

THE TIME machine

April May 2015

The Official magazine of the Gold Coast MG Car Club
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Jim Lutherborrow has arranged for Supercheap to provide a great range of donations for the Christmas in July Run. Thank you Supercheap!

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President's Report

I'm sorry that I cannot give you much information on our Club matters, but John Talbot, your able VP, sure can, and has! Read below...

Meanwhile, your sub-committee, who is updating our Clubs constitution, has been busy as bees nutting out some of the details to maintain the original status quo while looking towards the needs of our Club well into the future. We wish them well!

Laurel, I, RIP and the MG Adventurers have driven to Ushuaia, the "end of the world", so the advertising there tells us, and are now about to leave Peru for Ecuador, having driven 13500km through Chile, Argentina, Bolivia and Peru. As you can imagine, every country, every road, every border crossing has been somewhat of a challenge, different and interesting.

Argentina, or more accurately, Ruta 40, the tourist route in Argentina along the magnificent Andes mountain range, was rural - no Western tourists and minimal traffic - mainly on gravel roads and with beautiful scenery in the foreground and snow-capped Andes in the distance. Bolivia was a shock to us all! And our MGs! The altitude was between 3900m and 4300m and the population is 62% indigenous. Very few Spanish descendants here... Imagine what Australia would be like with a 62% Aboriginal population? Lastly, Peru has been brilliant - Machu Picchu (and Cuzco - founded in 1432 by the Incas) and the famous Nasca Lines (made by the Nasca tribe between 200BC and 700AD).

There isn't enough space here to give any further details, so those interested could read some of the Adventurers Blogs at mgpanamerica.mgcc.com.au - the blogs of John and Ros Bastian, Ken and Sue Slater are the ones to look for.

After close to a 100% rebuild, RIP was meant to be trouble-free! Unfortunately, she had had the head gasket replaced, a core (Welsh) plug replaced and now has charging problems - no feed to the alternator! On top of that, I developed a tummy bug that just about put me in hospital! In addition, Goldie had her leaking water pump replaced, Blue B has no overdrive and a little-end knock, Shiraz has a noisy gearbox and Navy Car cannot get in the drivers door!!! The range of parts we carry and the practical knowledge and positive attitude of the Adventurers is awesome! What a team! So far, this trip has lived up to its title, of being an Adventure! None of us knows which MG will "fail to proceed" next or who will come down with a weird illness! We live with this reality every day!

Onwards and Upwards!

Dave and Laurel

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Vice President's Report

I have been acting President of the Club since the beginning of the year.

The year so far for the Club has gone very well with several new members joining and I extend a very warm welcome to all of them.

The mid week runs have been well attended and I thank Jim Lutherborrow, Graeme Bumford and Peter and Jill East for the great runs they hosted.

The Australia Day weekend run to Noosaville was thoroughly enjoyed by all who attended.

The only Sunday run this year was the combined run with the Gold Coast Antique Auto Club, which they hosted and was very successful. They so delighted with our members they have invited us to their midweek run on the 25th march.

I wish to thank you all for your support for my time as acting President.

John T

Cut off date for next magazine - March 15

Articles, letters to the Editor and suggestions from members are most welcome.

Email Carole Cooke - cazcooke30@gmail.com

Committee meetings: the first Monday of each month
at the Gold Coast Antique Auto Club rooms, Mudgeeraba Road,
Mudgeeraba, UBD Gold Coast Map 48 A-B 18

Membership: \$70 per year (due June 30) (\$35 after 31/12)

Joining Fees: \$20 Membership forms available on our
website - www.goldcoastmgcarclub.com.au

Membership at 15 Jan 2015	Active	143		
Joint	113	Associate	9	
Life	6	Honorary	2	TOTAL 273

Payments made directly into the Club's bank account must
include **payee's name**

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**It is a pleasure to meet new members, we hope to see you
as regular participants at our many outings. You will find us
friendly, so just make yourselves known!**

GOLD COAST MG CAR CLUB INC

The Secretary,

P.O. Box 1018, Southport Qld 4215

Email - goldcoastmgcarclub@hotmail.com

Opinions expressed in THE TIME MACHINE are those of individual contributors and are not necessarily
the opinions of THE GOLD COAST CAR CLUB Inc, or its Committee.

Midweek Run - January 14

This is the third Wednesday outing I've attended, and they have all been a hoot.

Of course, the runs start with the obligatory briefing, and the all important joke, this joke had all the goodies: violence, alcohol and drug references, as well as being an animal story, I was tempted to relate the tale here, especially as it concerned a Beaudesert bar, a Brown Bear, and likely some Bundy rum, but this tale must remain secret Wednesday business.

The routes instructions were clearly detailed, but as a solo driver, it's much easier to play tag along behind another MG, and I was happy to follow the lead of Leslie (a guest Navigator, now resident in the UK) & Julian driving his mighty fine white MGB.

Any how's this outing started with a zoom around the cane farm roads around Yatala, past the Tiger Moth Joyflights, the Holden Performance driving circuit... and past the old Drive In Theatre.

You know, the racing circuit that didn't get to host 'Top Gear' because the sound of cars on a race car track was considered possibly too loud for Gold Coast Council to approve. When you consider the value of television exposure, the value of the tourist dollar, and the positive impact of exposure on the most watched motoring show on TV, well it makes you wonder if there's anyone awake at our local government wheel, so to speak, but I digress...

And finally past the old Drive In theatre, under the Motorway, onto the back roads towards Binnaburra. A mix of roads, some good views, and the rains held off, except for a brief shower at morning tea. Thank you for the cuppa and Christmas cake too, Leslie. I'd like to thank the chap who assisted me with my MGB roof, as I have the 'meccano' set roof which is much easier to erect with a helper. Sorry I've forgotten your name already, and the chap in the 1955 MG Magnette sedan, who stayed to assist when my MG decided not to want to start. (More on that in a later article). The raffle was won by the raffle organizers, again, I've forgotten the names, so for the most part this isn't much of a Wednesday Run report, sorry.

But for those of you who came out for this morning escapade in our collection of motoring Classics, I'm sure it was as enjoyable for you too. Highlights were the zooming around Yatala, the roadway goat herd, and the excellent Pub luncheon, a big thank you to the organizers, and the very welcoming club members,

Ed



Morning Tea at Sharp Park

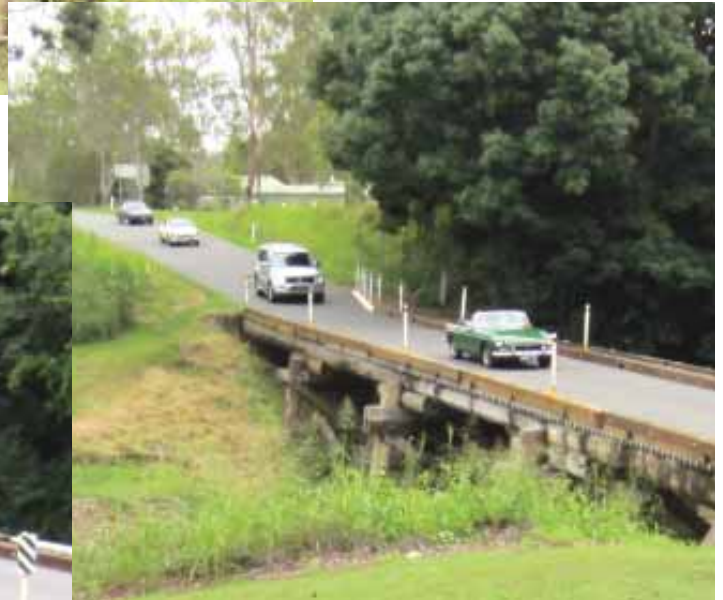




*Morning Tea at Sharp Park -
January 14*



*Morning Tea at
Sharp Park*





Australia Day Rally - January 24th, 25th 26th

Nobody has ever consulted the weather maps more diligently than the MG folk who took up John Talbot's invitation to rally on the Australia Day weekend. The Gold Coast was positively drenched for 30 hours before our departure, so it was with doubt and trepidation some of us ventured north. John reassured one doubting Thomas and he was right. Fine sunny days greeted us for the 3 days, with only a couple of heavy showers to dampen our spirits. In total we covered 800 kms.



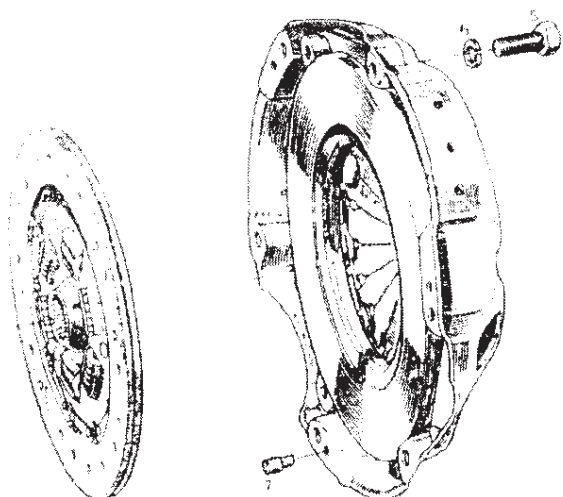
This rally could be sub-titled "How to get from A to B on quiet country roads" Nobody managed to get seriously lost on the first leg of our adventure,

driving through beautiful rolling hills, and lunch time on Saturday found us at Barry and Lorraine Bauman's home at Somerset Dam Village. Who knew Barry was a gourmet chef? We were treated to a wonderful lunch, with cappuccino coffees, and delicious pavlova. What generous hosts. Thanks to the Baumans the weekend began well. Barry and Lorraine were able to join us straight after lunch, as did Les and Diane Parry.

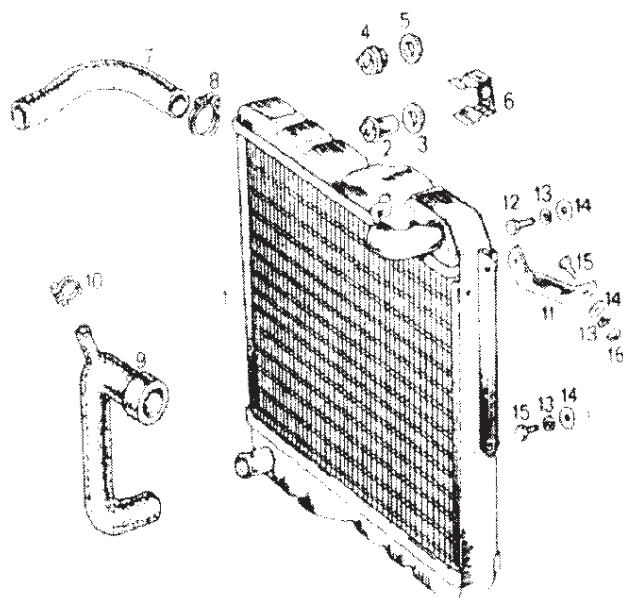
Arriving at Noosa safely by various routes, we all met up at the Tewantin Noosa RSL for dinner that night.

Sunday dawned sunny and hot, and six roundabouts took us on our way to Cooroy and morning tea at Jamaica Blue Cafe. Google Earth apparently led us astray at some stage because the roundabout we were searching for never did eventuate, having been replaced by a massive interchange. The Railway Hotel at Imbil was the lunch stop. A lively market across the road kept the ladies entertained before lunch.

Next day, Australia Day! Twelve roundabouts (that is 12 roundabouts, yes, gentle readers, you heard correctly) got us out of Noosa and onto the Nambour Connection Rd. At Beerwah we had morning Coffee at Viate, a delightful coffee shop, as good as you would find anywhere – and I mean anywhere! How John found it, is a miracle. On Google Earth street view he saw some people sitting outside a shop drinking what had to be coffee! Cheryl had a problem with the sunroof but we all drove on, thinking she was merely closing it because we



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DELIVERY AUSTRALIA WIDE



could see the rain approaching. Sorry Cheryl. Australia Day celebrations were in full swing at the Tavern chosen for lunch in the Brisbane Valley Highway vicinity. Huge stag heads complete with magnificent antlers formed part of the decor, which told us we were certainly in the Brisbane Valley.



What a wonderful weekend! So many lovely little villages we drove through on the Sunshine Coast Hinterland. We experienced countryside features such as forests, stands of bunya pines, (with the odd bunya nut on the road here and there), the majestic Glasshouse Mountains, healthy cattle and distant tree clad mountains.

Our grateful thanks have to go to John Talbot for all his work in compiling the rally, finding morning tea and

lunch spots, booking Noosa accommodation, and presenting the rally sheets in a professionally finished folder. Well done John!

Those who attended were the Talbots, Bruce Corr and Doreen Sawtell in her lovely little Volvo, The Parrys, Marie Conway-Jones, the Cogzells



(Camry – tutt tutt!) The Zabells, the Baumans (or should that be Baumen?) Carole Cooke, and Cheryl Robinson. We were joined at Imbil by other GCMGCC folk, Sunshine Coast members Mary Sims and Peter Kerr, plus Delia and Peter Rayment, MGCCQ.

Reflections of a newbie MG Roadrunner

Ed 'Studdart - Number 2

Well, three GCMGCC runs under my belt, and as I briefly mentioned in the Wonderful Wednesday midweek Wun, err Run, my MG showed a reluctance to start after morning tea. (Again, a big thank you to the MG Magnette driver who waited until I things got going.)

I'd noticed this a couple of times before and put it down to a possible fuel vaporization problem in the summer heat, as the car easily fired up first thing in the morning, and was running well when started and it fired up after the pub lunch on Wednesday and got me home without a hiccup, so go figure. The problem with an intermittent fault is its just that, it's intermittent!!

The next day I needed to deliver 12 x 10 kg tubs of 'Ag-Bact' to Burbank, so I squeezed these into Mabel, and set off mid morning to miss the morning peak hour crush on the motorway, but before the full heat of the sun hit.

Whizzing around the back of Mt Cotton / Sirromet wines, Mabel had a single misfire, and I thought, mmm that didn't feel good...about three K's further on, I turned the corner and immediately lost all power, I was singing along to Steppenwolf 'Magic Carpet Ride' at the time and it all went silent, no 1970's rock, no engine burbling, just an eerie silence as I coasted to a halt, luckily at the end of a merging lane. I sat there, thinking, "what the... !?!!", turned the ignition, NOTHING.

Mabel has an auxiliary voltmeter, in place of the heater control switch. I'd always thought it odd that a Melbourne delivered MGB would be ordered without the optional heater. Mind you, I'd thought it odd that a car manufacturer in the '60's would decide that a heater was an option, but in 1969, that was the case. At least I got the optional, and very desirable overdrive, so I mustn't grumble.

Anyway I digress, the voltmeter was showing no volts, the ignition was dead, so obviously battery, cables, earthing, or kill switch, hopefully it was the kill switch as that's easy to get to.

So, earlier I mentioned the 12 x 10 kg tubs of 'Ag-Bact', well 8 of them were stacked behind the seats, over the battery box, so first job, unload these onto the roadside. Then, remove the mat, unclip the Dzuz fasteners and check the battery terminals and kill switch. The earth terminal was slightly loose, but that wasn't the problem... plenty of spark in the battery though, and the battery kill switch was A'OK but still no 'power to the people', so to speak.

Is there nothing you can't find a song lyric to fit I mused while pondering my next move and it was then that a 4wd pulled up in front of me, and a vision



of loveliness in Gym gear came over to help. It transpires that Jill also drives a MG midget, and is a member of the Brisbane Sprite Club, after I reassured her I was fine, she went on her way, but left me her details in case I needed her to return to help get me home. **Thank you Jill, your kindness was much appreciated.**

Next move was for me to push Mabel onto the verge, arrange buckets of 'Ag-Bact' as a hazard barrier (note to self I need to buy safety triangles) and jack up the car to check the cable connection to the starter.

SUCCESS, a review of the solenoid connections (on the starter motor) identified the issue, the copper lug had sheared, likely through years of vibration and metal fatigue, and the main power cable was no longer connected to the car. Of course knowing the problem is good, but fixing it, roadside another matter.

The pictures show my jury rigged repair, (pictures taken once I got home I was too busy at the time), the broken lug cable-tied to a screwdriver bit which was then hammered into the broken end of the power cable, and taped into place. This extended the length of the power cable, giving enough 'stretch' to refit. So, all good, 'Ag-Bact' delivered, uneventful trip home listening to Chris Rea.

Once home, as I was feeling much less of a 'Classic car' enthusiast, I parked the car until the next day. Saturday morning...Gym first, then jack up Mabel, which is much easier with the trolley jack, and much safer with axle stands too. Off with the dodgy repair, and the other wires on the power terminal (by the way MOWOG a great place to put the main power terminal, underneath the car...)

Loosen the cable securing brackets to wiggle enough cable forward to allow figment of a new lug. The Jaycar lugs are much better quality than the Supercheap ones, and cheaper at \$3-50 for 4.

New heat shrink wrapping, join up all brown wires to a second lug, eliminating the four individual cables squeezed onto the solenoid, and job done. Next was to tackle the hot starting issue, which was much more challenging, and will be the subject of the next episode's tale.



Dave and Laurel Godwin are celebrating the 60th Anniversary of the MGA, first in South America and later in the year in the United Kingdom

Pan American Highway 2015 - Part 2

with Dave and Laurel Godwin

The Adventurers took 2 weeks to reach Ushuaia from Valparaíso, through Chile. Landslides trapped some MGs until the road was cleared.

Now we have taken another 2 weeks to reach Mendoza, on the same latitude as Valparaíso, but in Argentina - just over 5000 miles, all told.

My first comment is the trip northwards through Argentinian Patagonia was totally different to the trip down through mainly Chile. My second comment is I am surprised at the amount of fettling the MGs have required to keep them powering along...



So, the trip from Ushuaia. The first half through Rio Grande, Rio Gallegos and Perito Moreno was flat, desolate and barren. The rest of Patagonia to Chos Malal, 1000km South of Mendoza, was hilly (2000m hills don't count as mountains...) desolate and barren - but the rock strata and colours were brilliant - as were the different shades of greens along the river beds! An exception was the lakes around El Chalten and Bariloche - which were the first signs of wealth we saw in Argentina.

On the way to Ushuaia, the glaciers, the streets closed for the MGs and of course, penguins! Most the time the weather was very good.



The fettling of MGs. RIP is suffering from fuel vaporisation after a short stop. Red Car is losing gear oil from the rear seal causing the overdrive unit to drop out, Blue B is suffering



Many of the roads along Ruta 40 are sealed but we still managed to find gravel and road works almost every day!



with intermittent ignition problems, and after replacing the fuel pump, filters, checking the float bowls, replacing the distributor, the coil, the leads and plugs over a 4 day period with varying success, found the fuel suction hose in the tank soft, thereby sucking closed when the temperature of the fuel increased, Casper's wooden steering wheel has split all around and is glued and taped up, Goldie is misfiring at

high altitudes, Shiraz's 2-way keeps dropping out and Green Car continues to gurgle along now that the starter motor is repaired! Struth! What next!

Where Butch Cassidy hid out



We had the pleasure of meeting Giles Cooper, a Queenslander from the Gold Coast, who drove the Arctic Highway to Alaska in his Lotus last year and is now driving from Canada to Ushuaia (in a Toyota Troopie 6 wheeler - not fair) - in Perito Mereno. Giles shared information of the countries to the north of us while we gave whatever advice we could about the areas we have had the pleasure to see. Thanks Giles, for making the effort to leave Chile just to make the gathering possible!

Tomorrow, we arrive in Mendoza for a 3 day rest (if one can call 3 days of sight seeing and fettling MGs in workshops, rest!) and to meet 5 of the most enthusiastic MG members in the world!

More on that later...

For more, go to mgpanamerica.mgcc.com.au but don't read my Blog!

Dave





5 MG enthusiasts with their 3 Pre-War MGs who have driven 1,200 kms from Buenos Aires meet up with the adventurers in Mendoza



MGs make it to Cerro Aconcagua, the highest mountain in the Southern Hemisphere to “Christ the Redeemer” at 3,850 metres above sea level



The drive is over 320 kms round trip and we consider the soft option of lunch and shopping but adventure calls and off we go. The Argentinians in their pre war MGs are inspirational. We follow them as the road snakes through the deep valleys with volcanic debris. Then we wind our way up. The last hour's



drive to the viewing point comprises twenty nine hair pin bends on a narrow, dusty, track with a sheer and dangerous drop down to valley below. Tourist buses dwarf the little cars. It's a real celebration when all nine cars arrive, although the cold wind and altitude makes one feel a tad disoriented. Mandatory pictures, congratulations from all and sundry, a hot chocolate and down we go. A fabulous experience. Thank you Argentina.



Old Patagonia Express



Above - A plaque congratulates the GC Club, presented by the MG Club Argentina at Mendoza.



Left - Blue B has had a few problems



A mudslide blocked 3 MGs for a few hours



Northern Argentina has been a great surprise for us all. More gravel roads than we bargained for - but magnificent scenery, views and mountain passes! Houses in villages are mainly of mud brick and tin roofs held in place with rocks - much like Africa. Very poor looking - not sure how they earn money. Very few animals and not much cultivation. Internet is sparse, and where we have Internet, it is very slow - hence the lack of photos generally and on Facebook. Cafayate is the home of Argentinean White wines with massive areas under grapes. Many, many red hills, mountains and rivers everywhere. South of Mendoza looked like a dry desert and as we have travelled northwards, it has become a green desert - dry and sandy soil but bright green bushes everywhere. The green against the red soil looks brilliant! No photoshop needed here!

The mountain pass from Cachi to Salta - 3500m down to 1500m in 100km was nothing but spectacular! We were in the clouds to begin with - very eiery - then numerous switchback bends to make Stelvio Pass look like kids play! Red and green everywhere.

Then Bang! Shiraz realised they had lost their passports and started making arrangements to fly to Buenos Aries to fetch temporary ones and Casper came to a screeching stop - the rear wheel bearing had seized. Fortunately, this happened in a town and an English speaking man was able to assist organising a flat- bed truck to cart Casper to Salta - a larger town with a differential specialist! How



lucky was that! So, the Adventurers were reduced to 6 MGs passing through the Bolivian border to Potosi! Casper and Shiraz hope to catch us up in 2 days...

That's why this is called an adventure! We never know what is in store for us each day!

The MGs have taken a pounding, as one would expect. RIP's alternator is charging intermittently; as a result, the electric fan does not always work when needed, causing her temperature to rise in cities; Red Car's overdrive is dropping out again; Blue B overheated and found the rag that he had used to clean the engine wrapped around the electric fan - an easy fix, but embarrassing; one puncture - and a few more issues for the technical Blokes to resolve!

Next will be high altitude issues to resolve - for our MGs and our own bodies!

Dave



Above - Blue B is being pulled out after getting bogged



Right - Goldie was hit by a police car



A llama took a fancy to Dave, even came to say goodbye





*Above - Last hotel in Northern Argentina
Below - Dave and Laurel at Machu Picchu*

