



# SPRITE TORQUE



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March 2009



Spridgets at the HARS Airshow at Albion Park  
Photos by Avis Fowler



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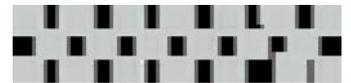
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# SPRITE TORQUE

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# THE SPRITE CAR CLUB OF AUSTRALIA INC.

ABN 62879038-526

Club Patron: John Sprinzel



## Committee 2009

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president@spriteclub.com

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treasurer@spriteclub.com

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### Librarian:

David Lawrence  
(02) 9810 8982

### Club Point Score:

Greg Holden 0418 286 831

### General Committee:

Greg Strange (02) 9909 8607



The new Editor being heaved by a de Tomaso "Pants Terror" at Sandown VACC Historic

## Marque Mentors:

Mk1 Sprite	Bert Langford	(02) 9982 2293
	Colin Dodds	0414 789 263
Mk2 Sprite	Neil Scott	0409 326 021
Mk3 Sprite	Greg Strange	(02) 9909 8607
	Keven Sly	(02) 9604 2010
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Magazine contributions to: [editor@spriteclub.com](mailto:editor@spriteclub.com)  
(Magazine contributions close 20th of each month)

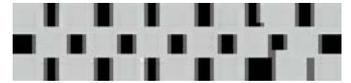
General meetings are held at: Parramatta RSL  
Start time: 7.30pm - (Bistro Area) 2 Macquarie Street  
(2nd Tuesday of each month) Parramatta NSW 2150

SCCA Web Site: [www.spriteclub.com](http://www.spriteclub.com)

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

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 them.

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

Ok, first things first, go and grab your January/February Sprite Torque and open up to my report. Scroll to the bottom. The Pan, or plate, as I called it, was taken to the AGM/ Christmas Party. I was asking one of my lovely associates to get the plate for presentation to Paul Barbara.

Janina was keen to help and I keep whispering: "get the plate from over the back." She promptly asked Liz for a plate, and hence the "Oven Pan." Paul was eventually presented the correct plate and every one had a great time.

Christmas has been and gone and both Leah, the kids and I had a busy time. Chris came down from Queensland and we spent Christmas Eve together as a family. Brad was over and we had a few drinks and settled in to the Chevy Chase Christmas Vacation movie and enjoy the evening.

Beer and BBQ's became the norm in the evenings along with maintenance and cleaning throughout the day.

The Bugeye received some attention with grease and oil changes along with the FE. The killer was the work on the tractor, over the last few months I have been chewing the bolt off the PTO (Power Take Off) unit while slashing, and I decided to fix that along with general servicing. The Fergie is 55 years old this year and they have now decided to stop making 1"1/8<sup>th</sup> gear drives. I had to go up in size. I purchased the female to male and went home to find that the shaft in the Fergie was worn as well. That meant a new shaft and seal and a lot of work. The rear end holds 25 litres of gear oil and it completely covers the shaft. So, park on a big slope with the nose facing down, and start working.

I was talking to Leah after she asked "Why did you leave it there?" Changing the gear shaft for the PTO was the answer, "It should only take about half an hour".

Three hours later I had changed the shaft, and then needed to change the oil as well.

Those oil pans we use are way too small, so I was playing tag team with two on the go.

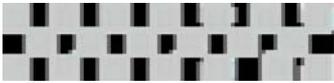
Three and a half hours and nearly \$350.00 dollars later, the job was done.

The first Sprite drive was on the horizon and we were keen to go to the Camden Valley Inn. Avis came out with Elise and we went on that one together. You can read my article on that somewhere else in the magazine.

We had our first meeting in January and the magazine was a key discussion point. Ric took over the role as editor and we have re-visited the task that Annie and Warren were doing. The Editor was doing much more; we now have a team of volunteers helping in the role to help Ric out. We have missed a mag along the way and we are well prepared and geared up to see all on time this year. There has been a lot of discussion about how we go to print and move into the electronic world; however, for now, you will continue to see the magazine delivered to your door.

Avis has already planned a number of runs and dates out to March and I hope to see you on the next Sprite run.

Please mark the dates on your calendar to have the best opportunity to play with your car.



## EDITORIAL

Another Month; another issue...

They said that it would take ONLY about 40 hours to do each issue! Well, the first compilation using MS Publisher took about that long, and then the software bug hit and most of that input was lost. So almost the entire contents were again entered into the magazines template and massaged into some semblance of the magazine as you know it, but then the next bug to strike didn't allow conversion into the PDF format to send to the printer, and the submission deadline had long since come and passed.

With the help of Annie and Warren, their version of Adobe PDF-Pro worked and the files made it to the printer Just-In-Time. The magazines were delivered to the Tuesday meeting of the Committee during which they diligently stuffed them into the pre-printed and addressed envelopes ready for posting... once again due to the mailing preparations done by Annie and Warren, without whom it must be said, my first issue may never have made it out on time.

After approx 120 hours of compilation within the previous week, your's truly didn't make that Committee meeting; he had totally stuffed himself! Retired? Ha! I can confirm why retirees say: "I'm so busy, I don't know how I ever had the time to go to work!" Let alone play...

Since the last Torque submission deadline, I competed in the HSRCA Historic meeting at Wakefield Park in atrociously hot weather which rapidly diminished the already small field rather noticeably, and when the scrub fire started on Sunday afternoon at Pelican, they scratched the last set of events much to my disappointment.

The following Friday, we braved the threatening rain to go on Keith Smith's Sprite Run from Wollongong Lighthouse to the Jamberoo Pub. This was most enjoyable for the five couples (4 Sp/Bridgets) that turned up as the weather proved more clement than expected. A good day was had by all. Also the Sprite run the following Sunday week to HARS Air Show at Albion Park Airfield, again this year, was still worth going with a very good turn out (See Avis' Social Report).

Happy Spriting,

Ric Forster

Joke: When Bill Gates released his sample mosquitoes at a conference to highlight his efforts to eradicate Malaria from the Planet, the comedians quipped that this was the first ever "release of a bug without a supporting operating system..." ;-)

### **My Spell Checker**

Eye halve a spelling chequer  
It came with my pea sea  
It plainly marques four my revue  
Miss steaks eye kin knot sea.

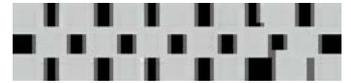
Eye strike a quay and type a word  
And weight four it two say  
Weather eye am wrong oar write  
It shows me strait a weigh.

As soon as a mist ache is maid  
It nose bee fore two long  
And eye can put the error rite  
Its rare lea ever wrong.

Eye have run this poem threw it  
I am shore your pleased two no  
Its letter perfect awl the weigh  
My chequer tolled me sew.

Anon from the web

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

### HELPERS WANTED for SCCA MOTOKHANA

**Sunday 5<sup>th</sup> April 2009**

The Sprite Club is organising Round 2 of the NSW State Motokhana Championship at Nirimba, TAFE Precinct, Eastern Rd., Quakers Hill.

Helpers are needed to assist in running the event - Timers, Recorders, Flag Restorers, Test Observers, etc, - no experience needed.

And a fun Club day as well, with free lunch for helpers.

Event start on the day is 8.30 am

Some assistance on the previous afternoon (Saturday) from approximately 3.30 pm to measure up and mark the events is also needed.

## CORRESPONDENCE

Nothing received this month other than quite a few emails of congratulations to this editor on the continuance and quality of the magazine.

So would you all please write some letters, articles, reports. etc and send in those photo's so that I can fill these empty spaces, or else I shall have to sick the President upon you all with his whip of submission, for contributions, that is!.

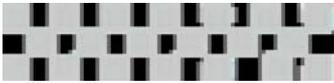
Articles preferred in plain text or MS Word2003.doc format and photos, either as 150 x 100 mm prints which I can scan and return to you, or as JPEG files of 300 dpi, or between 448 x 336 pixels up to 1024 x 768 pixels, or from 250KB up to 1.5MB. Of course, later versions of word can be read and higher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

## NEW MEMBERS

**Luke Lukess** owns a Bugeye, colour red.

**Keith Leslie**

**Ben Armbruster**



# SCCA GENERAL MEETING REPORT

## MINUTES OF GENERAL MEETING, 10<sup>th</sup> February, 2009

Venue: Parramatta RSL Club, Parramatta  
Meeting commenced: 7.50 pm

**Present:** 10 members as per attendance book In the absence of the President, Kevin Sly took the chair.

**Apologies:** Greg Holden, Leah Holden, Paul Orton.

**Minutes of Previous Meeting:** Moved accepted by B Cockayne, sec L Payne

**Business Arising:** Nil other than items covered in agenda.

**Secretary's Report:** G Wells reported correspondence:

Outgoing:

- CAMS re affiliation.
- FOSC re Sprite Challenge 2010

Incoming:

- Greg Holden re agenda items
  - CAMS re affiliation, awards night, training program
  - ABCC re All British Display Day
  - Hill Climb Panel
  - FOSC re Sprite Challenge 2010
  - CMC re Bushfire Appeal Car Show.
  - Brochure: Tweed Valley Restorers Club, Rotary Club of Shellharbour, Liverpool Swap Meet, Kombat.
- Magazines: T Read, Depender, Flat Chat, Morgan Ear, Mini Car Club, Goblins Gazette, Mascot, Leyland Heritage.

**Treasurers Report:** Les Payne presented the report below for December:

Opening balance	\$11,800.27
Income	\$4,004.00
Payments	\$292.51 (Club rego \$1800, membership \$2050, regalia \$155)
Closing balance	\$13,612.76 less \$1,257.75 un-presented cheques

Accounts sent to all advertisers. Schedule attached to minutes.

**Motokhana:** Barry Cockayne reported all under control. Notice to go into Sprite Torque calling for volunteers.

**Sprite Challenge 2010:** Graham Wells reported on reply from FOSC. They suggested possibility of extra regularity days on Wednesday or Thursday before Easter. Regularity entry this year is \$660 so 2010 would be at least that. There is also the problem of their getting enough flag marshals for the extra days. (30 flag points)

After discussion all agreed we stick with the Goulburn area.



# SCCA GENERAL MEETING REPORT

## MINUTES OF GENERAL MEETING, 10<sup>th</sup> February, 2009, cont.

Barry Cockayne reported that he has been in touch with the Marulan Driver Training Centre & is awaiting reply. Barry also spoke with the Goulburn Police Academy re Motokhana site & they require written proposal.

Greg Holden (by Email) will be going to Goulburn in next few weeks & will chase things up.

**Coming Events:** Avis Fowler reported.

- Camden Valley In run started with 2 and had 24 at the Inn.
- Fish & Chip run cancelled due to 40 plus temperature.
- Air Show is next run on Feb.22
- March run Harry's Café de Wheels
- May breakfast run to Cliffhanger @Bulli
- Wendy Gibb will have overseas visitors & will organise BBQ; wants lots of Sprites present. Date TBA.
- June long weekend still on. Forster area.
- Xmas in July new venue still not found. **Any suggestions from members????**

**Membership:** Annie Lawlor reported 2 new members with both coming to Supersprints.

**CAMS:** Barry Cockayne reported on recent State Council meeting.

- Revised standards for race meetings compiled.
- Extra-ordinary meeting on Feb. 28 to fill board position
- General Competition Licence age limit revised to 14 years with some restrictions on vehicle types.
- Budget presented with no fee increases.
- Doreen Butchers & Michael Gates are Sport & Club Development Officers. We discussed the need for CAMS to sell itself! Maybe we get one of them out to a meeting.

**Competition:** Paul Orton absent. Next round is Lotus round Feb.14.

**Sprite Torque:** Ric Forster absent. The January-February magazine was put into envelopes at meeting ready for postage. Envelopes still have old print post number so Lawlors may have to post them.

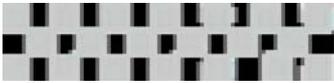
Greg Holden advised by Email that Snap will do printing & envelopes at a competitive rate & will follow up on print post details.

**General Business:**

- Les Payne advised that the tent was damaged by a hailstorm at HSRCA meeting in January & may have to be replaced.
- Warren Lawlor followed up on whether we could have a secure folder on the Web Site for Sprite Torque. "Yes we can". Cost would be \$US8 per month, payable a year in advance. The Spam Mail protection currently costs \$US 46 per 6 months.

Meeting closed at 9.00 p.m.

Next General Meeting: Tuesday, March 10<sup>th</sup>, Parramatta RSL Club at 7.30 p.m.



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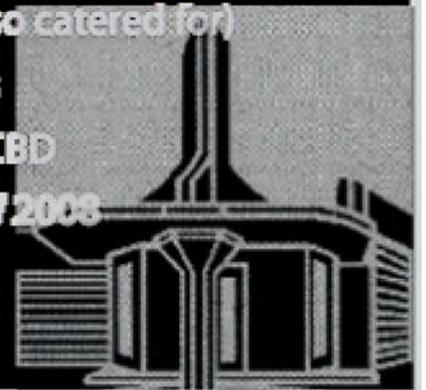
All Staff are SPRITE Club members

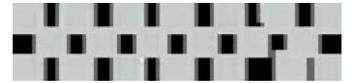
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## EVENT REPORT

The Annual Fish and Chip Run. Saturday 7th February

A fire storm all over Australia and at 9am in Wilberforce the shed was showing 50° Celcius.

Leah had to work so I did some cleaning up of the garage and sorted a few bits out.

By 11am I was ready to set off on the F&C Run. I had decided to make a few phone calls to see if some members knew of others planning to attend; both Neil Scott and Paul Barbara drew a blank.

Never mind I am going, no need to work in 50° plus when you could be having a piece of fish and a beer or two. Two years ago on this run we had a host of Sriters with only a few coming in Srites due to poor weather.

A call in to see how Mum & Dad were going was first on the list and then up the highway to Berowra.

1pm on the dot and not a soul in sight. Wait a while, call Avis to see if she knew of anybody attending, have a chat, hang up and wait.

1.30pm and still no body. Lots happen at the toll gates while you are waiting.

Man stops for pee; does not use toilet.

Man stops for smoke, and swaps cars with another person.

Man from Underbelly puts three slugs into rotund man and lays him in the bushes.

(OK. I made up that one).

Time to go, I pushed towards my destination. Home was calling.

I can eat fish and chips alone, however, I could have a beer with Mike as I do not like drinking on my own. So home it was to continue what I had started in the morning.

Cheers,

Greg

Editor's Note: Apologies to the author of the following report that was missed in the previous issue because of my oversight and panic to get it compiled and the onslaught of other submissions.



## EVENT REPORT

### THE SMITH FAMILY CHRISTMAS HAMPER DELIVERY BBQ

#### MANNED BY MEMBERS OF THE SPRITE CAR CLUB OF AUSTRALIA

**Ian and Wendy Gibbs, Greg and Leah Holden, Avis Fowler, Les and June Payne, Barry Cockayne, Greg Ryan, Bert Langford and a volunteer from The Smith Family.**

The Smith Family is a charity organisation that seeks out and helps families and individuals in need of support throughout the whole year. At Christmas time they strive, through generous donations from individuals and companies, to bring happiness to these people by providing free food hampers and parcels of toys. The collection, packaging and delivery of hampers and toys require a lot of hard work by the Smith Family organisers and their hundreds of willing volunteers. There were over 400 volunteers at Homebush to sort and pack the hampers and parcels.

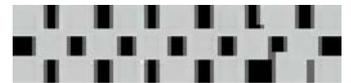
Thanks to Ian and Wendy Gibbs the Sprite Car Club of Australia had the privilege of preparing the free BBQ for the volunteer delivery drivers. Some of the drivers came from as far away as Newcastle and Wollongong and included elderly couples, families with young children and teenagers, some still on 'P' plates.

The chefs, Barry and Les, and organisers Ian, Wendy, Avis, Greg and Leah arrived very early to fire up the BBQ and load the tables with fresh buns and tasty sausages. Greg Ryan (chief mechanical officer) ensured all safety issues were in order and fresh supplies of drinks, chips and apples were ready to hand out.

The first delivery drivers departed at about 7.30 am. June and Bert waited for the cars as they departed the loading area and with a quick "Free sausage sizzle, cold drinks, chips and apples" invited the drivers and passengers to accept the offerings. When a low slung Subaru, sporting rubber bands for tyres and a 6 inch exhaust, stopped for instructions to the BBQ Bert could not resist adding "and every sausage roll comes with a free radar detector". The young driver and his passenger nearly broke the mountings on the red and black Recaro Sport seats with laughter.

As each person collected the food and drinks they were asked by President Greg Holden to sing a few bars of their favourite Christmas Carol. Greg knows every Xmas carol ever composed. For the shy ones Greg started a song, the drivers and passengers quickly joined in and the SCCA members finished it off with the last few bars. Such was the joyous mood throughout the whole morning. The smiles on every SCCA members face as the delivery volunteers eagerly accepted the sausage sizzle, icy cold drinks, sweet crunchy apple and spicy chips was evidence that they were also enjoying the spirit of giving. The last car rolled out at about 1.00 pm and everyone went home pleased to have helped.

Article & Photos: Bert Langford



## EVENT REPORT



***Free food & radar detector***



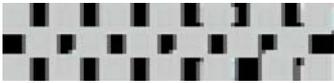
***Put another snag on, Ian?***



***Toys for all ages***



***The SCCA team in action with a couple of hungry delivery volunteers***



## SOCIAL REPORT

Our first run for 2009 was the observation run to Camden Valley Inn on the 17<sup>th</sup> of January. When I arrived with Leah and Greg Holden the starting numbers were a bit thin. There were two cars waiting for us. I'm thinking Camden Valley Inn won't be happy as I had booked for 20-30 people. Oh well, as we had two starters we will run the drive as planned. Both starters were keen. This was going to be a challenge at least. Mike Meadows in his MK2a and Graham McDonald with son Trent to help with the observation in the MGB. They duly set off with us agreeing to wait at Burragorang Lookout to make sure there were no casualties along the way.

Yours truly, in transcribing the notes, had missed the turn towards Camden but commonsense prevailed and both cars arrived at Camden Valley Inn. Who won? Mike did even though he didn't have a navigator and stopped ever so often to refresh himself of the questions and instructions. Well done. For this he received a Sprite hat.

At Camden the number of members increased with 24 in total arriving for dinner. A great social evening with us celebrating Lauren Napier's 10<sup>th</sup> birthday. Thanks to Les Payne who helped with the notes and questions for the drive.

Who went?

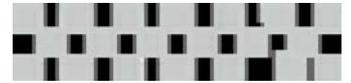
Mike Meadows (AHS), Graham & Trent McDonald (MGB), Ric Forster & Jean (4WD), Neil, Andrea & Lauren Napier (Assoc), Paul & Kerry Thompson (AHS), Graham & Margaret Hatley (MGM), Neil & Lorinna Scott (AHS), Kevin & Lynne Waldron (AHS), Ray & Denise Fahey (AHS), Keith Smith & Juliet Richardson (AHS), Greg & Leah Holden (Assoc), Avis & Elise (Assoc).

The next drive was the Fish and Chip run to the Central Coast. Unfortunately, I was unable to make the start and Greg Holden volunteered to lead the drive. The weather prediction of 44C wasn't going to help with numbers as most would just melt out in the Sprites.

Greg waited at the start until 1.30. With no starters he returned home to get stuff done. The drive will be run at a later date. I don't know whether there was no specific destination in the calendar or the fact that it was just too hot was the problem. I know it clashed with the HSRCA race meeting at Wakefield but that should not have affected too many members.

Our next drive on the 22<sup>nd</sup> of February was to the airshow at Albion Park for the Historical Aircraft Restoration Society. Although, overall numbers were down for the airshow we still had a good turn out. Arriving at Sutherland at 7.20, there were already Sprites waiting. Now that's what we like to see. It had been arranged with the Triumph Sports Owners to be a joint trip. Approx six of their cars turned up (Stags and MK1). We headed off via Mt Ousley as last year the scenic route seemed to be fraught with problems. Hordes of cyclists, roadworks, film crews kept closing the roads, apart from the heavy traffic. Not this year! We headed off for a trouble free run to Albion Park with the only traffic holdup the queue to turn in at the traffic lights. Last year we were queued up for miles with cars and drivers overheating.

Unfortunately, we had one minor problem. Keith Smith's car decided that it would like to meet the guys with the big red fire trucks parked opposite. Keith's car backfired through the Weber carburetor and the filter socks caught fire needing the assistance of a fire extinguisher. Keith's engine bay was covered with powder and the paint in the bonnet was damaged. And you thought those little fire extinguishers were for show. I too, have had this happen with my car.



## SOCIAL REPORT, cont.

You just never know. With a good cleanup of the engine bay and a quick stripping of the carburetor, Keith was mobile again. Luckily, he lives locally.

Who went?

Les Bryant (AHS), Keith Smith (MGM), Graham Wells (AHS), Greg Strange & Dianne Lawlor (AHS), Barry & Sue Cockayne (XU1), Roy Toole (AHS), Kate & Dave Lawrence (AHS), Barry & Beryle Taylor (Miss Pretty MGM), Mike Meadows (AHS), Col Skelton (AHS), Bob Smith (AHS), Ric Forster & Jean (Spridget), Mick Mellin (AHS), John Sproule (AHS), Roger Elsworthy (MGB), Robert Byrnes (AHS), Neil Napier (Assoc), Ray Fahey (AHS), Greg & Leah Holden (Assoc) Avis (Assoc). Thanks to Col for giving me a lift from Sutherland to Albion Park. The car's still great after all these years. We also caught up with a couple of old members Warren Nicholls who went from cars to aeroplanes, and David and Diane North who sold their Sprite several years ago and have become attached to a Capri.

### Coming Events

#### **Saturday 14<sup>th</sup> March**

Run to Harry's Café de Wheels Liverpool. Start 3pm M4 Service Centre Eastern Ck Westbound

#### **Friday 3<sup>rd</sup> April**

`Welcome to Australia' BBQ for some of our American cousins. Fellow Sprite / Healey enthusiasts are arriving in Sydney before heading off to South Australia then onto Perth for the Austin Healey Rally.

We would like to show them a real Aussie welcome. Wendy and Ian Gibbs are hosting the BBQ at the Crossroads. Please bring your Sprite to show the enthusiasm there is over here. We would like as many as possible to attend. BYO SPRITE. BYO drinks.

Time: 7.30pm

Where: 89 Box Rd, CASULA

Please ring any of the following to confirm numbers for catering by 1st April

Avis 02 47 293726 0412051594

Wendy 02 9601 1557 (leave a message)

Greg Holden 0418 286 831

#### **Sunday May 10<sup>th</sup>**

Breakfast Run to Wollongong. Start at Narellan McDonald's, Cnr Camden Valley Way and Narellan Rd. Meet at 8.00am.



## COMING SOCIAL EVENTS/CALENDAR 2009

<b><u>MARCH</u></b>	Saturday 14 <sup>th</sup>	Run to Harry's Cafe de Wheels Liverpool. Start 3pm M4 Service Centres at Eastern Creek Westbound.
<b><u>APRIL</u></b>	Friday 3 <sup>rd</sup>	<p>`Welcome to Australia' BBQ for some of our American cousins. Fellow Sprite / Healey enthusiasts are arriving in Sydney before heading off to South Australia then onto Perth for the Austin Healey Rally. We would like to show them a real Aussie welcome. Wendy and Ian Gibbs are hosting the BBQ at the Crossroads. Please bring your Sprite to show the enthusiasm there is over here. We would like as many as possible to attend. BYO SPRITE. BYO drinks.</p> <p>Time: 7.30pm Where: 89 Box Rd, CASULA Please ring any of the following to confirm numbers for catering by 1st April Avis: 02 47 293726 0412051594; Wendy: 02 9601 1557 (leave a message); Greg Holden: 0418 286 831</p>
	10,11,12 <sup>th</sup> Easter	Festival of Sports Cars at Bathurst. This is an opportunity to see cars like ours and our members having a run at Bathurst. Please take the opportunity to support our competitors and have a good social time, maybe even the chance to lend a hand with members' cars as pit crew. Come for a day or the weekend like some of our social members did last year. You will need to organise your own accommodation if you plan on staying. Bring your club plate car for a run. One of our local Bathurst members offered to host a BBQ for us, to meet the Western members.
<b><u>MAY</u></b>	Sunday 10 <sup>th</sup>	Breakfast Run to Wollongong area. Start at Narellan. Time to be confirmed.
<b><u>JUNE</u></b>	Saturday 6, 7, 8 <sup>th</sup>	Queen's Birthday Long Weekend Run to Armidale to meet Queensland Club. Start 7am at Berowra Tollgates, Old Pacific Highway, Berowra
	Sunday 21 <sup>st</sup>	Sprite Drive TBA.
<b><u>JULY</u></b>	Christmas in July	To be confirmed before advertising a date.
<b><u>AUGUST</u></b>	Sunday 23 <sup>rd</sup>	Shannons Display day at Eastern Creek
<b><u>SEPTEMBER</u></b>	Sunday 13 <sup>th</sup>	Sprite Drive TBA
<b><u>OCTOBER</u></b>	3,4,5 <sup>th</sup> 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.
<b><u>NOVEMBER</u></b>		TBA
<b><u>DECEMBER</u></b>		TBA                      AGM & Club Christmas Party



## COMING COMPETITION EVENTS/CALENDAR 2009

MONTH	DATE	PROMOTER	VENUE	EVENT
<b>MARCH</b>	<b>13,14,15</b>	VHRR National Historic Classic	Phillip Island	Historics
	<b>14</b>	CSCA/MG Car Club Newcastle	Oran Park GP	SuperSprint-R2
	<b>28</b>	HSRCA	Wakefield Park	Family Day
	<b>29</b>	HSRCA	Wakefield Park	'No Frills'
	<b>29</b>	MGCC Natmeet Practice		Motokhana
<b>APRIL</b>	<b>5</b>	Sprite Car Club of Aust	Nirimba	Motokhana
	<b>10,11,12</b>	FoSC – Celebration of Motor Sport	Mount Panorama	Historic Sports
	<b>10,11,12</b>	SCCSA/HRR Mallala All Historic	Mallala	National Race
	<b>30</b>	HRCC, QLD, Historic Hillclimb	Mount Cotton	Hillclimb
<b>MAY</b>	<b>2,3</b>	HSRCA Co-Driver Feature Historic	Eastern Creek	Historics
	<b>3</b>	Thornleigh Car Club	Nirimba	Motokhana
	<b>23</b>	CSCA/Jaguars Driver's Club of Aust	Eastern Creek	SuperSprint-R3
	<b>30,31</b>	Austin-7 Club Historic Motor Festival	Winton Short	Historics
<b>JUNE</b>	<b>14</b>	CSCA/MG Car Club of NSW	Oran Park GP	SuperSprint-R4
	<b>14</b>	Westlakes Auto Club	Awaba	Motokhana
	<b>20,21</b>	ARDC Sports Car Carnival	Eastern Creek	National Race
	<b>27,28</b>	HSRCA Historic	Oran Park	Historics
<b>JULY</b>	<b>25,26</b>	FoSC Winter Invitation	Oran Park GP	Historic Sports
	<b>25,26</b>	HRCC Annual Historic Queensland	Morgan Park	Historics
	<b>26</b>	Westlakes Auto Club	Awaba	Motokhana
<b>AUGUST</b>	<b>1</b>	CSCA/Austin Healey Owners Club	Wakefield Park	SuperSprint-R5
	<b>2</b>	CSCA/Austin Healey Owners Club	Wakefield Park	All British Meet
	<b>16</b>	Mini Car Club	Nirimba	Motokhana
	<b>22</b>	Morgan Owners Club of Aust	Eastern Creek	SuperSprint-R6
<b>SEPTEMBER</b>	<b>13</b>	Hills District Car Club	Nirimba	Motokhana
	<b>19,20</b>	HSRCA Historic	Wakefield Park	Historics
	<b>20</b>	MGCC General Motokhana		Motokhana
<b>OCTOBER</b>	<b>3,4</b>	Australian Historic Motor Festival	Winton Long	Historics
	<b>17</b>	CSCA/Triumph Sports Owners Club	Wakefield Park	Training Day
	<b>18</b>	CSCA/Triumph Sports Owners Club	Wakefield Park	SuperSprint-R7
	<b>25</b>	Volkswagen Club	Nirimba	Motokhana
	<b>30,31,1Nov</b>	FoSC Spring Invitation	Wakefield Park	Historic Sports
<b>NOVEMBER</b>	<b>7</b>	Sprite Car Club of Aust	Oran Park S	SuperSprint-R8
	<b>7</b>	VHRR Historic Sandown	Sandown	Historics
	<b>28,29</b>	HSRCA Historic	Eastern Creek	Historics
<b>DECEMBER</b>				



# COMPETITION REPORT

## Competition Report February 2009

### Supersprint

#### Combined Sports Cars Association 2008 wrap up

As in 2007 the Triumph Sports Owners won the Championship with prizes being awarded at a special event held at CAMS new offices in Sports House at Olympic Park Homebush Bay early in February.

2008 CSCA CLUB CHAMPIONSHIP		
1	TSOA	1308
2	CLA	1122
3	JDCA	1001
4	MGCCN	573
5	MGCC	531
6	SCCA	407
7	AHOC	108
8	MOCA	79

SCCA members who turned up to accept individual awards were Paul Norris (Overall first in class NM2b non-Marque road cars over 2000cc in his Mazda RX7 turbo), Robin Marshall (First in round 6 in class C1 Older Competition Marque cars in his Bugeye) and the author (Overall first in class C1 in a Mk2a Sprite). Paul Norris won 5 of the 7 rounds he competed in, so well done Paul!

Regular competitors from SCCA at all bar one or two rounds throughout the year were Paul Norris (Mazda RX7 turbo), John Millhouse (Bugeye), Keith Smith (MG Midget), David Gordon in an MX5 and the author. Competing in a single round were Bruce Miles (MG Midget) and Robin Marshall (Bugeye), and in the final SCCA organised round, Ray Fahey (Bugeye), Anthony Barbara (Mark2A Sprite), Paul Barbara (MG Midget), Dave Nicholls (MG Midget), Warren Lawlor (Mk2a Sprite), Avis Fowler (MG Midget), Barry Cockayne (Bugeye), Ric Forster (MG Midget), and Dave Lawrence (MG Midget)

#### CSCA Round 1 2009 14 February – Oran Park GP circuit

2009 CSCA CLUB CHAMPIONSHIP		
1	CLA	176
2	TSOA	77
3	JDCA	71
4	SCCA	74
5	MGCCN	58
6	MOCA	24
7	MGCC	21
8	AHOC	14

A big entry of 13 SCCA members for the Lotus round of the 2009 CSCA competition became 8 who were able to attend on what became a very wet day. This has put SCCA in 4<sup>th</sup> place in the 2009 Club Championship after one round compared to 6<sup>th</sup> overall in 2008.

It was clearly going to be an 'interesting' day with newcomer Ray Fahey managing to spin his white bugeye on the familiarisation lap. This is a first that Ray won't forget because there will probably

be a lot of fellow Spriters keen to remind him every so often!

#### CAMS NSW Hillclimb Championship 2009

	<i>Date</i>	<i>Host Club</i>	<i>Venue</i>
1	Feb 15	SDMA	Fairbairn Park, Canberra
2	Mar 7	BLCC	The Esses, Bathurst
3	Mar 8	BLCC	Mountain Straight, Bathurst
4	Apr 19	KSCC	Mt Cooperabung, Kempsey
5	Jun 7	GSCC	Mountainview, Grafton
6	Aug 2	MGCCN	Ringwood, Raymond Terrace
7	Sep 20	MLMSC	Wootton Way, Bulahdelah
8	Oct 4	MGCCN	King Edward Park, Newcastle



## COMPETITION REPORT February 2009, cont.

As the day wore on the rain became heavier but it didn't stop Paul Norris putting in a 'scorcher' time of 1:41 making him 7<sup>th</sup> fastest outright – well done Paul! Barry Cockayne was fastest Sprite on 1:52, followed by Denis Best 1:54, David Gordon and John Millhouse 1:55, Paul Orton and Robert Byrnes 1:56, Warren Lawlor and Ray Fahey 1:58, and Keith Smith 2:01.

The good news was that despite 'offs' by many of us, no damage occurred to vehicles and there was plenty learned in wet weather driving – this was the first wet event I'd experienced in the last 2 years of Supersprinting.

The bad news was that a number of members couldn't get to the event – in particular Luke Lukess whose club membership was very quickly processed by Annie Lawlor which enabled us to get his late entry accepted but none of which got his brakes sufficiently fixed for him to run on the day. After working the night before the event at his job, then working on his Sprite's brakes till 4am, getting an hour's sleep and accepting Colin Dodds' very much appreciated offer to look at the car at 6am on the morning of the event, Luke was unable to get any brake pedal - a problem that his local brake shop managed to create, the car having gone in with a 'soft' pedal.

SCCA visitors on the day included Bob Rowntree and Avis Fowler.

The 14 March round again at Oran Park promises to be a big one with four new SCCA members introduced by Anthony Barbara hopefully entering. I'm expecting Anthony himself and his brother Andrew to participate, our 'new' regulars including those who couldn't get into the last round, Andrew and Michael Woodall and I hear rumours that Bob Rowntree is going to have a go too!

If you are thinking about having a go or just want to see some Sprites in action come out, have a look and say hello!

I'll have a report on SCCA members' racing exploits in the next edition. Paul



Paul Norris, Robin Marshall and me



John Millhouse and David Gordon



Barry Cockayne



Ray Fahey and John Millhouse Bugeyes



Keith Smith attaching Midget to trailer in the rain



# Route 66 In Spritely Style

by Wendy and Ian Gibbs  
(Part 2)

We motored onto to a smallish town of Claremore where we stopped to buy a power adaptor for my new camera and at Starbucks to recharge both the camera battery and ourselves. When asked how far Tulsa was from here we were told that it was about 25 to 30 minutes straight down the road. We all laughed loudly as we haven't been on a straight piece of road for days.

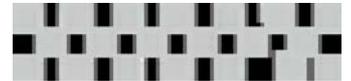
Our next stop was for petrol where Ian found a coil lead had come loose. Ian and Bob did the necessary running repairs. Guess the name of the town. Kellyville! Where many a NSW Sprite has been fixed at Colin's old place. By this time we'd driven 791 miles (1265km). We continued to do the touristy thing at The Round Barn. What a piece of work that is.



Along the road we stopped to take a photo of an old bridge and there was a huge bunch of Harley riders from Norway doing the same trip but west to east. A quick detour to visit Fort Reno had imaginations running wild with visions of John Wayne riding up with a herd of cows or horses over those low rolling hills. The temp was a mere 91 degrees.

Tuesday saw us leave Erick OK and head to Las Vegas New Mexico not Nevada (by a long shot). Franklin had developed an engine rattle which is getting worse but the oil pressure is still good. Yet another song comes to mind Show me the way to Amarillo. Today we covered 3 states in one day. Yes we drove across Texas in a day!!! Well, it was the bit they call the panhandle, the short bit across the top.

Stopped for another photo shoot at restored the service station in Shamrock Texas.



Part 2 cont.



On the other side of Amarillo is the Cadillac ranch. A row of 10 Caddy's buried with just their fins showing. People are encouraged to spray paint them.



Yet another stop for another photo shoot at the halfway point on Route 66 Adrian Texas. 1138 miles down, and 1138 to go.

So far we've had the road pretty much to ourselves, thus there are a lot of greatly downsized towns along the way. We drove through our first officially listed ghost town Glenrio. After Glenrio, the road turned to 13 miles of good quality dirt which resulted in a flat tyre for us. Fortunately there was a tyre shop at the first town we came to - Tucumcari ...with a gift shop attached :) The temp was now 100 degrees.

After lunch we stopped at a Napa (Repco) store... with a souvenir shop next door. The guys went to buy some bits for the cars and Pat and I went souvenir hunting. In Santa Rosa we stopped at a Macca's for a cool drink. Just as well as a hail storm swept over as we sat drinking cold drinks in the safety of McDonalds.

More to come next month



Part 2 cont.

By the time we made Las Vegas NM Franklin's engine rattle had become a knock. Ian and Bob thought that it could be just a sticking valve. Meanwhile I contacted a "Groupie" from our 2005 adventure, Neida Courtney Naumberg and made arrangements to meet her and her husband Peter for lunch the next day in Albuquerque (pronounced Alba kirk ee)

Alas, after some serious discussion over dinner regarding the engine noise we took the interstate highway straight to Albuquerque instead of taking the scenic route through Santa Fe and all towns in between. Bob had contacted a Healey friend in Albuq. who set space aside in his workshop for Franklin. Neida and her husband Peter came over picked us up and took us out for lunch and to buy some new bearings.

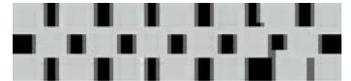
Pat and I continued on with Neida and Peter after we dropped the lads and the bearings back at the workshop. Just as we were about to load up and go shopping Ian rang to say that the car was ready. Darn! I really was looking forward to doing the Old Town over. It's just like a Mexican city you see in the old westerns only very touristy orientated... but I loved the look of the place.

The attempt at fixing the rattle was unsuccessful, something we discovered while still in the city limits of Albuq. We booked into a motel and cancelled our booking in Gallup. The lads were up early the following morning (Thursday) to go back to Dave Porters garage to fix the "problem". Meanwhile, I was excited with the fact we were just a block away from Old Town... shopping, shopping, shopping!!! I bought 2 necklaces from a Navajo Indian in one of 2 Indian owned and run shops. I was a very happy camper now.

We had to check out of the hotel by 11am. Pat and I made it with minutes to spare. Bob drove the BT7 to pick us up and their luggage up... she says, smiling widely. The BT7's back seat is suitable for anyone under the age of 5. So Pat sat across the back seat loaded down with luggage as we motored through town including the Starbucks drive through.



Bob, Ian and Dave worked on the Sprite all day. They eventually did an engine transplant with a donor engine from a Sprite racer friend of Dave's. At 8.30 PM we left Albuq for destinations unknown. I thought we were just going to drive a couple of hours and rest up but no. Bob and Ian had the bit between their teeth and we arrived in Grand Canyon Arizona a little after 3.30 am. The discussion at lunch had the Grand Canyon a mere do-able 5 hour drive away.



Part 2 cont.

We did a major cut and run to get back on schedule. This meant that we didn't get to be "standing on a corner in Winslow Arizona" (Eagles take it easy) a small price to pay.

We stayed in the Grand Canyon National Park about 1/2km from the rim at Maswik Lodge. We missed a turn and took the scenic route into the park - please refer to the timing :) We had to swerve to miss a moose size elk by the side of the road and were a trifle worried about the "mountain lion" next 10 miles warning signs. As Bob said later we didn't really want to be Meals on Wheels.

Friday was a planned "rest day". The Arizona end of the Grand Canyon is spectacular. There are free shuttle buses every 25 minutes to cover most of the park. We caught the red line shuttle first, then the blue to catch the green. While on the green shuttle a giant bird, possibly a Condor, flew right in front of the bus and down the centre of the road. Its wing span was as wide as the bus. Truly amazing! We had made dinner reservations at the best hotel - with some considerable assistance of Bob's charm and Ian's accent. A rest day that was truly needed came to an early close around 8.30pm.

Saturday 28<sup>th</sup> June - Possibly, no probably, the best day yet!!!!

We're heading for Needles California, only a relatively short drive but most of which is through the Mojave Desert. Not that they call it the Mojave desert in Arizona, it [is] just another county but you get the picture.

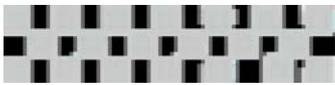
We stopped in Williams for gas and were promptly accosted by excited locals - friendly folk! Their town still has many Route 66 establishments left and is a picture to see....if my camera had a charged battery.

The odometer started this morning reading 1916 miles. By the time we got to 2070 miles we were in Lightning Mcqueen territory - Cars the movie. Winding desert roads and no guard rails.

Lunch was at another Sonic drive in restaurant - Kingman AZ - as it was the only place with shade. It was only 94 degrees. Looking at our maps, I said I'd like to see Ed's camp to take a photo for Mr Ed at work. On our way to Ed's camp at around 2126 miles we hit some seriously Mcqueen roads even better than before. Trucks over 40 feet were not allowed on this stretch of road. I was feeling pretty happy with life, zooming over these twisting narrow roads.... and then we came to Oatman.

If you ever drive any part of Route 66, do the drive from Kingman to Oatman. Oatman had me laughing out loud with surprise and wonderment. It's an old wild, wild west mining town, that the locals have banded together to keep running. Imagine my surprise to come into the main street (the only street in town) to see it lined with donkeys (asses).

When the mines shut down the miners just left the asses loose. The asses are wild but tourist savvy. Plus there were a couple of cowboys roaming down the street in full kit including spurs. They put on a shoot-out show asking for donations for the children's hospital. We tourists though have to stand in the middle of the road to block traffic. They said they don't mind being shot every hour but they do take exception to being run over. They also asked if there were any Californians present and proceeded to tell them that "we only firing blanks and they should keep their guns holstered" :) lol



Part 2 cont.

When we arrived in Needles at 3.30pm it's 106 degrees in the shade and 118 in the sun. Had a quick dip in the pool and then headed off to find the local laundromat. Back at the hotel we called for a driver, Jimmy Joe, to take us to dinner at the Hungry Bear where we met a couple from New Zealand. Small world eh?

Well, yet another couple of rather fun days.

We started Sunday, at 90 degree f and started on the last stretch of the Mojave Desert at 4am. It's actually called the Mojave Desert in California. Most people we spoke to in Needles referred to Barstow - the next town along a mere 2 1/2 half hours away - with some reverence. Apparently the temperature was a lot kinder there. Yes, it was it was only 100 when we got there :) lol

We stopped for breakfast the other side of Barstow at Molly Browns Country Kitchen. What a wonderful oasis that was.

With about 70 miles to go before San Diego, we could smell the sea and the temp was still in the low 100's. We checked into the hotel where the Healey Clubs of Americas Conclave home base was. Bumped into a few faces we knew from 2005. Actually. the person that stopped me was Treasure (said with a heavy southern accent) Teague. I could listen to her and her husband talk all day. I've had a couple of "Oh, you're not the girl that was racing here are you?", and one chap in a foyer chokkas full of people called out "Aren't [You] Wendy Gibbs the racer." Ha, a little ego trip there.

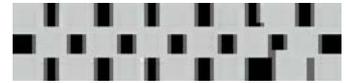
After a welcome party of nibblies a bunch of us went to the sandwich shop next door to the hotel for dinner. It was nice to start to unwind with a few beverages sitting by the bay surrounded by sailing boats - jealous yet?

By now I've lost count of the days but I figure it must be Monday as the Conclave schedule has us competing in a Funkhana and gymkhana day. MY GOODNESS ME!!!! I wish all my Sprite friends could have been here for this day. MY GOODNESS ME!!!! Do you get the impression that I was a little stunned? The Gymkhana course - made of witches hats/cones were laid out in the car park of the San Diego Chargers stadium west car park... all 1.2 MILES of it... the course that is. Ian got down to a 1.31.7 and [I] did a 1.33.? Awesome stuff.

The funkhana was just that. The passenger was allowed to stay seated in the car while the driver had to do a Le Mans start, negotiate 3 cones, to a station where the passenger had to get out and put 6 nuts on 6 bolts. The driver then had to reverse back the way they came and stop in another "garage" for the passenger to throw 5 fan belts and try to get them over a cone. Pat and I had fastest time by a long shot. However after briefing and revving the lads up they creamed the entire day with 1.10 less 2 seconds for getting 2 belts over the cone.

OOOOh, almost forgot, my quilt has a top display spot after a bit of tooting and froing with Hotel management... she says with her very best Aussie accent and sweet smile... OK I'm laughing out loud now!

The Route 66 dirt and dust was washed and polished off for the Concours and Show and Shine on Tuesday by a marina. Great spot! Pat and I caught the tourist trolley up to Old Town for the afternoon. Ian picked up the Iron Bottom award for having driven a 948cc the furthest. He entered the contest saying he'd driven a 956 1/2cc for 1500 miles - that being 3/4 of a 1275 engine :)



Part 2 cont.

That night Gerry Coker and John Sprinzel both spoke at the Sprite 50th Dinner. It was posted as a Hawaiian theme. I posed for a photo with John Sprinzel as he is our Club's patron (and a great guy) for our club magazine.



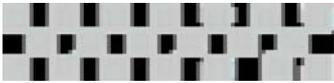
Finally made to Margaritaville tonight - 2 adjoining hotel rooms where one bathroom is converted into a margarita factory...need I say more?

The Time Speed Distance rally on Wednesday saw us disqualify ourselves before we started as Franklin doesn't have an odometer and we're using an old GPS gadget as our odometer. GPS units are banned and we didn't want any come backs. As it turns out we would have come close to winning the event but no-one will ever know. We were very lost in section 2 and parked in a plant nursery for about half an hour not knowing where we were or how to find the next check point. We "bravely" ventured on and found the check point almost by chance - don't tell Ian I said that! We were either 10 minutes early or 20 minutes late. All the other check points we pretty much clean sheeted.

Thursday was a resting day sort of. No competition but the awards night tonight. We packed up half our stuff and shipped it home today. It may get home before we do. Pat and I took the lads to Old Town for lunch and I bought Norman, my trusty toy boxing Kangaroo, a sombrero.

Now for the news you've all been waiting for..... my quilt won first place for Senior Needlework! That accompanied by 1st place female for the gymkhana (and 9th outright), 1st place female in a modified Sprite and 5th place driver in the Funkhana. Not to mention Ian's 1st place in a modified Sprite (2nd outright), 1st place navigator Funkhana with Bob driving and 2nd place driver in the funkhana with Bob navigating. Bob and Pat picked up gymkhana trophies too in their big Healey class. What a team! What fabulous cars!!!!

4am Friday July 4th we started on the mad dash back to Chicago. A little over 2000 miles in 3 days! We're heading for Denver Colorado but only made as far as Green River Utah. The temperatures were so hot out there in the desert that Ian and I drank, literally, a gallon of Gatorade, 2 gallons of water and a quart of coke.



Part 2 cont.

Pat and I drove from Las Vegas Nevada to Mesquite NV, a mere 70 miles.

By the time we stopped to take on more fluids we were both close to flaking out from the heat. The scenery though has been amazing from desert to scrub to green grassy fields with healthy looking trees and cows and back to desert. Driving through the Rocky's in the afternoon was very pleasant and Franklin was happy to cruise along at 80 miles an hour.

We set out at 4.30am the next morning, after filling all our empty bottles with ice water. It was a pleasant 80 deg F. A ways down the road we stopped for petrol. Ian hadn't realised that the nozzle was locked in the on position and squirted both Franklin and I with fuel. Ok, it'll wash off but when the gas station attendant came to mop up the spill with a lit cigarette in his hand, I got VERY nervous.

By the time we made Colorado we had to stop and put jumpers on as it was rather chilly. As we came out of the "hills" it started to warm up again. Nebraska was a good 10 degrees cooler probably because the Interstate runs alongside of the Platte River. When we stopped in Kearney for gas, Pat discovered a nail in one of their tyres. Off in search of Walmart we went. It was after 6pm on a Saturday and they were open for emergency fittings....and they had two tyres to choose from to fit the Healey.



We carried on up the road a bit to Hastings but the Holiday Inn wasn't offering any discounts (Tricks you learn along the way) so we motored on to the next town. The Comfort Inn in York was offering a 20% discount so that's where we camped for the night at around 9pm. After a beer or two and some chips and dips in Bob and Pats room we weren't overly hungry but popped across the road to Taco Johns for a quick bite before calling it a night.

Sunday morning I was a little shell shocked, tired, dehydrated and not ready to go home yet, to be honest. In a couple of hours this fantastic adventure would be over. After an 8am start, we pulled into Bob and Pat's Chicago driveway at 5.45pm. 4823.03 miles under our wheels Bob's son Tim asked me later that night if I'd do it again. My reply "Is tomorrow ok?"

Thank you Pat, thank you Bob, and thank you Franklin.



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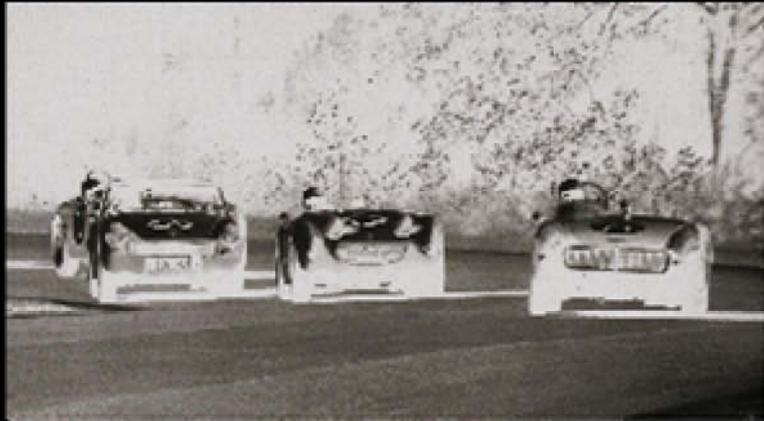
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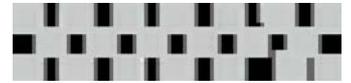
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**Sprite/Midget car cover, custom made for a perfect fit.**

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email [Colin@SpriteParts.com.au](mailto:Colin@SpriteParts.com.au)

#### FOR SALE:

Steel framed work bench in good condition.

Approximately 2.4m x 1.2 m,  
with one cabinet on side.

Asking \$100.00

Phone Greg

0418 286 831

### LAST MONTH

#### 42mm Webber for Sale

Used condition, not sure what car it has come off.  
Does not contain manifold, air cleaners, or link-ages. \$250ono

Contact:

Anthony 0413 316 726

#### WANTED:

##### **Steel Bolt on Front HUB and RIMS**

As part of an ongoing restoration, I am after a pair of front "bolt on" HUBs and a set of "bolt on" RIMS to replace my existing wire wheels.

Contact:

Warren [editor@spriteclub.com](mailto:editor@spriteclub.com) or 0421 783985

### HUMOUR

From the State where drink driving is considered a sport, comes a true story from the Sunshine Coast, Queensland.

Recently a routine police patrol parked outside a local neighbourhood tavern. Late in the evening the officer noticed a man leaving the bar so intoxicated that he could barely walk.

The man stumbled around the car park for a few minutes, with the Officer quietly observing.

After what seemed an eternity and trying his keys on five vehicles, the man managed to find his car which he fell into.

He was there for a few minutes as a number of other patrons left the bar and drove off.

Finally he started the car, switched the wipers on and off (it was a fine dry night), flicked the indicators on, then off, tooted the horn and then switched on the lights.

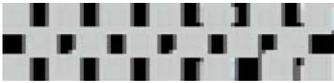
He moved the vehicle forward a few cm, reversed a little and then remained stationary for a few more minutes as some more vehicles left.

At last he pulled out of the car park and started to drive slowly down the road. The police officer, having patiently waited all this time, now started the patrol car, put on the flashing lights, promptly pulled the man over and carried out a Breathalyser test.

To his amazement the Breathalyser indicated no evidence of the man having consumed any alcohol at all!

Dumbfounded, the officer said "I'll have to ask you to accompany me to the Police station, this Breathalyser equipment must be broken."

"I doubt it," said the man, "tonight I'm the designated decoy".



# THE SPRITE CAR CLUB OF AUSTRALIA INC.



## MEMBERSHIP APPLICATION / RENEWAL

### MEMBER DETAILS

Are you a new member? If **No** Membership Number:

If **Yes** How did you find out about us?

Full Name

Address

Suburb State Postcode

Telephone: Home Work Mob

Email Occupation

### DOUBLE MEMBERSHIPS

Partners Full Name

Partners Membership Number

### SPRITE/MIDGET DETAILS

Type of Car Year Colour

Registration No. Condition of Car

**YOUR MOTORING INTERESTS** Social  Competition  Restoration

### PAYMENT

My payment is \$ By Cash / Cheque

Signature Date

### MEMBERSHIP FEES

**12 month membership (expires 30<sup>th</sup> June):** Family \$60.00  
Junior (12-17 yrs) \$10.00

Please contact the Membership Secretary to confirm pro-rata subscription to 30<sup>th</sup> June common expiry date

Please post completed **form and cheque** to:

**S.C.C.A. Membership  
PO Box 696  
Kingswood NSW 2747**



### MEMBERSHIP PAYMENT RECEIPT

Receipt No.: \_\_\_\_\_

Name: \_\_\_\_\_ Membership No.: \_\_\_\_\_

Amount Received \$ \_\_\_\_\_ by cash / cheque

Received with thanks \_\_\_\_\_ Membership Secretary  
The Sprite Car Club of Australia Inc.