



SPRITE TORQUE

www.spriteclub.com

August 2009



FoSC at Oran Park GP in July Above: The ever smiling Don Bartley with his AHS
Below: A very happy Damien Meyer and Steve working on a very competitive 'Sid'



Catering for AUSTIN HEALEY SPRITE and MG MIDGET enthusiasts



Armidale Long Weekend

Above: Spridgets at Lyndon Hardman's Museum

Photo: Ric Forster

Below: Les Payne at Ebor Falls

Photo: June Weber



SPRITE TORQUE

President's Message Page 3	Editorial Page 5	Feature Article Page 6	Events Calendar Centre-Fold	Meeting Report Page 23	Torque Trader Page 26
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CONTENTS

Committee Members and Contacts	2
President's Message	3
Editorial	4
Notices, Correspondence, New Members	5
OS Events by our Foreign Correspondent, Eamonn Matthews	6
More Notices	9
More Armidale Photos - Montage	10
Social Report	12
Social Events Calendar	14
Competition Calendar	15
Competition Reports	16
Lost and Found	20
General Meeting Report — 9 June 2009	23
Torque Trader — For Sale — Wanted	26
Membership Application Form — NEW	27

Front Cover: Club competitors at the FoSC Oran Park GP meeting. Photos by Ric Forster



THE SPRITE CAR CLUB OF AUSTRALIA INC.

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Never one to miss an opportunity: Presidential regalia sales from the Presidential boot on a cold and frosty morning in Armidale

Photo: Les Payne

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(Magazine contributions close 20th of each month)

General meetings are held at: Parramatta RSL
Start time: 7.30pm - (Bistro Area) 2 Macquarie Street
(2nd Tuesday of each month) Parramatta NSW 2150

SCCA Web Site: www.spriteclub.com

SCCA Email list: <http://autos.groups.yahoo.com/group/spridgets-aus/>

A Membership Application is available at: www.spriteclub.com/general.html

Sprite Torque is available in full colour to all SCCA Members. Go to the SCCA Website, click on the Members Only link, enter your username and password.

PLEASE NOTE: These are all honorary positions undertaken by private individuals in their spare time. Please contact them at sensible times and accept that they may prefer to call you back at a time more convenient to themselves.

The Sprite Car Club of Australia Inc. accepts no responsibility for the accuracy or reliability of articles, correspondence, opinion or advertisements contained herein.

PRESIDENT'S MESSAGE

The year rolls on, and it is surprising just how quickly it is going. We have just had a great run down to Moss Vale for "Christmas in July" at Dormie House and had a great turn out with almost 60 people. It was nice to see some old new faces, or should I say, new old faces. Bugga! People I have not seen for some time who came out for the run and the Presidential Sprite tagged along again. We were called back to a mechanical failure and did a speedy run down the freeway to turn up at almost the same time as the rest of the tribe.

The meal was very nice and special thanks go to Jeanie and Ric for organizing the occasion. Jean had told me that she struggled to get somewhere nice. I would have said she succeeded. I would also like to thank Carol and Colin along with all that were there for their kind gift and words. You would drive a long way to find such nice people and we are lucky that in this Club we have nice people to go on long drives with.

Speaking of drives, **DUBBO, October Long Weekend**. Please put it in your calendar and get in early, Avis is busy tying up the details at present and we are in for a great weekend. We are going `country' and plan to see plenty of it along the trip. The Zoo is a `drive-around' affair and the animals look like they are running free. If you are game, you may try to put a tiger in your tank; we all know that it would not fit in the boot.

The 2010 Sprite Challenge is on next Easter, and we are planning in earnest. Place it in your calendar and be there.

Now to clear up a few misconceptions. We call it a `challenge', and I would like one of the old hands to write an article on what it started as, and how it all happened for an article before Christmas. However, it is not only a competition event, it is a mixture.

The 2010 Challenge will see our Club celebrate its 50 years of Spriting, about which I will give more over the coming months. Our Challenge will be a very social weekend that all can, and should, enjoy. There will be a day at the race track for the competition minded that will involve a number of activities as well as a Concourse event and social drives all over the country side.

The Challenge is being held in Goulburn which is located approximately 2 hours South of Sydney. There are about 30 couples from Victoria planning to come along with 20 couples from Brisbane as well as guests from as far away as WA and South Australia. This should be a truly National Challenge. So pencil it into your diary.

Leah and I have been busy helping Kimberley and Brad plan their Wedding. Plans are going well and I have been trying to talk Kimberley into using the Fergie as a wedding car. No luck yet, but I am wearing her down.

This report did not take long to write.

For now, Happy Spriting (next month I may talk about my Midget and Its Road to Rhodes (Roads))

Greg Holden

President SCCA

EDITORIAL

A bad case of influenza, probably Swine Flu judging by the headache that came with it, for a week followed by a week and a half of pneumonia-cal coughing and very cold weather didn't make it easy to prepare the race car for the FoSC winter Historic Meeting at Oran Park GP Circuit. Nor did the food poisoning caught there on the Saturday evening BBQ help me recover from the previous two and a half weeks of being knocked fairly flat, not to mention severely limiting my radius of movement. Did loose about 3 kilo in about two days though, and have managed to keep most of it off, since. One way to loose weight, but not the most pleasant!

25/07/09: In the dark on Saturday morning at Thirlmere it was bitterly cold with a thick frost over the Land-Cruiser. Ice, in fact! So I started it up and put the heater on maximum demist. Spraying the windscreen with the washers only added ice! It took some twenty minutes before the ice started melting. I will probably need to put a radiator blind in before going to the snow in another three weeks. Stoked up the race car in the garage and drove it out to the trailer, but then the clutch wouldn't behave and let me change gears. Selecting gears with a stopped engine allowed me to load it onto the trailer, and leave worrying about the problem until I got to the track, otherwise I would have been late.

When I got to the track, I untied the car and went off to the drivers' briefing. Returning some 20 minutes later, everything including the clutch worked fine. Sitting in the sun for that time appears to have unfrozen the driven disc from the flywheel to allow it to let go... They keep telling me that it's bloody cold in the Highlands! (Well, I had better get used to it since I'm off to the snow mid August for a week skiing at Perisher, and I had also better get fit, beforehand.)

I did make it to the dummy grid in time, and the rest you can read in my Competition Report of the Meeting in the usual place... er... the magazine, that is... not your dunny!

On the magazine front, the June issue with the glossy black and white cover appears to have been accepted, and hopefully, we'll know how much we have saved in printing costs when the bill arrives. Of course as you can see, black and white reproduction, especially of the photos, needs different consideration for contrast control, otherwise the colour originals start to look too dark. If you have elected to not receive a hard copy, then this is not a problem with access to the full colour versions on the Club's website.

NB: Would you all please note that you should use the NEW Membership Application/Renewal form in the back of the last issue, or as downloaded from the Club's website, AND fill in BOTH sides of the form. If you have missed sending in the obverse side or the new form, please fill in another new form completely, mark it as 'ADDENDUM' and send it to the Club's Membership Secretary. There is a legal requirement for the declaration on the back of the form to be submitted, and tick the appropriate box if you still want a black & white copy of ST.

Happy Spridgeting,

Ric Forster

Errata: The photo on the top right on page 7 in the 2009 Highland Fling Rally article in last month's issue of ST, is not that of vehicles in the rally, but that of members at the HSRCA Oran Park meeting nestled in under the grand stand; Avis Fowler's roadie spridget being on the right.

Articles are preferred to be submitted in plain text or MS Word2003.doc format and photos, either as 150 x 100 mm prints which I can scan and return to you, or as JPEG files of 300 dpi, or between 448 x 336 pixels up to 1024 x 768 pixels, or a file size from 250KB up to 1.5MB. Of course, later versions of MS Word can be read, and higher resolutions can be handled, but these conversions all take time.

Editor's Note: Please be aware that this Editor reserves the right to adjust the scope and formatting of correspondence and articles submitted for publication for the sake of brevity, space, and readability, and correct obvious spelling and grammatical inconsistencies, punctuation, and construction without, hopefully, altering or detracting from the intent of the writer of the submissions. Mostly, MS Word does it for him...Ed

NOTICES

“Members Only”

In an effort to increase services to our members, we have introduced a “Members Only” section on the Sprite Car Club of Australia website.

“Members Only” can only be accessed by our members and gives you copies of past and present Club editions of Sprite Torque online, which you can view and print at your leisure. We are even hoping that it may expand to allow you to view other clubs’ magazines online so you can see what they are also up to.

Each month a communication goes out to our members via email to advise everyone that the current issue of Sprite Torque is available online. Therefore, it is most important that we have your email address so you can be notified. If you haven’t yet notified us of your email address or have changed it, you will need to let us know.

You can do this by contacting the Membership Secretary at membership@spriteclub.com or the Web Master at spriteclub@spriteclub.com. We will update your details so going forward you will get your monthly notification that the Club magazine is online and a reminder of how you get access.

To assist you with access to this part of the site we have also added your USERID to your membership card. Remember, this is a service to be used only by members of the SCCA, so please don’t give access details to anyone who is not a member of our Club.

If you have any issues with accessing the web page, please contact the Membership Secretary membership@spriteclub.com or the Web Master spriteclub@spriteclub.com and we would be happy to assist you.

As your committee we are always trying to come up with better services for our members and we hope you enjoy this one.

CORRESPONDENCE

A photo of Les Payne and his new grandson, Oliver James Moogan.



NEW MEMBERS

None this month!

To the new members, welcome, and hopefully you will get as much out of the Club as you put in (Note this Editor’s subtle hint to solicit more articles). :-)

Overseas Events by Eamonn Matthews

Aston Martin Owners Club Goodwood Sprint 11th July 2009

Bear with me folks, because there is a bit of a sad tale leading up to our event at Goodwood. After our last outing in Martin Ingall's Sebring Sprite at Cadwell Park, Martin and I took the car up to Shelsey Walsh Hill-climb for a club practice day as part of the Austin Healey Owners Club's celebration weekend. The day was simply a non-competitive fun day to enjoy the hill and enjoy the camaraderie of fellow enthusiasts. Of course things can go wrong and on a slightly damp track, Martin had a tiny off and clipped a bank at very slow speed which put the car out of action for the day. Oh well, that's motor sport, so we loaded up the Sprite and enjoyed the rest of the day as spectators.

Back at Sebring headquarters we inspected the (minor) damage only to find wrecked suspension, bent chassis rails, misaligned bodywork, broken engine mounts, etc, etc. This 30 mph off had caused considerable damage, and it looked as though we would not make Goodwood after all. But Martin was not going to allow this trifling matter to get in our way, and while Rhonda and I headed off home, he pulled the car apart and started to find someone who could repair the car in the shortest possible time.

The following week the wreck was trailered off to Lenham Garages in Kent for major surgery. The folk at Lenham Garages are racing competitors and enthusiasts, and they worked their magic in the shortest possible time. Rhonda, Martin and I visited Lenham during the rebuild and we doubted that it would be repaired in time, but they assured us it would be ready. And so it was, that two weeks before Goodwood, a repaired and repainted shell was collected and trailered back home to Martin's where a major reassembly commenced. I spent a couple of days with Martin helping him to reassemble suspension and steering, and fit engine and gearbox. Because of other commitments, I had to leave Martin to finish off the final assembly which was a considerable amount, and two days before Goodwood the Sprite had its first test drive around the country lanes of Kent. All was well. A long story, I know, but one which I felt necessary to share with you because our next event was at such a fast and demanding circuit as Goodwood.

Anyway, here it is, Saturday morning arriving at Goodwood bright and early and it is already raining – not hard, but everything is wet and there are puddles on the track. We find our allotted carport and set up camp for the day. Signing on is easy and we wait around in the carport for our scrutineer to arrive, which he duly does, and passes our car no problems. We are pitted with the other Healeys in our class, 3 big Healeys and two other Sprites making 6 cars and 7 drivers in our class for the day.

At 9.15 Martin suggests that I should tag onto the familiarity lap as I had not driven the circuit before. Even at slow speed, the car would slip and slide a bit and there were plenty of places that would have to be taken very cautiously. I know that many of you have been to Goodwood, and that Paul Orton and Keith Smith have been driven around the track by Martin, so a lot of you will know the scene and how fast this track is.

Oh, how I was wishing it was dry. Anyway, I'm here now and I will make the most of it.



Overseas Events by Eamonn Matthews, cont.

Most of you will have seen the DVD's of the Goodwood Revival and will know how fabulous the circuit looks. Even at this modest club day the atmosphere is still very special. The circuit is absolutely pristine, the paddock area is just how it is on the DVD's and everything just feels special. All I have to do now is avoid stuffing it into the tyre barrier and ruining everyone's day.

Anyway, competition starts with a practice run and finally I can see what it is like at speed. Bloody hell!! It is so fast and I can't believe how much of a wimp I am. I have never braked so early in my life – never been so scared of visiting the scenery. The only place I feel a bit cocky is through the chicane which, much to my liking, is the slow bit of the track. I still manage to turn what should have been a nice tail slide into an amateur tank slapper. I had better get my act together or they will think that Australian drivers are a bunch of tossers. Yes, they think I'm Australian.



I watch Martin's first competitive standing start, he bogs it down so I feel a lot more confident. At least I can get it off the line better than that, I brag to everyone nearby. Well no actually, my start was even worse than Martin's start. Anyway press on regardless, plenty of time to prove that I am a racing driver. Well no actually, couldn't prove that either, and I'm last as last can be in our class. Well it is wet. It's not looking good for you Aussies, as I am apparently your representative.

Still, luckily for you, there is another run and to be honest, I did this as much for me as I did for you, and I made a better start, not great but bet-

ter, and thought, sod it, you only drive Goodwood once, so stop pissing about. So I did have a bit of a go, not silly, but enough to feel that I upheld the flag. The timesheet shows that I improved markedly over my previous runs and I think I got the 4th fastest time in our class although no trophies or points 'cos I was not registered. I'm sure that you are all very pleased for us. If I get another chance, they had better watch out next year.

And how was the little car. Well it was fantastic. We did not lay a spanner on it all day. In fact I felt that it was more stable than at Cadwell Park where I felt it floated a bit at high speed. It felt solid and stable all day and Martin did a fabulous job doing the final preparation. My very sincere thanks to Martin Ingall for his generous offer to drive this very special car, and thanks fellow Spriters back in Oz for reading my article.

Eamonn.

CSCA Foreign Correspondent

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HUMOUR

THE PARROT

A young man named John received a parrot as a gift. The parrot had a bad attitude and an even worse vocabulary. Every word out of the bird's mouth was rude, obnoxious, and laced with profanity.

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

Finally John was fed up and he yelled at the parrot.

The parrot yelled back.

John shook the parrot and the parrot got angrier and even ruder.

John, in desperation, threw up his hands, grabbed the bird and put him in the freezer.

For a few minutes the parrot squawked and kicked and screamed.

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

Fearing that he'd hurt the parrot, John quickly opened the door to the freezer.

The parrot calmly stepped out onto John's outstretched arm and said, "I believe I may have offended you with my rude language and I fully intend to do everything I can to correct my unforgivable behaviour."

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

As he was about to ask the parrot what had made such a dramatic change in his behaviour, the bird continued, "May I ask what the chicken did?"

MORE NOTICES

From: Graham Gittins [mailto:gittins@inet.net.au]

Sent: Thursday, 23 July 2009 2:24 PM

To: president@spriteclub.com

Subject: Terribly British Day invitation to attend

Terribly British Day

Sunday December 6, Patrick White Lawns near the National Library of Australia

Dear President

Please accept this letter as an official invitation for your club members to attend the Terribly British Day vehicle display on the Patrick White Lawns near the National Library Australia in Canberra on Sunday 6 December 2009,

The organisers are planning the day as a great picnic day and participating clubs are invited to promote club membership and merchandise.

A number of trade and refreshment stalls will be available on site.

Terribly British Day aims to show off the range of British made vehicles from luxury models, the exotics to the 'cars for the millions' in a one day extravaganza in the National Capital.

Trophies will be awarded for the:

- Car I would most like to home
- Ladies choice and
- Best club display

Entry is free, but an indication of the number of vehicles attending from your club is essential to help the organising committee to prepare a site plan as the display will be held at new location. If your club will be attending please advise Mike Arnold with the approximate number of vehicle attending not later than October 30.

Interstate clubs are most welcome to participate and will receive a warm welcome from the Canberra British marque clubs.

Why not make it a weekend away run for club.

The day is being organised by the Jaguar Drivers' Club of Canberra in association with the British marque car clubs and is supported by NRMA Veteran, Vintage and Classic Insurance.

Further information can be obtained from Mike Arnold

(02) 6288 5238 or email: mandm14@bigpond.com.

I do hope that your club will participate in Terribly British Day 2009 and make it a great day for all British marque owners and enthusiasts.

Yours sincerely,

Tony Redman

Chairman Terribly British Day organising committee.

July 2009

SOCIAL REPORT

Some more photos of the Armidale Long Weekend



Sumarez House Armidale



Lyndon Hardman's Museum



Lyndon Hardman's Museum



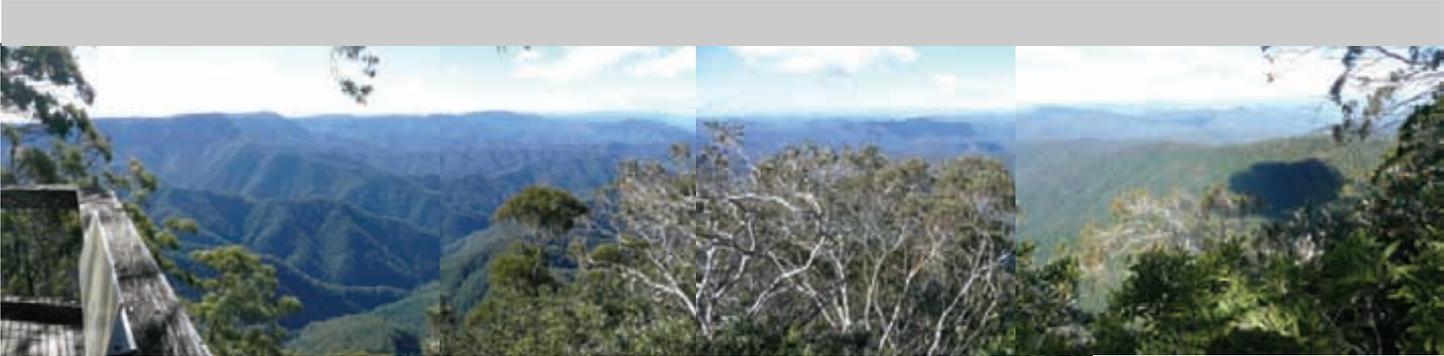
Lyndon Hardman's Museum



Lyndon Hardman's Museum

SOCIAL REPORT

Some more photos of the Armidale Long Weekend



Panorama from Point Lookout looking East to the coast



The recovery (Photos: Dianne Lawlor)



The recovery (Photos: Dianne Lawlor)



Well behaved children Photos: Ric Forster

SOCIAL REPORT

July was a busy month with the annual Christmas in July dinner and the Brass Monkey Run.

On the 12th of July we met at McDonald's at Narellan before heading off to Moss Vale. Considering we were supposedly following the leader, it's amazing how everyone went in their own direction and managed to meet at the stops Ric and Jean had organized to regroup. As we followed Chris and Kate in the yellow Bug through Camden, it started coughing and spluttering and came to a stop in the middle of the roundabout. Leah and I leapt out of the presidential sprite to help push just as the bug came to life, so with a wave, the girls carried on.

Meanwhile, back at the start Warren and Annie Lawlor were having their own troubles with a wobbly wheel. The presidential sprite returned to find Paul and Kerry Thompson also assisting the new Wazza race car. After several attempts with relocating the wheel, we managed to find the best position where the wheel ran truer than before. At least, Warren and Annie were able to continue on. As we were so far behind the touring group on Ric and Jean's scenic drive, the remaining cars made a run down the freeway. As luck would have it we all arrived at the same time as the main group and as a local car managed to hit Rob and Sharon Allen's car as they were parking.

With everyone organized, we had a very nice lunch and social afternoon. We had 56 people attending the lunch at Dormie House. Thank you to Jean Haavasalu, who researched places for Christmas in July venues and organized for us to have lunch at Dormie House. Thanks to Ric and Jean for leading the drive and keeping the group heading in the same direction even if not on the same route.



Did Santa have something up his sleeve?



Undoubtedly, it was finally all too much for him!

Who went?

Colin & Carol Dodds (AHS), Mark & Julieann Vanderway (Volvo), Graham & Joan McDonald (MGB), Graham, Liz and Pat Wells (BMW), Ray & Denise Fahey (AHS), Greg & Leah Holden (Ford), Barry & Beryl Taylor (MGB), Kevin & Lynne Waldron (Sanyong), Bob Smith (AHS), Neil & Lorina Scott (AHS), Ivan & Ilva Glasby (Mini), Les Payne & June Weber (AHS), Kate & Dave Lawrence (100/4), Bruce Miles (AHS), Steve Dive (AHS), Chris Lorimar & Bruce Hollows (AHS), Ric Forster & Jean Haavasalu (AHS), Warren & Annie Lawlor (AHS), Alan & Annemeike Edwards (AHS), Graham & Margaret Hatley (MGM), Paul & Gillian Orton (MGM), George & Carol Ritchie (AHS), Paul Norris & Pauline Hughes (AHS), Paul & Kerry Thompson (Ford), Rob & Sharon Allen (Ford), Greg Strange & Dianne Lawlor (AHS), Bob Rowntree & Kate Gibbes (Ford) and Avis also in a Ford. Oh, and Rob Byrnes (AHS) who was very lucky that Dormie House had enough scraps left over to find an extra meal.

Photos: Ric Forster

SOCIAL REPORT, cont.

The following weekend on the 19th of July, the Brass Monkey run headed off to Bathurst. We had a small but select group braving the cold.

Greg Strange & Dianne Lawlor (AHS), Kate & Dave Lawrence (100/4) with Chris Lorimar & Bruce Hollows in the yellow bug. The little yellow bug was feeling the pressure from being out for the third time in four weeks. It broke a throttle return spring on the way to Bathurst before spraying oil out of the oil pressure line. The spring was replaced thanks to Dave and the oil pressure line replaced courtesy of Kmart Autos in Bathurst.

Coming Events

August 14, 15, 16th Weekend away to the North Coast. Please contact Avis if you want to go.

August 23rd Shannons' Display Day at Eastern Creek. Contact John Buchanan 9452 2167

August 30th All British Display Day. Contact John Buchanan 9452 2167

September 13th Breakfast Run to Mittagong. Meet 8am at Narellan McDonalds for 8.30am departure. Breakfast approx \$10 per head depending on what you order. Please let Avis know so she can advise venue of numbers for catering / staff.

October 3, 4,5th Long weekend trip to Dubbo. Including a day at the zoo. Take the opportunity to bring the kids or grandkids. Please see loose leaf insert for details and to book.

November TBA

December TBA AGM and Christmas party.

Avis Fowler



Christmas in July at Dormie House

Photos: Ric Forster

COMING SOCIAL EVENTS/CALENDAR 2009

AUGUST

Friday 14,15, 16th Weekend away to the mid North Coast. Allan and Di Bryson have kindly offered to host us for the weekend. Accommodation for two nights, Fri and Sat, with Sat and Sun breakfast, morning tea and dinner on Saturday is included for \$260 per couple. (\$150 per couple for those heading up on Saturday). Lunch is not included. The alternative is camping at the Bryson's. The current itinerary is to head north on the Friday afternoon so that we can have a day out on the Saturday (organised by Allan & Di), a BBQ at the Bryson's on the Saturday evening with a casual drive home via the old roads on the Sunday. Please let me know if you would like to attend.

Sunday 23rd Shannons Display Day at Eastern Creek;
Contact: J Buchanan 9452 2167

Friday 28th Drive through Kangaroo Valley. Meet at 9:30am (Depart at 10:00) Ruby's Beach Café at Bulli (go to end of Park Road and turn right).

Sunday 30th All British Display, Kings School; Contact: J Buchanan 9452 2167

SEPTEMBER

Sunday 13th Sprite Drive. Run to Southern Highlands. Meet Narellan McDonalds. Time TBA

Friday 25th Explore Gerringong and Gerroa. Meet at 10:00am (Depart at 11:00) Ruby's Beach café at Bulli. For all Friday runs, contact: Keith Smith on 4285 2056 or mob 0418 627 889.

OCTOBER

3,4,5th Long Weekend Sprite Drive to Dubbo. We are looking at arranging a weekend in the Dubbo area and visiting the Zoo etc. Again expression of interest would be nice to see if there is enough interest to book accommodation etc.

Friday 23rd Drive to Berry—shopping expedition. Meet at 10:00am (Depart at 11:00) Ruby's Beach Café at Bulli

NOVEMBER

Friday, 20th Afternoon drive - dinner/chat. Coast road drive to Bundena. Zmeet at 3:30pm (Depart 4:00) Ruby's Beach Café at Bulli.

DECEMBER

TBA AGM & Club Christmas Party

2010

APRIL

Friday 2nd to 5th Easter Weekend SCCA 50th Anniversary: 2010 Challenge

COMING COMPETITION EVENTS/CALENDAR 2009

MONTH	DATE	PROMOTER	VENUE	EVENT
AUGUST	16	Mini Car Club	Nirimba	Motokhana
	22	Morgan Owners Club of Aust	Eastern Creek	SuperSprint-R6
	23	Shannons Classic Display Day	Eastern Creek	Concours d'Elegance
	30	All British Display Day	King's School	Concours d'Elegance
SEPTEMBER	12,13	CAMS State Championship	Wakefield Park	Championship
	13	Hills District Car Club	Nirimba	Motokhana
	19,20	HSRCA Historic	Wakefield Park	Historics
	20	MGCC General Motokhana		Motokhana
	20	CAMS NSW C'ship /MLMSC	Wootton Way, Bulahdelah	Hillclimb-R7
OCTOBER	3,4	Australian Historic Motor Festival	Winton Long	Historics
	4	CAMS NSW C'ship /MGCCN	King Edward Park, Newcastle	Hillclimb-R7
	14	Golden Era Auto Racing (GEAR)	Wakefield Park	Historic
	15	GEAR, Second GEAR	Wakefield Park	Historic
	17	CSCA/Triumph Sports Owners Club	Wakefield Park	Training Day
	18	CSCA/Triumph Sports Owners Club	Wakefield Park	SuperSprint-R7
	25	Volkswagen Club	Nirimba	Motokhana
	30,31,1Nov	FoSC Spring Invitation	Wakefield Park	Historic Sports
	31, 1Nov	CAMS State Championship	Oran Park	Championship
NOVEMBER	7	Sprite Car Club of Aust	Oran Park S	SuperSprint-R8
	7	VHRR Historic Sandown	Sandown	Historics
	28,29	HSRCA Historic	Eastern Creek	Historics
DECEMBER				
<u>2010</u>				
JANUARY				
FEBRUARY				
MARCH	12,13,14	VHRR Phillip Island Classic (Provisional)	Phillip Island	Classics

COMPETITION REPORT JULY 2009

Saturday, 25 July, FoSC at Oran Park GP Circuit.

SCCA Members competing were Brian Weston (MGM), Don Bartley (AHS), Denis Best (Lenham LeMans GT), Bob Rowntree (MGB), Avis Fowler (MGM), and me, Ric Forster (MGM), in Group Sb, Colin Dodds (MGM), and Damien Meyer (MGM) in Marque and Production Sports, Allan Bryson (A30) in Group Na thrown in with Group Sa/Sb, and Dave Lawrence (AH100/4) and Tom Devitt in Regularity.

It was crisp and clear when Group Sa/Sb/Na started practice first up at 0918, auguring well for a well run meeting. With cold air, good times were soon realised, most with their best times toward the end of the practice after their tyres finally warmed up enough. Brian pipped the field with a pole time of 1:24.1212, Don third nearly a second behind him, Denis 10th despite a crash damaging the right nose but not preventing him from continuing, myself 15th, Avis 18th, and Allan 23rd.

In Marque & Production Sports Cars practice, Damien Meyer blitzed the field for pole at 1:17.5577 on Sid's first outing at OPGP, and Colin managed 29th with the Black Verona Midget on its first outing despite being very cramped in the cockpit and the seating not being optimum. This resulted in some quick work removing door trim and a seat change.

R1 (6 laps) for Sa/Sb/Na started badly, with Denis being tapped in the first corner and spinning on cold tyres placing himself across the track on-line at the exit. I managed to avoid him by being on the inside of the corner melee, but unfortunately Don had no where to go but to hit Denis' left rear quarter with his left front, hard. There was also more subsequent damage at the rear of the field as one Na competitor blindly ploughed into others at the same corner. His following behaviour was typically un-sportsman-like, it must be said, whereupon he skulked off home. The race was immediately red flagged, and we straightaway grided up for the restart despite some confusion about grid procedure, where a couple of not-so-sporting drivers gained advantage by overtaking a few of us past the many red flags.

Unfortunately, Brian, despite a brilliant re-start, only just made it past T4 when his gearbox refused to find second or third. Don scored a fourth, Bob a 7th, Denis 8th, myself 17th, Avis 19th, and Allan at 22nd with Judith Dorrell in her bugeye bringing up the rear at 24th in a field of 28 starters.

R2 (6L) was spectacular with Damien letting a few past for the first couple of laps while his tyres warmed up, and then promptly shot to the front and left the field of Clubman, MX5s and Porsches well behind with a 1:17.3951. With a new rev limit of 8400, the twin OHC engine sounded absolutely glorious at full song down the straight. Colin jumped up to 18th despite a seat crimped seat-belt coming loose which he said caused him to feel as though he was driving from the passenger seat on right-handers...

R9 (5L) for Sa/Sb/Na without Brian was a very different affair with Bob 6th, Denis 10th, myself 13th, Avis 17th, and Allan at 20th again getting past Terry Law in the Beetle (see last month's report).

R10 (5L) for Marque & Prod Sports, Damien once again blitzed the field and improved his time to 1:17.2458, and Colin jumping further up to tenth.

Dave Lawrence's first event was aborted and not run until early Sunday where-upon he managed to win R16 with a loss of only 77 points, well ahead of any others.

On Sunday in R17 (8L) for Sa/Sb/Na, with a field of 20, Bob made it to 4th, Denis absent (must have slept in?), I made it to 11th with Avis creeping up on me in 12th with her best time of the meeting, and Allan 17th.

Once again in R18 (8L) for Marque & Prod Sports, Damien really got Sid wound up and won with a best time of 1:16.8609, almost two seconds faster than, and finishing some thirteen seconds ahead of the nearest rival MX5. Upon checking some OPGP lap records, I notice that very few cars have bettered Damien's time, only some Group O & Q race cars and some much larger capacity Group O & Q Sports cars. Colin finished 11th having decided it was prudent to avoid tangling with Begg's Porsche this time around.

R24 event for Regularity was greeted with light drizzle, so that nominated times were way out, and consequently Dave only managed 11th with a median loss of some 1646 points.

COMPETITION REPORT JULY 2009, cont.

From there-on, the weather deteriorated and few remained to brave a very wet track with some loose water on T8 (Denis and I both put our tyres up by about 6psi to compensate!). Of twelve starters in R25 (8L), Don, with the best fastest lap time of all by 3 secs, still managed a good 4th, Denis 7th with me not far behind at 8th after a spin out of T4 on the penultimate lap despite a better fastest lap time than Denis in the wet, both of us a full lap ahead of others following. It was reported that conditions were bad enough that a majority of competitors had a spin...

R26 (8L), Damien had switched to wets and still blitzed the field by a couple of seconds fastest lap time to end an unbeaten record for the weekend. Colin had already packed up and gone home, not wishing to risk damaging the new car. Dave had also done the same.

All in all, a good weekend of racing with minor perimeter damage to Denis' Lenham and Don's Midget. With his usual good will, it was Denis who did the panel beating of Don's left front guard to get him back on without missing an event. That's sportsmanship! Also congratulations to Damien and Greg who have now got Sid behaving like the proper missile that it was built to be... and there is still more tuning to do!

I didn't quite make the same fastest times that I achieved in the HRSCA meeting the previous month, but came away damp, but happy with an undamaged car despite the risk in the rain with worn tyres, and confident that I can handle it in those extreme conditions, despite some trepidation for the first couple of laps after which I settled into it reasonably comfortably. Undoubtedly, a well balanced suspension setup and a good limited slip diff make all the difference in the wet; I only wish mine was as good as Don's, but, just maybe, he's had a lot more experience in the wet... ;-)

Ric F

PS: Apologies for not downloading and reporting Tom Devitt's Regularity 2 results.

Photos: Ric Forster



Dom Devitt with his AHS (left) and Colin Dodds with his Verona Marque Sports(right) under the grandstand at OP



Avis Fowler's MGM (left) and Dave Lawrence's Austin Healey 100/4 (right) under the grandstand at OP

COMPETITION REPORT JULY 2009, cont.

More Club members competing at FoSC at Oran Park GP Circuit.



Don Bartley and his AHS



Damien Meyer and Steve working on 'Sid'



Brian Weston's MGM



Ric Forster's MGM



Bob Rowntree's MGB



Some of the Group S in the carports

Photos: Ric Forster

NOTICE

NRMA Classic Car Club



In the Community | NRMA Classic Car Club

NRMA Motoring & Services has a proud history of celebrating all things motoring for over 85 years. We invite all NRMA Members who own a classic car older than 30 years to join the NRMA Classic Car Club.

Membership of the NRMA Classic Car Club is FREE

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"The club isn't intended to compete with existing car clubs. It will stand alone so NRMA Members from various car clubs can enjoy the many benefits that NRMA can provide," said Brad O'Hara, Head of Community Engagement and Member Motoring.

"We know there will be good membership uptake because we surveyed Members about their interest in a classic car club at NRMA Motorfest this year and they gave us a very positive response."

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NRMA may at its discretion vary or cancel the NRMA Classic Car Club and members will be notified in writing, this includes, but is not limited to insufficient registrations. NRMA will not be liable for any cost incurred, whether directly or indirectly, as a result of any cancellation or change of the Car Club.

This offer discovered by Wendy Gibbs

LOST AND FOUND



Jennifer Black as Adina and Dimitri Pittas as Nemorino highlight a winning ensemble cast in Santa Fe Opera's "The Elixir of Love."

Is the engine at full song, and where is the hood? Sitting in it?

Photo courtesy of Wendy Gibbs

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SCCA GENERAL MEETING REPORT

MINUTES OF GENERAL MEETING 14th July, 2009

Venue: Parramatta RSL Club, Parramatta
Meeting commenced: 7.40 pm

Present: 14 members as per attendance book.

Apologies: Leah Holden, K Sly, C Dodds, Avis Fowler, J Elphick.

Minutes of Previous Meeting: Moved accepted by B Cockayne, sec. G Strange, carried.

Business Arising:

- Insurance: B Cockayne advised he has copies of both current policies & is going through the details.
- Concourse venue: G Strange has been in contact with the MG Club & their meeting is tonight.
- Challenge: Wakefield Park advise they cannot confirm bookings until August.

Treasurer's Report: Reported by L Payne.

Opening balance		\$11,907.29
Income - membership	\$2,030.00	
- Club rego.	\$148.93	
- regalia	\$455.00	
- Shannons day	\$40.00	
- All British day	\$20.00	
- interest	<u>\$20.67</u>	
	\$2,714.60	
Expenditure - Snap printing	\$588.00	
- Team Group regalia	\$198.00	
- TAFE Motorkhana	\$600.00	
- Dormie House deposit	\$200.00	
- stop payment fee	<u>\$15.00</u>	
	\$1,601.00	
Closing balance		\$13,035.89
Unpresented Cheques:		
- Dormie House	\$1,295.00	
- Snap Printing	\$610.00	
- postage	\$195.66	
- 2010 Challenge BBQ	\$40.00	

Secretary's Report: G Wells reported correspondence:

Incoming:

- Email K Smith re Friday runs
- Email C Dodds re fee for long distance members
- Email R Marshall resignation
- Wyong Council re a proposed motor sport complex.
- CMC re Shannons Day
- Brochures: Shannons auction, NSW R R C, N W Swap Meet, Royal Auto Club, C R Hose glassware.
- Magazines: Morgan Ear, Tread, Depender, Goblins Gazette

Outgoing:

- Wyong Council questionnaire re the proposed complex.
- Email MG Car Club re Concourse.

CAMS : B Cockayne reported no CAMS meeting or new information.

Coming Events: Avis Fowler was absent but a report is in Sprite Torque.

- G Holden spoke on proposed Dubbo long weekend in October.

SCCA GENERAL MEETING REPORT, cont.

Competition: P. Orton absent but a report is in Sprite Torque. R Forster added report on HSRCA Oran Park & NSW Motor Racing Championship Round 4 at Eastern Creek.

2010 Challenge: Greg Holden reported on the sub-committee meeting held on 4th July. Draft calendar & events set out. St Patrick's College was booked for accommodation but they now advise boarding facility to be closed. J Elphick & G Wells are going to Goulburn tomorrow to look for alternatives for accommodation & dinner. Web-site, "spritechallenge.com" is set up ready for details.

Regalia: Leah Holden absent but Greg Holden reported sales going well. Plenty of polo shirts left. A fleecy top was raffled at Christmas in July.

Sprite Torque: Ric Forster reported the July issue is at the printers. Print copy will be black & white with glossy cover & E copy in full colour. Need report on Christmas in July; Greg Strange/Dianne Lawlor volunteered.

Technical Meetings: Greg Strange is trying to set up a visit to Crash Labs. in 2010.

Membership: Annie Lawlor reported memberships about 50% in. A number of members have used the old form or not completed the second page.

Mid week runs: Keith Smith proposed a series of Friday runs. These were approved & will be published in Sprite Torque.

Pontscore: Keith Smith has volunteered to look after this year's points score. Greg Holden will tidy up the results we have for last year.

General Business:

1. C Dodds forwarded a proposal re a magazine only rate for long distance members:

- That for \$15 per year, we offer Sprite Torque Subscription to people living outside NSW & the ACT.
- ST subscription allows access to the Members Only page on the web-site, by issue of a Subscription Number & a password.

- People who apply for Sprite Torque Subscription will not be members of SCCA. They will have no CAMS insurance or other Member benefits other than access to the Members Only page.

B Cockayne proposed that the word "member" not be used in the definition of this category. They be called Emag subscribers. This was seconded by R Forster & carried.

B Cockayne then seconded the C Dodds motion & this was voted & carried.

Annie Lawlor advised that this does not affect any renewals to date. We have 10 potential people to whom this does apply & she will email them.

2. G Holden raised the issue of Sprite Torque being sent to other clubs & being listed on their web-sites. Do we insist they put them on protected sites?

G Wells commented on the availability to the public via public libraries.

L Payne will search "Sprite Torque" & see what comes up on the internet.

3. Job Descriptions: Annie Lawlor advised on the complexity of the Membership Secretary role now that we have the Member Only data base. She is writing a job description for this. Greg Holden asked if she can also write draft descriptions for other key positions.

4. Ric Forster raised the issue of convoy procedure. We need to set up some sort of formal procedure.

Meeting closed at 9.15 p.m.

Next General Meeting: Tuesday, August 11th; Parramatta RSL Club, cnr O'Connell & Macquarie Sts., Parramatta at 7.30 p.m.

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Sprite Car Club of Australia Inc Membership Application/Renewal

Membership Secretary
S.C.C.A Membership,
PO Box 696,
KINGSWOOD NSW 2747

membership@spriteclub.com

MEMBERSHIP DETAILS

Member	First Name	Surname	Date of Birth	Member Number
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Occupation:		
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Please Note: if you already have an existing membership number please note it in the member number column. If you are a new member, a new number will be provided for you.

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Single Membership: \$55.00

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A family membership is 2 adults and any children under the age of 18

Membership is for a 12 month period from July 1 each year. In the case of Pro Rata subscriptions to 30th June common expiry date you will need to contact the Membership Secretary at membership@spriteclub.com

The Sprite Torque magazine provided under membership is a black and white magazine, all members will get access to the "Members Only" section on the Club's website which allows you to view and print past and present issues of Sprite Torque.

PLEASE COMPLETE INFORMATION OVER PAGE



Sprite Car Club of Australia Inc Membership Application/Renewal

Membership Secretary
S.C.C.A Membership,
PO Box 696,
KINGSWOOD NSW 2747

membership@spriteclub.com

DECLARATION

I hereby apply to become a member of the Sprite Car Club of Australia Inc. In the event of my admission as a member, I agree to be bound by the rules of the Club for the time being in force.

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Please post the completed form to **S.C.C.A Membership, PO Box 696, KINGSWOOD NSW 2747**

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How, When, Where, Who and What? Anybody know? Definitely schadenfreude!

