

HIGHLAND MOTORING



The Newsletter of the Highland MGOC

www.mghighland.co.uk

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EDITORIAL

Welcome to our last newsletter of 2017. Plenty of good snippets below.

Richard Jenner

ANNUAL GENERAL MEETING – ADVANCED NOTICE

Our annual general meeting will be held again at Chanonry Sailing Club (the Harbour, Fortrose, IV10 8TP). The date is Sunday, 21 January 2018 commencing at 2pm/1400 hours and hot drinks & home bakes will be included. Peter will send out the formal information in the New Year but please bookmark the date.

MERCHANDISE

With Christmas rapidly approaching, it's timely to think about some club merchandise for the MG fan in your life (including yourself). You can view items online on the Dallas Designs website (www.dallasdesignsltd.co.uk) then click on to 'Order Online' then 'Club Merchandise' and finally our logo or use the link below:

<https://www.dallasdesignsltd.co.uk/index.php/13/478164/>

Not yet on the website but available to buy is our umbrella. This costs £16 with £6 p&p as it has to come via a courier – to order ring 01343 541414 with your card details & delivery address.



NB, Christmas orders no later than 11 December!

WORLD WIDE FAME

Our Facebook page (<https://www.facebook.com/highlandmgoc/>) has a wide following including the MG Car Club Canterbury (that's Canterbury, New Zealand) and one of our recent posts reached 327 viewers. There is less traffic about the website (<http://www.mghighland.co.uk/>) so it was particularly pleasing when our Secretary received the following (abridged):

Hello,

My name is Erica Jacobs, I am from Portland, Oregon. My son Alex is really into cars and all things automobiles! One of his teachers is having the kids do a fun project and had them come up with a project on a hobby or topic that they are interested in, turn that into an educational project on it. We are putting together an outline of a project he would like to do about automobile history. I am helping him out and supervising a lot of his research online, and we really enjoyed your page, <http://www.mghighland.co.uk/links.htm>. It had a lot of great information, and I know Alex also really enjoyed checking out your pictures of all the different cars you have on the page!

Best Wishes,

Erica Jacobs

AND FROM OMAN..(Dave Tennant on 19 November)

There has been a Classic car show on for the past two days celebrating the 47th National Day here in Muscat, Oman. Dawn and I went to have a look on the second day and arrived as the display opened so only a handful of people there at the time. Only one MG out of about 300 vehicles, some of which had driven from Kuwait, Bahrain and the UAE. Spoke to some of the owners and have arranged to have the use of a Bentley Continental R and a Lincoln Continental as wedding cars for our wedding here on the 7th December.



We are not expecting to be back in the UK until maybe September next year but we are both looking forward to being involved in the classic car scene again once we return. *(note from Ed – Dawn & Dave have booked on the Autumn Amble)*



In the meantime all the best to all Highland MGOC members for Christmas and the New Year.

Dave

I'm sure we all wish Dawn & Dave the very best for a great day on 7 December and a happy life together. (Ed)

WINTER PROJECTS

It can be hard to be motivated to work on the MG as the nights draw-in and it gets cooler. Tim's been busy on the CGT though and here is what he's been up to (in 2 articles!):

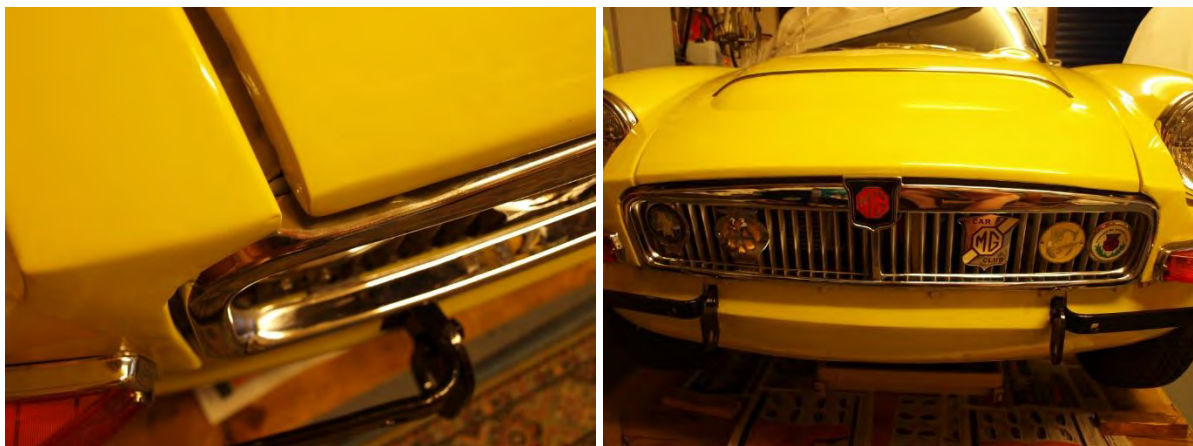
Nothing is ever Simple! (Or MGB/C Chrome Grille Three Steady Mounting Brackets).....or "Much ado about Nothing"!

Some things people notice some things people don't. The trouble with "Petrolhead Anoraks" who often besides being regarded as nerdy bores by the un-interested is that they DO notice things. If they are correct in their criticism then all well and good if not then often they are put right by those who know, or profess to know.

In the end what matters, to be honest, is whether we owners are content or not with things.

Our MGC GT, which most of you now know, is (unfortunately) presently rather an orphan in The Highlands and there are less than 10 known (actually being used) now in Scotland. So no wonder Christine and I were agog when attending the MGC 50th Celebration down in Chateau Impney in June 2017 along with 216 other MGC's (only 9002 were made and less than 35 per cent survive worldwide -most in USA). Christmas had arrived! To see the others made us very pleased that our car actually holds its own compared with others of which we are rightly proud, but equally gave us an opportunity to compare and seek advice from owners who knew the model well. (Not all classic car owners do since many do none or very little own maintenance relying if fortunate and having large cheque books on marque specialists).

Our bonnet shut lines and fit are not perfect (few MGC's are or were), and we had new replacement copies (so Far East source?) front wings fitted when the car was bodily restored and de-rusted as I have related in this Club Magazine in the past. Our front chrome grille (chrome on brass is also non original) but wasn't we thought, ever correctly fitted- with the grille on the nearside being proud of the wing surround curvature but correct on the offside. (See photograph).



Also these replacement front wings, are made now in four pieces before being sold as a single unit and their curvature around the grille ends often isn't very good, look at most MGB's that have been restored and you will see what my photograph shows, however not much can be done to correct this other than perhaps a lot of lead loading by a skilled bodyshop.

None of us really knows what has happened to our cars before we purchase them, accidents and resulting damage so often covered up....However we do know that our chassis monocoque is true and that from the A-Posts forwards dimensions are as they should be with cross members, slam panels front wings and front cowling all lining up and correctly in place. So an easy fix one would think to get the front grille fitting symmetrically at both its ends by the front wings?

So amongst many matters being done by me this winter with the car now laid up, I've just replaced our 10-row oil cooler radiator with a larger 13-row oil cooler, plus fitted new stainless braided oil cooler pipes which involved removing the front bumper and radiator grille to get at everything - this gave me an opportunity to get the Radiator grille fitting correctly once and for all....Well that was the plan. Whilst the new oil cooler and new pipes are now fitted, and look great I must say, (perhaps another article about that in the future!? *Yes see below Ed*) the same cannot be said for the outcome of getting the Chrome Radiator Grille to correctly fit symmetrically at both ends.

Our car grille has three "homemade" aluminium Radiator Grille Steady Mounting Brackets. So having seen other MGC's at the Chateau Impney event we realised that they were homemade but "look right", correct OEM ones (copies of course - no doubt also Far-East sourcing..?) were now available and they have adjustable slots to allow grille movement. Hoorah.

Two types, we purchased both, are available from MG specialists, one the original "brass colour" (like ours incidentally) made from mild steel and coated, the others stainless steel for a bit of glitz!



Look at the photograph, our three originals are in the middle of each group of three. Fitting the new replacements (tried both types) onto the grille and back towards the slam panel to get the grille back in place on the nearside wing curvature meant the bonnet wouldn't close against the central MG Grille Motif. Perhaps the MGC has a different spacing between its MGB common Radiator Grille and the MGC slam panel so the parts are being incorrectly sold as "fitting both an MGB and MGC's?"

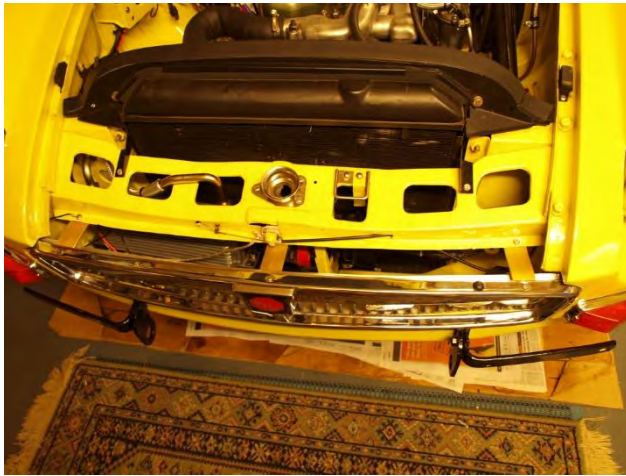


(only Tim's garage has a carpet

Ed)

So we are back to where we were. The bonnet opens and closes as it should, the grille still sits proud on the nearside, our car still has its homemade (non OEM) and "anorak incorrect"

long radiator support brackets.....but does it really matter? Of course not...!! No-one would notice would they? (*they will now! Ed*)



Tim Moore.

3 November 2017

And...

Unintended Consequences....or....The Importance of Regular Maintenance on Our MG's

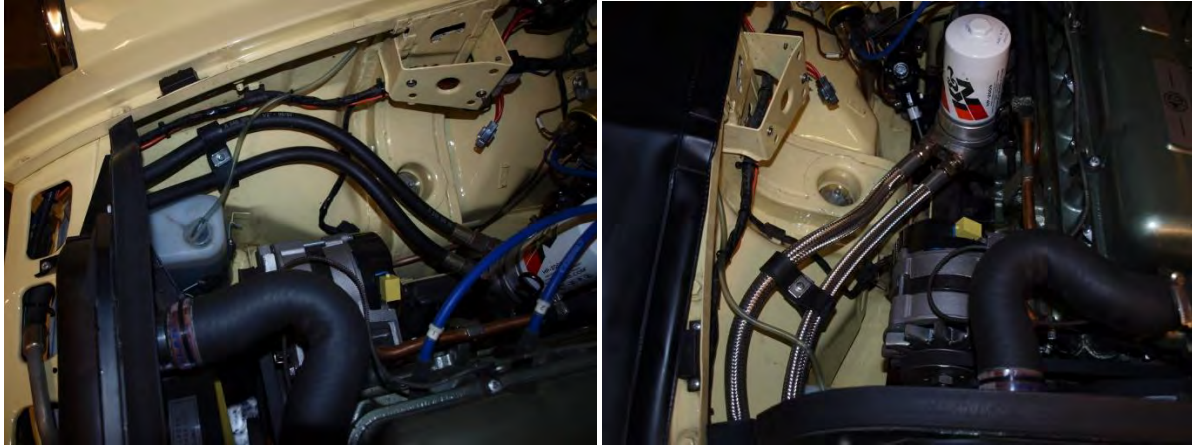
Fitting a Larger Oil Radiator on an MGC.

Christine tells me if I was ever re-born then it would be appropriate that I returned as a Magpie! I tend to keep a lot of things that I don't need, and obtain spare parts well in advance of them being needed. Is this trait a product of worry that items available "now" might not be available in the future or just an unquenchable desire to have things to hand for "as and when..."?.

As part of my winter tasks always included are lots of 'must-do's' as well as some 'would like to do's' to keep our old Rover 16 and the MGC GT ready for the drives we will undertake in them in the following year(s). Regular maintenance done is - of course - annual engine-oil and engine oil-filter changes, suspension and handbrake greasing, brake inspection and maintenance, checking ignition and carburettors, tyres, lots of detailed cleaning, and injecting more cavity wax into the chassis and bodywork nooks and crannies.

During our C's major rebuild between 2002 and 2005 it had, I thought, new oil filter to oil cooler pipework and the correct oil cooler radiator fitted. At the MGC50 Celebrations in June 2017, which we attended together with 216 other running MGC's, amongst other things I observed our oil cooler was smaller than most of her contemporaries. It transpires

DSU600G had a 9 row oil cooler fitted and not the standard 13 row it should have. BMC Competition MGC GT's had 16 row even 19 row oil coolers if running dry-sump lubrication. Some people still racing MGC's in Historic Racing events have replicated the original Sebring CGT's since only two existed.



So in our continued quest to get our cars to “original” OEM production specification, or better, I purchased a new 13 Row Oil Cooler and some new stainless-reinforced oil cooler pipes which were “competition Items” on the two works BMC famous Sebring CGT's in 1967&1968. (They look nice too compared with plain rubber standard pipes, ‘conservative’ with a small “c” bling!!).

Removing the old 9-Row oil radiator and old pipework involved front end disassembly (as recounted in another recent article you will hopefully now have read...?) and was done at the same time as the engine oil and oil filter change. It's important to have plenty of old cloth about as these items are disconnected since the pipework and oil cooler contain **almost two and a half pints** of engine oil that doesn't drain back into the sump when draining the old engine oil. An MGC engine takes 14.5 pints of 20/50 SAE Mineral Oil....



Yes a messy job, **but** the unintended consequence of the task - which I am really fortunate to have undertaken - was that the rubber oil cooler pipes I removed had almost **PERISHED**.... and the rubber was badly cracked where it sits underneath the body slam plate and where

you cannot see it..... The photographs show the new 13 row Correct Oil Cooler compared with the 9 row cooler that was in place as well as the perished pipes. Undoubtedly had I not done this maintenance - at some point in the not too distant future the pipework would have “let-go” and we’d have had a real mess on our hands and possibly a damaged engine...



Hopefully the included photographs will make sense of the above work.

Tim Moore.

DSU600G 1969 MGCGT

Many thanks to Tim for his 2 articles – I look forward to receiving some more from other members please! Ed.

LOOKING FORWARD TO 2018

As you have probably gathered from recent newsletters, we are trying to plan further ahead, especially where accommodation is required. For 2018 we have 3 ‘away’ events on offer.

First is the **Spring Saunter**, a 3 day, 2 night, affair based in **Lairg** starting on **Friday, 20 April and finishing on the Sunday (22nd)**. The hotel is filling-up so if you want to come on this trip and haven’t booked, you need to do so right away. We are using the **Lairg Highland Hotel** (<http://www.highland-hotel.co.uk>) who are offering the following accommodation on a dinner, bed & breakfast deal (prices are total – ie what you pay apart from your bar bill!).

Single Rooms @ £154

Twin Room @ £300

Family Room @ £320 (based on 2 sharing – this room can be used as a Double or Twin)

Bookings should be made directly to the hotel (01549 402243) quoting 'MG Car Rally' and by providing card details (payment will not be taken at this stage) but please inform me too (r.h.jenner@btinternet.com) so I know who to include in emails about the details.

Secondly, we have the **Orkney Odyssey**. We're departing on the 1330 ferry from Gills Bay on 18 May having met-up with members of the Chichester MGOC doing the North Coast 500 at the same time at John o' Groats around 1100 to 1130 on our way north. We've used our quota of rooms at the hotel but if anyone really wants to join us, please contact me and I'll see if anything is available (Richard – r.h.jenner@btinternet.com).

Lastly, we have the **2018 Autumn Amble**. We are heading to **Ayr** on **Wednesday, 3 October and staying for 3 nights (heading home Saturday 6th)**. Stuart (Brock) has reserved 8 rooms at the 4* Westernhouse Hotel for the special rate of £390/couple for 3 nights' bed, breakfast & dinner or £300/single for the same package. The hotel website is here:

<http://www.westernhousehotel.co.uk>

So far we've taken 5 of the 8 reserved rooms so if you want a room to be reserved **please contact Stuart** (contact details in the 'box' on page 1); there is no need to make a deposit at this stage.

Regarding the rest of the programme, I'm open to suggestions of course but if we follow the recent pattern it will be day runs to lunch in May, June, July & August and attendance at the Tain Rally in June and the Gathering of the Clans in September.

Please note that all members are very welcome to join any of the multi-day events for a day or an evening – contact me (Richard) for itineraries.

And finally (courtesy of Peter Poole),

BAD PARROT

A young man named John received a parrot as a gift. The parrot had a bad attitude and an even worse vocabulary.

Every word out of the bird's mouth was rude, obnoxious and laced with profanity.

John tried and tried to change the bird's attitude by consistently saying only polite words, playing soft music and anything else he could think of to 'clean up' the bird's vocabulary.

Finally, John was fed up and he yelled at the parrot. The parrot yelled back. John shook the parrot and the parrot got angrier and even more rude. John, in desperation, threw up his hand, grabbed the bird and put him in the freezer. For a few minutes the parrot squawked and kicked and screamed..

Then suddenly there was total quiet. Not a peep was heard for over a minute.

Fearing that he'd hurt the parrot, John quickly opened the door to the freezer.. The parrot calmly stepped out onto John's outstretched arms and said "I believe I may have offended you with my rude language and actions. I'm sincerely remorseful for my inappropriate transgressions and I fully intend to do everything I can to correct my rude and unforgivable behaviour."

John was stunned at the change in the bird's attitude.

As he was about to ask the parrot what had made such a dramatic change in his behaviour, the bird spoke-up, very softly,

"May I ask what the turkey did?"

All the best for Christmas & 2018!