



M.A.P.S REVIEW

NEWSLETTER OF MAITLAND AUTO
PRESERVATION SOCIETY,
SOUTH AUSTRALIA

*"MAPS - The Historic Motor Vehicle
Club of the Yorke Peninsula"*

NOVEMBER 2011

www.maps-yp.org



AT THE BEGINNING OF OCTOBER, A GROUP OF JAGUARS VISITED THE YORKE PENINSULA.
AMONGST AN ARRAY OF LOVELY CARS, THERE WAS
THE 1963 DAIMLER 250 V8 OWNED BY JDC MEMBER, GEOFF THOMAS.
MAPS MEMBER JOHN WEBBER SAW THE CAR ON ITS WAY TO ARDROSSAN AND LOVED IT.
SO ESPECIALLY FOR YOU, JW, A COVER PHOTO WITH MORE DETAILS ON Page 12

IN THIS ISSUE -

Page 2- London to Brighton

Page 3- The Sec's page, Seen & still Heard, Aus Day invite

Page 4- Rex Fox Background

Page 5- Events for 2011 and 2012

Page 6 & 7 Pt Augusta Campout Report

Page 8 & 9 - A Very Special DeSoto

Page 10 - Bunyip's Eagles & Hot Air

Page 11- Read the Fine Print- AKA the Minutes

Page 12 - Cover Story Notes, For Sale- The X Factor and Four MAPS Belles, but not X rated!

MAITLAND AUTO PRESERVATION SOCIETY INC P.O. BOX 86, MAITLAND, S.A. 5573,

ELECTED OFFICE BEARERS for 2011-2012

PRESIDENT:	KEITH PENHALL	08 88232 999/0417 865697		
VICE PRESIDENT:	TREVOR CLERKE	08 88537 191		
SECRETARY & PUBLIC OFFICER:	MIKE OSBORNE	0888373 158 Mob. 0427 373158 ozbornes@internode.on.net		
TREASURER	LYN CLERKE	08 88537 191		
COMMITTEE MEMBERS	JOHN YATES	0417 839580 johnryates@gmail.com		
	GRAHAM LITTLER	08 88253 745		
	JOHN INGHAM	08 88232067 ingham.js@bigpond.com		
	TREVOR BEAN	08 88233366		
Co-opted Non Voting	JOE INGRAM	08 88373126	JUDY INGHAM	08 88232067
REGO OFFICER & AUTHORISED PERSON	KEITH PENHALL	08 88232 999		
AUTHORISED PERSONS	ROD NIXON	08 88322 691 (B),	TREVOR CLERKE	08 88537 191(H)
EDITOR:	MIKE OSBORNE	0888373 158	ozbornes@internode.on.net	
MINUTES SECRETARY	MARY OSBORNE	08 88373 158		
PUBLICITY & ASSISTANT EDITOR:	JIM SEWELL	08 88373 826		
PATRONS:	DON & SHIRLEY ROSE	08 88252841		
LIFE MEMBERS:	RON BRIGGS+, LOIS BRIGGS,	KEN HEINRICH, HOWARD HEARD +		



A

**THE LONDON TO BRIGHTON VETERAN CAR RUN,
SUNDAY 30TH NOVEMBER.**

We've stayed so many nights down at Hotel Farrow at Largs North, I'm thinking of having the mail delivered there! Having attended the CRCSA Annual Awards Dinner on the Saturday night, we headed off the next day to see some 29 veteran cars and one veteran motorcycle start on their annual run from London Road, Mile End to Brighton and then back to Glenelg.

Not only was there a remarkable array of veteran cars, but many of the participants were dressed in the clothing appropriate to the era of their cars.

Roger Cross from Burra was there with his newly acquired Maxwell, with wife Jenny suitably dressed. Elsewhere, we came across CRCSA members, David and Melva Schumacher with their veteran Dodge Tourer. The car is immaculate, lovingly restored by David in recent years. Despite the late Saturday night, both of them looked splendid and we were honoured to be given a ride in the car to the morning tea stop. Comfortably seated in the rear, behind the cathedral patterned side screens gave a real taste of veteran motoring. One tip gained was that a Dodge in first gear masks out most sounds from the co-driver!



DICKEY SITUATION?

Pictured above in the Farrow's 1929 DeSoto, ready to head off to the London to Brighton Veteran Run- Driver Ashley, with passengers, Mary Osborne & Margaret Edwards. A great car to drive too. Mike O

FROM THE SECRETARY & EDITOR

I think that October proved to be a very positive month for our club as regards events. Edithburgh Show'n Shine gave us something in the SYP area and the Pt Augusta campout showed that such weekends are popular with many. Just seeing a cross section on the membership, with members old and new attending is encouraging, as is the work put in by a wider group of people to set up events. Thanks to all those assisting in this area.

The campout format of people being able to extend their time at the accommodation venue and also select which of the optional planned activities to participate in works well. Meeting members from other clubs on such weekends looks to be popular, as does simply sitting down and socialising with our own members.

Look forward to more of those event in 2012.

DECISION TIME

One topic that has consumed a great deal of time over the last six years has been what I'd term the Rex Fox Bequest. Many of the newer members were unaware as to the background of the legacy and a growing number seek to see a fair and lasting solution to the ownership of the three motorcycles. Such a decision has to be taken by the current membership, based on impartial information.

A lengthy discussion brought about a committee recommendation as regards the sale of all three machines. At the November General Meeting, there was considerable discussion and as a result, the motions to be voted on at December's General Meeting will be-

Motion by J.Yates, seconded by J. Webber *"That all three Motor Bikes be sold the vote to approve that sale be held in December."*

Motion by S.Rose and seconded by J.Yates - *"The vote to sell the motorcycles be held in December and that S.McGough be approached to purchase the AJS, as he had approached the club and made an offer."*

Should anyone wish to see a copy of the document tabled at the November meeting, offering to purchase the AJS by the grandson of a previous, please contact me.

Elsewhere in this edition, I have detailed some of the events surrounding the items left to the club some seven years ago. One thing to underline is the efforts by many in storing, shifting and administering them in that time.

On further matters as regards administration, I would like to provide the following information;

The Minutes and business of the Federation Of Historic Motor Clubs of SA is easily accessed on www.fhmcsa.org.sa. Efforts are being made to ensure swifter updates, I understand.

MAPS minutes for both General and Committee meetings are produced and distributed quickly, as material from them is featured in the newsletter, an item I try to complete ASAP after a meeting. The Committee Meeting minutes are condensed into a Committee Report and made available at the earliest opportunity. As regards the content of these reports, it is

occasionally necessary to remove/edit certain topics- e.g. award winners, breaches of the CHRS scheme .

All minutes are available for the general membership to view. The newsletter includes what I term as "Points from Minutes", limited to one page of the newsletter. (A hard job this month!) Financial reports are not circulated outside the Club, for various reasons.

HEARD & STILL SEEN

Some of you will recall that a few years ago (about 1998), the Club lost possession of various items; a clock and the medals/plaques owned by the late Patron Howard Heard. Whilst the clock and some items have not been recovered, the medals have been returned and will now be mounted on a board.

Anyway, just to show that at least we have Howard's medals back, here's a photo that I took before a MAPS craftsman starts work.

Mike O



The Gawler Veteran Vintage & Classic Vehicle Club INVITE

The Members of MAPS to take part in a
COMBINED AUSTRALIA DAY OUTING

TO CELEBRATE

AUSTRALIA'S 111TH BIRTHDAY

at

ROSEWORTHY AGRICULTURAL COLLEGE CAMPUS

Mudla Wirra Road

ROSEWORTHY

On Thursday 26th January 2012

from 10:30 am

B.Y.O Picnic Lunch

ACTIVITIES WILL INCLUDE

Agricultural Museum

Model Steam Train Rides

FOR FURTHER INFORMATION PLEASE CONTACT:

Fred Chapman - Events Co-ordinator

Telephone: 8527 4049 or MAPS Secretary, Mike Osborne

THE REX FOX BEQUEST- A BACKGROUND TO THE ITEMS

Given the great deal of debate regarding the items currently still in the ownership of the Club, it is perhaps appropriate that some history be provided as to when and how these items came into the Club's possession. I feel that this may be of particular interest to those members who were not with the Club when the bequest was originally made back in 2004.

It is also a time to acknowledge those who have assisted in many ways during the seven years of MAPS ownership.

In the latter part of 2004, as Club Secretary, I was contacted by solicitors acting behalf of an unnamed person who wished to bequeath three motorcycles and three trucks to the MAPS club. It seemed that this gentleman had originally made a will in which the items were to go to a West Coast Museum, but he now wished to make a change, with MAPS as beneficiary. Given that MAPS' involvement with a specific museum was end many years ago, I felt it only proper to tell the solicitor that we no longer had such a facility, as I did not want the Club to be obliged in any way as regards the future of the items as regards a future sale. This was duly accepted and a few months later, the solicitor contacted me to say the benefactor had died and items could be viewed near Angle Vale and arrangements made to collect.

Some cynics thought we might be simply collecting a pile of scrap, but the solicitor had given a fair description of what we could expect and we were not disappointed. Our problem was where to store three trucks, a 1946 International, 1926 Graham Bros. and a similar aged Chevrolet. The motorcycles were the 1940's Indian outfit, the 1927 AJS outfit and a solo Harley WLA. The Indian's engine was a runner, but there was a clutch problem, which still remains today.

Our benefactor was an elderly, unmarried man who had lived and worked for the EWS in Maitland for a period of time in the late 1980's, early 1990's. Whilst his name appears on a couple of event reports, I found no record of him actually being a MAPS member, but the Brigg's family had recollections of him. The main benefactor of the will was a nephew, who inherited a property and land near Angle Vale. It appeared that this nephew had spent some time with his uncle on the machines, particularly the Indian.

The next year saw a lot of activity take place as regards the future of the items. There were those who thought we should give the nephew the choice of the items and the Club did try to create a rapport with the nephew as to the future of the machines. We also spoke to the donor's brother, inviting him to visit with no response from either party.

The Club's dilemma was where to exhibit or store the items without losing ownership. After their collection from Angle Vale, the items were all initially stored at the Heinrich's property at Kilkerran, before the motor cycles were homed elsewhere.

So, in 2005, as the trucks were the major storage problem and no museums locally wanted them, unless given them, various proposals as to what should be done with the whole group of bikes and trucks were collated.

Suggestions included restoration and use by Club members through to selling the whole lot. In the end, it was amicably agreed by written ballot that we would sell, by tender the Chev and Graham Bros. trucks, but donate the post war International to the Maitland Shed Project for them to use as a restoration project.

The Chev and Graham Bros trucks were to find a good home in the hands of David Meyer from Adelaide and since purchase, regular reports have been provided and published in our newsletter as to their excellent progress.

The motorcycles have had a varied and often much travelled life! The Indian outfit looked splendid at Bob Landt's Maitland garage, but

sale of the business meant it headed elsewhere. It looked as if the Indian might have made it as running club exhibit in the hands of long term member, Mike Haahesy, but Mike moved to Balaklava and the hoped for clutch repair was not able to be made.

For a short time, the WLA Harley resided at Rosewarne's Kadina and then at Peter Wilton's Minlaton business. Stansbury Motors also housed the AJS until such times as business expansion meant it had to be moved.

Birkin Motors, Ardrossan have provided a visible and secure home for both the AJS and the Indian at various times over a long period. The Birkins wish to exhibit what will be a most attractive exhibit of their own, an early Valiant, brought things to a head a few months ago. There was only so much space in their showroom, so the bikes and a tractor had to be moved.

All these moves have seen a great deal of work put in by some of the members, particularly Don McPhee and others from Stansbury. Whilst the club has refunded them for fuel, they have been met with other costs while carrying out the various trips. Don is amongst those keen supporters who had the aim of getting the bikes out on show, so as to publicise MAPS.

The long term storage of the Harley WLA by Malcolm MacDonald should also be remembered. The solo outfit might be perceived as the Cinderella of the bike trio, but it will be one of the most sought after items.

In recent months, all the machines have been moved to John Yates' home and it was good to see all three clearly as a group again after seven years.

Whilst it looks very much that the trio will be again heading in different directions in the New Year, I think it will be good to see them finding new homes and owners where once again the engines will be running and the wheels turning. I would like to think that Rex Fox would have much preferred that outcome rather than see his collection shut away, standing idle.

So over the last few years it has been good to have a membership who value these machines, not simply for what they might raise in cash for club funds, but more as a part of the Club's history and the opportunity to show that MAPS wished to contribute to the preservation of such items, if not by actual restoration, but by finding worthy homes for them.

Mike Osborne

MEMBERS IN A FOR A SERVICE

Let us hope that those who are not too well at present will be up and running again soon.

Barbara Muirhead is due for an operation on November 28th, so we hope that all goes well. I think it's the equivalent of getting a suspension ball joint fixed, so just make sure they fit you with a grease points to save wear.

Meanwhile, Moranne Coombs is going through the hassle of getting a property redecorated, then sold. If that's not bad enough,

she's due in for what sounds like a Crypton or Sun Tune - up. Our best wishes to you both.



Mike O

MAPS EVENTS 2011

2011

Nov 17th. Trips for The Village residents. 1.30 PM . D Rose, L. Penney, C Mack & Mike O
27th Christmas Luncheon - Prince Edward Hotel, Wallaroo,
Menu- Mains -Garfish or Butterfish- Roast Beef - Roast Turkey. With salad bar and hot veggie bar
Desserts -Plum pudding with brandy custard, or fruit salad & ice cream. \$20 per person.
Pre paid bookings to the Treasurer, Lyn Clerke please

Dec 1st General Meeting 8 PM with Christmas supper and raffle draw

23rd Ardrossan Main Street Party 6 PM. Classic Cars & floats needed please.
Please support the organisation that until recently printed our club newsletter.

2012

Jan 1st Port Vincent Gala Day. Display cars and enjoy lunch (BYO) at the Clerke's home

Jan 26th Australia Day joint event with the Gawler VVCC & other clubs at Roseworthy College

Feb 19th Picnic at Pt Victoria, with a tea spot somewhere different

Mar 11th Moonta " Around the Houses" BYO food, beverages supplied

Mar 23-26th Coobowie Campout Weekend. Powered sites and full range of cabins

April 21-22nd Yorke Peninsula Saltwater Classic , Stansbury

Oct 26-28th Campout Weekend, Laura Caravan Park, 4 lovely cabins and two on site vans, plus powered sites.

Nearby accommodation of three bedroom unit and also house

General Meetings are held at 8 PM in the Chatt Centre, Robert Street, Maitland, on the first Thursday of each month, except January. Light refreshments served.

INVITATION EVENTS

2011

Nov 13th Trip to St. Kilda, MAPS with NARC Kapunda group.

2012

Feb 12th All British Day, Uraidla . NB- No Dogs Policy

19th All America Day

Mar 3-4th Power of the Past- Mount Barker AHMRC

April 6-9th Hillman National Rally at Renmark in Easter, 2012,

June 9th-11th PADARC's 14th Biennial Rally at Pt Pirie

Oct 13/14th Burra to Morgan Re-enactment Run- A weekend to remember in Burra and Morgan Come and join in Burra for a weekend of Motoring Nostalgia and Adventure, which will include a re-enactment of the 1906 Burra Motor Club's Drive across the salt-bush plain to Morgan on Sunday 14 October 2012. Event run by The Northern Automotive Restoration Club SA Inc.

CHRISTMAS RAFFLE NEWS

THE BIG ONE-

OVER SEVENTY PRIZES INCLUDE A TOTAL OF PRIZES VALUED AT OVER \$400

50 LITRE ECO ESKY on wheels, value \$120

ELECTRIC POLISHING KIT, rechargeable with all tools and polishes. Value \$100

(Generously assisted by Richard & Barbara Duns of Ardrossan Auto Centre)

Car books, clothing and various car items.

Wine, Baileys, chocolates, chopping board, place mats and loads more.

The more tickets sold, the more prizes to be won- over seventy prizes and a special draw for a member who has not won a prize in the main draw.

Tickets on sale at club meetings and events, up to and including December's General Meeting.

This raffle will be in place of the usual meeting raffles

\$1 per ticket. Members only.

PORT AUGUSTA CAMPOUT WEEKEND

I was told of an Eco cruise North of Port Augusta and it sounded interesting so I did some research and surprised Margaret last November by having a weekend away and tried it.

After that weekend we thought being MAPS Members for a while and having so many good times with them we would plan and run a trip of our own for the Club.

Some Members arrived Wednesday, ready to do the cruise Friday morning. Unfortunately the weather came in quite wet and windy but the eight MAPS Members still enjoyed it. A lot of other Members with work commitments etc. arrived at various times Friday in time for a 'Happy Hour' in the recreational room at the Shoreline Caravan Park, prior to going to dinner.

Previously we enjoyed the food at Ian's Western Hotel so booked the Dining room for the groups evening meal. It was well received by the Guests. Having our own room added to the ambiance of Members wishing to catch up with each other and socialise. Meals and service were very good and timely, with only praise from everyone.

Back at the park later folk got together for more fun and others off to bed. We had various accommodation spread around; from campsites, caravan sites, (on the foreshore) premium cabins through to budget. We elected for budget and although compact it had all the needs, clean and excellent value.

After a goods nights sleep for us, some listened to trains shunting and others partying, we headed to the boat ramp to join the other 14 in perfect cruising condition. Aaron, our host, kept us informed regarding History, Geology, Environment, including photos to pass around and local stories, as we traveled up the Gulf, stopping for Dolphins, identifying bird life and serving us with taste samples consisting of Kangaroo, Salt fed Lamb and smoked Kingfish together with various sauces, also tea and cruise chino.

The tide was very high. We purposely picked a weekend with a large morning tide movement. This can give the best opportunity to spend time traveling 10 Km's up the gulf and enjoy all the area has to offer. It was a highlight of the weekend and enjoyed by all.

Once back on land it was a free day for all to look around Port August. We chose to firstly go up the western area and see some of the homes featured the previous week for open gardens. The roses in particular were beautiful and some of these homes, up on the hill, had great views of the town, the sea also huge blocks of land with big sheds. There is also a park up there with an old restored water tower tourists can climb giving a wonderful panoramic view of the City and Gulf, Flinders and Baxter Rangers. We then chose to have lunch while at the visitor's center. They have a patio with water feature, to good to pass up and another chance to have saltbush lamb.

Returning to the caravan park and meeting up with Mark Taylor of the Port Augusta Vehicle Restorers Club. He led us out to Barbara and Cec's Stirling North Home. This Member has a great collection of cars and motor bikes and although Cec was at Phillip Is, for the Motor GP with Grandson and Family, Barbara hosted us with afternoon tea and Cec had organized full access to all the cars and bikes. My personal favorite is his 1924 N150 Ceirano Tourer.

We then traveled to the Club Rooms for a B.B.Q. Mark and Kathy, together with a willing team, and a small charge put on a great spread. We all enjoyed the social atmosphere of fellow club Members and Thanks go to the Port Augusta Club for a great effort.

Sunday morning some chose to go to the 'flea market' in Cole's underground car park, looking for a bargain, some chose to head for home. Morning Tea was out at the Arid Lands Botanical Gardens with a few from the Pt. Augusta Club before heading south to John and Jo Yates property at Napperby for a B.B.Q lunch and view the collection of Club Motor Bikes. Thanks to John and Jo for a wonderful home made meal. So much of what was served came from the garden and home made. From here we headed home to Largs Bay.

Thanks for all that joined us on the trip. We enjoyed your company and look forward to seeing you all again. If you have had great experiences think about sharing it and run a trip for the Club. It's fun and rewarding.

Ashley Farrow

And what you might not know....

A total of thirty six MAPS members took part in this event, which was spread over six days for those with plenty of time to spare!

Some, like us, arrived on the Wednesday, thus enabling some touring in the nearby Flinders Ranges. Had there been an award for best classic car, the Haywood's immaculate Chrysler Royal and period caravan all the way from Woodville would have been a well deserved winner. The outfit certainly drew some attention from the locals over the weekend.

With many members arriving during the Friday, there was an opportunity for a MAPS sweepstake, based on what time Greg and Wanda Chittleborough would arrive at the Shoreline Caravan Park. The President, Dick Penhall, had inside information on the couple, so little wonder he won! However, Alec Anderson was a surprise, as he was heading home from the NT and just happened to call in and join the party.

For the Thursday, the Ingham, Bean and Osborne trio made their way up to Quorn, taking in the sites and a little bit of 4WD driving.

MAPS Campout 'virgins', the Giesecke's arrived in a very clean Nissan 4WD and are keen on getting a suitable caravan.

There was some confusion over the location of the host for Saturday PM visit, as people sometimes move house after 10 years! A number of the group stayed over for one final night and along with the Inghams, we did an inspection of Laura as regards the 2012 campout. We had earlier checked out Spear Creek as a possible venue for a club event and it was good to see that it could offer us a base for a future trip.

I am sure that all those who took part will join in thanking all those involved in making it such a successful weekend- Ashley and Margaret, Mark Taylor and the members of the Port Augusta Vehicle Restorers Club, Cec and Barbara Scholar & helpers, John Yates & Jo O'Connell.

A week later, I was able to do PAVRC's President, Mark Taylor a favour, by giving him a set of tyres for his Ford. We look forward to continued co-operation between our two clubs.

Mike O

BADGE ORDERS

New order for Ron & Joyce Anderson to be placed shortly- ANYONE ELSE WANT ONE? PLEASE LET THE SECRETARY KNOW ASAP



PT. AUGUSTA CAMPOUT PICTURES- clockwise-

+ Molly Osborne guards the beer fridge in the Pajero.

+ Cowboy and Indian? Ashley tries the Indian Scout.

+ Jeanette Bean and Judy Ingham at Kanyaka- I did try a photo from the other direction, but couldn't get the exposure right!

+ Saturday's cruise group, with Captain Aaron seated left.

+ Barbara Scholar took a liking to the Haywood's Chrysler.

+ Our Patrons, Don & Shirley Rose look all set for a night out at the Pt Augusta VRC clubrooms. Done was heard to say he was going to get Shirley full that night, so settled on some high octane fuel!

REAL HORSEPOWER -A DESOTO AND A BRISTOL IN THE SAME STABLE

One great thing about being interested in old cars is that if you get around to various events, look outside your usual range of interest, and you meet even more great people and cars. By chance, an Adelaide Bristol owner contacted me just to see if I took part in any specific events and to show me photos of the Bristol 405 that he had restored. That led me to information that this gentleman, Ian Webber, owns what is a very different car to a Bristol- a 1955 DeSoto Fireflite Convertible and I am pleased to have been provided with some background on this rare and outstanding model.

The DeSoto Fireflite was introduced in 1955 as De Soto's flagship model and Ian Webber's car pictured was brought back from the US in 1959. At that time he was a post-graduate student at the Chrysler Institute of Engineering and his car started life in the Central Engineering Division of Chrysler Corporation. He sold it in 1961 (having fallen in love with the R series Valiant) and found it again after an Australia-wide search. It had been in the Big Orange museum at Berri for many years, which was the only thing that saved it from the wrecker's yard as it was in very bad condition. However he did a "frame off" restoration and it's now better than new. He told me that considering the quality levels in the US in 1955 that's not saying all that much! It has a 291 cubic inch Hemi V8 with 4-barrel carburettor, Powerflite transmission, power brakes and power top, so it was a sensation in car-starved Adelaide. Ian went on to say that it's a fine drive, but very thirsty, although his Bentley Mark VI is even worse. Therefore he has high hopes for the Bristol!

Some more research brought out a little more information The car was wider and longer than previous DeSoto models, car weighed 4,070 lb (1850 kg) and cost US\$3,544.

The Fireflite's bold design increased sales for DeSoto. In 1955, DeSoto's sold well with over 114,765 examples produced, making 1955 the best year for the company since 1946. . Fireflite convertibles were rare as only 700 were built. By 1956, DeSoto placed eleventh in U.S. production with an annual production of 110,418 cars. The success was short-lived, however, and Chrysler Corporation discontinued the DeSoto brand effective in November 1960.

In 1956 a gold and white Fireflite convertible was the Official Pace Car for the 1956 Indianapolis 500.

Indianapolis 500 President Tony Hulman said the DeSoto was chosen unanimously by the track committee because it delivered outstanding performance and had superb handling characteristics.

1955 DESOTO "FIREFLITE" MODEL S21 CONVERTIBLE- "STYLED FOR TOMORROW"

Engine Number: S21-32258 CHASSIS NUMBER: 50358516

WHEELBASE: 126 INCHES (3200MM) OVERALL LENGTH: 218 INCHES (5540 MM) MAXIMUM SPEED: 112 MILES PER HOUR (180 KPH)
FUEL CONSUMPTION: 12 MPG (24 LITRES PER 100KM) PAINT COLOUR: "EMBERGLOW" WITH "SURF WHITE" INSERT ONLY 700 CONVERTIBLES WERE PRODUCED IN 1955

ENGINE: 200 HP, 291 CUBIC INCH V8 WITH 4-BARREL CARBURETTOR, HEMISPHERICAL COMBUSTION CHAMBERS AND OVERHEAD VALVES OPERATED BY DOUBLE ROCKER SHAFTS.

THIS IS A VARIANT OF THE CHRYSLER "HEMI" ENGINE.

TRANSMISSION: "POWERFLITE" 2-SPEED AUTOMATIC ,ELECTRICAL SYSTEM: 6 VOLT

.BRAKES: DRUM WITH POWER ASSISTANCE

CHRYSLER "COAXIAL" POWER STEERING, POWER OPERATED CONVERTIBLE TOP

1956 THIS CAR STARTED LIFE AS PART OF THE FLEET OF THE CHRYSLER CORPORATION CENTRAL ENGINEERING DIVISION IN DETROIT, MICHIGAN (CAR NO. 258)

1957 THE PRESENT OWNER, IAN WEBBER, PURCHASED IT IN DETROIT

1959 IT RETURNED TO AUSTRALIA WITH HIM ABOARD THE "MARIPOSA" AFTER CROSSING THE UNITED STATES

1962 THE CAR WAS SOLD AND AFTER SEVERAL OWNERS WAS EXHIBITED FROM 1977 TO 1993 AT "THE BIG ORANGE" MOTOR MUSEUM AT BERRI, SOUTH AUSTRALIA

1994 THE CAR WAS FOUND IN A QUEENSLAND WAREHOUSE AFTER A LENGTHY SEARCH

1994-1998 THE CAR WAS DISMANTLED COMPLETELY AND UNDERWENT A THREE-YEAR "FRAME OFF" RESTORATION BY THE PRESENT OWNER THE CAR WAS CONVERTED BACK TO IHD FINCH & HOCKING RESTORED AND REPAINTED THE BODY, AND MOUNT BARKER MOTOR TRIMMERS WERE RESPONSIBLE FOR SEATING AND TRIM.

THE CAR TODAY IS AS GOOD AS NEW - PROBABLY BETTER!

Thank you to Ian Webber, SCCSA, of Adelaide for the Courtesy in providing these details.

Pictured right: The Bristol 405- a model produced before Bristols were powered by the Chrysler V8 engine





1955 DESOTO FIREFLITE



BUNYIP DAY AT KOOLUNGA

This was a relatively last minute event as far as we were concerned, but we were pleased to join the group from PADARC in this Koolunga community event.

With uncertain weather, we opted to take the Triumph TR4A with it's top on. It's good on fuel and less paintwork to clean, plus it eats up the miles well. Along with the Sewell's in their Cortina, we headed to Snowtown, in order to join with Barbara and Steve Muirhead on the road into the town. As we had arrived early, we took a tour around Snowtown and found it's a lot larger than we had previously thought.

Along with Steve and Barbara in the RR Shadow, we passed through Brinkworth where we saw that it was their annual Garage Sale Day, so we knew that we'd be calling back their later! Somewhere around a dozen PADARC cars made up the convoy and it was a short drive to the shaded parking area just through the town. There was a selection of stalls, fortunately with some selling food. We took a look around and enjoyed a walk along the edge of the river. Then it was another walk to the friendly pub in the main street. Fed and watered we made our way home via Brinkworth, which gave us the opportunity to buy some mud flaps, an ornament and other bargains! All in all, a nice country day out.

"CLIMB TO THE EAGLE"

This annual event from Victoria Park, Adelaide sees some 220 classic and historic sporting cars AKA "big boys toys" travel up the old road, passing by the "Eagle on the Hill", now a private residence, before taking morning tea at a suitable venue. Since the hotel closed, the tea spot has been at Hahndorf, but for 2011 Belair Country Club was selected. From there, entrants had the option to drive on a particularly scenic drive to Victor Harbour. This lunch venue is alternated with Nuriootpa as one of the Grand Prix sites.

We opted to take the Triumph TR4A this year, as that would allow us to take Molly the dog over night at Ashley and Margaret's Largs North home. Molly gets seaside walks, Mary and Margaret go for "retail therapy" and Ashley and myself get to play with the all the other boys and their cars- everyone's happy!

We started with our 8.20 am arrival at Victoria Park, by which time, 200 cars were already lined up and their drivers and passengers chatting away or enjoying the breakfast on offer. All too soon it was 9 AM and the lines of cars moved to the start, waved off by Glen Dix of course. Ashley decided he'd try to drag an E Type Jag, but failed to understand that the driver and passenger were equipped with special aerodynamic straw hats that saw us left behind! I'm wondering if these Mark Webber starts are an Australian trait... However, Ashley showed he liked driving fast, as we headed off the freeway and around the winding road, past the Eagle on the Hill and on to Belair.

It was the first time I've been there and a great spot. We found a verge to park on, but others were not so lucky as cars with low spoilers often need absolutely smooth areas. We also learned that if you stand near a new Porsche whose owner is gunning it up a grassed verge in reverse, you get your new trousers impregnated with smuts!

With all the goodies for morning tea and lunch prepared by Margaret, we settled down for a peaceful cuppa. Well, it was peaceful until something like a fridge motor or washing machine

started in the car parked next to us, a fair time after the engine had stopped. I thought if it was a washing machine, we could have put out smutty pants in while having tea! However, we thought it might have been the air conditioning in the car, no doubt programmed by some remote control device.

Then it was off to Victor Harbor, by way of numerous back roads. This was a great drive, but I've never been a great one for driving hard and fast. However we enjoyed the ride through some great countryside, whilst wondering just how much damage the EFTPOS card was suffering back at Harbortown Shopping Centre!

In the evening, Ashley and Margaret took us to a splendid award winning Vietnamese restaurant in Pennington- our first meal eaten with chopsticks- well, some of the time!

On Saturday morning, we headed back in the TR4A back to Ardrossan, in time to play bowls and amazingly be in a rink that actually won, albeit very narrowly! One of our opponents was Wayne Cooper, Wanda Chittleborough's brother, so some good laughs in between the serious stuff.

TALKING OF AIR CONDITIONING - THE GODEN BROTHERS

Here's a little factoid for automotive buffs or just to dazzle your friends, from an Ardrossan lady.

The four Goldberg brothers, Lowell, Norman, Hiram, and Maxamillian, invented and developed the first automobile air-conditioner in July 17, 1946 in Detroit when it was 97 degree Fahrenheit.

The four brother walked into old man Henry Ford's office and sweet-talked his secretary into telling him the four gentlemen were there with the most exciting innovation in the auto industry since the electric starter.

Henry was curious and invited them into his office. They refused and instead asked that he come out to the parking lot to their car.

They persuaded him to get into the car, which was about 130 F, turned on the air conditioner, and cooled the car off immediately.

The old man got very excited and invited them back to the office, where he offered them \$3 million for the patent.

The brothers refused, saying they would settle for \$2 million, but they wanted the recognition by having a label, "The Goldberg Air Conditioner" on the dashboard of each car in which it was installed.

Now old man Ford was more than just a little anti-Semitic, and there was no way he was going to put the Goldberg's name on two million Fords.

The haggled back and forth for about two hours and finally agreed on \$4 million and that just their first names would be shown.

And so, to this day, all Ford air conditioners show - "Lo, Norm, Hi and Max" - on the controls.

Ed's note; Actually I think air con in a car was first tried in about 1934- apparently in the boot, with luxury car maker, Packard offering it from 1939. Nash were the first to offer it as a front end fitting in 1954, as Nash were tied up with Kelvinator.

Mike O

POINTS FROM MINUTES FOR GENERAL MEETING OF MAITLAND AUTO PRESERVATION SOCIETY, NOV 3RD 2011

Matters Arising from Minutes & Oct 2011 Committee Meeting Report.

The Clubroom opposite has had a working Bee to clean & sort.

Committee Meeting Minutes discussed

Honour Board to be updated- labels to be ordered

Howard Heard Medals have been found and will be mounted on a board and displayed.

Bumper Bar badges and number plate surrounds to be looked at T.Clerke seeking suppliers.

Name badges for members . M.Osborne has badges for members. Please collect. Discussion then followed about badges being ordered and people not collecting or leaving club. Moved J.Webber and Seconded by S.Rose that a joining fee including the badge cost be added to Membership fees when processing new applications. Carried.

The President advised the meeting that a question raised by J.Ingram at the Committee Meeting was in regards to what each position did. A Duty Statement was proposed to be written about each position

Treasurers Report. L.Clerke presented her report and moved it be accepted. Seconded J.Ingram, Carried

Correspondence.

Magazines from the, Hillman Car Club, Crank Talk, Gawler V&V&C Club, The Busted Bumper, Smoke Signal.

Australia Day 26th January Combined Outing Information & application form. Email from S.McGough regards to AJS motorcycle

General Business.

Old Folks Home Run – Thursday 17th November at Maitland. People & cars required. L.Penney and D.Rose advised that they would be available. Others to advise M.Osborne.

Events – Nov.13th Run to St Kilda and arriving at 1145.

February run to Port Victoria stopping at Wirraultee Hall for morning tea(cost of \$5 to \$6 each)

Constitution has been updated and approved and a copy can be obtained electronically or due to the generosity of J.Yates , hard copies on the desk

The President advised the meeting that the motorbikes are now stored at J.Yates place. However a decision had to be made as to their future and that the Committee had a recommendation to the floor that was that the bikes be sold and the funds invested in an account and the interest or part thereof be used for a scholarship/s.

D.McPhee enquired as to the value of the bikes & J.Yates advised of his research

Discussion then took place about the bikes and who they should be sold to if they are sold.

J.Rooney suggested that the original owner's family should purchase the AJS. S.Rose also agreed.

J.Yates spoke on the bikes and the club's responsibilities to achieve most value of the bikes to be used in memory of R.Fox.

J.Ingram recommended that the bikes be listed and sold through E-Bay and that way they would achieve what the market was prepared to pay for them.

J.Sewell spoke on the feeling that R.Fox's original intention was that the bike's be displayed and then sold for the betterment of the club.

J. Penhall felt that the AJS should be sold to the grandson that came to look at the bikes.

D.McPhee didn't know R.Fox but he felt the AJS should be sold the original owners family for the tendered amount and the other bikes as we have no other histories to be sold on the market.

K.Heinrich thought that by listing on E-Bay the club by setting a reserve could achieve valuations and what the market was prepared to pay.

J.Bean spoke on prices & Valuations from overseas and when they had sold a vehicle and in the end what the local market wanted to pay , was it's true valuation.

A general discussion followed and D.McPhee moved a motion that due to lack of venues for display that the bikes be sold to raise funds for the continuation of R.Fox's memory and bequest.

J.Yates recommended that the vote to sell be finalised at the December Meeting.

D.McPhee moved the AJS outfit be sold to S.McGough and that we accept his offer on hand. Seconded J.Sewell

The meeting before any motion be put wished the letters from S.McGough to be read out in their entirety .

This then prompted A. Anderson to raise the question, if in the future , how would they be handled.

The President advised the meeting that they would be handled on an individual basis at the time.

D. McPhee's motion then had an amendment by S.Rose. That the bikes to be sold, the AJS to S.McGough and the vote to be taken at the December meeting. Sec J.Yates.

The amendment was carried by the showing of hands. It now reads "The vote to sell the motorcycle be held in December and that S.McGough be approached to purchase the AJS, as he had approached the club."

J.Yates then moved that all the motorbikes be sold and the vote to approve that sale be held in December. Seconded by J.Webber carried by a majority

A discussion on the voting method was held and the consensus was that it be by a show of hand and not a secret ballot.

B.Knope then queried about the changes to the Historic Registration system that he had heard about.

The President advised the meeting that nothing concrete had been advised about the possible changes and that a lot of rumour had been getting about. Both he and T.Clerke had heard of the stories and changes but couldn't act or advise unless it had been Gazetted by the Government. It was supposed to have been completed months ago.

B.Knope then spoke on what he had heard on the "grapevine" and that we have to wait upon the final verdict from the Government.

Joan Correll asked the meeting whether old truck magazines would be appreciated by the club or members. She had some that she wished to give away.

The members wished her to bring them along as some of them especially J&N Butfield who were in the old truck movement.

John Webber seconded by J.Fitzgerald moved that we as a club support the Osbornes in their quest to become Australian Citizens . The motion was wholeheartedly supported and passed unanimously.

S.Rose the went ahead and read out a poem "The Old Man's Physical." The members laughed and congratulated Shirley on her story to finish the evening.

L.Clerke advised the meeting that the December meeting supper would be supplied by the Committee and that after the short meeting supper and the raffle would be drawn.

The President thanked L.Penney for his donation of a Knife set for the raffle.

He also thanked G. Chapman for his donation of a Book on Kangaroo Island Shipwrecks for the raffle and hoped he won it to go with his collection.

Editor's note: In order to restrict the space required by these points, some editing has been done as to certain comments and financial values.

Full copies of the minutes have been circulated to Committee Members on email and are available on request to the Secretary.

COVER STORY- MORE DETAILS ON THE DAIMLER 250 V8
Based on the Mark 2 Jaguar, but fitted with a 2.5 litre V8 engine designed by Edward Turner, approximately 18000 cars were sold in two variants between 1962 and 1969.

Turner was a famous motorcycle designer- the successful range of Triumph machines were his work.

The Daimler 250 V8 was available in automatic transmission, with a manual and optional overdrive introduced later. Interior design was different to the Jaguar counterparts.

I think it fair to say that in the classic car buyers' rush to buy the Jaguar Mark 2's, the Daimler was often overlooked, but it was often half the price. OK, the 3.4 and 3.8 manual MK2's were the model many wanted, but the 2.5 V8 Daimler with its 142 HP against the 120 HP of the 2.4 Jag was also 50 kg lighter. Anyway, there was sometimes the view that Mark 2 Jaguars were the mode of transport for bank robbers, whereas Daimler! Owners moved in different circles!

In recent years, the Daimler variant has become more valued and sought after and what better example for MAPS member,

John Webber, to covet than Geoff Thomas's car.

Some will say this looks as if this a Jaguar Clubs newsletter!

FOR SALE

DAIMLER MAJESTIC SALOON 3.8 litre auto saloon. Black duco, retrimmed maroon interior, full air con and a lot of money spent to make it right. \$13000 negotiable

Or, if a newer car is what you are looking for , how about a Jaguar X type is for sale at \$19,900? 2004, silver metallic, 5 speed auto. genuine 58,152km in perfect condition and a car he is happy to sell within the club.

Contact Bernard (MAPS member) on 88537366

(Some of you will know that Bernard is driving around in a very pretty Mercedes convertible, where the top goes up and down at the flick of a finger. I'll have you know that other MAPS members have got cars with that facility- it's called a wife!)

TO

FROM; MAITLAND AUTO PRESERVATION SOCIETY, P.O. BOX 86, MAITLAND S.A.5573.



MAPS LADIES BEHAVING.. DID I SAY BADLY?

Above- Barbara Duns, Bev Ingram and Ellen Haywood look to be up to no good at the PAVRC clubrooms.

Above right- Patroness Shirley Rose still getting picked up by young men on motorcycles!