A TRIO OF TRIUMPHS

Left— 1968 TR5 Centre 1972 TR6 both owned by Ian & Wendy Burman
Right— 1966 TR4A owned by Mike & Mary Osborne, but previously owned and restored by Ian Burman.

The TR5, the first TR powered by a 6 cylinder engine is the rarest model. The TR pictured has a conventional soft top whereas the TR4A and TR are shown with the Surry Top and removable panel in place.

PAID YOUR SUBS AND GOT YOUR LOG BOOK DONE YET?

*YOUR LAST CHANCE IS SUNDAY, 25TH JUNE
MAITLAND AUTO PRESERVATION SOCIETY INC., PO BOX 86, MAITLAND SA 5573

OFFICE BEARERS for 2016-17

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EDITOR/PUBLIC OFFICER MIKE OSBORNE 08 8837 3158 ozbornes@internode.on.net

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WEB SITE AND ASSISTANT EDITOR JIM SEWELL 08 8837 3826

PATRONS DON AND SHIRLEY ROSE
LIFE MEMBERS RON BRIGGS+ LOIS BRIGGS KEN HEINRICH
HOWARD HEARD+ DON ROSE SHIRLEY ROSE
MIKE OSBORNE MARY OSBORNE DICK PENHALL
JENNY PENHALL

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

Perhaps that should say the current Editor, as whilst I have been nominated for the position in 2017, the position, as with all the others has been open for all members. As I write this, I understand that there are still three vacancies on the committee. If sufficient people are not nominated by June 22nd, nominations will be accepted from the floor at the AGM.

The vacancy of Events Coordinator is one that needs urgent consideration as events are a major part of the club’s activities. Graham and Margaret have put a lot of work into the program with new ideas. The role is one that needs to be what it says it is— a coordinator, not the person who is left holding the baby for every event, an all too frequent happening in many car clubs.

The annual club calendar amounts to about a dozen fixtures. Share that out amongst 10 committee and over 200 others and things should work out well, without overload on one person.

I’ll also make a plug about the editor’s role. It does not mean that every article and report has to be penned by the editor. Some great input from Carol Wilkin has shown what can be achieved with a variety of articles.

On the matter of the newsletter, I heard some mumblings about it going to a bi-monthly publication and possibly emailed only. I would oppose such moves as the inclusion of the monthly minutes keeps everyone informed and cancels out the need for them to be read out tediously at the next General Meeting. Emailed versions are fine for those who have it, a printed copy that’s easy to pick up and read is my vote.

The newsletter is a vital part of the club, not just for those who regularly attend meeting, but also to that section of the club who are not fortunate.

I do try to fit in publication with the timing of events and the meeting, but for the formal notices, minutes etc. within a week of the last meeting is my requirement.

Now to more personal matters. As many will know, our former member, Barry Tapscott passed way recently. His funeral service was held at Port Clinton, with the Kadina Wallaroo Moonta Band proving a splendid program of music to send him off. Barry was a devoted Chrysler man, at one tome having a couple of pre war Dodges and a Valiant Regal. I never realized what a varied life Barry had led— a carpenter,, truck dealer, a café owner and pilot to name just a fraction of his CV. However, perhaps it was Barry’s musical ability that made him remarkable, along with his friendly manner.

Moving on to those not so well, we get regular reports on our Patrons, Don & Shirley Rose– Vonny and Rod Hill are in regular contact.

Bernard and Barbara Knope are back home after a stay in hospital and the coming months will see a lot of changes for them. We’ll be maintaining links.

Finally to yours truly. As some will know, a recent stress test and angiogram for me resulted in the fitment of a stent in one artery as it was 95% blocked. I was soon back into action and feeling much better, but let’s say I’ve been making a few lifestyle changes as a result.

See you at the forthcoming AGM.

Mike O
Minutes of general meeting at Maitland Area School Performing Arts Centre
8pm, Thursday, June 1, 2017

1. **OH&S and welcome:** President Joe Ingram explained the room evacuation procedure, and welcomed guest speaker Doug Francis and members.

2. **Present:** As per the attendance register.

3. **Apologies:** Leanne and Peter Wallis, Lindon Penney, and as per attendance register.

4. **Confirmation of the May 4, 2017, general meeting minutes** as recorded in the Review:
   Secretary Erica Andrews moved the minutes as recorded in the Review be accepted as a true and correct record of the May 4, 2017, meeting; seconded Richard Dunn. Carried

5. **Business arising:**
   *Meeting venue trials, May 20 committee meeting decided "the July general meeting and annual general meeting be held at the usual venue the Maitland Information Centre, when the venue trials be discussed and future venue/s considered"*
   *Purchase of a copier/printer is still being investigated. At the May 20 committee meeting it was moved "that Erica Andrews to research prices of A4 laser printers" as A3 laser printers are too expensive.*
   *Regarding the proposed new by-law 4) Appointment of Non-Committee Position Holders, to be presented at the June general meeting, the May 20 committee meeting decided that "Considering the constitution’s ambiguity regarding "management committee”, “committee”, “executive” and “executive committee” (which in turn means the proposed by-law is also ambiguous), and the angst the proposed by-law has caused amongst members, it (the proposed by-law addition) will be withdrawn. All these positions (Events coordinator, Newsletter editor, Assistant editor, Newsletter distribution, Regalia officer, New member officer, Membership secretary and Publicity officer) will be discussed, nominated and appointed at the AGM.'

6. **Treasurer’s report:**
   Treasurer Joan Correll her report as tabled be accepted; seconded Dick Penhall. Carried

7. **Correspondence:**

   **INCOMING:**
   *Flyer from Orroroo Kangaroo, promoting its leather products and shop.*
   *Letter from Minister for transport, Stephen Mulligan, re changes to conditional registration*
   *FHMC April 22 meeting minutes*

   **EMAIL**
   *Flyer for DRIVE-IT DAY Old Car Day Gathering, 12.30pm, Friday, September 1, Bethany Reserve; Bethany Road, Bethany. BYO Lunch.*
   *Email from Federation of Historic Motoring Clubs of South Australia regarding changes to Conditional Historic Vehicle Registration Scheme.*

   From Department of Planning, Transport and Infrastructure website (and also outlined in Minister’s letter):
   May 12, 2017
   The SA Government has approved changes to the current conditional registration scheme for historic, left hand drive and street rod vehicles.
   These changes aim to remove red tape to allow more classic car lovers to enjoy their hobby out on the road, while also making the scheme more nationally consistent. These changes will come into operation on 1 July 2017. The approved changes include the following:
   1. Allow vehicles, modified from their original design, to enter the scheme. This will provide flexibility to allow owners to improve the ride, handling and safety of these classic vehicles, as well as cosmetic enhancements. The registration scheme will no longer dictate the types of modifications permitted, merely remove this requirement altogether.
   2. Move away from a fixed cut-off date of 1979 to a rolling 30-year vehicle age for eligibility to enter the scheme; for both right-hand and left-hand drive vehicles.
   3. Make changes to the Code of Practice to decrease the necessity for motoring clubs to undertake vehicle inspections; reducing the administrative burden of the scheme. This will remove the need for both initial inspections upon scheme entry and all 3 yearly inspections. However, in all cases, there will remain the ability for the Registrar or motoring clubs to request vehicle inspections on an as-need basis. This will enable clubs to uphold their constitutional values.
   4. Remove the need for annual statutory declarations.
   5. Reduce limitations which ban left-hand drive vehicles with safety improvements, such as updated braking systems. This will allow modifications to LHD vehicles and will treat them the same as RHD vehicles currently on the road.
NEWSLETTERS
HARD COPY


Secretary Erica Andrews moved the correspondence as tabled be received; seconded Rod Nixon Carried
8. Business arising from correspondence
*The next committee will need to decide on the impact of the new conditional registration when enacted on July 1 and all the ramifications to inform members for discussion and decisions for MAPS.

9. Events (for details of these and other future events, see MAPS Review):
*Rego day -- #June 25 @ Heart of Maitland, 10.30am. Members to bring salad and sweets to share, and their own drinks; club supplying barbecue and tea/coffee will be available.
*Sunday, July 23: Handover luncheon at Dalrymple Hotel, Stansbury at midday. NUMBERS TO BE ASCERTAINED AT AGM.
*Sunday, August 20: Day run to Port Victoria; lunch at the Port Victoria Hotel at midday.
*Tuesday September 5: visit to Eldercare Eleanora at Stansbury for afternoon tea and show of vehicles for residents.
*Wednesday, September 27: Motorfest event - Morning Tea at Kulpara, with travel onto Field Days.
*Wednesday, October 5: Minlaton Show.
*Friday-Sunday, October 13-15: Two-night campout at Melrose – a suggestion that we visit Golden North is being followed up and perhaps also the Orrooro Kangaroo shop.
*SUNDAY, NOVEMBER 19: Day at the Burgh, Doug Wiltion to coordinate MAPS attendance/display
*SUNDAY, NOVEMBER 26: Christmas dinner at Wallaroo Sports Community Club, will be sharing venue with an 80th birthday party.
*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
*August or September: Ian Jones

10. General business:
*Constitution ambiguities: May 20 committee meeting decided “that the 2017-18 committee be tasked to tweak the constitution so it is unambiguous as regards “executive committee”, “committee”, “executive” and “management”.‘ (will need to be looked at by new committee)
*Committee nominations. From May 20 committee meeting: ‘Anyone can nominate for any position, with a secret ballot if two or more people nominate for the same executive position (president, vice-president, secretary, treasurer), or seven or more people nominate to be ordinary committee members. It was clarified that committee position holders are appointed, or re-appointed, at the annual general meeting, although possibilities for nominations can be, and are, discussed in the lead-up to the AGM.’
*Graham Klingberg indicated that he wouldn’t be seeking re-nomination and is standing down from Events Coordinator and Margaret Klingberg, Rod and Von Hill are also not standing again.
* Members were asked to consider nominating.
*Committee nominations: Written nominations should be lodged with the secretary no less than 14 days before the AGM (that is, by Thursday, 22nd June, 2017): post to MAPS secretary, Erica Andrews, PO Box 123, Moonta SA 5558, email secretary@maps-yp.org, or in person. If no nominations are forthcoming for positions before the AGM, nominations can be made at the AGM.

Nomination forms available, see secretary.
*Redacted May 20 committee meeting minutes tabled tonight (award nominees blacked out).
*Stickers available at $1, $2, $5 – see secretary.
*Treasurer and secretary warned of more scams trying to access MAPS money.
*Lucky draws.

11. Next meeting: Annual general meeting, Maitland Information Centre (formerly Chatt Centre), 8pm Thursday, July 6, 2017. Committee meeting, 9.30am, Saturday, July 15.

12. Meeting closed: 9.30pm.
WAURALTEE REGO DAY

Whilst the Arthurton Reo day had seen a lot of MAPS members attend in order to get their log books and subs sorted, the May venue at Wauraltee also attracted great support and better still, the food did not run out! The Wauraltee Hall may be familiar to a majority of our members, but to those unaware about the background, here are some very brief details.

Little over a decade ago, the old hall was derelict apart from the huge pigeon population. A group of volunteers called the Friend of Wauraltee Hall set about bringing the old building back to life. MAPS members Leith and Viv Illman were in the vanguard of this action. Over the years the interior has been renovated and as a result, the hall can now accommodate a variety of functions. Sadly the nastier elements in our society make such projects all the harder by stealing hard earned equipment from the site. Well done to the group for bouncing back.

Our meet up there was on a damp day with intermittent showers, so we opted to give our MG Magnette ZA the outing after just few jobs. It’s a cosy car and gets along well with a delightful gear change and useful cruising speed.

The roll up saw a variety of cars arrive and we were nice and warm inside out of the rain. Before long the tables of food were laid out and there was no shortage. Outside the MAPS trio of Leith, Rod Nixon and Graham Klingberg braved the weather and cooked the BBQ food. Inside, tea and coffee was available, plus there was a selection of home made produce to tempt the ladies.

All in all, a good day out at a useful venue. Thanks to Viv & Leith for all their hard work.
Minutes of Annual General Meeting at Maitland Information Centre
8.30pm, Thursday, July 7, 2016

1. Members present: Recorded in the attendance register, the same as the immediately preceding general meeting.

2. Apologies: As per attendance register, plus Geoff Davey, and Grant and Sandra Harvey.

3. Confirmation of the minutes of the 2015 annual general meeting, held July 2, circulated with the July 2015 MAPS Review and via email to members on June 17, 2016. Moved by Keith Penhall, that the minutes as circulated and available in the meeting be accepted; seconded Richard Duns. Carried.

4. Reports:
   a. President’s report: Trevor Clerke read his report alou, tabled it, then moved it be accepted. Carried.
   b. Treasurer’s report: Joan Correll presented a detailed statement of receipts and payments for the year ended June 30, 2016, tabled it, then moved it be accepted; seconded Rod Nixon. Carried.

5. Election of officers and general committee: President Trevor Clerke declared all positions vacant, and Keith Penhall took the chair as returning officer for the elections.

   Keith thanked the outgoing committee members for their work.

   Written nominations received by the deadline of Thursday, June 23, for secretary, treasurer and five committee members, were tabled; the nominees, as below, were duly appointed:

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<th>POSITION</th>
<th>PERSON NOMINATED</th>
<th>NOMINATED BY</th>
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<tr>
<td>Secretary</td>
<td>Erica Andrews</td>
<td>Rod Hill</td>
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<td>Treasurer</td>
<td>Joan Correll</td>
<td>Vonny Hill</td>
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<td>Committee</td>
<td>Trevor Bean</td>
<td>Erica Andrews</td>
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<td></td>
<td>Margaret Klingberg</td>
<td>Vonny Hill</td>
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<td>Vonny Hill</td>
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<td>Rod Hill</td>
<td>Erica Andrews</td>
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<td></td>
<td>Graham Klingberg</td>
<td>Vonny Hill</td>
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   Nominations for the position of president were called from the floor. Bernard Knope nominated Joe Ingram, who accepted. Seconded Trevor Clerke. No other nominations were received, so Joe Ingram was appointed as president.

   Nominations for the two remaining general committee positions were called for.

   Erica Andrews nominated immediate past president Trevor Clerke, who accepted. Seconded Graham Klingberg.

   Erica Andrews nominated Mike Osborne, who declined.

   Trevor Clerke nominated Richard Bastian, who accepted. Seconded Joe Ingram.

   There being no other nominations, Trevor Clerke and Richard Bastian were appointed as general committee members.

   Trevor Clerke resumed the chair.

   The new committee will have its first meeting at the Yorke Valley Hotel, Maitland, 11am, Sunday, July 24, when the positions of vice-president and membership officer will be discussed.

6. Appointment of members for specific roles: The incumbents as listed below all indicated their willingness to continue in their roles for 2016/17:

   Events coordinator Graham Klingberg
   Registration officer Keith “Dick” Penhall
   Authorised officers Trevor Clerke, Rod Nixon, Keith Penhall, Richard Duns, Mike Osborne, Jim Davies.
   Patrons Don and Shirley Rose
   Editor Mike Osborne
   Assistant Editor Jim Sewell Public Officer Mike Osborne
6. By-laws:
Adoption of the MAPS By-laws as attached to the Constitution:

By-law 1
Appointment of Historic Registration Officer & Authorised Persons
a) The Historic Registration Officer shall be an Authorised Person under the terms of the TSA Conditional Historic Registration Scheme and shall be responsible for the administration of the TSA Conditional Registration Scheme within the Association.
b) Appointment shall be by the Committee from the current financial members and details submitted to the Registrar of Motor Vehicles as required under the TSA Conditional Historic Registration Scheme.
c) He/she shall act on the directions of Transport SA and the Federation of Historic Motor Vehicle Clubs of South Australia as the occasion arises.
d) He/she shall be assisted by additional Authorised Person(s), as required.

By-law 2
MEETINGS
a) 14 days written notice shall be given to members of the Annual General Meeting by circulating a copy of the notice board and in the newsletter.
b) Members must advise the Secretary in writing of any business to be moved at the Annual General Meeting at least 14 days before a meeting.

By-law 3
PROVISIONAL MEMBERSHIP
a) A Provisional Member shall be required to attend two meetings and two events in the first year of membership. Such attendances shall be recorded in the Attendance Register.
b) Should the member join part way through the financial year and less than two events and meetings been attended, the Committee shall have the right to decide if the attendance has been sufficient to allow renewal of the membership as a full member.
c) The Committee shall decide in cases where distance or extenuating circumstances have prevented the member from meeting the terms of Provisional Membership.

Trevor Clerke moved the current By-laws as above be adopted, seconded Jenny Penhall. Carried.

7. Any other business:
* Mike Osborne raised provisional membership and the enforcement of its conditions. For example, if current members don’t renew by August 14, and then re-join (paying re-joining fee), are they again provisional members? The committee will discuss enforcing provisional membership conditions at its next meeting.
* As current membership database caretaker, Mike also reminded members to ensure the club is kept up to date regarding any name or address changes, as this has implications for historic registration.

8. 2017 AGM to be held 8pm, Thursday, July 6, at Maitland Information Centre.

9. Meeting closed 9.05pm.

NOTE THE JULY MEETING AND 2017 AGM IS AT THE MAITLAND INFO CENTRE (CHATT CENTRE)
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<tr>
<th>Event Date</th>
<th>Venue / Area</th>
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<tbody>
<tr>
<td>Sunday June 25th</td>
<td>Rego Day at MAPS Club rooms</td>
<td>Graham Klingberg 0439882121</td>
<td>Meet at the club rooms at 10.30 for rego, followed by lunch. Club will supply meats, bread, sauces, butter, tea n coffee Please bring a salad &amp; sweet to pool</td>
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<td>Wooden wheelers welcome</td>
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<td>Sunday July 23rd</td>
<td>Handover luncheon Dalrymple Hotel Stansbury</td>
<td>New Events Coordinant + Trevor Clerke 0422162204</td>
<td>Meet at the hotel at midday</td>
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<td>Sunday August 20th</td>
<td>Lunch at Pt. Victoria Hotel</td>
<td>New Events Coordinat</td>
<td>Meet at the hotel at midday</td>
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<td>Wednesday Sept. 27th</td>
<td>Motorfest at Kulpara</td>
<td>Mike Osborne 0427373158 Lyndon Penney 0429373269</td>
<td>Donations morning tea will be needed</td>
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<td>Wednesday October 4th</td>
<td>Minlaton Show</td>
<td>Pam Wilton assisting</td>
<td>TBA</td>
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<td>Friday 13th &amp; Saturday 14th October</td>
<td>Camp-out at the Melrose Caravan Park</td>
<td>Graham Klingberg assisting</td>
<td>Phone the caravan park on 86662060 to book into a cabin or powered site</td>
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<td>Sunday November 26th</td>
<td>Xmas luncheon at Wallaroo Combined Sporting Complex</td>
<td>New Events Coordinat</td>
<td>Meet at the complex at midday</td>
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<td>Graham Klingberg Barry Price</td>
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<td>Thursday 7th December</td>
<td>General Meeting &amp; the Club is supplying food for a banquet</td>
<td>Joe Ingram</td>
<td>TBA</td>
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<td>January 26th</td>
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<td>March</td>
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<td>April 6th – 8th 2018</td>
<td>Camp-out Beach Caravan park &amp; Bentleys’ Cabin Park</td>
<td>Graham Klingberg assisting</td>
<td>Laura Folk Fair on the Saturday</td>
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Coobowie, June 2017

Steering Committee member Mike Osborne chose Coobowie Caravan Park as the venue for an extra weekend camp for the group. Numbers were never expected to be large due to the time of the year but we did get around 25 people. Most rolled up in vans but due to circumstances 3 stayed in cabins and a couple braved the elements in a tent. The Caravan Park had some special Coobowie items which could be purchased at the office. The weather conditions were unbelievable with very cool nights and blessed with beautiful sunny days and the calmest seas rarely experienced in Coobowie. South westerly breezes to strong winds are the usual conditions, so we welcomed these special days.

We were one of the group who chose cabin accommodation leaving the Adelma home. I had experienced vertigo for a few days and as a consequence I was not allowed to drive. Thankfully our son Matthew was available to spend the weekend with us as well as taking on the driving.

We headed off from home around lunch time, staying at Ardrossan for a coffee break. It was here that we found Phil and Marj Luke. They had a bit of car trouble in their Chev ute with an alternator pulley problem. RAA service got both their van and car to Ardrossan and a replacement pulley fitted. They were then able to get to Coobowie without further problems.

We arrived in Coobowie later in the afternoon and after unpacking joined the group for a short happy hour. Mike and Mary and Bruce and Carolyn (all due to health reasons) also chose cabin accommodation.

Coobowie Hotel was chosen for the evening meal with around 24 of us enjoying some delicious food. Mike and I welcomed everyone, thanking them for making the trip to Coobowie and explained the optional activities for the weekend.

Saturday morning we were treated to a complimentary sausage sizzle on behalf of the park management with a donation collected for the Royal Flying Doctor service. The selection of flavoured sausages with onion as an extra was nicely prepared by manager Steve. The remainder of the morning was a chance for us to take a drive to Yorketown for a bit of shopping, returning to Coobowie via Edithburgh. We did a tour of the Edithburgh museum and reacquainted ourselves with some family memories and history.

Mike had arranged for a visit to the nearby property of Doug and Carol Wilkin. Mike had pre-arranged this visit as Doug and Carol were away. We found Doug’s collection of signs quite intriguing, wondering how some would have been sourced. This was followed by a short bushwalk through an area dressed with a fascinating collection of nursery rhyme and fantasy type figurines placed along the walk. Dinosaurs scattered through the bush setting created a lot of interest and smiles. Great for kids and especially those who are young at heart.

We returned to the park to find Helena and Richard Tapp had arrived. They had selected to stay in a tent as their overnight accommodation. A happy hour and communal barbecue with shared salads and sweets took care of the evening meal. Later in the evening I thanked everyone for coming along and to Mike and Mary Osborne for making this weekend possible.
Bob also gave a short introduction and history of my hometown Coobowie. Pauline Payne then gave us a talk about Alfred Traeger who worked on the pedal radio eventually used by the Royal Flying Doctor Service. Pauline has written a number of very interesting books about various historical areas of interest in South Australia.

On Sunday morning Ben Norde treated us to a pancake breakfast and, with a couple of willing helpers, pancakes again proved to be a great way to kick off the morning. The rest of the day was a chance to do a bit of exploring of the Southern Yorke Peninsula area. Along with some others we took this opportunity for a town walk through Coobowie. Sunday afternoon we again got together for a happy hour and later a shared meal of soup and a variety of mornays and slow cooked stews. Thanks to Carolyn for suggesting this shared meal which turned out to be a success.

Monday morning farewells were made with the next gathering to be at Loxton for 'Christmas in July'. Details of this will be in the newsletter. Many thanks Mike and Mary for your planning and the venue selection, you must have put a lot of work into organising the amazing weather. Also thanks so much Ben for the pancakes, Pam for the mangoes and blueberries as extra toppings for the pancakes, and to all others who helped to make another great weekend. Thanks for your company everyone.

Ellen and Bob Haywood
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With a possible decision on the future venue for MAPS General Meetings, perhaps the list above will provide some of the points to consider that will affect that decision...
CARS ON THE MOVE
A few cars moving around the Club and some looking for new homes.

Ian Burman now has a nigh on perfect example of the Triumph TR5, but his TR6 is looking for a new owner—highly recommended car. 88373 254

The editor’s 1950 Dodge Kingsway has found a loving home with Greg Twelftree at Wauraltee. Nice to see all the work put in being appreciated.

Wes Craker at Ardrossan has mentioned he might be looking to sell his Mini Moke, about $17K I believe.

Bernard Knope has sold the Daimler to Peter Anderson at Moonta—a lot of car for the money I reckon. Bernard is now selling both the 1986 Bentley Mulsanne and the 2001 Mercedes Benz 230SLK Asking prices $30K and $12500 respectively. 08 88537 366

Brian Mitchell has been spending money on the 1950 Riley RMB 2.5 saloon before it is sold as he’s looking for something the XJ6 range. These post war Rileys are sought after and this car has a lovely interior in red leather and excellent wood work. Also for sale is his Chev K Superior Tourer in beautiful condition. See photos. Contact Brian on 08 88233 701 or 0420 920 876

FOR SALE. 1950 RILEY RMB 2.5
$14000

1926 CHEV K SUPERIOR
$16500

Contac Brian on 08 88233 701 or 0420 920 876

Don’t tell Ian, but I borrowed his new car in the week and took it along the beach!

Ed.
My Life with Cars. Episode 5

The year was 1973 and I had started work at Seacombe high School. I was driving Annabelle to work every day. I continued to service and maintain my car myself. David also liked to work on his Cortina. Cars in the 60s and 70s were simple mechanically where every part was accessible, faults were easily traced, (it had to be either fuel or spark!) and easily and cheaply fixed. Mechanics were not often required.

We used to spend weekends cruising around looking in car yards for Mustangs and other American Iron. Main North Road was a favourite as was Turnpike Autos on Unley Road. Late in 1974, six months after we were married, we found a 1966 Mustang coupe for sale at Emacord Motors on Grange Road. The price was $2700 so we signed up for it and took it home. Wow, what a feeling! The 289 cu inch motor coupled to a three speed T-bar was more powerful than anything I had ever driven. Driving around in this sleek, stylish metallic blue, two door, it didn’t take long for the bug to bite and I discovered the thrill of a drag at the lights and the need for speed!

Meanwhile, my sister Susan had also found a boyfriend who was ‘into’ cars. His interest was in European cars such as Renault and Saab. It was surprising then that they both bought a small car that would become a classic in years to come. Peter bought a Honda S600 sports convertible and Susan a Honda S800 sports convertible, both red. The S600 was really a glorified motorbike with chain drive but clad in a very cute little roadster body. The S800 progressed to a more conventional drive but still in the extra small sporty roadster body. These little cars were so light and fast, it was almost scary. We had a race up to Eagle on the Hill one day, the two Hondas and our Mustang. I have to say, we were totally out driven as the Hondas were able to scoot around Devil’s Elbow at some ungodly speed. The high revving motors in combination with a slick, small gated gearbox and light clutch made them invincible. Peter was a meticulous restorer and he rebuilt his S600 from the ground up in their living room. Both cars resided in the lounge as they only had one car garage and Peter’s Bean truck lived there!

They also had a Renault 10 which they raved about, so David and I bought one of them too for him to drive to work. The Renaults provided us with a lot of fun. We were all science nerds, a bit like the Big Bang Theory of the 70s, for real! We didn’t go out partying, or writing ourselves off with alcohol or drugs, weren’t into clubs or discos. No, we were into excitement of a different kind. A favourite was to concoct a rather large amount of chemical smoke bomb, place it in the front of the Renault’s (the boot space) with wires running from the battery inside the car. We would drive to a suitable car park, say Glenelg Foreshore and light up the smoke bombs. We thought it was hilarious to see peoples’ faces as smoke began pouring out of the bonnets of the cars! We could easily smoke the entire car park out and make a quick getaway, after taking Polaroids of our mischief of course. Another was to make multiple hot air balloons with meths burners, find a suitable spot such as some parkland and set them all off together. They really looked spectacular rising through the night sky! It’s a wonder we didn’t set fire to anything really. Once we made some phosphorescent water soluble paint which couldn’t be seen in daylight but as soon as it became dark, the messages and pictures we scrawled all over the cars was easily seen. Just parking somewhere, leaving the cars and watching peoples’ reactions was highly amusing. Yes, we were a bit odd!
Of course my life with cars was not confined to my own motoring experiences. I was working with a girl who drove an old VW Beetle. Her mind and abilities were certainly not focused on cars or driving. One day we were doing our daily trip to Marion Shopping Centre for lunch, in her car. As we drove down Diagonal Road, I commented that I seemed to be sitting much lower than her. Did she think the steering was a bit off? She assured me everything was AOK. When we parked, I got out and sure enough we had been driving on the front left rim! She had not been able to tell the difference! Lucky she had me who knew how to change the tyre. Her car was a mobile rubbish bin, with all manner of refuse stuffed between carpet and floor, in door pockets and glove compartments. The thing ran like an old one cylinder stationary engine but despite spewing gouts of oil all over the engine bay, never actually stopped. When she was pregnant she managed to strip the paint from the driver’s side door in a huge backwards gush. Charming! The demise finally came when it caught fire one day (the old battery shorting out under the rear seat springs) with her child and dog in the back. Not fazed she got the two of them out and left it to burn outside her mum’s house.

However that was not the demise of her unfortunate motoring experiences. Her husband, a high profile football player drove an XW Falcon GT, 351 manual, silver with orange stripes; a gorgeous car. He flew off to Melbourne for ‘talks’ leaving her to drive the GT. Visiting a friend at Blackwood one night, she got stuck at an intersection requiring a hill start. Totally unable to execute it, she stopped the car, leaving it at the intersection. Going to the nearest house she asked the bemused occupant to get the car off the hill and onto the flat, which he did. Relieved, she continued her trip only to lose control coming down the hill and running into the front window of someone’s house! There was no-one home, the car (and window) were only slightly damaged, so she left. Ascot Park Crash repaired the car before hubby came home!!!

Her husband found her another car, a very neat 1966 Mk I Cortina. She and I took it for a maiden run to the Barossa and it broke a piston! With white smoke and oil going everywhere, choking us, the child and the dog, we managed to get it close enough to Tanunda to walk to a phone and call for a tow. After helping her get it rebuilt, she drove it for a good number of years until she bought a brand new Barina. By this time I was on Yorke Peninsula so she came to visit. Things hadn’t changed. She complained to me that the fuel economy was terrible. Well, she had driven all the way over in fourth gear, not realising it had fifth!!!

Regressing a little, not long after buying the Mustang, David and I met the Wilkin family from Fulham Gardens and there began the next chapter of the story.

Pictures
Over the page.

The Hondas is not actual picture of Susan and Peter's cars but identical. Incidentally when Susan moved back to England, she sold her S800 back to the Honda Company in Japan for quite a large sum, enough to purchase a terrace in Oxford!

Carol W

STOP PRESS ITEM
Congratulations to MAPS member Paul Thomas his award of the Order of Australia Medal in the recent Birthday Honours list
FOR SALE

1957 Armstrong Siddely Sapphire Automatic

Repainted from the bare chassis up & looks great
Good woodwork inside
6 cyl. motor
Range of workshop manuals, photos & spares
Seats & floor coverings need to be done
$8,000

Call Graham Kennett, Tickera near Wallaroo
Phone around midday or between 4.30 & 6.00 pm (08) 88242239

Graham Klingberg writes,
Well worth a look and for a rare one, mostly done., Body was lifted off to do all undercoating etc. prior to re-assembling. What a lovely collectible vehicle!
Two tone colour & would suit as a wedding car or similar. Manuals, spares etc. etc. & well worth consideration.
Changes to the Conditional Registration Scheme for Historic, Left Hand Drive and Street Rod Vehicles.

Now known as Club Registration – a 90 day conditional registration scheme for Historic, Left Hand Drive and Street Rod Vehicles.

Vehicles will no longer need to be inspected by clubs prior to approval (MR334) being granted, although individual clubs are free to impose their own inspection requirements.

Vehicles not previously registered in SA (or previously SA registered vehicles not able to be located on historical records) may still need a departmental identity inspection prior to registration.

- Year of eligibility will be a rolling 30 year from 1 January of each year. For example, all vehicles built in 1987 will be eligible from 1 July 2017 when the changes take effect. Vehicles built in 1988 will become eligible on 1 January 2018.

The year of eligibility will be calculated from the date of manufacture, not compliance. In instances where a year may be recorded incorrectly on the registration and licensing database, owners can have the vehicle’s identification plate sighted at Service SA and have the year corrected. Where the vehicle is unregistered it will still need to be presented for a sighting of the identification plate by either Service SA or inspectors at Regency park or Lonsdale inspection stations. An unregistered vehicle permit may be required.

Vehicles will be permitted to be modified and still be eligible to be registered on Club Registration. Modifications must be in line with the requirements in the Road Traffic (Miscellaneous) Regulations 2014 particularly Regulation 53. Otherwise an exemption must be obtained from Vehicle Standards prior to registration. For further information see this fact sheet or visit www.sa.gov.au. Clubs are not required to confirm if modifications meet with the regulations or if an exemption has been issued, this is the responsibility of the vehicle owner. This includes Street Rod vehicles.

Left hand drive (LHD) vehicles will be permitted to be modified and still be registered in SA. All LHD vehicles will still require a LHD exemption prior to registration, this document may need to include specific references to modifications if the vehicle is modified outside of the Road Traffic (Miscellaneous) Regulations 2014 particularly Regulation 53. These same rules apply to general registration and Club Registration.

Left Hand Drives already issued an exemption certificate and planning to make modifications (minor or major) will need to contact Vehicle Standards on 1300 882 248 to discuss. They will need a new exemption issued in either instance. Vehicle Standards will commence a program of identifying exemptions issued and re-issuing with different wording permitting minor modifications but this will take some time. Owners can approach Vehicle Standards in the interim.

All authorised clubs will be permitted to approve any type of vehicle (Historic, LHD or Street Rod) for registration. This will be gazetted on the first Gazette notice after 1 July 2017 which will be 4 July 2017.

All club authorised people will shortly receive a new certificate of authorisation and accompanying letter clearly explaining the change to their authorisation.

New MR334 books will be available from 1 July 2017 with a revised declaration not including physical inspection of vehicles. These should be ordered in the normal fashion through clubs.

The old MR334 books can still be used after 1 July 2017. Although the declaration states the vehicle has been inspected this is no longer a requirement from 1 July 2017. DPTI would prefer old books are replaced within three months of 1 July 2017.

DPTI is happy for logbooks to be issued at the same time as MR334 forms and suggests the person issuing the logbook on behalf of the club completes all vehicle identifiers provided on MR334.

Log books will still need to be replaced every three years. The log book will be re-designed in the coming months.

There is no longer a requirement to stamp registration papers. This applies to first registration and subsequent renewals.

Driving the Mustang around, we were always on the lookout for others, of course! We quickly noticed a black ’65 convertible in our neighbourhood and began to wonder how we could get in touch. One day we found a card under our wiper blade. It was an invitation to attend a meeting of likeminded Mustang owners with a view to starting up a club. The brainchild of Rod and Lorraine Kilvington, the meeting took place at the Wayville Institute on Wednesday night, 19th May 1976 and we were there. So was the owner of the black convertible who turned out to be Mel Wilkin. Rod was elected the inaugural president, Mel was on the Committee and I was in charge of the magazine! So began my 40 year journey with the Mustang Owners Club of SA.

It soon became obvious to me at least that I should have my own Mustang. Yes, I drove the blue one but that was really David’s car, so I began looking. By now we were close friends with the whole Wilkin clan. Mel’s brother Doug, at only 17 had purchased a 1967, 390 big block coupe, brother Max had a 1969 351 Mach 1 Fastback and even dad, Keith had a 1966 six cylinder coupe. We had a fine old time cruising around, attending club meetings and events. We all drove to Melbourne for our first Victorian concours where I found my car, a 1966 convertible, six cylinder. $3000 and it was mine to drive home. The car had history, though not really desirable history! It had featured in Crawford Productions ‘Bluey’, a cop show, where it had been involved in a car chase and ended up in a tree, bursting into flames! Hence the weird blacked out (with paint) bonnet which seemed really heavy and the wrong grille. However these things can be fixed and I was ecstatic.

Driving a Mustang back then made us feel like we were part of some kind of sacred brotherhood. There was definitely a feeling of ‘family’ and ‘us’ apart from ‘them’! In 1977 Max Wilkin turned rogue and sold his Mach 1 to buy, shock, horror, a 1968 Corvette Stingray convertible. From this point on the Mustang Owners Club and the Corvette Club met up for many trips and meetings.

Being members of the burgeoning club brought many benefits and opportunities. I was able to have my bonnet replaced and painted by members in the crash business, although when I picked the car up it had F R O D across the front!!!! The Club was asked to take part in many public events such as the SANFL Premiers Parades, displays at AIR etc. In 1982, the Peter Weir film ‘The Year of Living Dangerously” starring Mel Gibson had its world premiere in Adelaide. Our Club was asked to provide cars to parade the actors and director down Hindley Street. While my car wasn’t used, Mel’s black convertible carried Peter Wier and Rod Kilvington drove Mel and Robyn Gibson. We all got to meet them and get autographs signed. This was before Mad Max and I guess we didn’t really know how big Mel Gibson would become. It was a very memorable day.
I had installed a 250 Cu inch motor in my car to replace the worn out 200. I was now driving it to work on a daily basis as Annabelle’s motor was also worn out and the panel work comprised of more plastic than metal! It was great fun having a red Mustang convertible parked in the school car park. The kids nick-named me ‘Gidget’ and would volunteer to wash it at lunch times for me, which I duly accepted. Another teacher, Murray Venz had a Studebaker Lark and a Wagonaire. At least I had one compatriot to talk to.

Every day I would pick up our Canteen Manageress, a very, very large lady with a froth of white blonde hair and a slash of brilliant pink lipstick. She would lean back, straining the poor seat, with her basket clutched across her extremely ample bosom. Unfortunately the lap sash seat belt would not stretch that far! One job which I did a couple of times a year was to drive out to Gilles Plains before school to collect about 60 live white rats destined for dissection. This particular morning I had the rats in mesh topped cages in the back seat, top down as usual when I picked up Barb. As we approached the intersection, someone cut in front of me and I had to ‘jam on the anchors’! Barb’s basket flew, closely followed by her bosoms, but the worst part was the lids flew off the rat cages and 60 odd rats began to swarm out, through the car and over the side! Horrified that I should lose the rats, I stopped the car, jumped out and began trying to catch them all and put them back. Did I notice Barb screaming, flailing her wobbly arms in the air and her blonde hair turning whiter than ever? NO! I was only concerned my poor rats didn’t get run over or lost!!!! Barb had rats running over her stomach and around her feet. They were in her basket and one on her shoulder. It took about 15 minutes before I had them all under control and thankfully didn’t lose one! I think Barb probably saw hell and aged about forty years that morning, but she did keep getting a ride with me!! They were lab rats of course, perfectly clean and not vicious.

Meanwhile the decision was made to rebuild Annabelle. Unfortunately we had to rebody the car as the original was in such battered and poor condition. Oops! Anyway, I purchased another car, stripped it and repainted it blue, rebuilt the engine, gearbox and steering box, renewed the brakes, exhaust, radiator, all the wiring and re-chromed the bumpers etc. With new door and window rubbers, new tyres, even new old stock lamp lenses, the car looked amazing. The original leather seats were shot and the timber frames were stuffed so I took the seats out of the old Renault 10, had them recovered in blue with grey piping and they fitted perfectly. Annabelle was re-born!

David was becoming alienated from the Mustang Club and he sold his Mustang and bought a 1968 Pontiac Firebird, 400 cu inch motor and metallic gold paint pictured above that you could ‘dip’ your fingers in. Unlike the Mustang, this car was off limits to me and rarely left the shed. What was the point? I continued to attend Mustang meetings and events, becoming closer to the Wilkin family until the inevitable happened. David just got left behind. And so began a new era. I took my Mustang and Annabelle with me!!!
CAVALCADE OF CARS 2017

About 600 entries on an ideal day for a run. As well as a good selection of MAPS cars entered (with the Bastian Buick winning a prize again) we were pleased to see a large number of MAPS members lining the route at several locations. The one organised by Dick Penhall on the Wallaroo to Moonta Road proved very popular. Dick did give me a list, but I lost it, I know it included a good number from way south of the Copper Coast.

I had the OK for the top to go down, but Maisie the dog likes to lay on the floor, rather than wave to the onlookers.

Jim and Jean Sewell said the roast lunch at the Kadina Footy Club was good value. Excellent marshalling and traffic control – t
A Delightful Day at the Cavalcade of Cars

Dodge Polara, Dodge Truck, Dort (Wayne Cooper’s), Daimler Dart SP 250 and a Daimler Barker
LONDON TO SYDNEY RALLY 1977

MAPS members at the June meeting were treated to an excellent talk from Doug Francis, an entrant and finisher in the Leyland Terrier truck pictured below, sponsored by Leyland Australia, B.P.< Coca Cola and Olympic Tyres. Finishing 36 out of 42 arrivals, they suffered two punctures, a broken leaf spring and replaced the spark plugs on the 4.4 litre V8 motor. The winner, a Mercedes driven by a world champion rally driver had $1.25M spent on support.

Doug's talk, accompanied by slides and a great deal of humour was well received and we look forward to seeing him at more MAPS meetings in the future.

The following details are from http://london-sydney77.com/organisation.html

The Challenge

The idea was very simple... to drive a rally route of 30,000 kilometres from one Opera House to another... London's Covent Garden to the Sydney Opera House. It began with 12 days on the road through 11 countries from London to Madras before shipping the cars to Malaysia for the stretch down to Singapore... then load the remaining cars on another ship to take them to Perth before a massive round-Australia section. As the event went along, it would become even more gruelling than originally advertised.
Shipping problems delayed the Australia restart by two days. To make the original finish date, that could not be changed, the average speeds were increased and the planned rest halts were ruthlessly cut. Australia would turn out to be 13,200 kilometres in 7 days and 16 hours... a day and night average of 72 kph for 184 hours

A Catalogue of Firsts

The 1977 London-Sydney Marathon was the first-ever rally to have a competing truck, several years ahead of the Paris Dakar. It had two former Grand Prix drivers; several front-line international rally drivers; Fiat entered a team of prototype diesels - the first time for a diesel works-rally car on an international event. There were works-factory teams at one end, and privateers at the other in everything from a fibreglass kit-car, the Magenta; the first time a kit-car had ever been accepted into an international rally; a Mini Clubman and even a Mini Moke. In between, there were Range Rovers, Jeeps, Peugeots, Mercedes of various descriptions, Ford Escorts, a Mazda rotary-engined car, Datsuns, Volvos, Saabs, even a mobile-home camper van. Crews came from around the world to take part... professionals, experts, adventurers, more than one crew were on their first-ever rally, including a couple who literally drove straight from a dealer’s showroom direct to the start-ramp. It was also the first big-time rally for a Subaru 4WD. The route took in mountains, rivers wild enough for a Datsun to float off downstream, and several deserts – the Australia section was a marathon drive in its own right. When the ship arrived late into Freemantle, rather than cancel sections to get the rally back on schedule, it was decided to make up the lost time by simply running it non-stop – for seven days and nights The Australian leg was run under the control of CAMS with Gus Staunton and Stuart McCleod present as Stewards to oversee proceedings. This was not exactly the makings of a happy marriage. For one thing, CAMS fined several competitors penalties in terms of points in the results for speeding, having set up their own speed-checks, on top of a string of radar checks set up by traffic police - some of these were in open country. A second offence for speeding, in their eyes, would have any competitor excluded from the results – this led tired crews to numerous protests at the very end of the event, just when it should have ended in high spirits. As it was, the penalties for exclusion were scrubbed, others were changed, and the net result of a mass-meeting to hear the protest that lasted a day and well into the night was that only their own rally champion, Ross Dunkerton, would be demoted down the leaderboard, ending up in 5th spot. Nobody else would have their position changed.

Other glitches were such items as the marshals at the Warri Gate on the New South Wales / Queensland border went home early, not having been told that the opening and closing times had been extended – both Chris Bruce in the Freeway Escort, and journalist Evan Green, in a Range Rover, saw the marshals packing up and driving off as they came over the horizon. This issue, combined with the fact that the route instructions for the section to Warri Gate showed Menidee to Wilcannia as 27.60 kms while the true distance is closer to 150kms, was another subject of a protest at the end – with Paddy Hopkirk trying hard to prevent the penalties at this point from being cancelled.... he failed.

Australia was certainly tough. One car caught fire (Prive’s Range Rover) and turned into a molten mass of metal, the Chris Bruce Escort caught fire before Ayres Rock, but was able to continue, more than one car crashed into the outback, several cars hit kangaroos, with one crew hitting a kangaroo so hard it burst through the windscreen, which then had to be choked by stuffing route notes into its mouth... if these difficulties were not enough, ending it all amid long wrangles over penalties with officials from CAMS only confirmed that rallying is, sadly, sometimes a test of nerve even when the wheels have stopped turning.
Above—MG ZA MAGY56 on her first MAPS outing, to Wauraltee

TAIL PIECE—What is it? It’s French—
Type M de Course COTTIN et DESGOUTTES with Ottin coachwork