



September 2018

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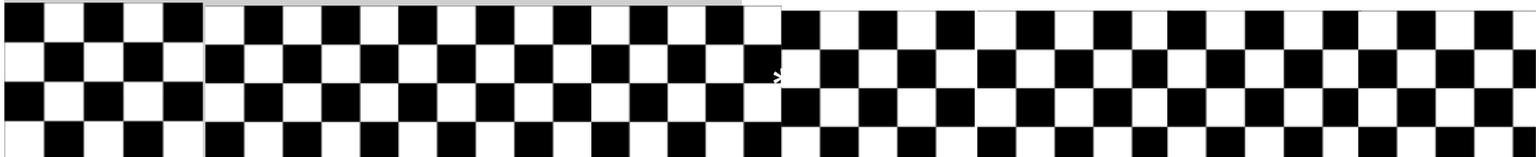
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## Welcome to Sprite Torque

Welcome to the September edition of Sprite Torque. Its been a busy month for some. Racing, Display days, Tech visits! Thank you to everyone for sending me your articles and photographs. It makes my job so much easier.

I'm planning on starting a new section " In the Shed with.....". If you have photographs of your man cave/shed of seculsion and would like to have them featured. Please feel free to write me a little description of your shed and send me some photographs.

If you have anything to share, please send them to [bron.wray@gmail.com](mailto:bron.wray@gmail.com)  
Bron



## Committee

Vice President

Barry Cockayne

0427 066 878

[vicepresident@spriteclub.com](mailto:vicepresident@spriteclub.com)

### MEMBERSHIP

Ross Reichardt

[membership@spriteclub.com](mailto:membership@spriteclub.com)

### SOCIAL DIRECTOR

*Position Vacant*

[social@spriteclub.com](mailto:social@spriteclub.com)

### CLUB CAPTAIN

David Baigent

[captain@spriteclub.com](mailto:captain@spriteclub.com)

### MAGAZINE EDITOR

*Bronwyn Wray*

[Bron.wray@gmail.com](mailto:Bron.wray@gmail.com)

### C.S.C.A DELEGATE

David Baigent

### REGISTRAR &

### CLUB PLATES

Colin Dodds

0414789263

[registrar@spritedub.com](mailto:registrar@spritedub.com)

### REGALIA

Avis Fowler

(02)4729 3726

[regalia@spriteclub.com](mailto:regalia@spriteclub.com)

### CLUB WEBSITE

David Baigent

[Spriteclub@spriteclub.com](mailto:Spriteclub@spriteclub.com)

(02) 9980 6843

### CAMS DELEGATE

Barry Cockayne

0427 066 878

### LIBRARIAN

Dave Lawrence

(02) 9810 8982

[librarian@spritedub.com](mailto:librarian@spritedub.com)

### GENERAL COMMITTEE

Kerry Smith

Paul Barbara

Colin Dodds

-

# Sprite Car Club of Australia Inc.

ABN: 62879038-526

## Club Patron: John Sprinzel

### PRESIDENT

Greg Holden

0408777936

[president@spriteclub.com](mailto:president@spriteclub.com)

### SECRETARY

Graham Wells

(02) 9654 1344

[secretary@spriteclub.com](mailto:secretary@spriteclub.com)

### TREASURER

Les Payne

0415 826 650

[treasurer@spriteclub.com](mailto:treasurer@spriteclub.com)

### Life Members

1975 Bob Owers

2015 Brian Walton, Ian Gibbs, Wendy Gibbs, Graham Wells,

Avis Fowler, Greg Holden, Alan Barlow, Dave Lawrence, Colin Dodds

2016 Barry Taylor

2017 Ian Jenson, Barry Cockayne, Les Payne, Bill McLennan

### Marque Mentors

Mk 1 Sprite Greg Holden 0408777936, Colin Dodds 0414 789 263

Mk 2 Sprite Neil Scott 0409 326 021

Mk 3 Sprite Greg Strange 02 9909 8607, Kevin Sly 02 9604 2010

Mk 3 Midget Mk 3 Midget Colin Dodds 0414 789 263

1500 Midget Greg Prunster 0428 169 931 Please call between 3pm & 5pm as Greg is a shift worker.

### S.C.C.A

**PO Box 696 Kingswood NSW 2747**

**Magazine contributions to: [editor@spriteclub.com](mailto:editor@spriteclub.com)**

**Snail Mail to : PO Box 696 Kingswood NSW 2747**

(magazine contributions close 20th of each month)

### Monthly Meetings

Parramatta RSL Club—2 Macquarie St, Parramatta. NSW 1250

2nd Tuesday of each month starting at 7:30pm—Lachlan Room

**S.C.C.A. WEBSITE:** [www.spriteclub.com](http://www.spriteclub.com)

(View Sprite Torque in colour in the MEMBERS ONLY section)

**S.C.C.A. Email List:** <http://autos.groups.yahoo.com/group/spridgets-aus>

**PLEASE NOTE:** The Committee positions are all honorary and are 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 for themselves. The Sprite Car Club of Australia Inc. accepts no responsibility for the accuracy or reliability of articles, correspondence, opinions or advertisements contained herein.



# President's Report

Venturing towards the end of 2018 we still have a few good things on.

The three fairies run will see us travel all around the Hawkesbury, following in the footsteps of our pioneers and convicts. We will end up at a very nice restraint for lunch and while it will be an early start it will be well worth it. Following on from this we will hold our AGM a little earlier this year and will host the traditional BBQ lunch for all members to enjoy.

I had the pleasure of taking a phone call from Bron a few weeks ago. Bron had stepped up and offered to run a few months' worth of magazines for us and then rang me to tell me she will take it on full time if I so wanted. Well what a relief that was. With Bron happy to run until the end of the year and if so elected she would do it in 2019. The magazine is looking sharper with every edition that is published.

I was over the moon, and now we continue the challenge of filling the Social directors roll.

We recently held the Concourse at the ALB day and it was a great success, numbers were down on last year but the day was great. There was a lot of hard work by a lot of people. Leah runs around organizing all the catering and buying the drinks etc. I had Mike out sorting the camper trailer so Leah had 4 trips to do just to get the soft drinks and water to the car. Meat was organized and we ran out of time to cut and trim it all prior to the day. A big thank you to all that helped on the day.

I cannot mention them all but some key players in ensuring the day was a success are, Rob and Sharon Alan who have worked since the end of Last year's ALB to help organize the whole event for 2018. Leah and her wonderful partner, for all her efforts in the catering, Ron and Marg who go about their business quietly but have everything done. Neil Scott, for stepping up to run the concourse judging along with all his assistants. Rod and Madonna with Harley as the driver and overall support man.

Zach Wray for his wonderful contribution of a new trophy for the car he would like to take home.

He spent months putting this together and I think he might just be one up and coming member, running around in Sprites and Midgets in 10 or 20 years. To all the people who jumped in to help on the day, you made it the success that it was and I thank you.

Life at home has been very busy and the dry spell is not helping the plants, lawn and paddocks among with the animals. Did you know that goats need water to live, go figure?

The dam is bone dry and I recently took the opportunity to rid its banks of fallen trees.

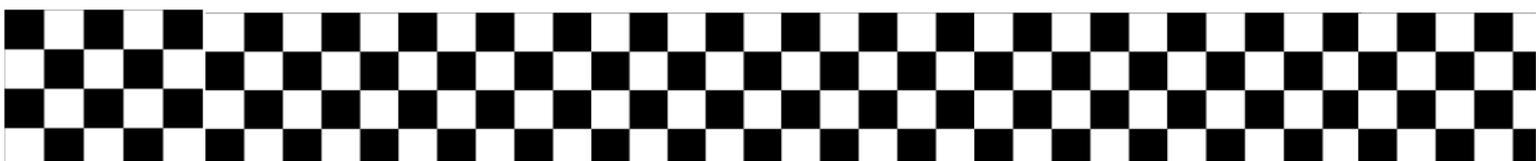
Wattle is Leah's favorite flower but the fact that they only last 7 years is a pain in the butt.

Fire season is over and we recently undertook the task of freshening up the garden shed and chook shed.

Two skillions running into each other became an nice Gable roof. Avis and Leah were instrumental in getting it finished in a weekend and in the end we had Leah down and out when the ladder that I was about to climb fell upon her leg. I will look to re-set the walls and put a few nice windows in place as well.

Other than that I still have a list a mile long to sort out and fix on the home front.

Greg Holden  
President SCCA





## Making Memories.

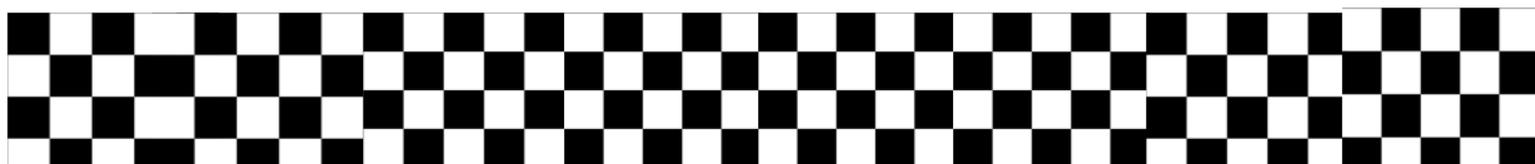
I was pretty lucky as a child. As the third daughter of British Car obsessed man, it was only natural that I would be the one who would come to share his love of the classics. From as far back as I can remember, we poured over books, watched documentaries and just talked about his old cars and cars in general. Strange that he was never actually good with cars mechanically, but he loved his motors. ( I'll excuse the day he came home in a Daewoo) From memory he had a Morris Cowley, there was a roadster of sorts, Austin's' in various shapes and models, but never a Sprite. He always said to me that one day he could see me beetling about in a Bugeye. Anyhow I digress. Just as I loved sharing cars with my Dad, I love sharing cars with my youngest son Zach. Zach likes to think he is a bit of an authority on cars, and is a bit of a walking almanac on everything with four wheels. He loves American muscle cars but appreciates the finer points of the British classics. When he came to me and said "Mum, I need a project. I'd like to build a trophy for All British Day" I said sure thing. He had admired a rather special trophy that my Bitsy had won at Car Fest and said he wanted to make one just like that.

So off he went and investigated all the bits and pieces he needed. He wanted all things British. So he came to me with a list. Hedgehogs, Corgi's, The Queen, a telephone box and Doctor Who. He did a sketch for me of what he wanted to do and we set about sourcing the materials and the particulars that he needed for his vision. First we needed a Bugeye. This wasn't too hard as Mum is a bit of a collector and had a little Johnny Lightning model in blue to spare. Then we found the Corgi ( unfortunately it's bigger than the car but that's part of the fun), a set of hedgehogs, a traffic sign and phone box.

Above is the result of a little boys' love of cars. This is Zach's Choice Trophy, which was awarded at All British Day, to the car that captured his imagination.

It is up to us, as custodians of these wonderful cars, to encourage our younger generation to carry on the passion. That is why I love turning up at show and shines and popping young kids behind the wheel of my Bitsy. Maybe they will dream of one day owning a little Speedwell Blue Bugeye....

Stay Spritely. Bron.

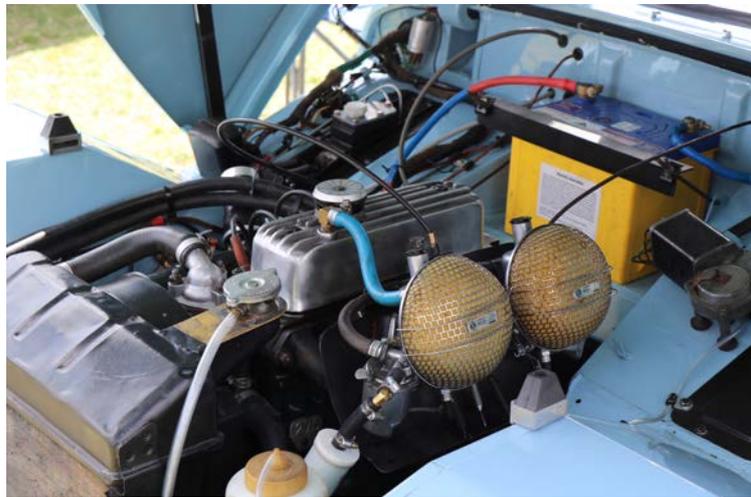




All British Day,

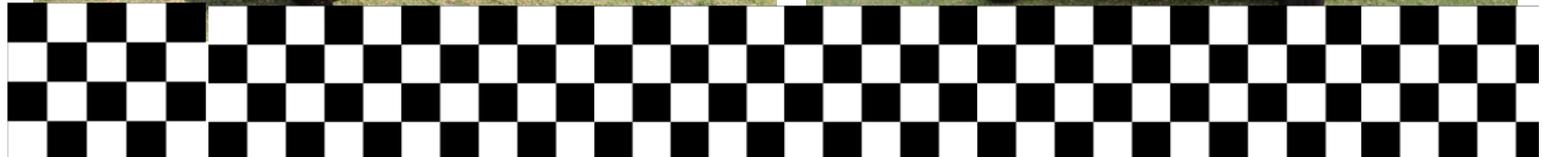


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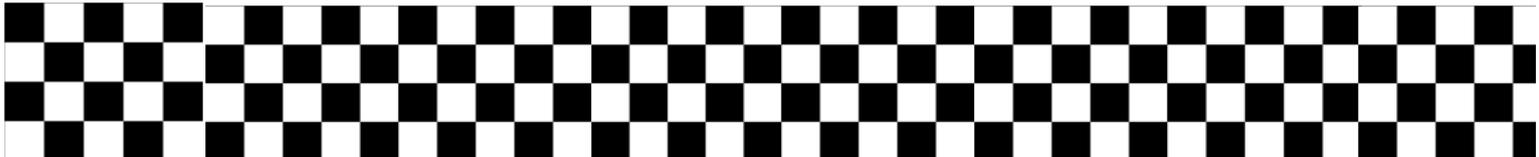


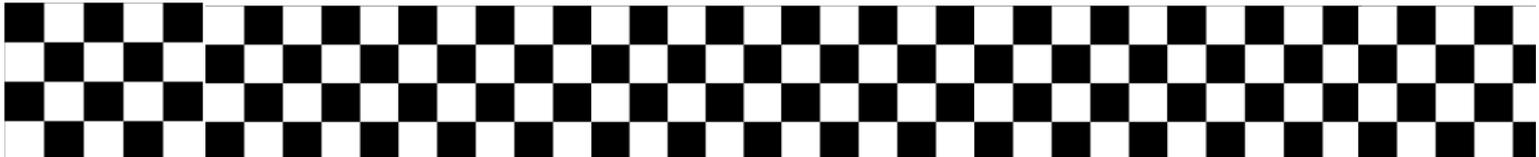
All British Day, September 23

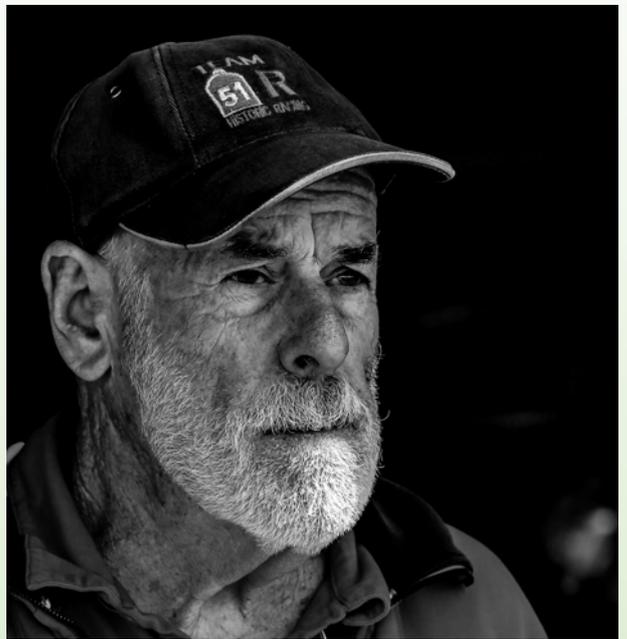




**All British Day, September 23**







## Vale: Paul Trevethan

The VHRR notes with great sadness the passing of Paul Trevethan. The committee and members wish to express their condolences to his family. From a personal point of view, Paul was the original lobbyist to get Group Ns to Historic Winton. RIP Paul.

The following is from Chris Ralph on the [HTCAV Facebook page](#):

It's with sadness we report the passing of Paul Trevethan at 77 after battles with cancer. Paul was the first HTCAV President in 1980, a driving force behind the establishing the first regulations for the revived Appendix J category and the first CAMS Eligibility Officer.

He was a race winner in the early days behind the wheel of the ex-Moffat Lotus Cortina and built a thunderous 'crowd favourite' Galaxie - both these cars eventually went to England.

A subsequent Lotus Cortina was built, a tribute car for the Shell Racing Jim McKeown Mk 1 car that has recently been and remains for sale. Paul was also a life member of the MG Car Club and his orange V8 MGB won many races over four decades; he also raced many other MGs, T-series, A and B. Paul also rebuilt and raced the Ansett Elfin F5000 and the ex John McCormack Leyland-engined F5000 car.

The HTCAV extends condolences to Mark and Merryn and ex wives Pam and Rosemary - and to all his many racing mates across all historic categories.

I did not personally know Paul, but certainly observed his involvement in our Sport over many decades, mostly under his 'BP Broadwalk' banner on his orange coloured MGs, initially in Impd Sports, Sports Racing and more latterly in Historic categories mostly around the Victorian circuits.

*I cannot add much else however to the info from the VHR, except to say that his motor racing involvement, including his transporter and support gear was outstanding for a nonprofessional. Barry Cockayne*



## VALE

Barney Allen  
Club President of the  
1960's  
8.1.1938 – 24.7.2018



Barney Allen was one of the founding members of the Sprite Club of Australia. He was one of a group who decided to form a car club of Sprite owners, when the Marque was launched in 1960.

Barney was working at a prominent Sydney motor retailing company selling BMC cars, and he was encouraged by his firm to promote the club, thus ensuring further Sprite sales. After the early establishment of the club by the founding members, Barney was elected as president, and this selection was the catalyst to the Sprite Club becoming a legitimate entity. With his knowledge of the motor industry, and his interest in motor sports with his brother Tony, Barney was ideally suited to develop the club into the entity it became and continues to be. His commanding presence, aided by his physical appearance and clear voice, helped him gain the confidence and respect of members over the years of his presidency.

As president, he pursued the idea of developing the club as a stand-alone club, not an off-shoot of other existing BMC clubs. His knowledge of the ruling body C.A.M.S. made it possible for the club to be easily affiliated with C.A.M.S.

He developed rules for the organising of the club and its events. One notable rule was the banning of alcohol at all its meetings and events. He was actively engaged in the development of competition and social events. The financial structure enabled the provision of perpetual and individual trophy presentations, as continues today. He instigated the promoting of the club with a business card advertising campaign. These business cards were distributed by members to all Sprite cars observed on the roads and to owners of new Sprites sold through the dealership. Another of his initiatives to promote the club, was to have cars form a convoy to events from a central meeting place. The sight of 30-40 Sprites heading down the highway, certainly was a delight to behold! His individual involvement in the competition events was varied, as he was able to compete in different promotion vehicles supplied by his employer.

He was an active president until the end of the 1960's when he stood down from the committee, handing the presidency over to Bob Owers and leaving a stable club, well entrenched in the motorsport scene. His stepping down from the committee allowed him and other club members to develop an interest in slot car racing – an interest he was involved with until the time of his death.

In his personal life, Barney was a very private person, but his contribution to the founding and development of the Sprite Club was well known and greatly appreciated.

Rest in Peace, Barney.



# Men's Shed Motor Show /The Demise of an industry.

## Report by Chris Buckingham

A couple of weeks ago on Saturday 1/9/18. I was asked to take several of my cars to The Baptist Church's Sports Centre and Men's Shed, Motor Show. The show was held at the Sports Centre at Round Corner Dural. Further to their request I took my Bugeye Sprite and one of my Nota F1's.

This came about when Rob Edwards from the "Men's Shed" rang and asked me if he could come out to my workshop and discuss bringing some of our cars to their annual car show. Could he see what cars I had and what I could bring. When Rob came out to Nota he looked round and decided he'd like me to bring my carbon fibre panelled Bugeye and one of the evolution Nota Fangs. These are the evolution Fangs which Colin Dodd's referred to as a Fang on steroids. Later to be called the Nota F1's. Colin saying a Fang with a Quad Cam Toyota V6 could hardly be called a Fang anymore, hence the F1 title. Likewise, I guess that's why he calls his Sprite with a Jaguar engine in it, a Fright.

The Men's Shed Motor Show was one of the best motor shows I've been too in some years and I thoroughly recommend it for my fellow Sprite Car Club members to attend and bring their cars too. Perhaps even join the Men's Club, I'm thinking of doing so. It's great to help-out a very worthy charity organisation and it's not a bad thing to join either, especially if you want to do some work on your Sprite or dabble in some wood work. They have an incredible array of equipment both for wood and metal work. In one section there was a Mini on a rotisserie having all its rust cut out and being thoroughly restored. In another section a gentleman was overhauling his Healy 1000 engine and gearbox. After overhauling his gearbox he'd welded up his cracked head and was re-machining the valve seats with the equipment there. Both the Mini and the Healy owner were doing the work on them with assistance from engineers and technical people to check what they were doing and making sure it was done properly while utilizing the Sheds materials and equipment.

But getting back to the Motor Show there were over 70 very interesting cars, bikes and trucks there, including my Bugeye which got a lot of attention. There was even one of only 3 made Phase 4 GTHO Falcon's. All manner of Hot Rods, Vintage cars, Porsches including a 2 cylinder tractor, Torana's, Mini's, Various GT's, 3 Robnell Cobra's and a display of 4 generations of Police cars. There were wild trucks there too, one sporting a two stroke V16 with no body so all the vintage mechanicals could be seen. He even started it up, it sounded incredible. There was quite a large number of circle track speedway cars too as well as motor bikes of all types. Yes, a great spectrum of motoring vehicles to be seen and talked about.

There were some very interesting people there as well. I was introduced to Mark Boxsell. Being told as we'd both worked in the Formula 1 Industry we'd have some interesting discussions, which we did. It was great to relive projects and people we'd meet and worked with. He worked for Elmore, an engine supplier for the Formula 1 industry. Which came about after he finished working at Haltec with their ECU's, then working for Arthur Bishop who designed the variable rack and pinion used in over 60% of cars in the world. A great Australian invention.

Arthur Bishop bringing Mark in to assist with their design for a rotary valve system for the V10 Mercedes F1 Engine Elmore were producing. Yes, we still do innovative work in Australia. But unfortunately, we're getting less and less of this type innovations in Australia. Speaking of which perhaps I should mention the Fang I designed while still at school. One of my Fang's is now displayed at the Power House Discovery Centre at Castle Hill and the ABC's Collectors Program said they felt my Fang was the Museums best exhibit, an honour indeed. After procuring my Fang, the Museum exhibited it in the front foyer of the Ultimo's Powerhouse with a sign next to it saying. "An example of Australian ingenuity and excellence in design which was a rather nice kudos

On travelling round the show I stopped to peak to the Guys who brought the Robnell Cobra's in to the show and was told they felt they were going to be the last of the Cobra's registered in NSW. In fact, looking at our own troubles getting cars through rego and looking at government stats. No low volume cars, or ICV's, "Individually Constructed Vehicles" like our Fangs and Chimera's or Lotus 7 replicas have been able to go through the new car registrations since 2016 so the RTA/RMS are doing a good job implementing this destruction of an industry. I even was told by one of the RMS officials that they'd like nothing better than our Nota's, or Elfin's, Lotus's, Ferrari's and Lamborghini's off the road. Aren't the people at the RTA/RMS supposed to be "Public Servants", not "Moral Police" who decide what they feel is good for us.

Unfortunately, if we let the RTA/RMS continue with their attitudes, no new ICV's will be forth coming from an industry which has created some truly spectacular cars will cease to exist. Perhaps if we continue to let the bureaucrats continue to rule, the only place we'll see these cars will be at shows like the " Men's Shed Motor Show" so don't miss an opportunity to come to shows like this.

Perhaps the Sprite Club Members would like to come out to our Nota workshop and see some the Sprites and other sports and racing cars that we're restoring, along with all manner of Sprite moulds for carbon fibre composite complete front and back assemblies, guard flairs, hard tops, adjustable suspensions, Panhard rods, triple cylinder brake adjustable bias assemblies and many other Sprite componentry we make and supply.

# Dural Men's Shed Car Show





# Bugeye Affliction



# Bugeye Affliction

By Barry Cockayne

In this, the 60<sup>th</sup> year of the Bugeye Sprite, it might be appropriate to admit to a dose of the above, having more than one Bugeye, and in also collecting miniatures or models of Mk 1 Sprites (no, not toys Muriel).

The model market can be almost an obsession, so invariably serious collectors soon concentrate on a preferred theme (or themes) – be it a particular era of cars, a preferred manufacturer or perhaps a type of usage, e.g. cars of the movies, firefighting appliances, police cars or whatever else might take fancy.

I have a mate for example, who has collected a model of every type of car (with only one or two exceptions) that has won a World Rally Championship Round since its outset – his display cabinet is bursting! Another theme I have seen is based on cars that ran in the CAN AM series – which might seem to have been mostly McLaren M6Bs thru to M8Fs, but try getting a Match SR3, a Don Nichols UOP Shadow or high winged Chaparral from your local hobby store.

The hobby can therefore be demanding in terms of research on the theme, monitoring model manufacturers and/or such as EBay chasing hard to get models. And then the cost can be challenging (and Muriel may never have to find out).

Being a typical collector, one of my own themes is 1/43 scale models of competition and road Bugeyes or derivatives e.g. Sebring's, Sprinzels etc.

Naturally I have an example to represent my own road car, both in its pale yellow colour when first acquired and in the proper Heron White after restoration – they are by the manufacturer *Solido* which makes large production runs for the world market. Hence lower prices enabling a duplication without undue cost.

A rarer model by *Sparke* represents the Bugeye #201 run by John Sprinzel and Willy Cave to 14<sup>th</sup> outright and 1<sup>st</sup> in class in the 1959 Monte Carlo Rally (note the rego PMO 200). That manufacturer is acknowledged for a very wide range of high quality examples of key competition and road cars, usually in production runs of 5000 or so.

A further *Sparke* example is the Bugeye #46 run by the Ecurrie Ecosse Team at Le Mans in 1961. The original car crashed out of the race on lap 40, was repaired and subsequently passed through many owners, gradually deteriorating to a rusty shell. A recreation was subsequently built and that was invariably displayed with the original Ecurrie Ecosse Commer Team Transporter at each Goodwood Revival event. They were both part of the Dick Skipworth collection of ex Ecurrie Ecosse Team cars.

Another model Bugeye is by *Autocult* of the 1960 Sebring WJB707. I understand that a world production run of only 300 examples of the model was produced and the purchase price reflected that. Since I acquired my example of course, they occasionally appear on EBay for about half what I paid!

According to Martin Ingall's Sebring Sprite Site, the original car is [the only Sprinzel Sebring to retain its original Williams & Pritchard aluminium coupe top and rear bodywork](#). It was recently sold by its long term owner and the sale price was reported as being in the 80-100k pounds stg - needless to say, a costly Sprite!

A more recent addition to the cabinet again by *Spark*, represents the 1961 Le Mans Sebring driven by Paul Hawkins/John Colgate. It had been built in alloy by the Donald Healey Motor Co in Healey Ice Blue, but retired from the race on lap 64 due to a holed piston.

A final example of a Bugeye not yet in the cabinet (because I am yet to construct it) is a rare die cast metal 'kit' which may come to represent *Kermit* if I can source 1/43 scale Minator type wheels!

A future project!

There are other model Bugeyes available in different scales, e.g. a very early plastic kit by *Airfix* in 1/32, and now hard to find options by *Gunze Sangyo* in 1/24, both however available by reference to Colin Dodd's *Sprite Parts* Site.

Acknowledgement for the source of much of the information on the original Bugeyes as above should, in addition to Martin Ingall's *Sebring Sprite* site - [www.sebringssprite.com](http://www.sebringssprite.com), be given to John Baggott's *Frogeye Sprite* book by Crowood Press Ltd in 2013, and John Sprinzel's 'Sprightly Years' in 1994.

That perhaps illustrates that the accumulation of a Bugeye based library has been another opportunity to pursue a *Bugeye affliction*.



# SPRITE CAR CLUB

## Technical Inspection

### Bob Britton's 'House of Rennmax' Museum

**Date:** 9.00am - Saturday 4 August 2018

**Location:** No.10 Joylyn Road, Annangrove

#### Display Vehicles:

- **No.1 – 'The Black car' – Rennmax BN9-7**  
Lotus seven type clubman sports car. Constructed in early 1990s by and for Bob using Toyota 4AG engine/gearbox. Rocker front suspension with radius arms and panhard rod rear suspension. Road registered and beaut on the road. This was the first Lotus seven type 'production' car after his earlier seven type 'prototype' (the grey car).
- **No.2 – 'The white coupe' - Rennmax BN10**  
Fibreglass gullwing coupe designed as a road car and constructed by Bob (one of a series of 5) with a rear-engined Toyota MR2 engine/gearbox running gear with rocker rear suspension. Currently not running nor registered or fully 'furnished'. Constructed as a runner in 2002. A uniquely visual stunner.
- **No.3 – 'Personal transport' – Rennmax BN11**  
Rear-engined Suzuki Hyabusa powered single seater clubman with proper windscreen and doors. Running as at 2012 but not registered. Designed to be a comfortable one person people mover with plenty of 'go'.
- **No.4 – VW gearbox seven type clubman – Rennmax BN9-7A**  
Toyota 4AG engine Lotus seven type car with a VW transaxle at the rear and independent rear suspension. Constructed in 2012 but currently not running or registered.
- **No.5 – Brabham BT14 type racing car. Rennmax BN2A**  
Open wheeler, rear- engined Toyota 20 valve engine with VW gearbox, Rennmax wheels and fibreglass Brabham bodywork. Running as at 2015.
- **No.6 – Formula 3 type racing car. Rennmax BN12**  
Rear engined Suzuki 500cc twin cylinder open wheeler with fibreglass body designed by Bob and finished by Les P. to fulfil a boyhood dream. Rocker suspension front and rear. Completed and running in 2016.
- **No.7 – 'Muscle car' clubman. Rennmax BN9-7B**  
Wide body Lotus seven type 'super clubman'. Front mounted V6 Holden Commodore engine with auto gearbox, De Dion rear suspension and pushrod front suspension. Rear radiator. Completed in 2017; running but not registered.
- **No.8 – 'East-West Corolla' clubman. Rennmax BN9-7C**  
Based on Lotus seven theme. Rear engined/ auto gearbox 2004 Toyota Corolla power plant with rear radiator. De Dion rear suspension and pushrod front suspension. Fibreglass body work by Bob and Les P. Completed in 2017; running but not registered.
- **No.9 – Lotus 16 racing car lookalike. Rennmax BN13**  
Front-engined Lotus 16 fibreglasstype body work carried out by Bob and Les P. Single seater chassis designed and built by Bob. Fitted a BMW 316i engine and manual 318i gearbox driving through a set of drop gears for lower seating. Independent rear suspension and pushrod front suspension. Being finished as at August 2018.



Technical Day with Bob Britton





# On Track with David Baigent – SCCA Report



Dear Competitors

Apologies for not getting a round 5 report out but I was not able to compete as I was moving house that weekend.

As it turns out we only had 4 competitors at the event in a small field of 72 entries. Results for our crew are as follows:

Round 5 Results: MGCC & MGCCN						
Competitor	Vehicle	SCCA Class	Overall Position	CSCA Class	Position in Class	Lap Time
David Hunt	AH Sprite	Sprite/Midget	38	DC1	1	1:20.1189
Paul Hunt	AH Sprite (Honda)	Associate	60	R1	5	01:25.7
Ray McLachlin	Toyota GT86	Associate	65	3BM	14	1:26.7953
Les Payne	MG Midget	Sprite/Midget	69	C1	1	1:31.4105

So on to Round 6, The SCCA Event run at SMP South Circuit.

First of all thanks to all the SCCA Committee and all the Volunteers from SCCA and other clubs who helped on the day, without you the event is not possible. Lots of you helped in different ways, be that picking up radios for the event or manning a flagpoint on a day that turned out pretty cool but dry.

I often wonder if people know how much hard work goes on behind the scenes for these events. We were short of entries so I kept the event open until the last possible moment on Friday evening to ensure we had a good financial outcome. The cost of running the event is in excess of \$10,000 so a big undertaking for a club like ours. Anyway the event has been run and everything went smoothly. You will be pleased to hear that I have received positive feedback from other competitors about how we run our event so all good there.

Down to the action then:

SMP South circuit suits light nimble cars so our MX5 experts Craig & Andrew found themselves in group 1 with the Lotuses. They did a great job with Craig setting a great time in the cool damp, but not wet, conditions – good enough to see him come 1<sup>st</sup> in class. Andrew was back in the trusty dark green MX5 which was looking great with its highly polished paint and For Sale signs – just in case anyone is after a well prepared track car.

I was running my road going Midget – must get round to fixing the race car soon, which I had dual entered with my daughter Elly. This meant I was at the back of group 4, somewhat out of position chasing after our very own Ray McLachlin in his Toyota GT86. Needless to say my road going Midget was no match for Ray's much more modern & powerful GT86 and I couldn't keep up. In fact it was not long before the V8 commodore of Peter Deller appeared in my mirrors to lap me! Meanwhile I was driving the Midget to its absolute limit with excessive body roll and more straight line speed than the brakes could handle.

James Finn was the sole SCCA entrant in group 5, pushing the SAAB to its limits and getting faster as the day went on.

Group 6 contained a wonderful collection of Sprites & Midgets along with an MGB a Spitfire & a TR6. Many people commented on how good this group looked on track.

Paul Orton headed the group in his sprite with David Hunt, Bob Rowntree and Ray Fahey hot on his heels. A bit further back we had Paul Hunt, John Sproule, Anthony Barbara and right at the rear Elly Baigent circulating carefully as she learnt a new track layout. A special mention to Bob Rowntree who was not only supporting our event by competing, but also taking part in the FoSC British sports Car races in the same car on the North circuit.

The day stayed dry and times improved as the day went on. We did have a couple of accidents, one early on when a Lotus spun & backed into the wall and 1 much later when a Subaru WRX STI span & crashed heavily into the wall backwards then spinning around & smashing the front. Both drivers were unhurt and walked away due to good safety equipment. Both drivers were very experienced competitors in our series.

A few problems were cropping up later in the day with our Sprites & Midgets, ray was losing coolant, Anthony was losing oil and john had his hood up for some reason. I managed to top all of this on my warm down lap after my 4<sup>th</sup> run when something failed in the front suspension. I limped home to the pits to be met by Elly who was concerned for my welfare at first but soon became cross as I had broken the car and she could not go out again. Onto the trailer for me.

That pretty much wraps the day up, I stripped my car on Sunday & found the top trunnion pin and bushes missing altogether so I assume the pin failed and is on the track somewhere. An easy fix but where is Colin when you need him for spare parts!

Thanks to all who competed and to all the Officials & helpers who made this such a great day.

**Round 6 Results:**

**SCCA**

Competitor	Vehicle	SCCA Class	Overall Position	CSCA Class	Position in Class	Lap Time
Craig Barney	Mazda MX5	Associate	9	3AM	1	1:05.0989
Andrew McLaughlin	Mazda MX5	Associate	19	3AM	4	1:06.4752
Paul Orton	AH Sprite	Sprite/Midget	21	DC1	1	1:06.9535
David Hunt	AH Sprite	Sprite/Midget	22	DC1	2	1:07.3600
Bob Rowntree	AH Sprite	Sprite/Midget	36	DC1	3	1:09.7183
Ray Fahey	AH Sprite (Toyota)	Associate	46	R1	2	1:12.6717
Paul Hunt	AH Sprite (Honda)	Associate	49	R1	3	1:13.9729
James Finn	Saab 900 T	Associate	53	3BM	14	1:15.1336
John Sproule	AH Sprite	Sprite/Midget	55	DC1	4	1:16.1386
Ray McLachlin	Toyota GT86	Associate	56	3BM	15	1:16.7499
David Baigent	MG Midget	Sprite/Midget	57	C1	1	1:19.3241
Anthony Barbara	MG Midget	Sprite/Midget	59	C1	2	1:19.5620
Eleanor Baigent	MG Midget	Sprite/Midget	53	C1	3	1:46.6666



# MINUTES OF MONTHLY MEETING

11<sup>th</sup> September 2018

Venue: Parramatta RSL Club, Parramatta

Meeting commenced: 7.30pm

**Present:** Committee members: Graham Wells, Greg Holden, David Baigent, Kerry Smith, Barry Cockayne, Rod Pringle, Les Payne. Members: Harley Pringle.

**Apologies:** Colin Dodds, Leah Holden, Ross Reichardt, Paul Barbara.

**Minutes of Previous Meeting:** Minutes of the previous meeting were presented by Graham Wells. Moved accepted Barry Cockayne, David Baigent. Carried.

**Business Arising:** None other than items in the agenda.

**Treasurer's Report:** Les Payne reported.

General Account:

Opening balance	\$14,826.50	
Deposits		\$2,013.00
Payments Snap Printing July/Aug	\$556.00	
ARDC Track Hire & Medical.	\$8,250.00	
Olympia Trophies	\$736.55	
Snap Printing July	\$265.40	
Closing balance 31/8	\$7,031.55	

Savings Account:

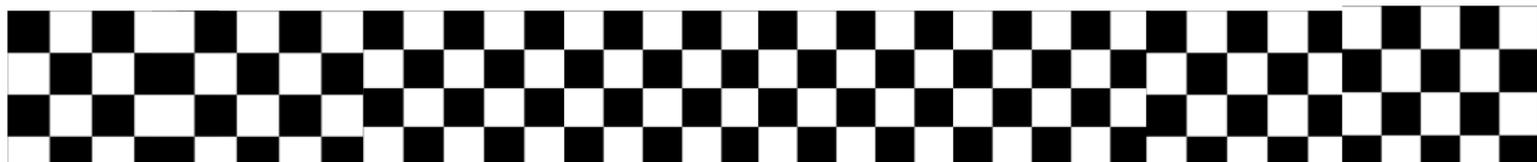
Opening balance	\$45,854.87	
Interest	\$19.47	
Closing balance 31/8	\$45,874.34	

Business Transaction Account:

Opening balance	\$1,223.68	
Deposit:	\$7,807.64	
Payments:	nil	
Bank Fee	\$10.00	
Closing balance 31/8	\$9,021.32	

Debit Account

Opening balance	\$927.92	
Deposits: Transfer	Nil	
Payments: Catering Tech Day	\$72.60	
Catering Tech Day	\$42.25	



CSCA refund	\$175.00
C.Dodds refund	\$438.04
Closing balance 31/8	\$200.13
Total Cash in Bank	\$62,127.34

The 60<sup>th</sup> Birthday Costs were:

Lachlans	\$3,140.00
AUP Caps	<u>\$1,287.00</u>
Member contributions	\$1700.00
Sale of extra caps	<u>\$220.00</u>
Final Cost	<u>\$2,507.00</u>

Sprite Parts kindly donated cake,  
decorations, chocolates etc. \$492.00

Moved accepted Les Payne, seconded Rod Pringle. Carried

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

**Incoming:**

- CAMS Speedread, Meeting minutes
- Motorlife Motoring Expo 30/9/18
- Brochures: Shannons Auction
- Magazines: Mascot, Goblins Gazette, Mini Car club.

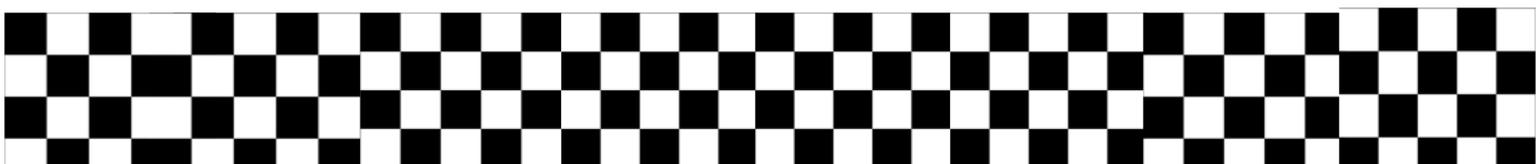
**Outgoing:**

- ABD tickets
- Bob Britton thank you letter.
- Drive to Survive candidates letters.

**Coming Events:**

Coming social & competition events for 2018 & start of 2019 are:

- Friday, September 14<sup>th</sup> Visit to Nan Tien Temple
- September 14/15<sup>th</sup>. 20<sup>th</sup> Reunion of Donald Healey Tribute Race, Bathurst.
- Sat./Sunday, September 15/16, Clarendon Classics Hawksbury Showground.
- Sunday, September 23<sup>rd</sup> All British Display Day.
- Sunday, October 21<sup>st</sup> Hawksbury Ferry Run
- Friday, October 19<sup>th</sup> Drive to Southern Highlands
- Sunday, October 21<sup>st</sup> TSOA Supersprint.
- Friday, November 16<sup>th</sup> Drive through Royal National Park.
- Sunday, November 25<sup>th</sup> AGM & Xmas BBQ
- Sat/Sunday, December 1/2<sup>nd</sup> HSRCA Historics SMSP
- Friday, December 7<sup>th</sup> Mystery Lunch
- Friday, January 18<sup>th</sup> Kiama for Fish & Chips
- Friday, February 15<sup>th</sup> Drive to Greenwell Point.



**CAMS/CMC:** Barry Cockayne reported.

- Permit applications are now on-line.
- Electric vehicle regulations being developed.
- Nominations closed for State Committee. All positions filled.
- Bead/neck restraints will be needed for speed events 1-1-2020 with exceptions for road vehicles with lap/sash belts.
- Next State Council meeting October 13<sup>th</sup>.

**CSCA/Competition.** David Baigent reported:

- Two CSCA rounds since last meeting. Combined MG had 72 entries with 4 from SCCA; our event with 64 entries, 13 from SCCA. Report written for Sprite Torque.
- Overall Supersprint entries are down. Timing was bad this year with 3 events in 5 weeks. CSCA has sent a proposal to ARDC for next year. Our event proposed to be held in April.
- Next event is TSOA on October 21<sup>st</sup> at Wakefield Park.
- CSCA is looking at a revised class structure.
- Barry Cockayne thanked David for the effort he put into organising our event. Everything flowed smoothly & competitors happy. All present agreed.

**Regalia:**

- No activity reported.

**Sprite Torque:** Greg Holden reported.

- July reprint & August sent out.
- September edition underway.
- Bronwyn Wray has agreed to continue & was nominated to fill the casual vacancy for the Editor position on the committee. All present agreed.

**Web-site:** David Baigent reported:

- Events calendar has to been updated.

**Facebook:** Harley Pringle reported:

- We are getting a number of overseas people joining the site.

**Membership:** Ross Reichardt reported new member applications by Email.

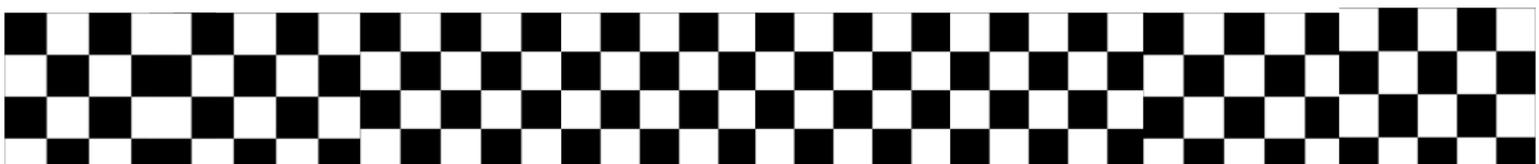
- Daniel Rolston who has a 1965 Sprite
  - Stephen Blatchford who has a MG Midget
  - Louis Quattromani who has a 1962 Sunbeam Rapier
  - Craig Malone who has a 1964 Sprite
- Moved accepted Greg Holden, seconded Graham Wells. Carried.

**Drive to Survive:**

Graham Wells reported letters sent to the candidates advising of their sponsorship & they now can book their attendance.

**All British Display Day:** Greg Holden reported:

- Graham Wells reported he has sent out 65 tickets. Two people received an extra due to tickets sticking together. We still have 43 tickets; 13 from the 80 we estimated for SCCA and the 30 we ordered for AHOC.
- Greg is co-ordinating the catering with AHOC.



- Neil Scott is organising the Concourse.
- Last chance Chimp Mail message to go out. (Bron Wray/David Baigent)
- The possibility of having a Bug-eye perpetual trophy to celebrate the 60<sup>th</sup> birthday was discussed but there is insufficient time to do it this year.

**General Business:**

-Les Payne advised that the RSL Club is closing the room we use & we will be moving to the Executive Committee Room.

Meeting closed at 8.42 pm.

Next meeting: October 9th, 2018 in the Executive Meeting Room at Parramatta RSL Club, cnr. O'Connell & Macquarie Sts., Parramatta at 7.30 p.m.



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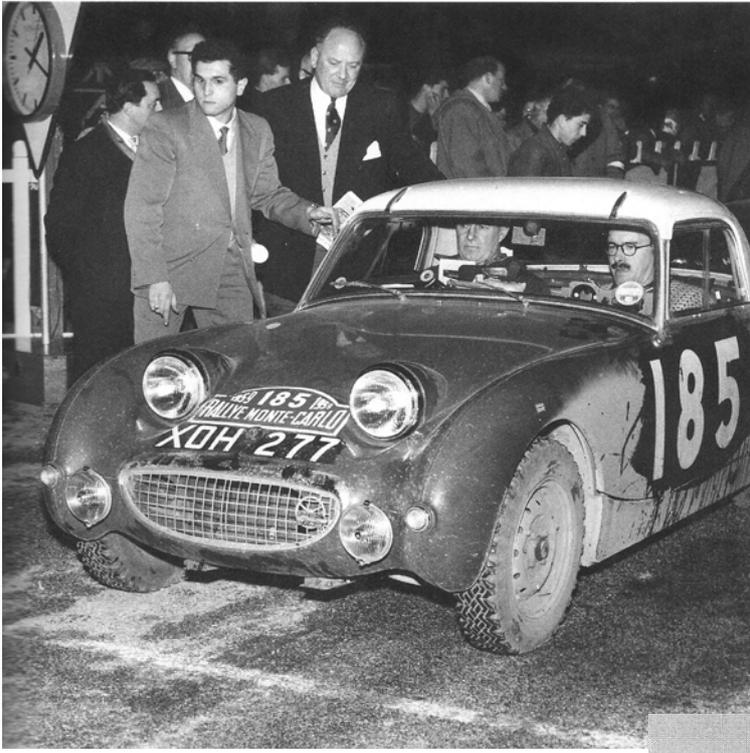
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The image left, found in “BMC Competitions Department Secrets”, shows Tommy Wisdom with Douglas Johns competing in a Sprite in the 1959 Monte Carlo Rally.

## Tommy Wisdom Driving A Sprite In The 1959 Sestriere Rally



Tommy Wisdom/Jack Hay In The 1961 Monte Carlo Rally



# Coming Events

19 October (Fri)

Drive to the Southern Highlands, with Lunch at the Scottish Arms Hotel, East Bowral  
*Time:* 9.30am at Rubys Beach cafe, Bulli or meet at the Robertson Pie Shop at 11:00am  
*Start:* 10:15am departure from Ruby's  
*Details:* The restaurant will be booked so please let us know if you are coming  
*Contact:* Keith Smith (email) [keith@spriteclub.com](mailto:keith@spriteclub.com) (phone) 0404-631-200

21 October (Sun)

CSCA Round 7, TSOA Supersprint, Wakefield Park, Goulburn  
*Time:* 7.00am to 5.00pm  
*Start:* Wakefield Park Raceway, 4770 Braidwood Road, Tirrannville, NSW 2580  
*Details:* Seventh and Final round of the CSCA series for 2018.  
*Contact:* David Baigent (email) [captain@spriteclub.com](mailto:captain@spriteclub.com) (phone) 0407-137-776

21 October (Sun)

Hawkesbury Ferries Run  
*Time:* 8.00am for 8.30am departure  
*Start:* McDonalds, McGaths Hill, Groves Avenue  
*Details:* Start with a full tank of fuel for a trip through historic agricultural areas designated by Governor Macquarie. See historic buildings and farm lands crossing the river by ferry to see some of the most picturesque areas of Sydney. All this in your fabulous Sprite or other classic car. This is a drive not to be missed. Get out and meet your fellow club members. All Welcome. Lunch will be at Colo River Restaurant / Cafe. Please RSVP for numbers.  
*Contact:* Avis Fowler (email) [regalia@spriteclub.com](mailto:regalia@spriteclub.com) (phone) 0412-051-594

16 November (Fri)

Drive through the lower section of the Royal National Park  
*Time:* 9.30am at Rubys Beach cafe, Bulli  
*Start:* 10:30am departure from Ruby's  
*Details:* The restaurant will be booked so please let us know if you are coming  
*Contact:* Keith Smith (email) [keith@spriteclub.com](mailto:keith@spriteclub.com) (phone) 0404-631-200



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