....(via PETER POOLE) BEST LAWYER STORY OF THE YEAR.**

This actually took place in Charlotte, North Carolina.

A lawyer purchased a box of very rare and expensive cigars, then insured them against, among other things, Fire.

Within a month, having smoked his entire stockpile of these great cigars, the lawyer filed a claim against the insurance company.

In his claim, the lawyer stated the cigars were lost 'in a series of small fires.'

The insurance company refused to pay, citing the obvious reason, that the man had consumed the cigars in the normal fashion.

**The lawyer sued and WON!**

Delivering the ruling, the judge agreed with the insurance company that the claim was frivolous. The judge stated nevertheless, that the lawyer held a policy from the company, in which it had warranted that the cigars were insurable and also guaranteed that it would insure them against fire, without defining what is considered to be unacceptable "fire" and was obligated to pay the claim.

Rather than endure lengthy and costly appeal process, the insurance company accepted the ruling and paid \$15,000 to the lawyer for his loss of the cigars that perished in the "fires".

**NOW FOR THE BEST PART...**

After the lawyer cashed the check, the insurance company had him arrested on 24 counts of **ARSON!** With his own insurance claim and testimony from the previous case being used against him, the lawyer was convicted of intentionally burning his insured property and was sentenced to 24 months in jail and a \$24,000 fine. This true story won First Place in last year's Criminal Lawyers Award contest.

**ONLY IN AMERICA . . . !**