



M.A.P.S REVIEW

NEWSLETTER OF MAITLAND
AUTO PRESERVATION
SOCIETY,

SOUTH AUSTRALIA

*MAPS - THE HISTORIC MOTOR
VEHICLE CLUB OF THE YORKE
PENINSULA "*

August 2017

www.maps-yp.org



Lagonda 2.6-Litre , produced in the United Kingdom from 1948 to 1953.

It was the first model from that company following its purchase by David Brown in 1947 and was named for the new straight-6 engine which debuted with the car. The so-called Lagonda Straight-6 engine was designed by Walter Owen Bentley and would propel Lagonda's new parent company, Aston Martin, to fame. With the DB2 and DB2/4

Available as a 4-door saloon and, from 1949, as 2-door drophead coupé, both with 4 seats. The drophead was bodied by Tickford,

510 examples made when production ended .The car had a separate chassis and all independent suspension using coil springs at the front and torsion bars at the rear.

The car featured seen recently for sale in Australia- very rare

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JENNY PENHALL	JIM SEWELL	JEAN SEWELL

GENERAL MEETINGS ARE HELD THE FIRST THURSDAY OF EACH MONTH, **EXCEPT JANUARY**, 8PM
VISITORS AND GUESTS WELCOME.

VENUE IS NOW MAITLAND PERFORMING ARTS CENTRE, PIONEER ROAD MAITLAND.

MAPS members wishing to join other members for social discourse and a meal before the monthly meeting can ring the Yorke Valley Hotel on 8832 2422, book a place on the MAPS table and turn up around 6pm; all welcome.

ANYONE REMEMBER CLIFF RICHARD AND “THE YOUNG ONES?”

Two things prompted me to recall this 1961 film recently– hearing the song and seeing three younger people at the last MAPS General Meeting!. Grant Harvey did a great job in his new role of New Members Officer (When I heard it originally, I thought it was Nude Member Officer). Grant welcomed two new members, Alex Mangiola and Tyson Harvey-Chapman , the latter being his grandson. Tyson had attended our MAPS day at Moonta with his excellent Datsun. It would be nice to think that MAPS can provide a club suitable for all ages whilst fostering the preservation, restoration and use of wide range of vehicles– even better if we can involve younger people in events and the running of our club. Mike O



OLD CAR DAY AT BETHANY
• FRIDAY 1ST SEPTEMBER
• DEPART
9.30 AM AT BP Pt WAKEFIELD

Eldercare “Elanora” Stansbury Run

2:00pm Cars are asked to line up at Elanora along the front driveway.

Residents will then be brought out to inspect the vehicles

3:00pm Afternoon tea will be served

Maybe the cars can meet at the Dalrymple Hotel at an earlier time - to have a snack at the pub or the café across the road.

Then we can leave as a group at, say 1:45pm to travel to Elanora so that we arrive together.

WANTED
DONATIONS OF MORNING TEA FOOD AND HELPERS
FOR MAPS MOTORFESTCLASSIC EVENT
AT KULPARA HALL
WEDNESDAY, 27TH SEPTEMBER

Some 50 people are booked on this event, travelling from Adelaide to Kulpara and then on to the YP Field. MAPS has hosted a morning tea for similar events over several years, gaining a reputation for great hospitality and food! Shirley Rose’s cream puffs are going to be missed!

The venue this year will be at the refurbished Kulpara. Hall with equipment all in place, plus toilets

We need food, delivered on the day, plus helpers and some marshals -we’ve got lots of “certified people” and the hi vis vests!

If you cannot make Kulpara on the day, perhaps you can deliver your donation to someone who is going to attend?

Offers of food and help to Mike & Mary Osborne 08 88373158/ 0427
373158 ozbornes@internode.on.net
or Dawn Penney- 8827 3269 0429 273269
Or Marg Bastian 0417 826 703

Our visitors arrive about 10.AM and the proceed at about 11AM to their reserved parking spot at the main entrance of the Yorke Peninsula Field Day site

Date	Venue/Area	Details & Contacts
Friday 1 st September	Bethany Reserve	September 1 st is the annual "Drive It Day" in South Australia. Gather at the Barossa Valley reserve at 12:00. BYO lunch etc. 9:30am LEAVE from Pt Wakefield BP
Tuesday 5 th September 2PM CLUB EVENT	Eldercare, Elanora Stansbury	Visit for afternoon tea and show of vehicles for the residents. See notes. Trevor Clerke organising 0422 162 204
Sunday 10 th September	Bublacowie Military Museum	12 noon. Meet at the Museum to join up with the Jaguar Classic Car Club. BYO lunch etc., More info at Pt Victoria lunch and next general meeting. Richard Hopkins organising
Wednesday 27 th Sept CLUB EVENT	Kulpara Hall	B2B Motorfest event. MAPS to provide morning tea. Mike Osborne organising 0427 373 158
24 th to 30 th September	Clare & districts	National Veteran Vehicle Rally - Clare SA View over 150 historically significant cars is a once in a lifetime experience. Spectacular Lights Parade along Clare main street. Wednesday night 27 th Sept.
Wednesday 4 th October CLUB EVENT	Minlaton Show	Details closer to the event Pam Wilton organising
Friday 13 th October Sunday 15 th October CLUB EVENT	MAPS Camp-out At Melrose Caravan Park	Phone the caravan park on 86 662 060 to book a cabin or powered site. More info closer to the event. Jim Davies & Graham Klingberg assisting.
20 th - 22 nd October	Murray Bridge 7 th Biennial Twin Bridges Rally	Several MAPS members are attending at this stage. For further info, go online to autocollectorsmurraybridge.com
Sunday 19 th November CLUB EVENT	"Day At The Burg"	MAPS vehicle display. A Club run could be organised to the venue. Doug Wilkin organising
Sunday 26 th November CLUB EVENT	Christmas Luncheon	Meet at the Wallaroo Combined Sporting Complex for a 12.00 noon start. Graham Klingberg & Richard Bastian organising. 0408 849 001
Thursday 7 th December CLUB EVENT	General meeting night	The Club is supplying food for a socialising supper Joe Ingram organising. 0407 718 225

NATIONAL VETERAN RALLY, CLARE 2017

Time table

Sun 24 Sept 1200 – 1800 Entrant Registration, Clare oval

1500 – 1700 Mayoral reception, Clare Town Hall

Mon 25 Sept 0900 Official Rally Start, Clare oval

Morning in and around Clare

1200 proceed to Bungaree for lunch

1500 depart Bungaree for Clare

Tue 26 Sept 0830 depart Clare Oval for Snowtown (morning tea) via Blyth

1100 depart Snowtown oval for Kadina (lunch)

1400 depart Kadina for Clare via Bute, Snowtown,

Wed 27 Sep 0830 depart Clare oval for Balaklava (morning tea) via Blyth

1130 proceed to Martindale Hall via Auburn for lunch

1430 depart Martindale Hall for Clare oval

1530 Public display at Clare oval

1830 Lights Parade Clare main street

Thu 28 Sep 0830 depart for Anlaby via Mintaro, Manoora, Saddleworth (morning tea and lunch at Anlaby)

1500 depart Anlaby for Clare via Saddleworth, Auburn

Fri 29 Sep 0900 depart Clare for Burra (morning tea and lunch)

1430 Depart Burra for Clare

Optional run to World's End

GAWLER VETERAN, VINTAGE & CLASSIC VEHICLES CLUB

GAWLER SWAP MEET Sept. 10th. 2017

South Australia's Premium annual Swap Meet hosted by the GVVCVC at the Gawler Showgrounds.

Entry \$5, Primary School children Free.

Site holders allowed to camp overnight... NO fires or dogs.

Outdoor Sites \$20... admits vehicle plus driver. NO tent pegs.

Indoor Sites \$30... 6m x 3m. Must be booked and can be accessed Sat. from 3:00 pm.

Sunday opening time 6:30 am.

Catering by local Service Clubs. Food available Sat. evening.

NO spaces for SHOW CARS this year.

Co-ordinator : Brian Sambell....
85222871 or 0417826560

Indoor Sites : Trevor
Bellchambers... 85221864 or
0414397737

STOP PRESS ITEM

Any members remember Gordon & Willi Dutschke from Port Victoria? They moved to Warracknabeal, Victoria, taking much of Gordon's collection with them.

Gordon is still well involved with the Museum and I met a couple of their friends, Keith and Elaine when they camped in Ardrossan recently

LOOKING TO THE FUTURE

A number of recommended events for 2018 to note in your diary

VINTAGE SPORTS CAR CLUB OF SA'S

HISTORIC MOTOR VEHICLE GATHERING. SUNDAY 18TH MARCH 2018.

Club circle of eight vehicles invited to the Adelaide City Parklands. FREE!

BOOLEROO STEAM CENTRE RALLY

SUNDAY 25TH MARCH 2018

HMVC'S BRITISH CLASSICS DAY AT VICTOR HARBOR, SUNDAY 6TH MAY 2018

AUGUST 2018 NARC'S CLUB RALLY

From The ALVIC, the newsletter of the Alvis Club of Victoria

HAS THE WORLD TOTALLY LOST ITS SENSE OF HUMOUR?

NO MORE (risqué) LONGSTONE TYRE ADVERTS

ADVERTISING STANDARDS AUTHORITY (UK)

Appeal Upheld

The first ad appeared in The Automobile, dated March 2017 and included a photograph of a woman lying on her back, with a partial view of a vehicle tyre. One leg was bent at the knee with the other leg crossed over it and the woman had tools in her hand and appeared to be doing repairs to the tyre. The woman was fully clothed but her skirt was pulled up around her waist, revealing stockings and suspenders and her underwear showed the underside of her buttocks and the top of her thigh on one leg and the inner thigh of the other leg. (previously used in the MAPS Review, Ed)

The second ad appeared in "Safety Fast!" the MG Car Club magazine, dated April 2017, and included a stylised illustration of a red classic car in the background. In the foreground, a woman stood dressed in a bra, knickers, tights and suspenders, elbow length black gloves, wearing high heels with one leg bent at the knee and displaying a coquettish manner.

(Sounds like some good ideas for MAPS club regalia! Ed)

HAVE YOU A RECOMMENDATION

If you have used a company to supply goods or carry our automotive work for you, why not let MAPS members know.

Dick Penhall has had some seats in his latest Ford Mainline ute project carried out by Peter Wilton of Minlaton, a MAPS member-The work looked excellent, as did the paintwork and body repairs recently completed by Peter at Early Classics, Maitland

MAPS MOTOR MART. A selection of cars etc. for sale

CARS ON THE MOVE

Cars still moving around the Club and beyond some others looking for new homes.

Bernard Knope's Bentley has found a nice new home with Peter Anderson and in reckoning has got a nice car.

Another friend called me to say he wanted it just after the deal had been done . Wayne Mundy's Toyota has gone to warmer climes in Broken Hill.

What was remarkable was how the details of our cars for sale was quickly around the classic car movement, due to the networking with clubs such as the Gawler VVCVC and the HMVC from Victor Harbor.



FOR SALE _ REGENT PARKLANEPOP TOP CARAVAN

1999 Front kitchen, centre lounge, rear double walk around bed. Near new reverse cycle air con & inbuilt cassette toilet all in good condition including solar panel, 12 volt lighting, new brakes & bearings, full annexe and roll out awning. Easy towing S174 TEA Registered

\$18000 neg.. 0447 373003

Richard Duns, Ardrossan Auto Centre

FOR SALE - 1989 ROLLS-ROYCE SILVERSPIRIT, WHITE REGISTRATION NO. BB536N -135K KILOMETRES



12 MONTHS REGISTRA,EXPIRY
DATE - 19/07/18
EXCELLENT CONDITION -\$
25,000 ONO WILL BE ELIGIBLE
FOR CHRREGO FROM JAN 01,
2019. CONTACT:- BARBARA
WHITELAW 0428 915 268.

VEHICLES FEATURED WILL APPEAR IN TWO EDITIONS

VINTAGE CARAVANNERS CORNER.

Leonie and Kevin Kavanagh , plus Bob and Ellen Haywood attended the SA Vintage & Classic Caravanners Christmas in July weekend at Loxton recently

Leonie writes. “Thursday three of our party arrived and had cheese and biscuits, with the bevo of everyone's choice in the camp kitchen. Cosy little group! Saturday we were entertained by a local band Side by Side ,they were very good , the Loxton Caravan Park organization to us was great , they also did afternoon tea for us of cheese and biscuits! This was on Saturday before

Chris Crinkle,
the chook gave a merry chase but it was all good fun. Sunday we went to the Pioneer Village, a good step back in time. Well worth the visit. Good Weather, Good Company and good fun. The organization did a wonderful job”



L.K

**FOR SALE—
NEARLY CLASSIC!
1984 JAYCO SPRITE
CARAVAN,**

REAR DOOR POP TOP
11FT LONG, 860KG GROSSLIGHT
INWEIGHT. SENIORS COUPLE
GIVING UP CARVANNING.
Rego S564 TCZ UNTIL 01.01 18
PHONE 08 88373 170
ARDROSSAN



0 to 60+: My Life with Cars.

I had begun a new phase of life taking with me my 1966 Mustang Convertible and Annabelle, my 1953 Austin A40. Much of my social activity revolved around the Mustang Owners Club of SA along with the entire Wilkin family and their Mustangs. During this time, I had spent a bit of money on the Mustang, getting a new convertible top, the 250 six to replace the old 200, some new chrome, nice wheels, boot mat etc. I managed to get quite good points at the 1977 concours held in Le Cornu's car park.

Mel Wilkin's black 1965 convertible underwent a street machine style makeover and was featured in the Adelaide Hot Rod Show of that year. Those were the days when you didn't have to have pots of gold to make a car look nice enough to display!

Some of the best (and worst) times were when the Club went on trips away either to Victoria for their concourses or to other places such as Mt Gambier, Broken Hill or Yorke Peninsula.

Some of these things could never happen today but I remember we had a member, who for want of a better description, was a shady lady. She had a pink 1965 Fastback Mustang complete with leopard skin seats and 202 rifle in the back window. Her primary reason for going on the trip was to drum up business and that she did, with great success, even recruiting one of our own members into the fold! Suffice to say the motel was a hive of activity and when these two made a grand appearance in the dining room in furs and stilettos, our reputation was shot (figuratively speaking). The club was politely asked not to return!

The Mount Gambier trips were equally disturbing, but fun. We travelled there annually to attend a festival organised by the Mt Gambier Veteran and Vintage Club. We used to stay in a motel which had a lawn for car washing and socialising. Most of the socialising was carried out between rooms however. You never really knew where

anyone was supposed to be at any one time! This resulted in a few disagreements, a bit of rowdiness and some tears. One guy consoled himself by going out and using his over width car tyres very thoroughly! Another decided to take a few pot shots at some street lights, all in good fun, of course! After a few years, the club was politely asked not to return. Oh well. It is a well respected club these days.

One of the funniest highlights of the Melbourne concourses would have been when one certain Wilkin drove an XP Falcon from Adelaide to Bathurst, then popped in to the concours and parked with the Mustangs. This car was mostly pale blue thinly disguising the rusted body. Across each side, huge letters, COBRA, were drunkenly scrawled in black texta. Mounted on the roof was a rough wooden crate, passing as a roof rack, tied on with ropes and full of beer cartons. When the two stubby and blue singlet clad blokes emerged, beers in hand, the Vics tried to run them out of the venue until they were rescued by the SA cohort. Oh dear, one of them is my husband!

Another time the very same Wilkin, very drunk, took off in his high powered Mustang to cruise the streets of Melbourne. Frantic members drove everywhere looking for him, (no mobile phones back then) and after many hours of frustration and worry, he was discovered fast asleep in the car just around the corner! Thankfully, he hadn't really driven anywhere.

By now there had accumulated a variety of interesting cars between us. Besides the Mustangs, there was a '68 Corvette Stingray convertible, two Zephyr convertibles, 1959 and 1962, a 1963 Chevrolet Impala convertible, a 1969 Cortina Mk II GT and a Mini Moke, just to name a few.

(Some pictures on the next page)



How many people does it take to drive a Chev Impala around the block? 13 is the answer. With the roof down, an assortment of young and old arms and legs hanging over the sides and three people riding on the boot lid, we did a few crazy laps around Woodville West. All the neighbours came out to see what was going on, except the elderly lady next door who was happily sitting squashed in the front seat with her friend, Mrs. Wilkin! Her 45 year old son was sitting on the boot, chain smoking and trying his very best to look nonchalant and cool. The Chevy was really big, just over 18 feet long and I found this to be a disadvantage when I took it into the city and parked it in the Rundle Mall car-park. I got in OK but coming out down the sharply curved exit ramp, I got stuck. The car was too long to get around, well at least with me at the wheel! I got out, though the car sustained a front and back scrape from the concrete wall.

Doug had decided to pull his Mustang to bits and rebuild it, so it was disabled in mum and dad's shed. Needing to get to work, he bought an old 60 series Landrover. It really was a sight to behold, a conglomerate of grey duco, pink primer, pale bog, mud, road grime and sand. He took the top off and never put it back so the seats at least got a wash when it rained! He drove it everywhere, to work, the beach, fishing, even down to the Coorong and Long Beach where he would camp in it. One day he returned from such a trip with a huge tear in the metal panel. He had become bogged and had a bit of trouble digging himself out, so he threw the shovel at it! Four hours later he was out!

His mum loved the car and was a regular passenger for shelling trips to the Lady Bay, near Normanville. I can still see her sitting in the front with her basket and crocheted knee rug, frizzy hair blowing in the wind and a huge smile on her face!

Doug also bought an XP coupe. Sought after today, back then it was merely a cheap and slightly more comfortable city car. It was a lovely car, pale oxidised green with faded yellow fluff glued on the dash. I remember I borrowed it one day to take to work at Adelaide High School. I had never been in the car before, nor paid much attention to it so when I got into it, I just took off. The first corner I turned there was an almighty metallic crashing sound coming from the back. I turned around to see a veritable sea of empty cans, as high as the seat back, rolling around. It was a noisy trip into town.

Much of this high jinx came to a sudden halt when Doug and I became a couple and had our first child. Suddenly we had more to do than gallivant around in Mustangs, constantly being in the midst of trouble!!! Moving into a tiny cottage near Semaphore Road, I found I had to sell a car and the Mustang was it. Doug had to sell his too and then his lovely boat as well. Back to square one. However, if the love of cars is in you, then somehow you will find a way to fulfill that passion and we did, but it took a couple of years!

CW

CLUB EVENTS WITH A DIFFERENCE!

How about “Odyssey Italia 2017”? Liguria to Tuscany, vi Corsica, Sardinia & Elba 14 days. Just 14,700 PDS,

24 Days on the Thunder Dragon Paris to Prague Rally 22;500 PDS

25 days on Rally Round Africa Dar Es Salaam to Cape Town 32,500 PDS

plus your flights and car transportation there and back.

Had I known we could have put a team of three cars in the Paris to Prague Rally back in June— just 17,000PDS for a team of three cars— a good warm up event.

Never mind, next year perhaps. Any one lend me some money for some fuel to get to the Old Car Day at Bethany on Sept 1st?

Thanks to Rosie and Mike Sigston for the details.

BRISTOLS OFF TO BURRA

On a somewhat more local note, Mary and I have been invited to join the “ Bristol Squadron” on a tour around the Burra area in September . The group is called the Bristol Squadron due to the history of the Bristol cars manufacture being linked with the aircraft models produced. It's likely that our Chrysler V8 powered 409 will be the sole example of the model as the 6 cylinder cars are the more prolific.

We'll be taking in Martindale Hall, the many sites of the Burra area and staying in the refurbished Paxton Cottages. We'll be well fed and watered at some chosen eating places.

Before that, we'll be down to Bethany for Old Car Day, then to Elanora Home at Stansbury to give our cars a viewing to the residents. Nice to see us getting involved in the community again, thanks to Trevor Clerke's connections. Word is he's looking a room with a view!

Sadly we'll miss the visit by the Humber Club later in the month, but then we'll be back for the Motorfest Classics day at Kulpara, before heading off to see the large group of veteran cars in the National Rally at Clare. Hopefully we'll have a car clean enough.

With the Melrose campout due in mid October, we'll be trying out our newer pop top caravan but we'd better not get too spoilt as we are taking our “classic” van to Meningie at the end of October.

Between those two trips, we are looking forward to the Auto Collectors' Club of Murray Bridge “ Two Bridges Rally” We thoroughly enjoyed ourselves there in 2016.

Then, before we know it, we'll be into November and the very popular, “ John Blandon's Climb to the Eagle” with the run to Victor Harbor.

MAPS HANDOVER LUNCHEON. 23 July 2107

It was on a beautiful clear, cool and windy day that we all met at the Hotel Dalrymple in Stansbury for our Handover Luncheon. Lyn and I arrived early to contact the owners and to plan the play of attack (procedure) for the day. It was agreed that all would go to the front lounge where a wood fire was burning until all was in readiness for us in the dining area. Everybody was eager to eat and upon release filled the tables as requested and then each table went up and ordered. The folks brought the meals out table by table and it went smoothly and efficiently. The meals were a good size and I didn't hear of any complaints. Once the meal was served and demolished, our President Joe Ingram proceeded to thank the outgoing committee members and welcomed the new. The trophies were then presented and were awarded as below. The Patron's Trophy as selected as one of her final duties by Shirley Rose was won by Richard Duns. For Participation - Trevor and Jeannette Bean and the Most Outstanding Member was awarded to Joan Correll. Following the awards many then moved off to their homes far away and near. A pleasant, convivial time was recorded by the 62 participants.

L& TC

Now the bits you did not hear about! John ("Fitzy") Fitzgerald was delayed as the CFS dealt with a fire just outside Ardrossan— fuel on a trailer. Just a kilometre outside Stansbury, we came across Brian Mitchell in his new classic, the Jaguar XJ6. He'd stopped to retrieve a tow rope from the verge. I hope that's never needed Brian! Then we snapped two big kids, AKA Fitzy and TC playing in the kids' play area . Taking of kids, Don McPhee brought his Mum along and she appeared to enjoy herself. Dick Penhall's jaw dropped when he saw the very attractive waitresses, and the bruises he incurred from Jenny should have disappeared by the time you get this newsletter.

Joan Correll receiving the Most Outstanding Member Award from President, Joe Ingram



Bay to Birdwood Marshal 2009

It's 4:15am, Sunday 27th September. The alarm rings, beckoning me to get out of bed. It rings again, this time demanding that I get up! It's at this time that you wonder why on earth you continue to volunteer to be a Start Marshal for the Bay To Birdwood Classic or the Vintage Run.

Each year, our involvement as a Marshal commences in the last weeks of June when the Start Manager contacts us asking if we are available to attend Barratt Reserve at Glenelg again, and if we can supply any names of those who may be interested to fill vacancies that occur from year to year. Once confirmed, information and instructions start to be disseminated, culminating in an all important meeting at the Sporting Car Club of South Australia a fortnight prior to the run. Mandatory training is provided by SAPOL to update all Marshals in their Certificate in "Traffic Marshal" as well as the required CAMS Accreditation Certificate. Marshals are allocated their positions for the morning, plenty of literature and maps are handed out along with the obligatory question and answer session.

It is at this meeting that you really become aware of the (legal) responsibility and authority that Marshals' inherit and it is fortunate that rarely does this authority have to be used.

I have to be at Barratt Reserve by 5:00am to sign on, receive a last briefing and/or any last handouts (this year, 2009, there was a wet weather policy to be included with the official programme), receive my radio and Marshal vest, help set up all of the bunting, signs, flags, cones, advertising, rubbish bins, tables/chairs and so on!! All of this has to be completed before 6:00am, the time that the gates open to welcome entrants.

Yes! It was cold. But you rug up for that. Fortunately you are so active helping complete all of the required tasks that you don't have the time to ponder the cold. You just hope that it doesn't rain.

Excitement and expectation start to mount. It is 6:00am. The first cars start to arrive and need to be guided to their relevant parks.

These include 'Concourse', 'Motor Cycles', 'Heavy Commercial and Utilities', 'Ansett Challenge', 'MG Car Club of Geelong', 'Bellett Car Club', 'VIPs', 'Disabled Parking', 'General Entrants', and so on.

From this time on, there is a gradual increase in the flow of vehicles coming in, peaking at 8:00 – 8:30am. You can't help but take note of the makes and models that drive past you, many initiating instant recalls of times past in my own life. I didn't see one 'R' Series Valiant. Why did I ever sell mine? So the memories are provoked.

There are people walking everywhere. Talking, questioning, admiring, remembering, laughing, dressed in period clothes, impersonating Elvis, creating long lines for the loos, avoiding incoming vehicles, trying to find friends, frustrated at buying a coffee! Appropriate music has been playing over the loud speakers, interspersed with the announcer spruiking his stuff. The exciting, expectant atmosphere has been set.

8:55am arrives. Speeches are made

9:00am. The Journey Commences

The last entrant drives out of Barratt Reserve just after 11:00am

I was one of 35 Marshals required to oversee the start of the 2009 Bay to Birdwood Classic. It is a large undertaking that operates very smoothly due largely to the thorough preplanning that is undertaken by the Start Manager, for which he is to be commended, through to the well briefed and competent Marshals. This exercise is duplicated at Birdwood and along the route, which involves many more volunteers.

This year, 2009, there were 1,740 vehicles, 60 bikes and 82 concourse. In 2007 there was a limit set of 1,500 vehicles due to lack of room for parking at the Mill. 2005 was a lower number because of the wet weather, while 2001 had a record 2000 vehicles. It was from this year that a ceiling on numbers had to be set.

The Wet Weather Policy handed to entrants at the start this year, 2009, encouraged them to display the red "A" which advises Marshals at the Mill that

the car will not be staying at the Mill, but return to their home. This advice was taken on board by many of the cars.

Despite the inclement weather, plus many cars turning around, there was a record crowd of 9,500 people at the Mill during the day. Amazing. For the first time, children under 15yrs were admitted free to the Mill. 600 were admitted free of charge. Again, amazing.

Do you have a Classic or Vintage vehicle? Why not make the decision now, that your aim is to be a starter. I have! In fact I made it 11 years ago. Marshalling allows you to be part of the atmosphere and excitement, but..... driving a vehicle? The thrill that you experience as you drive the route, which is lined with so many enthusiastic spectators, provides many memorable moments.

See you there.

Richard Bastian

TC's FOREVER—

That's the title of a book dealing in detail with the much loved MG TC. One example of the TC is owned by Joan Correll and I wonder how many know that the lovely shiny green TC has not always looked so good. Taking the opportunity to browse through one of Joan's photo albums, I came across several photos of the car during a major restoration about 15 years ago. This looks to have been undertaken by Joan's late husband, Mervyn (right), Neville Farrell and Bob Murphy. However Joan looks to have been involved, possibly as project manager! Finally the car was ready and what better trip than the Bay to Birdwood Classic Run of 2003. Neville Farrell and Joan shared the drive going by the photos of entry number 0452.. With any luck, Joan will be back for another B2B run in September, but in the VW Beetle this time.



Minutes of general meeting at Performing Arts Centre
8pm, Thursday, August 3, 2017

1. OH&S and welcome: President Joe Ingram explained the room evacuation procedure, and welcomed members, new members and visitors. Grant Harvey introduced new members Alex Mangiola and Tyson Harvey-Chapman. Both spoke about their cars.

2. Present: As per the attendance register.

3. Apologies: As per the attendance register plus Graeme and Margaret Klingberg, James Kennedy, Kath Mason, Leanne and Peter Wallis, Mary Osborne, Trevor Clerke, Trevor and Jeanette Bean

4. Confirmation of the July 6, 2017, general meeting minutes as recorded in the Review: Secretary Marg Bastian moved the minutes as recorded in the Review be accepted as a true and correct record of the June 1, 2017, meeting; seconded Brian Mitchell

Carried

5. Business arising:

*An Epson printer has been bought and is housed at the treasurer's home.

*Dick Penhall tabled the minutes from the sub committee re historical registration (as recorded in the Review) and spoke about how the various decisions were reached. After much discussion and satisfied with the progress so far Dick Penhall will present a suggestion for the change in the constitution to acknowledge club registration and adhere to by-laws (which can be changed at any time) at the next meeting for consideration. All acknowledged that this was an evolving process.

6. Treasurer's report:

Treasurer Erica Andrews moved her report as tabled be accepted; seconded Richard Dunn

Carried

7. Correspondence:

INCOMING:

*Rare Spares loyalty programme

*Bay to Birdwood Classic 2017

*Concours d'Lemons Down Under September 2107

*Gawler Swap meet September 10 2017

*Cheeta Team Wear

*Mid Murray Classic Car and Music Carnivale Sunday April 22 2017

*2017 Shannon's Melbourne Winter Classic Auction (Monday July 17)

*Port Vincent Special Events Committee re Gala Day January 1 2018 street parade and static display and April 22 2018 static display at the Saltwater Classic

NEWSLETTERS

Hard copy

*Crank Case Murmers July 2017 – Broken Hill Veteran and Vintage Restorers Car Club

*Chrysler Collector July / August 2017 – Chrysler Restorers Club of Australia South Australia Inc.

*The Vintage Bulletin June and July 2017 – Vintage Sports Car Club Of SA

*Tappet Chatter July 2017 – Adelaide Hills Motor Restorers Club

OUTGOING

*Update of information to Federation

Secretary Marg Bastian moved the correspondence as tabled be received; seconded Lyndon Penney *Carried*

8. Business arising from correspondence

*Gala Day at Port Vincent on January 1 2018 is a club event and the Saltwater Classic on April 22 2018 is available for anyone to attend

9. Events *(for details of these and other future events, see MAPS Review):*

Richard Bastian, Events Coordinator explained the following:

***Sunday, August 20:** Day run to Port Victoria; lunch at the Port Victoria Hotel at midday – outline of proposed itinerary in the current Review.

***Friday, September 1:** ‘Drive it Day’ and old cars can congregate at Bethany. Meet at Port Wakefield B.P. at 9.30am to drive in convoy to Bethany

***Tuesday, September 5:** visit to Eldercare Elanora at Stansbury for afternoon tea and show of vehicles for residents. Times will be in the Review (Trevor Clerke Coordinating)

***Sunday, September 10:** the Jaguar Classic Car Club is having a campout on the Yorke Peninsula and on that day all are invited to Bublacowie to meet with them to go through the museum (\$15pp) and have a BBQ afterwards. BYO (further details in the Review)

***Wednesday, September 27:** Motorfest event - Morning Tea at Kulpara, with travel onto Field Days – a list for donations of food and help is available to fill in and will also be at the next meeting (Penney's is the collection point in Kadina for those not going). That evening is the Veteran Car Club light parade in Clare where street lights will be out and the veteran cars will be using their gas lights. Flyers were available at the meeting.

***Wednesday, October 5:** Minlaton Show – 9.30am (Pam Wilton coordinating).

***Friday-Sunday, October 13-15:** Two-night campout at Melrose –visits to Golden North and/or Orroroo Kangaroo shop. Accommodation is mostly booked.

***Friday, October 20 – 22:** 7th Biennial Twin Bridges Rally, Murray Bridge

***Sunday, November 19:** Day at the Burgh, Doug Wilkin to coordinate MAPS attendance/display

* **Sunday, November 26:** Christmas dinner at Wallaroo Sports Community Club, will be sharing venue with an 80th birthday party. Further information re cost at a later date.

* **December 7 general meeting:** club to supply special Christmas supper.

***April 6-8, 2018, campout at Port Pirie** (Beach Caravan Park and Bentleys Cabin Park) for Laura Folk Fair

***October 2018, campout at Murray Bridge**

Guest speaker

*September or October: Ian Jones

10. General business:

*Jo Ingram has the signed agreement for the use of the Performing Arts Centre at Central Yorke School for 2017 and a new one will be signed for 2018.

*Lucky draws.

11. Next meeting: 8pm Thursday, September 7, 2017.

Committee meeting: 9.30am Saturday, August 19 2017

12. Meeting closed:

CLEM SMITH AUCTION REPORT.

As advised to all members on the internet shortly after the sale. Terry Williams was one of a several MAPS members who attended the very busy sale of over 36 vehicles plus other items..

A larger proportion of the vehicle lots met mid way estimate prices, but a VH Charger made \$141K and a VJ , \$88125

. Size did not matter– the 1967 Fiat 500 went well over estimate at \$28787. and a Mini Cooper S reached \$47K. The 1927 Stearns Knight failed to make the reserve
A total of 51 lots catalogued with some of the 15 sundry lots making well above estimate.

Lower picture

Healey 100/41 just seen in front, \$82250, then Terraplane classic racer, \$17K

Ford Model T, \$22325 and the Railton Fairmile drophead at rear., \$96937



BELOW– SOMETHING WE CAN ALL AFFORD!

MAPS REGALIA PRICE LIST

Jackets:	\$50
Short sleeve polo shirt without pocket:	\$30
Short sleeve polo shirt with pocket:	\$35
Woven MAPS logo badges:	\$10
Metal logo badges, for cars:	\$20
MAPS logo stickers:	
Large	\$5
Medium	\$2
Small	\$1

Also available– MAPS mugs (no not the committee ones. Ed)

To order any of the se items, see regalia officer Joan Correll, phone 8853 2004 or email joanc@netyp.com.au.

To order a new MAPS name badge (magnetic, or pin and clip), see membership secretary Erica Andrews, phone 0418 818 247 or email ha.ej.andrews@bigpond.com.

THAT'S WHAT YOU CALL A REAL CAR!

Looking at various websites to view interesting cars for sale recently, I came across this 1927 Talbot 14/45 tourer. Currently for sale at Rainsford Collectable Cars, Keswick <http://rcc.on.net/RCC/RCC.asp?Type=Inventory> for just under A\$28950, it's a real vintage car from one of the pre WW2 quality vehicle makes. Asking around about the car, I ascertained that it had been previously owned by Kevin Field , long standing member of the Vintage Sports Car Club of SA.

Garry Rainsford's description of it sums it up well., but my "manager" says, "No more cars until you sell one and finish the Alvis or sell something else!"

"This rare 1927 Talbot 14/45 has been restored from the ground up, the paintwork, trim, hood, side curtains, engine compartment, wheels and tyres etc. are all in lovely condition, it runs and drives very well with a wonderful exhaust burble! Clement Talbot Ltd produced cars from 1906, After the Great War Sunbeam-Talbot-Darracq was formed, the 14/45 was the

first model Talbot designed by Georges Roesch, a famous and gifted engineer, it was the savior of the company, very successful and a forerunner to the wonderful sports Talbot's of the 30's, it was well ahead of it's time. The 14/45 was produced from 1926 to 1932. It has a smooth high revving (for it's time 4500rpm) 6 cylinder 1665cc overhead valve engine with 4 main bearings, with around 46 hp and a lovely 4 speed gearbox, and excellent mechanical 4 wheel brakes.

Features include beautiful Rotax headlights, side lights, spot lamp and original Rotax tail light with trafficators, Boyce Motometer, luggage rack, Jaeger instruments and 20"wirewheels.

A beautifully made and very well restored example, designed to compete with the small Rolls Royce with a sporty flavour! Great fun to drive, a special opportunity.'



MID WEEK RUN TO THE CLARE VALLEY

Mary and I, plus Maisie joined friends from the Gawler Club for a run to Clare recently. We headed to the morning tea stop at Tarlee, getting some lovely rolls and lemon tarts from the nearby bakery—highly recommended. The group of about a dozen cars from Gawler arrived at the Tarlee Oval (pictured left) and we drove on to the old Clare Courthouse and Police Station . We were welcomed by Val Tilbrook (below) and enjoyed a potted history of the building before nosing around.



Heading back into the town, we had lunch at the Taminga Hotel. On the way home, we remarked about how lucky we had been with the weather, so the Bristol did not require a wash.

Cars of all sizes from the Mini Cooper S to the Oldsmobile made up the group. Our thanks to all involved.

Mid week runs for MAPS—a good idea?

I think so. Mike O



LUNCH AT PT. VICTORIA

I think we can safely say that everyone (45 members) who attended on Sunday 20th had a great time. Everyone from the Copper coast met at Moonta Bowling Club and left together picking up members from Ardrossan and Maitland on the way. Peter Anderson arrived in Knopes' ex Daimler, Pam and Pete in their newly acquired Mercedes, Haydon and Erica in their recently purchased 1966 Thunderbird, Mike and Mary with new high back seats in their TR4 (great what you can do for extra comfort with relaxed rules).

The meals we were served were very nice and the staff very friendly and helpful.

Before we started our meal Richard (pictured below) handed out a quiz sheet for us to work out SA town names from the clues he had supplied. There were fifty clues and at the end the winner had worked out just over half. Have to admit having been a South Aussie all my life I hadn't even heard of some of them. Thanks Richard for supplying us with some fun and laughter which made for a good time for all.

Sandra Harvey.



Above, the Bucks' Holden and John Thiele's REO on home ground.

Below, the Ardrossan Quartet ready to head off



THE MIDAL TOUCH



I am finally hoping that I have turned a corner in regards to the restoration of the Alvis TC21/100 “Grey Lady” which has been a major concern since its purchase. Whilst I’d got the

engine reconditioned by TW Engines and with the assistance of Richard Duns, there seemed one hurdle after another to jump. The newly painted engine looked fine, but even after a couple of attempts, I failed to make the twin SU carburetors look decent. Having admired the advert by SU Midel with a gleaming pair of similar carbs, I decided to give them the job after receiving a verbal quote. I posted them off and true to their promise, the gleaming as new units came back about three weeks later, all carefully sealed and packed, at the quoted price, plus the removed parts returned.

Then things got even better! Having had our name down for a space in Steve Murphy’s long queue of work, it looks as if that is due to appear in the next few weeks, That will give me the chance to ensure the basic mechanics of the car are OK before it becomes all nice and shiny. I do not see the bodywork being an easy job, but Steve Murphy has a great eye for detail and I’ve seen other cars he’s done which look top notch. The work on the other Alvis was excellent. Just fixed up to deliver the car over to his workshop this week! See later news in this issue.

It’s worth mentioning a tip from Steve as regards insurance after his experience with a recent major break in. Check that your insurance policy covers your goods for theft adequately. Be aware that some policies offer a much lower payout for theft as opposed to fire and make sure that your cover has not been reduced in the small print on renewal.

THE MAGNETTE TOUCH

Since we bought the MG Magnette late last year, we’ve not used it a great deal, but decided to get a few issues sorted out, including a worn clutch release bearing, and high oil consumption. In resolving these jobs, new hardened valve seats and new camshaft plus followers will be fitted. As is so often the case, other jobs need doing along the way, too numerous to mention. I’d like to get the car ready for some of the forthcoming events where a nippy four door saloon will be suitable..

Mike O

TAIL PIECE

At the beginning of this week, Mary reminded me that three years to that day, two new “women” had come into our lives., one of whom I was not to be aware of until some two months later. Let’s deal with that new female first!- Maisie, our Border Collie Kelpie X was born just three years ago, one of a litter on a farm at Robertstown.. She has certainly kept us busy, but having a dog to walk and keep us company is something we have enjoyed for the majority of our forty seven years together.

The other female , “Amy” is a completely different type– born in Coventry, England in early 1955, she was shipped off to Melbourne Australia, having toured Northern Europe in the company of a journalist . She was one of the last of her generation. Subsequently her siblings were to have Swiss Graber blood to affect their bodily appearance. Her early years were not without teething issues and she subsequently fell upon hard times from her teenage years. No, she’s not a two or four legged friend, but a Grey Lady, the name given to the Alvis TC21/100 motor car.

Three years ago, Jim Sewell and I travelled to Sydney to buy the car; just like a an old fool offering a dog in the pound a good home, blissfully ignoring all the likely vets bills, or in my case, the mechanical and bodywork issues.. My plan was to have the car back on the road and running well within two years. Little did I know that “Amy” (means Woman beloved) was to test my resolve so much.

Now today, three years later, she’s off to The Body Shop for the extensive work to bring her up somewhere as good as our other Alvis, “Alice”



“ You might be the younger woman,, but I’m the one that people like to see with my top off”