



# SPRITE TORQUE

[www.spriteclub.com](http://www.spriteclub.com)

September 2010



*Above: At Clovelly Beach headland on the August Club Run to Vaucluse House. Photo: Annie Lawlor  
Below: At the same spot. Photo: Annie Lawlor*



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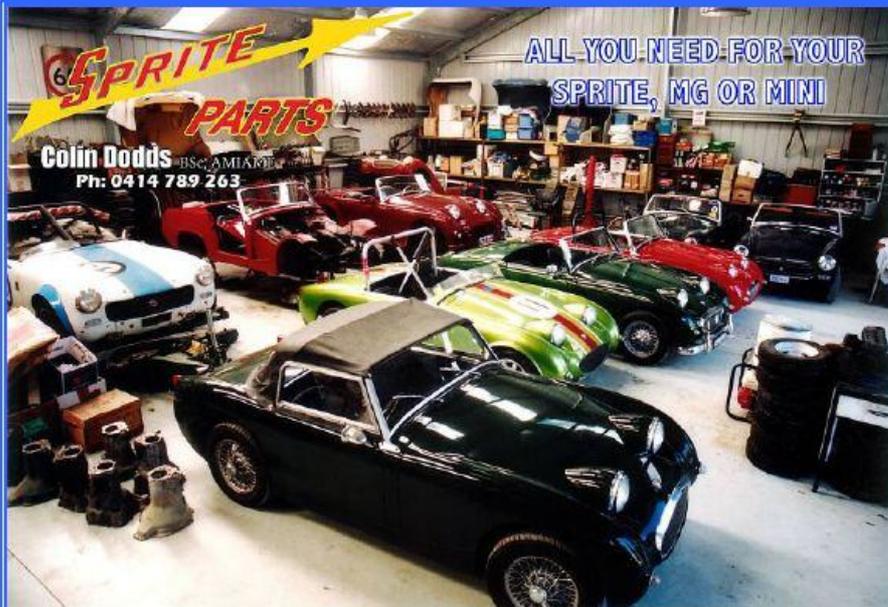


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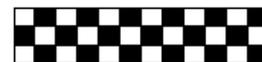
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# SPRITE TORQUE

SEPTEMBER 2010

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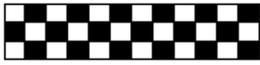
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Front Cover:

Above: At Clovelly Beach headland on the August Club Run to Vaucluse House. Photo: Annie lawlor

Below: At the same spot. Photo: Annie Lawlor



# THE SPRITE CAR CLUB OF AUSTRALIA INC.

ABN: 62879038-526



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**Librarian:**

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**Club Point Score:**

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**General Committee:**

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John Buchanan  
Ross Reichardt  
Greg Strange (02) 9909 8607



*Spridgets on the Eastern Suburbs Run at Clovelly Beach. Photo: Annie Lawlor*

**Marque Mentors:**

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	Colin Dodds	0414 789 263
Mk2 Sprite	Neil Scott	0409 326 021
Mk3 Sprite	Greg Strange	(02) 9909 8607
	Keven Sly	(02) 9604 2010
1500 Midget	Greg Coonan	(02) 4257 1307

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Kingswood NSW 2747

**Magazine contributions to:** 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

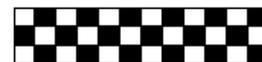
**SCCA Web Site:** www.spriteclub.com

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

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

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

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



## PRESIDENT'S MESSAGE

### **Busy, Busy, Busy.**

We have had a busy time of late with several projects on the go. We had to put the squeeze on shed space with new projects arriving and things to be placed in storage.

One project goes well back in time, to Tasmania about 4 years ago. It all started with a mechanical failure of Barry and Sue Cockayne's Bugeye.

I cannot recall meeting Barry and Sue prior to the trip, but what a S!@# of a way to start a holiday. It was only right that we pulled together to help as much as we could. The arrangements were made and Sue and Leah went South in the FE while Avis, Brett and Elise went in the Rex, while I went with Barry in the hire car to get the little bug going. A broken axle and faulty brakes were on the mission list. If we could fix both, I was almost certain that Sue and Barry could enjoy their holiday.

Off we go, and Barry and I chatted about all sorts of stuff, cars and machinery were a strong focus and we went from bikes to tractors and the expertise of the Pommies and what they made out of very little. The subject of Land Rovers came up, and we both wanted them too.

Well, as time went by, the Landies came true. About two years ago, Barry had caught his eye on one in the South West, about 40k out of Temora. At a run he asked me if I was interested, and the answer was "YES".

This followed by a patient wait and a tickle of hope from time to time, "are you still interested", "Do you still want it", "It is not as good as it could be". These were the teasers, when finally, "Can you get it next weekend?" I would have driven down that night, I would do whatever I could.

The date was set, Saturday 17<sup>th</sup>, we will go. Mission countdown was now in play. The weekend before meant that I had to sort out the shed.

### **I am getting a new toy!**

Put this here, move that over there, Mike's bikes needed to go, he cannot move them, he is still laid up. Find a home to stuff things away, 7 more sleeps and not a lot of time.

Work intervened, and in a way, that was good, as it made time go fast. 5, 4, 3 sleeps to go; organize a tow car, what else do we need?

Last sleep and we are off, up at 4.40am, shower and go. Temora, here we come. Chatting made the trip go quickly, and then just out of town, there she is.

What a cracker! Barry had spent some quality time highlighting the down sides, but to me there were none, this was a thing of beauty, a 1954 Series 1, 80" wheel base. Look at this, check that, how good? Hitch it up, and we are away. This was about a 13 hour round trip to get back home. Leah's excitement was not as positive as mine, but by about 8 o'clock she was warming to it.

Sunday saw the first bath for the dear old beast in 27 years, she was pongy under the arms and had all sorts of soil in places you could only imagine. Now she was clean and ready for Barry's inspection.

What a cracker! It will not be ready for this month's All Shannons Day, but give it a few extra weeks and an odd year thrown in, and she will be ready.

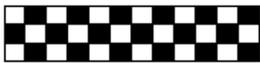
Now back to Sprites.

Check the calendar for upcoming events and please do not forget to clean your car ready for the upcoming **SCCA Concours**. Check your calendar for details.

Cheers for now

Greg Holden,

President SCCA



## EDITORIAL

I was still on an adrenalin high when I returned home after Historic Warwick, well at least that is the only excuse I can muster, for in the process of putting the race car away (backwards up a steep gravel driveway into its garage), I think I may have burnt the clutch a bit. The first effort failed upon the wet gravel, so I gave it a bit of stick, perhaps too much! There was a whiff of hot linings. Anyhow, during latter moves, and loading it onto the trailer for the FoSC Winter Invitation at Wakefield Park, it all seemed to be OK.

WRONG! I arrived at Wakefield at 7:00 am where the air temperature plummeted from a warm 2°C travelling from Thirlmere to Goulburn, to a chilly -4°C causing instant icing on the windshield and tonneau on the race car. Would it start? Yes, fired up OK and moved off the trailer and around to Scrutineering without a problem.

With Registration and preparations completed, Drivers' Briefing done, I fronted the dummy grid ready for our practice. After a couple of laps warmup, I started to notice that the clutch was slipping. Buzzer! Had it just glazed up from the garaging effort a few weeks ago, or something more sinister? So I continued to circulate, finding that it was sort of improving if I didn't drop the clutch whilst accelerating. Ah! But it was only the cold air that was keeping it working.

I was very gentle with the start of the first race, but with the track and air temperature much more clement, the clutch started to sound like I had an automatic transmission. NOT GOOD! Times were poor but I circulated in hope that it may come good. MISTAKE!

So with hope that it may have come better, I went out on the warm up lap of the second race, but the car struggled up the hill, and so I decided to retire it into pit lane before gridding. After checking the position of the actuating fork which was OK, I decided to trailer the car and take it home somewhat disappointed to miss the Sunday events.

I did hang around for the usual excellent FoSC drinks-n-nibbles after racing, but in the meantime, Bruce Miles came over and asked if I had a spare diff. Luckily for him I just happened to have my old plain 4.2 in the parts bin for 'just-in-case' I busted mine. It made him a very happy chappy, since his diff had loosened some of the crown wheel bolts which had collided with the casing at which point the pinion shredded the teeth on the crown where it stopped. Ouch!

However, with drinks on, we all stood around with a beer in hand supervising his efforts much to his chagrin, but hey, you can only get one person under a Sprite at once, can't you? The comments and riposts were worth recording, but I didn't have one. Pity. Bruce took it all in good humour.

Back home, I proceed to take the engine and gearbox out to find that the clutch had completely worn away the lining on the front face only, against the new flywheel insert, and was hardly worn on the back face against the pressure plate. Yes, the driven plate was still lubricated on the gearbox input shaft splines, but the driven plate was riding on its inner rivets against the aluminium flywheel centre, hence minimal friction to grab. Both pressure plate and flywheel insert were not significantly burnt or scored, so one wonders why the uneven wear of the linings. Perhaps the new insert is too hard (SG Nodular Iron), and the initial grinding finish of its surface too rough? Anyway, it has been rebuilt and ready for the HSRCA Winter Historic at Wakefield Park in a couple of weeks time. If it happens soon again, then I'll have to consider a whole new matched flywheel assembly and clutch. Can I afford a Tilton?

As Editor, I'm gradually catching up with the schedule to get the mag finished before the end of the month, the new (blindingly fast in comparison) computer aiding the assembly and compilation, but more importantly I don't have to await my turn on someone else's to work when I'm able.

Unfortunately this exacerbates the need for copy (on time) which is scarce on the ground, except for our most frequent and avid contributor, Allan Bryson, to whom I'm very greatfull this month, with an article that stirs my memories of the Sixties, too.

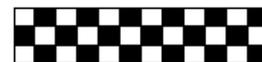
So, please, if he can, you can too.

Regards,

Ric

*Photo: Avis Fowler*





## NOTICES

### Tasmanian Trip in 2010

Hi from Queensland,

Our Club is organising a trip to Tasmania in September 2010. At this stage we have about 8 cars going.

We leave Brisbane Saturday 18th Sept, and will be on the ferry from Melbourne on Monday 20th.

We return on the ferry on Thursday 30th September.

Could you please extend an invitation to any of your Club members to join us on this adventure.

We expect the cost to be about \$2800 per couple.

Please ask your members to phone or email for more details.

Yours Spritely,

Alex Robertson,

SCCQ President.

Phone 0420 858 386

## ERRATA

In my Editorial last month: Yes, I know that the Romeos are `Alfas's, not the first letter in the Greek *alphabet*, but I'll claim that it is my early training in astronomy that took over at 2 in the morning... Ed

## NEW MEMBERS

No new members this month

To the new members, welcome, and hopefully you will get as much out of the Club as you put in.

(Note this Editor's subtle hint to solicit more articles). ;-)

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

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

**ATTENTION: Members are advised that due to the time taken to compile and publish the magazine, and the subsequent delays with mounting it upon the web and the printing and posting of the hard copy, that they should frequently log onto the Club's website at <[www.spriteclub.com](http://www.spriteclub.com)> and check the Events and Members Only areas, and the 2012 Sprite National Challenge website <[www.spritechallenge.com](http://www.spritechallenge.com)> for the latest news and details of the coming events.**

### Sprite Torque ADVERTISING RATES

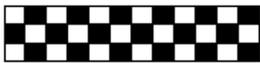
Attention, can your business prosper by advertising in Sprite Torque?

If so, then the following rates now apply.

Half page Black and White only \$195.00 per annum

Full page Black and White only \$300.00 per annum

As well as an advertisement in the printed magazine, you also will receive the same size advert, as supplied, in colour in our electronic magazine as well as on our website.



## SPECIALS



The SCCA 50th Anniversary lapel pin.

Limited number available.

8 dollars each plus postage

Contact: The President, Greg Holden

on 0418 286 831 to order.

I may have some with me on runs.

*Image not to real size.  
Approx 15 x 25 mm.*

## SHOALHAVEN HISTORIC VEHICLE CLUB



**SHVC would like it to be known we are claiming the date of 6/7<sup>th</sup>. Nov. 2010 for our 40<sup>th</sup>. Birthday Celebration Rally.**

HELD OVER THE 6<sup>TH</sup>/7<sup>TH</sup> NOVEMBER 2010 IN THE BEAUTIFUL NOWRA AREA OF THE SPECTACULAR SOUTH COAST OF N.S.W. THERE WILL BE A PRESENTATION DINNER DANCE AT BOMADERRY RSL ON THE 6<sup>TH</sup>. WE WILL HAVE TWO RALLIES AROUND THE DISTRICT; SO YOU CAN ENJOY THE AREA WHILE DRIVING YOUR OLD CAR, BIKE (OR OTHER INTERESTING ITEM)

PLEASE MAKE THIS A CLUB EVENT AND COME AND JOIN US WE WOULD LOVE TO SEE YOU.



CONTACT PERSONS....

Karl Gewohn 0427213960 Lesley Ducat 02 4421 2140

CORRESPONDENCE TO S.H.V.C. PO BOX 313 NOWRA 2541 email [shvc@netspace.net.au](mailto:shvc@netspace.net.au)



# NOTICES

## SCCA Concours

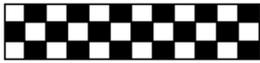
Sunday, 10 October 2010

Gates open at 9 am, Judging starts at 10 am  
at The Landship in Georges Heights (Headland Park) Best Avenue,  
off Middle Head Road, opposite Cobbitty Street, Mosman.

Contact: Greg Strange m: 0412811958

See Page 18 for  
Concours Judging Form,  
Policy and Aids.





## NOTICES, cont.

Social Drive

# Sunday 24 October



Australian  
Motorlife  
Museum

motorlifemuseum.com.  
au

**INTEGRAL ENERGY RECREATION PARK**

**DARKES ROAD, KEMBLA GRANGE, WOLLONGONG**

**Meet at:**

Picton (shopping centre car park - 20 metres south of Police station)

9.00am (for 9.30 departure)

A morning tea of fresh home baked scones and tea and coffee can be provided by the Museum upon our arrival.

**ENTRY COST**

**Adult:** \$11.00 pp - **Child:** \$5.00 pp

**Concession:** \$8.50 pp - **NRMA Members:** \$7.50 pp

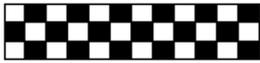
The cost of museum entry and morning tea is \$13.50 pp. It would be appreciated if you could bring the exact cash with you.

**We will need to know numbers for catering purposes, so if you would like morning tea you must contact Keith Smith by Monday 18<sup>th</sup> October on 0418 627 889 or by email at**

**[keithsmith@aapt.net.au](mailto:keithsmith@aapt.net.au)**

**There are picnic facilities onsite so please bring your own lunch, drinks and chairs etc.**





Part of the



In its 19th Year!



BURWOOD COUNCIL  
CITY OF BURWOOD



## IT'S ON AGAIN AND YOU'RE INVITED!

The Burwood Spring Festival starring the 19<sup>th</sup> Classic Car

# SHOW & SHINE 2010

Sunday 19 September 2010 – 10am 'til 5pm

in Burwood Road and Park Avenue Burwood

Have you been before? Then you don't need an introduction to the Burwood Spring Celebrations – the Show & Shine is simply getting bigger and better every year!

There is the Festival in Burwood Park with its stalls, entertainment and food fair – and then 200 or more cars, motorcycles, antique machinery, displayed in the roads around the Park. A simply glorious sight!

How can you take part? It's easy. Book your display site by returning the attached form by 19 August and we will reserve your space. You need only turn up on the day and pay your \$5 entry fee.

Then, if you would like your car judged by the Council of Motor Clubs, offer up another \$5 and you might end up the owner of one of the best trophies in town –

- ❖ Best Veteran or Vintage – up to 1929
- ❖ Best 30s Classic
- ❖ Best 40s Classic including WWII vehicles
- ❖ Best 50s Classic
- ❖ Best 60s Classic
- ❖ Best 70s Classic
- ❖ Best Modern – 1980 onwards
- ❖ Best Commercial Vehicle
- ❖ Best Stationary or Farm Machinery
- ❖ Best Motorcycle
- ❖ Best Exotic or Unusual
- ❖ Best Hot Rod
- ❖ Best Street Machine
- ❖ Best Custom
- ❖ Best Unmodified – Original or Restored
- ❖ Mayor's Choice – Best in Show

Closing date is 19 August but don't wait. Get your entry in now so your space is reserved!

See you there!

Rhonda Sclanders

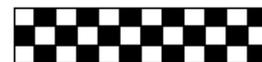
Show & Shine Coordinator – International Media Communications Pty Ltd  
Phone 02 9747 2757 or email [show.n.shine@bigpond.com](mailto:show.n.shine@bigpond.com)

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12 June 2010

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## SOCIAL REPORT

### Eastern Suburbs Run 15/08/10

It all started as a request from one of our members, so ask and you may receive.

It was a beautiful Sunday morning as we headed out to meet at Centennial Park for the first Eastern suburbs run that I have been part of since I have been a member.

We ended up with 13 participants, Warren and Annie Lawlor, Greg Strange & Dianne Lawlor, Paul and Kerry Thompson, Ross and Deb Reichardt, Harold Seifman, Paul and Cecilia Stoppa, and Gary and Gill Bullock.

The route we chose was one that would take us through the Park, where we exited to head out on our way down to Coogee, where I might say the first hill was a doosie, I think I heard a comment about trying to run the gearbox through its paces.

After our first stop at Clovelly Beach to take a group shot of the participants and more importantly the cars, the route was one where we tried to follow the coast, taking a look at the East coast beaches from Bronte to Bondi and beyond.

We took the back way to Vaucluse travelling along the lesser travelled, Old South Head Road, stopping at our destination of Vaucluse House.

Lunch was at the Tearooms on the grounds, outside under the umbrellas, which was a great idea until the weather turned, the wind came up, the temperature got colder, the thunder started and then the rain and hail, okay it wasn't much of a hail storm, but there was ice and we were getting wet.

The boys of course with other priorities at this stage ran back to the cars to get the hoods on, it was all, of course, in an effort to keep their passengers dry, however by the time they got back the storm was starting to clear with blue skies on the horizon.

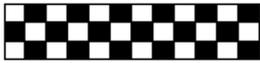
After lunch some of us decided to take the guided tour of Vaucluse house, learning all about the Wentworth Family and how they lived, for me getting to see inside one of Sydney's grand homes was very special.

The next Social Drive will be the Floriade weekend away, if you are interested please check your magazine or online for details.

Happy Spriting,  
Annie Lawlor



*Photo: Annie Lawlor*



## COMING SOCIAL EVENTS/CALENDAR 2010

MONTH	DAY/DATE	EVENT
<b><u>SEPTEMBER</u></b>	Sat 18-19 <sup>th</sup>	<b>Weekend visit to Floriade</b> , Canberra. Contact: Paul Barbara 02 9727 6549 Cheque marked on back "Floriade/Sep" to SCCA PO Box 696 Kingswood 2747.
	Fri 24 <sup>th</sup>	<b>Motorlife Museum Run rescheduled for a weekend in September.</b> <b>Berkelouw's Bookshop Berrima</b> <b>Meet at:</b> Ruby's Beach Café at Bulli <b>at 9:30am (Depart at 10:00)</b> Contact: Keith Smith m: 0418 627 889
<b><u>OCTOBER</u></b>	Sun 10 <sup>th</sup>	<b>SCCA Concours</b> at The Landship in Georges Heights (Headland Park) Best Avenue, off Middle Head Road. Opposite Cobbity Street, Mosman. Gates open at 9 am, Judging starts at 10 am Contact Greg Strange 0412811958 or work (02) 9909 8607
	Fri 22 <sup>nd</sup>	<b>Mt Annan Botanic Gardens.</b> <b>Meet at:</b> Ruby's Beach Café at Bulli <b>at 9:30am (Depart at 10:00)</b> Contact: Keith Smith m: 0418 627 889
	Sun 24 <sup>th</sup>	<b>Motorlife Museum</b> + lunch in Mt Kembla. <b>Meet at:</b> Ruby's Beach Café at Bulli <b>at 9:30am (Depart at 10:00)</b> Contact: Keith Smith m: 0418 627 889
<b><u>NOVEMBER</u></b>	Fri 24 <sup>th</sup>	<b>Nan Tien Temple.</b> <b>Meet at:</b> Ruby's Beach Café at Bulli <b>at 9:30am (Depart at 10:00)</b> Contact: Keith Smith m: 0418 627 889
<b><u>DECEMBER</u></b>	TBC	<b>Club's AGM and Christmas Party.</b>

TBC: Event date and details "To Be Confirmed".

Until a Social Secretary is appointed, the Club would appreciate volunteers to undertake organisation of a Sprite Run, hopefully to new and interesting places that they have found that may interest other members.

## HUMOUR

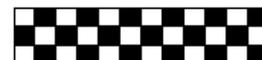
### ¡TECH RETRO!

**Got my son an iPhone for his birthday the other week,  
and recently got my daughter an iPod for hers.**

**I was very pleased when the family clubbed together  
and bought me an iPad for Father's day.**

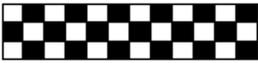
**Got my wife an iRon for her birthday.**

**It was around then the fight started...**



## COMING COMPETITION EVENTS/CALENDAR 2010

MONTH	DATE	PROMOTER	VENUE	EVENT
<b>SEPTEMBER</b>	<b>18-19</b>	HSRCA Historic Meeting	Wakefield Park	All Historic
	<b>18-19</b>	Speed on Tweed	Taree	Historic
<b>OCTOBER</b>	<b>1-4</b>	CAMS CARNival	Echuca-Moama	Carnival
	<b>5</b>	Second GEAR	Wakefield Park	Historic
	<b>16</b>	NSWHCC/MGN	King Edward Pk, New-castle	Hillclimb Rnd 7
	<b>16-17</b>	AHCC/SASCC	Collingrove, SA	Hillclimb Chmpnshp
	<b>16-17</b>	HRCC Historic QLD "No Frills" Meet	Lakeside, Qld	Historic
	<b>16</b>	CSCA/ Triumph Sports Owners' Assoc	Wakefield Park	Training Day
	<b>17</b>	CSCA/ Triumph Sports Owners' Assoc	Wakefield Park	Supersprint R7
<b>NOVEMBER</b>	<b>6-7</b>	VHRR Historic Sandown	Sandown, Vic	All Historic
	<b>25-28</b>	HSRCA Historic Tasman Meeting	Eastern Creek	All Historic
Please check the promoters' websites for the latest up-to-date information				



## COMPETITION REPORT August 2010

### FoSC Winter Invitation— Wakefield Park, 7-8th August 2010.

If you have already read my editorial, then you will know that I didn't last very long, certainly not competitively, at this meeting when the clutch started slipping as soon as it warmed up. Consequently, I can only relate what happened from the Natsoft results and include excerpts from Brian Weston's GSRA Update email newsletter.

"The weekend of 7/8 August saw just over 40 Group S cars compete at the FoSC Winter Invitation at Wakefield Park. FoSC provided Group S an excellent racing program and split the field into a combined Sa/Sb field and a standalone Sc grid - with four Group S races for each. On the Saturday with the mercury dropping to minus six at Wakefield, it certainly gave a brisk start to the day. But the sun came out and the Wakefield Wind was pleasantly absent."

SCCA Members competing in Sa/Sb field were Denis Best in his '68 Lenham Le Mans, myself in my '69 MG Midget, Bruce Miles in his '69 MG Midget, Brian Weston in his '71 MG Midget, and from SA, Troy Ryan in his '63 A-H Sprite. Colin Dodds was also campaigning his Group T '67 MG Midget 'Verona' in the Group Sc field. Dave Lawrence was there as usual in Regularity with his Healey 100/4.

"Sa/Sb events saw the Burton TVR Tuscan putting its 289 power to good use closely followed by the Bret McManus MGB which is now well on the pace. The Pike and Dunne-Contant MGB's fronted plus the Breit and Miatke Datsun Sports, plus the Curnick 911 and the usual brace of Sprites and Midgets – Best, Miles, Forster (at least until grounded by a slipping clutch) and McKenzie. A notable mention also goes to Troy Ryan who made the journey from SA to compete at both Wakefield and Winton – that is keenness." Troy managed to blow up the diff in his camper/workshop truck as he arrived on the Friday and was confined to the paddock until a new secondhand one was air freighted up from Adelaide at the last minute on Friday at great expense to be delivered on the Monday.

In Practice Brian 5th with 1:12.6914, Troy 6th with 1:12.7404, Denis 7th with 1:14.2356, Bruce 10th with 1:14.9029, and myself 14th with a poor 1:18.2686. Colin managed 15th in a very strong Sc field with 1:14.1205, and in E1 Dave came 6th with a loss of only 72 points.

In the first race, E2 of 4 laps, Denis came 6th with 1:14.2739, Troy 9th with 1:14.1792, Bruce 11th with 1:16.1445, Brian after a tangle on lap 3 with Andre Breit came 13th with 1:14.4692, and myself almost last at 16th with a lousy 1:23.2429, McKenzie's A-H Sprite being a DNF. Colin managed to break his axle on the start in E4, so without a spare, he packed it up but stayed for the weekend anyhow. Dave a DNS for E8, cause unknown.

By 3:00pm we had Brian's R/F fender pulled out ready for E9 of 7 laps, Troy 4th with 1:12.6985, Brian 6th with 1:13.3290, Denis 7th with 1:13.4788, Bruce DNF after avoiding a slow P plater and spectacularly spinning into T2 managed a 1:15.6554 before breaking his LSD on lap 6 (see my editorial report), and I pulled into the pits on the warm-up lap with a very slippery clutch so ending my weekend of racing. I was so looking forward to seeing what my new Kumho's would do.

Sunday morning, E16 of 9 laps, Brian 5th with 1:15.1193 after an off track followed very closely by Troy with 1:13.1911, followed by Denis with 1:15.1358, Bruce 11th with 1:16.1414. Dave in E15 came 28th with a factor of 0.3016 in the Consistency and Team Event.

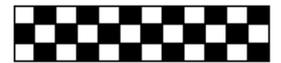
In the last event E23 of 10 laps for Sa/Sb, Denis 5th with 1:13.4149, Troy 6th with 1:12.3602, Bruce 8th with 1:14.0573 (note: his fastest lap of the weekend with my (non-LSD) standard 4.2 diff), and Brian 9th with 1:12.5964 after a detour? on the first lap. In E22, Dave 27th with a factor of 0.6239, and in E29, 23rd with a factor of 0.5632.

Congratulations to Denis and Troy, and commiserations to Brian for his bingle, Bruce, Colin, and myself for breakage, and Dave for his (in-)consistency factor? Ah! Well! That's racing...

Ric Forster



*Denis Best closely following Brian Weston in E9.  
Photo: Ric Forster*



## HOONS of the Sixties — There is nothing like a Sprite!

The following article, "What's Going On In The Sheds", appeared in the latest edition of my local Taree Historic Motor Club Bulletin. There is nothing like a Sprite on the cover of Sports Car World to prod one's memory of my teenage years, especially this Sprite! So here is my two Bobs' worth.

Clive's son, Ian, and myself were, at the time of this Sprite's release, great mates (we still are) around the age of 18yrs old, well mannered, clean living, etc, etc. Ian had free access to this beaut little Sprite, and he treated it in just the manner you would expect from such a nice boy. The specs. of the Sprite were a bit like this: All Aluminium bonnet, fibreglass roof, head job by Oxenford, I think, two 1 1/4" SUs with 3" ram tubes, and a tubular extractor exhaust. Down the track, the hubcaps were removed, threaded tubes welded to the wheel centres, and 3 eared Aluminium knock-off nuts fitted. The car was finished in Inca Gold (a similar colour to my A30) and the wheels, Silver.

We were yesterday's HOONS! Street racing, drags, the whole ten yards. Manly Corso and Parramatta Road were favourite venues for a little Hooning about until the cops appeared. If we went to the car races, it was a race there & a race home. I remember on one occasion on the return trip from a Catalina Park race meeting, we had made it to Epping. I was driving my FC Holden ute, and Ian had the bonnet of the Sprite 'shoved up' under the back of my ute giving me a hurry along. As we exited the rail crossing in this position, and, as the saying goes, "Going For It", we rounded the next bend only to find, without warning, a serious car crash, with Police, tow trucks, and onlookers everywhere.

Methinks the Sprite being where it was, had no idea of what I had come across, and I could not apply brakes without more carnage, so without hesitation, it was back a gear and give it to it. A few miles down the road I ducked for cover beside a truck. Ian was dragging the chain in the Sprite. He turned in to join me beside the truck but missed the driveway, and ended up in the table drain with the Sprite standing almost upright on its nose with the three occupants faces jammed flat on the windshield. All were unhurt, and we skull-dragged the Sprite back on its feet again (Oops! The bonnet didn't look too good).

The Sprite was fast gaining a reputation by the wrong people. Police cars and bikes, in those days, were no match for our hotted-up machines. How we ever survived those days is a mystery to me as events such as these were common place.

The Sprite's bonnet took a pasting over the ensuing years. Fortunately, Ian was, and still is, a expert Aluminium welder & body fabricator. The Sprite could have a dinged bonnet today, and be repaired overnight ready to do it all over again tomorrow.

Of course after such careful 'nurturing' of the Sprite, the motor was getting tired.

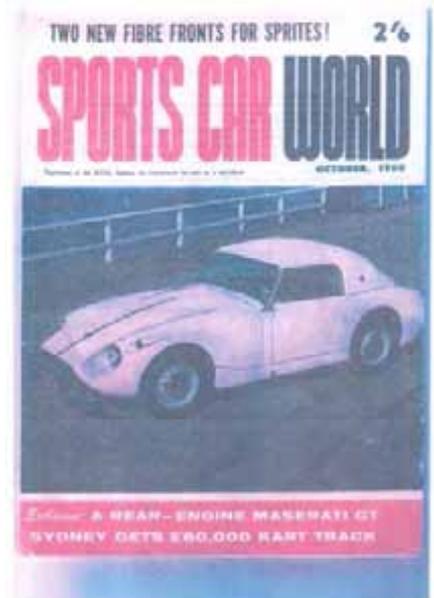
One member of our group, Colin Lee, owned the ex Alistair Club-Frank Dent Austin A30, a rather quick car in its day. Unfortunately for Colin, but fortunately for Ian, he stuck the A30 through a fence whilst trying to adjust the tape recorder on the rear seat taping the exhaust note. The results were all captured on tape. The A30 motor soon found its way into the Sprite, and it was game on again.

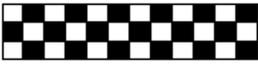
Clive & Irene gave the Sprite to Ian for his 21st Birthday (talk about try before you buy!). The Sprite did not suffer under a tarp as stated, but was sold to Colin Lee who spent a fair bit of time trying to explain his innocence of previous escapades in the Sprite to the Police, even though his was one of the faces in the 'ditched' Sprite. Colin later on sold the car to persons unknown!

Does any one know where it is today, did it survive ?

Interestingly, the body shape of the Sprite is almost identical to that of the E-Type Jaguar. This Sprite was on the road in 1960; the E-Type was released in 1961.

Allan Bryson.





## WHAT [WAS] GOING ON IN THE SHEDS — Number 11

(from the Taree Historic Motor Club Bulletin)

**D**o we realise who we have amongst us? The following contribution to our magazine is derived from the writings of Mike Kable (undeniably one of Australia's greatest motoring journalists who wrote for Sports Car World magazine during the 1950's and 1960's).

The following is Mike Kable quoting a telephone conversation he had, in his writing of October 1960, "I had an inspiration. Come right over - we've got something to show you this time."

"If ever a man can conjure up inspiration, it is Clive." (Kable's comment).

"Who is this Clive?" I hear you ask, well, it is none other than our own Club Life Member, Clive Adams, a man who should be regarded as one of Australia's National treasures, in my opinion.

Mike Kable's reference is to a telephoned invitation from Clive to come to his Sydney workshop to inspect his latest creation.

What brought about the meeting between Mike and Clive was a car (what else?), is probably one of the ugliest ever sent to the market... (no offense meant to Al Bryson who has rescued one and is laboriously putting its former glory back to where it belongs).

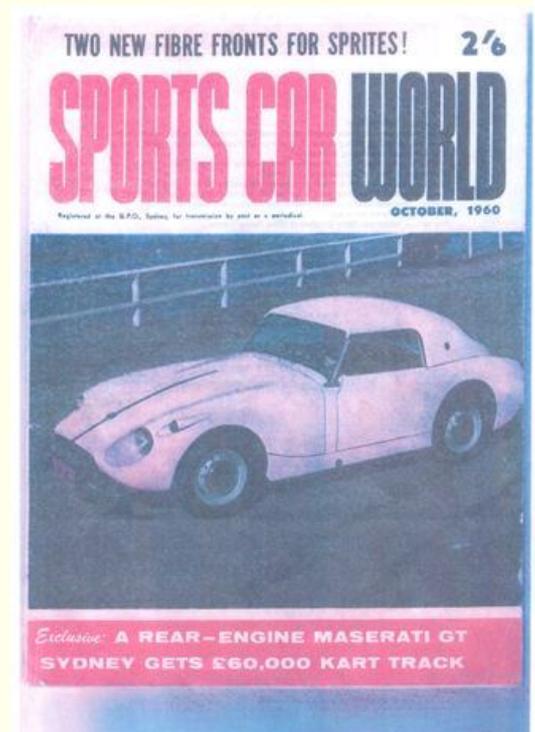
We all remember the model... the Austin-Healey "bug eye"? Well it came about as BMC's ugly duckling because BMC could not find the time to complete the design with retractable headlights, as was the original intention. BMC also doubted if the potential buyers of a cheap sports car would be able to pay the extra cost of having a properly placed set of headlights!

Clive and his friend Stan Brown (of Lotus Cars, UK fame) had sat down and discussed the short falls of the Sprite design. Clive drew up some sketches of what he thought the car should look like and VOILA! Stan and Clive hammered out this (the prototype) in Aluminium to conform to what the most famous (and expensive) European Gran Turismo car designers could do to a Sprite.

With assistance from JWF Fibreglass, a kit was manufactured and offered through the Sprite Dealers who swamped the PRAD garage with orders. Clive confided in me that in a short time he "gave away to a wrecker in Sydney, a shed full of brand new Sprite bonnet/mudguard assemblies, because we had no place to store them." Sorry Allan Bryson, you can stop crying now, because there is worse news to come.

The actual car you see pictured here, languished for years under a tarpaulin in Clive's Chatswood backyard as no one wanted to buy it and its whereabouts remains a mystery. The conversion took a lot of weight out of the car, improved the wind resistance equation, and added over 10 MPH to the top speed, all for less than 200 Pounds! I ask the question: is the car as pretty as a picture, or not?

Well done Clive and Stan!





# The Sprite Car Club of Australia Inc

## CONCOURS JUDGING FORM

See Reverse for Judging Information

CLASS	
PLACE	
POINTS	

ENTRANT'S NAME: \_\_\_\_\_ MAKE: \_\_\_\_\_  
 MEMBERSHIP No: \_\_\_\_\_ MODEL: \_\_\_\_\_  
 REGO : \_\_\_\_\_ COLOUR: \_\_\_\_\_

1 – ENGINE BAY – Cleanliness & condition	MAXIMUM POINTS 100 OVERALL	Max. 25 Points
1 – Paintwork, bodywork, engine & bonnet insulation		
2 – Wiring, electrical equipment, battery & battery box		
3 – Fluid leaks – oil, coolant, fuel, brake fluid etc.		
4 – Carburettors, exhaust manifold, pipes, hoses and fuel pump (mech/elec)		

2 – BODYWORK – Cleanliness, fit & finish	MAXIMUM POINTS 100 OVERALL	Max. 25 Points
1 – Panel fit & paintwork		
2 – Chrome – grille, bumpers etc		
3 – Glass & rubbers, side curtains, wipers, hood & tonneau		
4 – Mirrors, lamps, lenses and badges/decals		

3 – INTERIOR – Cleanliness, fit & finish	MAXIMUM POINTS 100 OVERALL	Max. 25 Points
1 – Seats and floor covering		
2 – Trim		
3 – Dashboard, steering wheel, instruments, switches, controls and console		
4 – Trunk, trunk lining, tool kit and spare wheel		

4 – CHASSIS / UNDERSIDE – Cleanliness	MAXIMUM POINTS 100 OVERALL	Max. 25 Points
1 – Floorpan and chassis		
2 – Suspension, axles & steering controls		
3 – Exhaust, fuel pipes & cables etc		
4 – Wheels & types, hub caps and/or knock-on's		

5 – ORIGINALITY	MAXIMUM POINTS 200 – MINIMUM POINTS 100
<b>To be compared as the car left the factory – Points deducted for non-original items</b>	
1 point deduction for minor items – refer to reverse	
5 – 10 points deduction for major items – refer to reverse	
No points to be deducted for the fitting of safety items – refer to reverse	

TOTAL POINTS AWARDED OUT OF 600 =

ANY MATTER OF CLARIFICATION OR DISPUTE MUST BE REFERED TO THE CHIEF JUDGE

## AIDS TO ORIGINALITY

A car entered having non authentic components (e.g. incorrect carburettor, gearbox, wheels etc. ) shall have points deducted in the Originality Score. Items such as:

- **Batteries:** Lucas and such which was originally equipment in Spridgets are considered expendable. These may be replaced with any brand conforming to original voltage, size and silhouette. Vehicles with original type casing will be given credit
- **Window Glass:** Any window glass/perspex that meets the requirements of the original specification of form, fit and colour will be acceptable. There will be no penalty for substitution of windscreens with laminated glass
- **Tyres:** Are considered expendable and may be replaced with comparable or superior equipment of original size and capability with the vehicle. Vehicles with correct casings (ie cross ply) will be given credit where applicable. All five tyres on the vehicle must be identical and original tyre size for the model
- **Fire Extinguishers:** There shall be no penalty in judging originality for the presence of Fire Extinguishers
- **Engines:** Must be of original MOWOG origin. Replacement engines must of the same silhouette and appropriate size, type, configuration for the model and year
- **Seat Belts:** There will be no penalty in judging originality for the presence of seat belts or harness, but must of the original style for the period
- **Throttle Springs:** There will be no penalty for additional return springs
- **Bonnet Strap:** There will be no penalty for the presence of a bonnet strap
- **Headlamps:** There shall no penalty for cars that have changed to sealed beams or modern equivalent. Credit should be given if the Lucas glasses are fitted.
- **Aftermarket Options:** Higher credit to be given to original standard factory parts as fitted to vehicles at time of manufacture than to parts which were available as “after market” options.

## NON-AUTHENTIC DEDUCTION SCALE

The policy follows as:

- Wrong item or component fitted – 1 point for each item
- Incorrect material of manufacture of a minor component – e.g. fibreglass, aluminium, steel, vinyl, etc. In lieu or original – 1 point for each item
- Incorrect material of a major component – e.g. fibreglass guards, aluminium radiator – 5 to 10 points
- Minor items missing from original configuration – e.g. badge or wheel cap, substitute steering wheel – 1 point for each item
- Major items missing from original configuration at time of manufacture – e.g. hood, windscreen 5 – 10 points
- Seats – Non-standard or upgraded to competition class – 1 point for each set
- Wheels – Wider rims, incorrect rim style for model, additional spokes and chrome plated – 1 point for each item
- Brakes – Fitment of non-standard or brake booster – 1 point
- Shock Absorbers – Fitment of non-standard (telescopic) shock absorbers -1 point
- The cumulative total of deduction points in any judging section should not exceed the total for that section. Nor is it envisaged that overall originality points should be less than 100 points overall.



# SCCA GENERAL MEETING REPORT

## MINUTES OF GENERAL MEETING

10th August, 2010

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

**Present:** 8 members as per the attendance book.

**Apologies:** Greg Holden, Warren Lawlor, Annie Lawlor, Barry Cockayne

**Minutes of Previous Meeting:** Moved accepted by Paul Barbara, sec. John Buchanan. Carried.

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

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

General Account:		
Opening balance		\$9,348.87
Deposits	\$16,576.83	
Payments	\$6,350.48	
Closing balance		\$19,575.22
Savings account:		
Opening balance		\$1,047.19
Interest earned	\$53.67	
Closing balance		\$1,100.86
Business transaction account:		
Opening balance		\$15,288.42
Payments	\$70.00	
Closing balance		\$15,218.42
Total funds:		\$35,894.50

Treasurer's report moved accepted John Buchanan, sec. Graham Wells. Carried.

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

**Incoming:**

- Email Barry Cockayne re CAMS insurance.
- CAMS Financial Report, Business Plan & Insurance Handbook.
- MG Car Club invitation to events.
- TAFE car painting & airbrushing courses
- Brochures: Motoclassica, Portland Classic Vehicle Display, Shannons Auction.
- Magazines: T Read, Goblins Gazette, BMC Leyland Heritage, Flat Chat, Mascot, Mini Car Club.

**Outgoing:**

- Email reply fro Greg Holden to Neil Scott re 50<sup>th</sup> anniversary badges.

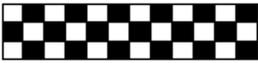
**Shannon's Day & ABCC Day**

- G Wells has tickets. Still have 5 Shannons tickets & 1 All British.
- Rob Allen's Mk.1 will be our representative in the Shannon's concourse.

**Social Drives:**

Coming events are all listed in Sprite Torque & on website. Next runs are:

- August 13<sup>th</sup> Kiama run
- August 15<sup>th</sup>. Eastern suburbs run
- August 22<sup>nd</sup> Shannons Display Day
- August 29<sup>th</sup> ABCC Display Day
- September 18-19<sup>th</sup> Canberra (Floriade)



## SCCA GENERAL MEETING REPORT, cont.

Ross Reichardt suggested some runs for next 6 months based on the 4<sup>th</sup> July questionnaire results.

- October. Everglades House at Leura
- November. Bradman Museum at Bowral
- December 12<sup>th</sup>. Run before the AGM at Wells'.
- January 22<sup>nd</sup>. Fish & Chip run.
- February. Catalina Park at Katoomba.

**We need a social secretary to co-ordinate events. Who will stand up at the AGM.**

**Supersprint:** August 28<sup>th</sup>.

- 80 entries received to date; we budgeted for 90. Services booked. Stewards, Chief Flag Marshall & Scrutineer positions organised. Call for volunteers notice into Sprite Torque.

**Concourse:** Greg Strange not present.

**CAMS:** Barry Cockayne not present. Email to G Wells advised that CAMS confirmed that our requirements will be covered under the new insurance handbook & we will not need the additional policy. The new handbook has been received & all looks good. Annual report & business plan also received.

**Competition:** Ric Forster has written a report of recent meetings for Sprite Torque.

**Sprite Torque:** Ric Forster reported August edition has been printed & is on the website.

**Technical Meetings:** Greg Strange not present.

**Web- site:** Warren Lawlor not present.

**Membership:** Annie Lawlor not present.

**Insurance:** See under CAMS. This items appears completed.

**Club Constitution & Rules:** Barry Cockayne not present.

**Club Computer:** The computer is operational & the invoice for \$2,100 was given to Les Payne for payment.

**Regalia:** Leah Holden not present but message from Greg that we have 38 of the 50<sup>th</sup> anniversary badges for sale. Notice in Sprite Torque.

**General Business:**

- Petrol tank stickers. Paul Barbara has the prototype on his Sprite.

Meeting closed at 8.25 pm.

Next General Meeting: Tuesday, September 14th 2010; Parramatta RSL Club, cnr. O'Connell & Macquarie Sts., Parramatta at 7.30 p.m.



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## ***Penrith Muffler Man***

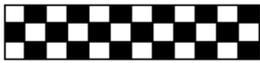
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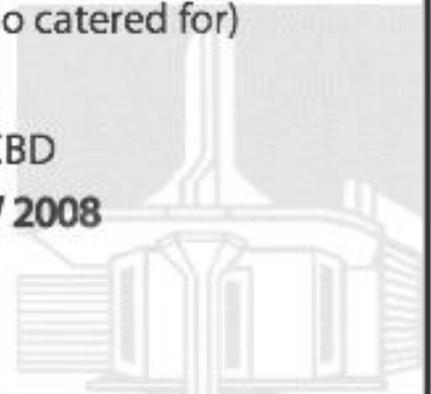
All Staff are SPRITE Club members

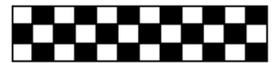
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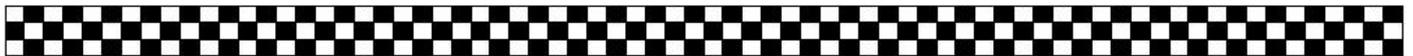
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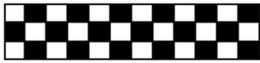


## TORQUE TRADER — PREVIOUS MONTH

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- 1 HEATER FAN
- 1 HEATER BOX
- 1 WINDSCREEN WIPER MOTOR, CABLE AND GEAR BOXES
- 1 WINDSCREEN INCLUDING PILLARS
- 1 HOOD - NEW IN BOX
- 1 SET HOOD BOWS
- 1 SET 7" FRONT BRAKES AND UPRIGHTS
- 1 SET 7" REAR BRAKES
- SOME FRONT BUMPER BRACKETS
- 1 SET REAR BUMPERS AND BRACKETS
- 1 PAIR SIDE SCREENS
- 1 HORN (WINDTONE) LOW NOTE
- 1 ORIGINAL STEERING WHEEL
- 4 HUB CAPS
- 1 GRAB HANDLE
- 1 WINDSCREEN WASHER SET
- 1 PAIR 1/4" S.U. CARBURETTORS AND LINKS ON MANIFOLD
- 1 TEX INTERIOR MIRROR

**FOR FURTHER INFORMATION AND PRICES, RING JOHN 0245 728 610**



## TORQUE TRADER

Advertising is free for private sellers and buyers, just email or phone the Editor of Sprite Torque

### THIS MONTH

#### FOR SALE

1971 MG Midget Mark 4 S/N: YGAN5-883, Lady owner for last 22 years, 1275cc, 4 speed, lots of restoration done, no rust, near new paint job in 2-pak, new carpeting, drives well and can get a roadworthy Certificate. Car had been driven everyday until a new car was given... selling only because I cannot afford two Rego's and Insurances. Registered in Qld until December 2010.

Selling Price \$8000.00

Contact: Samantha  
0404 929 330 or  
email: sambuccasam@  
hotmail.com



### PREVIOUS MONTH

#### WANTED

I AM LOOKING TO BUY A SPRITE MK11 or 11a or MG MIDGET 1968, 1969.

WOULD PREFER A VEHICLE WITH 1275cc ENGINE .

CONTACT: KEITH P: 0243581572 M: 0407462360 E: keithwleslie@bigpond.com

#### FOR SALE Help me make room in my garage!

Bugeye fibreglass bonnet - \$950

A pair of bugeye seat bases & backs - rusty & a bit beaten up but repairable if you have the skills- \$150 the pair

Plinth for bugeye number plate light, fibreglass \$30

1275 Flywheel - lightened - \$150

2 x 1275 Rear engine plates - \$100 each

1275 Timing chain cover - \$50

2 x 1 1/4" SU's on manifold - \$200

Heat shield for Mk III midget \$20

Air cleaners for Mk III midget \$40

Contact: Bruce Miles h: (02) 9712 4991; m: 0417 962 104; email <find\_bruce@yahoo.com.au>

#### WANTED

Mark I Sprite in need of restoration. Retirement Project. Gerry Murphy (03) 5475 2060.

# SPRIDGET WINTER SALL

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870703	BRAKE DRUM SPRIDGET	EA	35.20
070698Z	WHEEL CYL ASSY REAR SPRIDGET DISC BRAKE	EA	15.40
070824Z	CLUTCH S/CYL D ASSY SPRITE+MIN 7/8"	EA	33.00
180388	EXTRACTORS SPRIDGET suit WEBER ONLY	EA	135.00
180388A	EXTRACTORS SPRIDGET suit SU CARBY-WEBER	EA	135.00
180387	EXTRACTORS MIDGET 1500 MANDRIL BENT	EA	242.00
070780	STEERING RACK BOOT SPRIDGET 1958/1972	EA	9.80
070808	TIE ROD END WGA & SPRIDGET	EA	13.50
790219	GUARD SPRIDGET 70> FRONT RH 3 1/8"	EA	770.00
790220	GUARD SPRIDGET 70> FRONT LH 3 1/8"	EA	770.00
070200	GASKET SET VRS & H SPRIDGET 948-1005CC	CARSET	19.40
070275Z	CLUTCH KIT MIDGET 1275	KIT3	170.50
070723Z	DISC PAD SET SPRIDGET+MINI+TR7	SET4	22.00
070338	OIL COOLER MGB R/NOSE+ SPRIDGET-10 ROW	EA	103.40
070062B	ALLOY ROCKER COVER MIDGET 1275 MINI	EA	60.50
070210	GASKET SET CONVERSION SPRITE 848/1005	SET	22.00
180146	CLUTCH DRIVEN PLATE MIDGET 1275 6.5"DIA	EA	290.50
070700	WHEEL CYL ASSY MIDGET 1500 REAR	EA	35.20
790221	GUARD SPRIDGET 62>70 FRONT RH 2 1/8"	EA	770.00
790217	GUARD MIDGET 1500 FRONT RH	EA	770.00
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**CAPTION CORNER:** If you can think of a better one, send it in. Best one received before the next publication deadline will receive a quality A4 colour print of their choice of any photo they submit and is published in the current issue. Ed.



**Denis:** "Just a tad more oversteer than I intended". At T9 (The Hook) at Wakefield Park. Photo: Ric Forster