



www.spriteclub.com

November 2019

WHAT'S INSIDE.....

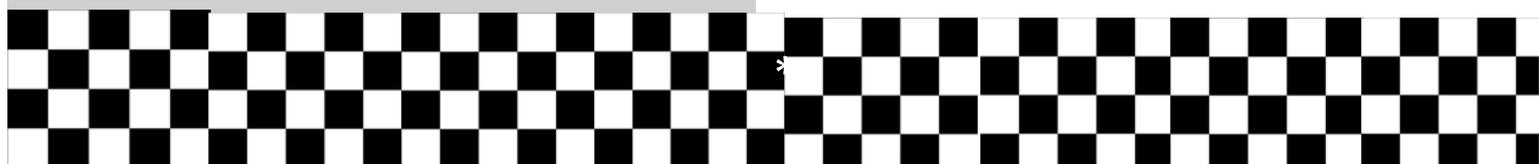
- 2020 NATIONAL SPRITE CHALLENGE
- AGM MINUTES AND FINANCIALS
- FAREWELL MR PRESIDENT
- WELCOME NEW MR PRESIDENT
- ELECTRIC FROGEYE
- REGALIA
- COMING EVENTS
- SPRITE TRADER
-

Welcome to Sprite Torque

Welcome to the this edition of Sprite Torque

Sorry this issue is a little late, Articles are a little lean this month so please help me out and show us your restorations and projects, or maybe even just send me a photo of your pride and joy and a little story about how she came to be in your possession and the adventures you've had together?.

If you have anything to share, please send them to bron.wray@gmail.com
Stay Spritely
Bron



Committee

Vice President

Barry Cockayne

0427 066 878

vicepresident@spriteclub.com

MEMBERSHIP

Ross Reichardt

membership@spriteclub.com

SOCIAL DIRECTOR

Position Vacant

social@spriteclub.com

CLUB CAPTAIN

David Baigent

captain@spriteclub.com

MAGAZINE EDITOR

Bronwyn Wray

Bron.wray@gmail.com

C.S.C.A DELEGATE

David Baigent

REGISTRAR &

CLUB PLATES

Colin Dodds

0414789263

registrar@spritedub.com

REGALIA

Avis Fowler

(02)4729 3726

regalia@spriteclub.com

CLUB WEBSITE

David Baigent

Spriteclub@spriteclub.com

CAMS DELEGATE

Barry Cockayne

0427 066 878

LIBRARIAN

Dave Lawrence

(02)9810 8982

librarian@spritedub.com

GENERAL COMMITTEE

Kerry Smith

Paul Barbara

Colin Dodds

Carol Dodds

Steve Rivett

Sprite Car Club of Australia Inc.

ABN: 62879038-526

Club Patrons: John Sprinzel Graham Healey

PRESIDENT

Greg Holden

0408777936

president@spriteclub.com

SECRETARY

Graham Wells

(02)9654 1344

secretary@spriteclub.com

TREASURER

Les Payne

0415 826 650

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 93192299, 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

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

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

S.C.C.A. Email List: [http://autos.groups.yahoo.com/group/spridgets-
aus](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.



2020

National Sprite Challenge

Thursday 9th April – Monday 13th April 2020

PRICING NOW AVAILABLE!

- **2 days on Morgan Park Raceway**
- **Social drives / Rally**
- **Motorkhana • Concourse**

Please express your interest in attending this event via email to membershipscq@yahoo.com.au so we can keep you up to date with accommodation and event information. If you would like to discuss event details or accommodation options feel free to contact Keith Gordon on 0432 483 228.

Expressions of interest for post Challenge Rally. If there are enough drivers interested the club will organise a Rally in the Noosa area.



**Send us your expression of interest but don't send money yet.
We will be asking for that mid-January.**

Competitor: \$857

(Each person will also have to pay a refundable deposit on their transponder \$100)

Social: \$597

Spectator: \$528

Children: \$276

Trophy Presentation Night come dressed from

THE
GREAT GATSBY

PRESIDENTS REPORT



Hi all,

Well, this time of year spells Christmas and a slowing of the runs within the SCCA until we start again in the new year.. The AGM run was very well received and we must thank Carol and Colin for opening up their home for morning tea before the run started. Talking to several people over the couple of days shows me that this sort of initiative brings excitement to members of the club and we had quite a few nice cars attend the run.

The AGM went well and as always Liz and Graham did an excellent job as hosts of the event.

Hothead rain Gods were kind to us and the profiteroles were to die for.

The fish & chip run will be on again and I believe the venue may change and it may be a little later.

The big one to remember is the Sprite and Midget Nationals on over the Easter Weekend in 2020.

To date we have 25 members from NSW attending the event which is at present around 25% over the overall attendance.

Now I personally am not worried about the point score for the Nationals which sees state against state and mate against mate, we won the State of Origin this year and the cane toads are a bit bitter.

Sorry I digress, so I would love to see a merry band of new members attend the event. It is a great weekend and I remember many Nationals ago a young bloke by the name of Ron Farlow and his lovely wife Marg said they wanted to attend, Ron came up to me later and asked me "what is the Nationals about, what do you do, where do we go". We had a good chat and both Ron and Marg ended up on our committee and had a great time.

They are so much fun.

The Queenslanders have put a lot of effort into this event already and the Friday dinner will be a lot different than 6 years ago, Sunday night dinner has been changed a bit as well so, that will be a fun night.

So the tappet cover racing, what is it

We get a Sprite or midget tappet cover, put some wheels underneath it add some weight and beat everybody else. They are also doing some slot car stuff as well as a few brain teasers along the way.

If you are interested in coming along, give me a call.

So, what are Leah and I up to.

The chookhouse completed our attention turned to a Christmas Dining table.

Now most of you would know I love wood, any wood, 14 years ago I drove my FE Holden to Tasmania to buy some Huon Pine slabs and they have been dressed and straightened to make some nice shelves, well this time I picked up a Red River Gum Slab with a length of 4m and a width of 1.2 on average we set about with resin fill and flattening to sanding for days, I mean days and days.

I looked like a very well tanned man by the time I had finished and all my clothes were brown, dark, brown to red. Ray, my old mate knocked up a rustic red bar set of legs and undersupport and as always he did not disappoint. It looks awesome and is pride of place on the rear deck.

We will have many dinners on this thing and I am almost certain that with our 2022 Nationals being hosted by the SCCA we will have a few meetings over said table.

Now back to our AGM,

I will let David Baigent fill you all in and I am pleased to announce that David has stepped up to become our President and if I am correct David would be our 16th or 17th President.

The reason I say 16th or 17th is that we are trying to find some very early records of the club to confirm those early years.

We also have a number of people who have stepped up and jumped on the committee and the fresh approach should stand well for the club.

I wish David, the SCCA and all the new committee members the best in their roles in 2020 and yes I am still around, still on the general committee and still looking to help make a difference.

So to all my friends, may you all have the best Christmas of your lives, may your families be safe and we will see you in 2020

Incoming President's Message

Hi Everyone. I am very proud to have been elected as your President for the coming year, a very important year as we head towards the Club's 60th Anniversary.

Many people in the club will already know me from my 6 years as Club Captain and my subsequent reports of the events that club members have been competing in. For those who don't know me, here is a brief history of who I am and where I come from.

I was born on the outskirts of Bristol, UK way back in December 1963 and from a young age was always interested in bikes, engines and cars. At age 14, while still at school, I got a part time job in a small garage which carried out servicing & tuning on a range of interesting cars including Gilberts and Jensen Healeys. Finishing school I went on to study Mechanical Engineering at University and while at University, I bought a 1972 MG Midget, a car I still own today. In this car, I was an active member of the University car club and also a very early member of the Midget & Sprite Club, UK. After graduating, I worked as a design engineer for a Bristol based company and worked on projects that enabled me to travel the globe, taking me to far flung places such as Quebec, India, West Africa and Australia. While living in the UK I got the opportunity to drive my car competitively at Castle Combe, Donnington Park and at Brands Hatch in what used to be called "Classic Car action Days". In 1985 a group of us from the Midget & Sprite Club, took the ferry to France and drove our Sprites & Midgets to Le Mans for the 24 hour sports car race where we saw the Jaguar's go on to win. We were there early enough to get to drive down the Mulsane Straight at speed before it was closed to the public.

I emigrated to Australia in 1998 settling in Turrumurra and got a job working for a major construction company, running their internal engineering group. I now work for a Major Engineering Consulting group, running their Major Projects from a technical perspective.

My MG Midget was shipped from the UK in 2000 arriving at Darling Harbour right in the middle of the Sydney Olympics and I have been an SCCA member ever since that time. Like many, I was a fairly passive member of the club initially but over time I have taken part in many social events and more recently I have been spending more & more time (and effort & expense) competing in my cars. I started off Supersprinting and progressed to get my race license 3 years ago. Over the past 20 years in Australia, I have owned my MG Midget road car, completely rebuilt a 1964 Mk111 Sprite from the ground up for competition over a 10 year period (now sold), rebuilt a 1969 MG Midget race car which I currently race and tucked away in storage is a 1963 Sprite Mk11A rebuild project that needs some serious work.

On a personal front, I am about to get married in December for the second time to Narelle who has been my partner for the past 5 years, having lost my first wife to Ovarian Cancer in 2010. Our blended family is made up of my children, Elly (18) and Will (16) along with Narelle's children Haylee(15) and Heath (13) so quite a busy household as I am sure you can imagine. My daughter Elly has been actively competing in Supersprints for the past couple of years and even drove the Midget to school for a year. She often refers to it as "her car" but I remind her that is not the case. My son Will is not particularly interested in cars at the moment, but is a very keen cyclist racing in all disciplines - road, MTB and track cycling at the velodrome. Haylee is a keen surf lifesaver and Heath is into rugby & water polo.

I hope in the coming year that I can meet more and more of our club members. I will be working hard with the new committee to build on the fantastic work that Greg Holden has done as President in the past. Don't worry, Greg will be an integral part of the club moving forward and for many years to come I hope. Greg has done an outstanding job in the past and we have been very lucky to have had him as President for so many years.

Looking forward to 2020

David Baigent

SCCA President

MINUTES OF MONTHLY MEETING
12TH November, 2019

Venue: Parramatta RSL Club, Parramatta
Meeting commenced: 7.30pm

Present: Committee members: Graham Wells, Kerry Smith, Carol Dodds, David Baigent, Rod Pringle, Anne Smith, Avis Fowler, Steve Rivett

Members: Harley Pringle, P Barbara.

Apologies: Colin Dodds, Les Payne, Ross Reichardt, Greg Holden, Barry Cockayne. As both President & Vice-President were apologies Avis Fowler moved that David Baigent chair the meeting, seconded Graham Wells, Carried.

Minutes of Previous Meeting:

Graham Wells presented the minutes from the previous meeting. Moved accepted Carol Dodds, seconded Kerry Smith, Carried.

Business Arising: Avis Fowler asked the status of the Club stickers order. Avis will check with Greg Holden.

Treasurer's Report: Les Payne was an apology. Graham Wells presented his report.

General Account:

Opening balance	\$9,435.55
Deposits	\$21.00
Payments	
CAMS affiliation	\$1,270.00
BMC Leyland Heritage	\$20.00
Closing balance 31/10	\$8,355.55

Savings Account:

Opening balance	\$46,053.01
Interest	\$3.79
Closing balance 31/10	\$46,056.80

Business Transaction Account:

Opening balance	\$6,791.54
Bank fee	\$10.00
Closing balance 31/10	\$6,781.54

Debit Account

Opening balance	\$3,762.73
Closing balance 31/10	\$3,762.73

Total Cash in Bank \$64,956.62

Moved accepted David Baigent, seconded Rod Pringle. Carried

Secretary's Report: Graham Wells reported correspondence:

Incoming:

- CAMS Speed Read, Affiliation docs.
- Ross Reichardt membership report.
- BMC Leyland Heritage affiliation.
- Keith Smith re Friday drives.
- ABCC re date for next year's display.
- Magazines/Brochures: Shannons Auction, Goblins Gazette, Mascot.

Outgoing:

- CAMS affiliation
- BMC Leyland affiliation

Coming Events:

Anne Smith & Carol Dodds reported:

Entries for the AGM day drive are slowly coming in. Carol will advise Leah Holden of catering numbers.

Entries are coming in for the Challenge. Colin & Carol Dodds will organise a two day drive to Queensland.

Keith Smith sent a list of proposed Friday runs. Moved accepted Carol Dodds, seconded Rod Pringle. Carried.

Rod Pringle asked if we want to have Tuesday evening runs this summer. After discussion it was decided to organise some but the problem is finding an accessible venue with good parking. A pizza venue was suggested. The idea is open to suggestions next meeting.

Social & competition events for 2019 & 2020 to date are:

- Sunday, November 24th Annual General Meeting & Christmas BBQ.
- November 31st/December 1st HSRCA Tasman Meeting.
- Friday, December 6th Drive details TBA.
- Saturday, February 1st Drive to Camden Valley Inn.
- Friday, January 17th Fish & Chips at Kiama
- February 15th 2020. Gerringong Motorfest.
- Friday, February 21st Drive & lunch in Southern Highlands
- Friday, March 20th Drive to Pyree for lunch.
- April 9-13th 2020. National Challenge.
- April 19th SCCA Supersprint.
- Friday, April 24th Drive to Bundeena for lunch.
- Friday, May 22nd Drive to Camden Valley Inn for lunch.
- Friday, June 20th Drive details TBA
- July 5th 2020. Donald Healey Birthday.
- July 25-26th 2020. SCCA 60th Birthday at quarantine Station
- Sunday, September 13th All British Display Day.

CAMS/CMC: SpeedRead circulated.

Membership: Graham Wells presented a list of new member applications from Ross Reichardt.

-Mark Green who has a 1971 Mini Clubman

-Colin Bullen who has a 1971 Austin Sprite.

-David, Vicki & Cooper Barlow have a 1966 Mk3 Sprite & a 1969 Mk 4 Sprite (membership expired & rejoined).

-Oliver Hurlyk who has a 1973 Toyota Celica TA22.

Joe McGrath who has a 1971 Leyland Mini

Paul & Zig Barglik who have a 1966 sprite

Callum Jones who has a 1962 Mk2 Sprite.

Graham Wells moved all be accepted, seconded Rod Pringle. Carried.

CSCA/Competition. David Baigent reported:

-There has been some discussion on FHRs for 2020.

-Last CSCA round was Triumph round at Wakefield last week-end. We had 7 competitors & the entry was sufficient that the Club would have at least broken even.

-Next event is HSRCA at SMSP Nov.30/Dec.1.

-Calendar for 2020 is almost finalised. First round will be CLA, we are on April 19th. David will put the calendar on the web-site.

Regalia: Avis Fowler displayed the new caps & rugby tops along with a possible new waterproof jacket. Avis will send updated information to David Baigent for the web-site.

Sprite Torque: Graham Wells reminded those present to send articles to the editor for December & future editions.

Technical Meetings: Kerry Smith advised

-Still talking with Chris Buckingham re potential visit, probably in 2020.

Web-site: David Baigent reported that he is happy with the new site which is easy to update or amend.

Facebook: Harley Pringle gave a brief report on Facebook activity.

Drive to Survive: Carol Dodds reported all three chosen participants are involved in end of year exams a they have been given all information to book their courses when they can.

Life Memberships: Graham Wells reported one member nominated for life membership. The nomination was presented & extensively discussed. The meeting decided that there was sufficient merit to present the nomination to the AGM.

2020 Sprite Nationals: David Baigent commented that the only information he has received & put on the web-site has been from Facebook. Graham Wells commented that he, as Club Secretary, has received nothing. Seventeen SCCA members have signed up to attend to date.

AGM & Christmas BBQ: Graham Wells reported a number of nominations have been received for committee. Catering is being organised.

- Salads & desserts, tea & coffee Liz & Graham Wells
- Meat, bread rolls, drinks, plates, glasses, cups, knives & forks. Avis Fowler to contact Leah Holden.
- Snacks & nibbles (any volunteers ?)
- Ice can be bought from the service station next door to the Wells'.
- Les Payne will drop the BBQ to Wells'. (What about the gazebo???)
- We need a couple of the flags to mark the venue.

General Business:

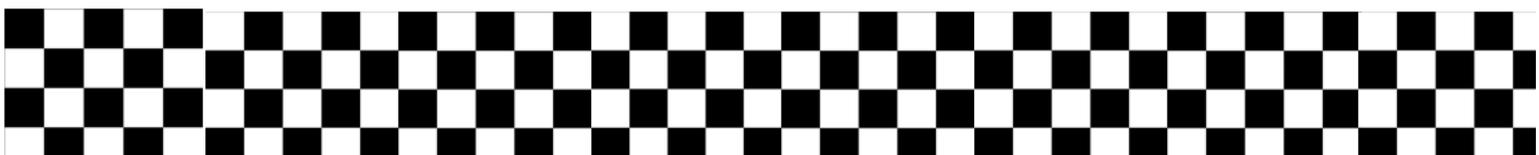
Avis Fowler asked if we want to do a Fish & Chip run in January. Last year was cancelled due to high temperatures. Those present felt that a change of venue would be good & make the date towards the end of January. A run for dinner at the Camden Valley Inn was suggested & the date of Saturday, February 1st was decided. Avis will ask the Mini Club if they wish to join us.

Meeting closed at 9.00 pm.

Next meeting: December 10th, 2019 in the Executive Meeting Room at Parramatta RSL Club, cnr. O'Connell & Macquarie Sts., Parramatta at 7.30 p.m.



The guys who made this are ingenious,
Sportscar Craftsmen in Colorado.



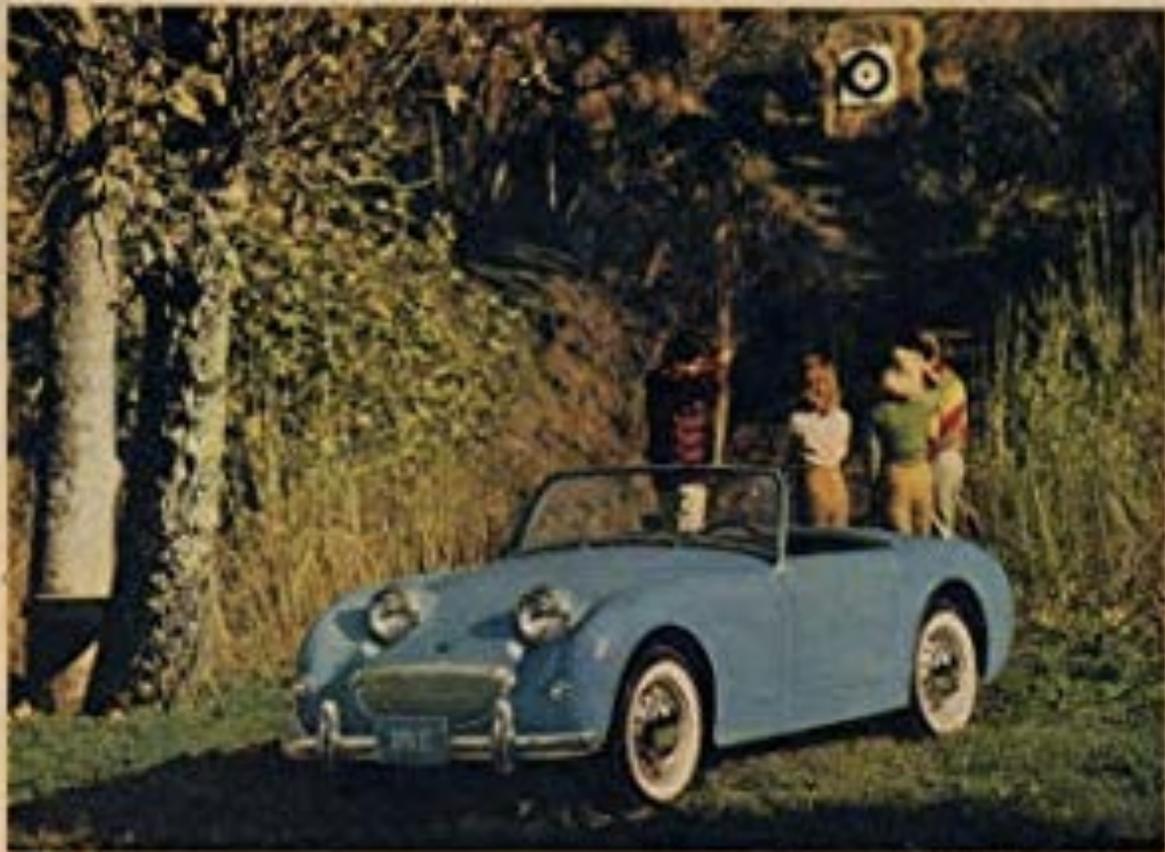
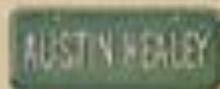
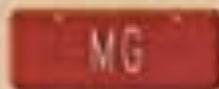
BMC has the inside track on outdoor fun!

Where fun driving is the target, more hits have been scored by exuberant BMC owners than those of all makers combined! Why? BMC out-sells because BMC out-fun! Each of this trio of x-celle, precision-built huskies is engineered to out-gun the fleetest of its class in competition as well as out-maneuver the best of everything in the Shopping Mart Grand Prix. Ask your BMC dealer to demonstrate the inside track today. It's fun!



Austin-Healey Sprite, the world's fastest priced two-seater car. Remarkable handling available. Price \$1284. MG available in coupe, the 40-horse 1200-cc engine. Price \$1075.* Austin-Healey with the London, Freedom & Thunderbolt handling available. Price \$1117.**

*All prices suggested at that time only.

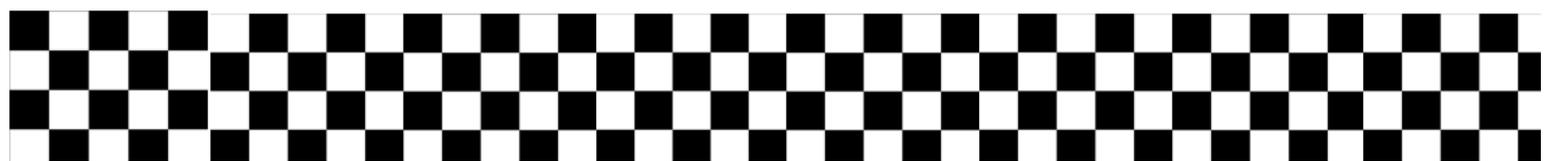


Being spry? Then a BMC car will give you an extra mile to run.



Distributed by **HARRIS AUTOMOTIVE CORP.**, 19120 Susana Road, Compton.

Products of The British Motor Corporation, Ltd. Distributed in the U.S. by Bendix Automotive Corp., 30 West 120 Street, New York 19, New York.



The Sprite Car Club of Australia Inc.

Minutes of Annual General Meeting 24-11-2019

Venue: 6 Annangrove Road, Kenthurst. Commenced at 2.30 p.m.

Present: The meeting was attended by 43 members. See list in the meeting attendance book.

Apologies: Rod Pringle, Kerry Smith, Barry Cockayne, Dave Lawrence, Kate Lawrence, Greg Holden, Elise Manewell, Dianne Drury, David & Beverley Laing.

As both the President, Greg Holden, and Vice-President Barry Cockayne, were apologies the Secretary, Graham Wells, took the chair.

Minutes of Previous Meeting: Graham Wells presented the minutes of the 2018 meeting which were reported in Sprite Torque and moved they be accepted, seconded Les Payne. Carried.

Financial Report: Les Payne presented the financial report for the period 1-7-2018 to 30-6-2019. A copy is attached. Moved accepted Leah Holden, seconded David Baigent, Carried.

Election of Officers for 2018: Graham Wells declared all positions vacant.

Graham Wells was elected as Returns Officer. Nominated Colin Dodds, seconded Carol Dodds, Carried.

The following written nominations were received & presented by Graham Wells.

President: David Baigent. Nominated Rob Howes, seconded Carol Dodds.

Secretary: Graham Wells. Nominated Rod Pringle, seconded Steve Rivett.

Treasurer: Les Payne. Nominated Graham Wells, seconded John Croft.

Club Captain: David Baigent. Nominated Barry Cockayne, seconded Greg Holden. (David said he will fill both positions).

Editor: Bronwyn Wray. Nominated Colin Dodds, seconded Carol Dodds.

Social Secretary: (Joint) Carol Dodds. Nominated Rod Pringle, seconded Graham Wells.
(Joint) Anne Smith. Nominated Graham Wells, seconded Kerry Smith.

Membership Secretary: Ross Reichardt. Nominated Graham Wells, seconded Les Payne.

Webmaster: Rob Howes. Nominated Colin Dods, seconded Carol Dodds.

General Committee: Rod Pringle, Nominated Graham Wells, seconded Les Payne

Paul Barbara. Nominated Rod Pringle, seconded Kerry Smith..

Peter Smith. Nominated Rod Pringle, seconded Graham Wells.

Steve Rivett. Nominated Carol Dodds, seconded Rod Pringle.

These nominations were each put to the vote & carried unanimously.

Nominations for the other positions were called for from the floor & the following were received.

Vice President Barry Cockayne. Nominated Colin Dodds, seconded Les Payne.

Regalia: Avis Fowler. Nominated Carol Dodds, seconded Sharon Allen.

General Committee:-Colin Dodds. Nominated Leah Hdden, seconded Les Payne.

-Greg Holden. Nominated Colin Dodds, seconded Leah Holden.

-Leah Holden. Nominated Carol Dodds, seconded Liz Wells.

These nominations were each put to the vote & carried unanimously.

General Business:

-Graham Wells advised that there was a nomination for Life Membership for Eileen Barlow. Nominated Avis Fowler, seconded by Barry Taylor, Ian Gibbs, Wendy Gibbs, Beryle Taylor, Bert Langford & Denis Best. This was a very extensive nomination & Graham Well presented the main points. The nomination was put to the vote & carried. (copy of nomination attached to these minutes)

-Carol Dodds spoke & moved a vote of thanks to Greg Holden for his long service as President.

-David Baigent introduced himself as the new President & gave thanks to Greg Holden & to Graham & Liz Wells for hosting the AGM.

Meeting closed at 2.48p.m.

Sprite CarClub of Australia Inc
Annual Financial Report 1-7-18 to 30-6-19



Opening bank Balance \$ 61,427.13 \$ 44,957.34
Income and Expenditure is as follows

Description	Credit	Debit	Previous year
Income			
Bank Interest	\$ 195.53	\$	212.18
Memberships	\$ 20,850.00	\$	20,244.80
Regalia	\$ 330.00	\$	180.00
Club rego	\$ 18,575.00	\$	22,010.00
Social	\$ 1,510.00	\$	1,150.00
Sporting	\$ 28,764.46	\$	18,137.10
Total	\$ 70,224.99	\$	61,934.08
Expenditure			
Affiliations	\$ 1,595.00	\$	2,458.00
Fair trading	\$ 46.00	\$	45.00
Postage	\$ 250.00	\$	548.00
Bank fees	\$ 120.00	\$	120.00
All british day	\$ 2,658.00	\$	2,241.29
Shannons day	\$ 400.00	\$	600.00
Insurances	\$ 582.56	\$	517.00
Magazine printing	\$ 3,203.90	\$	4,391.00
Magazine mail	\$ 869.24	\$	881.00
Stationary	\$ 1,283.21	\$	1,320.00
Trophies	\$ 1,523.20	\$	3,383.00
Website	\$ 1,867.25	\$	465.00
Regalia	\$ 2,317.48	\$	287.00
Club Rego	\$ 11,451.69	\$	13,550.00
Donation Beyond Blue	\$ 500.00	\$	-
Drive to survive	\$ 585.00	\$	195.00
Social	\$ 2,927.90	\$	752.00
Sporting	\$ 27,536.94	\$	12,146.00
Parramatta RSL meeting room	\$ 875.00	\$	1,500.00
Life member badges	\$ -	\$	65.00
Total	\$ 60,592.37	\$	45,464.29
Closing Balance	\$ 71,059.75	\$	61,427.13
Bank Accounts at 30-6-2019			
General Account	\$ 14,685.55	\$	13,518.50
Savings Account	\$ 46,031.56	\$	45,836.03
Debit Account	\$ 2,737.96	\$	908.92
Business Transaction Account	<u>\$ 7,604.68</u>	\$	1,163.68
	\$ 71,059.75	\$	61,427.13

SCCA club assets	Cost 2017/18	2019 valuation	Previous years value
Tent	\$ 798.00	\$ 250.00	\$ 558.00
2 way radios	\$ 528.65	\$ 150.00	\$ 370.00
Grille badges	4	\$ 45.00	\$ 60.00
Regalia		\$ 1,150.00	\$ 1,150.00
Library		\$ 1,200.00	\$ 1,200.00
Balance in bank		\$ 71,059.75	\$ 61,427.13
Total club assets		\$ 73,854.75	\$ 64,765.13

Regalia

POLO SHIRTS

Navy 100% cotton in sizes Small, Medium, Large, Extra Large. Cost is \$35 each.

CAPS

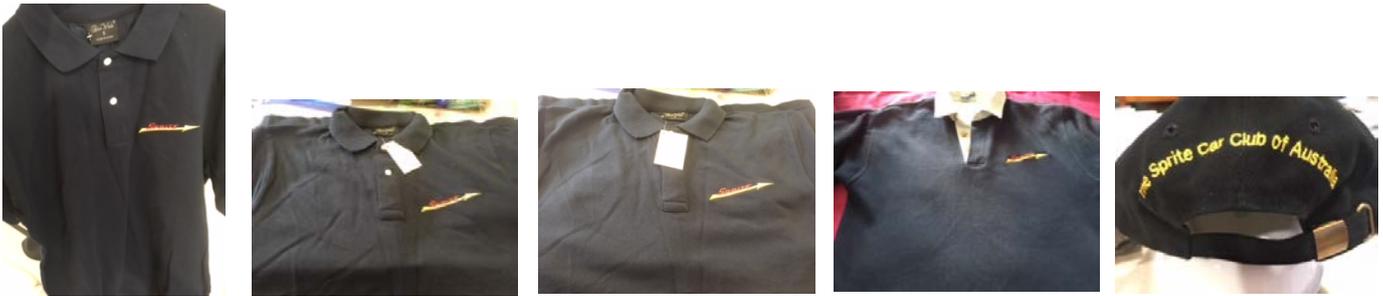
New caps are due in any day. Black with Sprite / Arrow on the front with Sprite Car Club of Australia on the back. Cost is \$20 each.

RUGBY TOPS

Limited number available as many have been pre-sold. I will order more if any would like one.
Cost is TBA. (Less than \$50 each)

Postage is \$10 or pick up on a drive or meeting.

Contact Avis 0412051594 or avisfowler101@gmail.com



Gregory Strange Motor Mechanic

Sydney home of Sprite's and Big Healeys'

Sympathetic servicing and repairs to most

English and Classic Sports Cars.

We also look after your daily drives.

All employees are SPRITE CLUB members

Associated with the Sprite Club since the 1970's

117 Cleveland Street, Chippendale, 2008

Phone 93192299 0412 811 958

Enter the FrogE: The Electric Bugeye Sprite

Want an eensy fully electric classic car? The Bugeye Guy is your man.



Jamie Kitmanwriter

Oct 7, 2019

In the early days of the automobile, an individual *garagiste* might endeavor to build his own version of this newfangled machine that sounded like the future. Romantic, yes. But before too long, such humble operations were uniformly steamrolled by the arrival to the game of organized capital and with it the cost and vicissitudes of automation.

We're kind of in that place again, except it's different. A hundred and twenty years after the backyard blacksmiths and early Henry Ford-type operations embraced internal combustion as the new medium, a world of electric carmakers has arisen where inspired individuals can once again try their hand.

Make no mistake, competing at the level of today's big dogs, including Tesla, remains a bridge too far. Way too far, in fact, farther away than Neptune (the planet not the New Jersey beach town). But small money dreamers today see potential in this revitalized and still immature field. With quality electric motors available off the shelf and the electric car's comparative simplicity, many things become possible, especially if your idea is to start with an existing gasoline-powered car that you want to make electric. In that sense, it's like 1898 all over again. Or like the rise of speed and custom shops in the 1950s and '60s.

Either way, we've driven and been delighted by such battery-powered mashups of old and new before—for instance, the Jaguar E-Type Zero, an electric conversion of the classic Jaguar roadster prepared by Jaguar Land Rover and first showcased as a wedding car for those swinging Windsors, Harry and Megan, who drove it off into the sunset after their royal wedding. A conversion now available through the company's Reborn program, it benefited obviously from the involvement of a modern carmaker. But like many homespun efforts before it, it proved the concept.

Take an old car people like, electrify it, and you wind up with something people still like, a machine that is exactly as handsome as the car it repopulates with batteries and electric motor(s), but one that's less obstreperous and cranky to operate, not to mention cleaner, cheaper to maintain, and quite possibly faster. Several companies on the West Coast will convert your air-cooled VW or Porsche to electric operation and some will convert anything. From what we understand, people who've popped for them are pretty happy.

So when we heard Branford, Connecticut's Bugeye guy, David Silberkleit, was launching an all-electric Sprite, based on the baby Austin-Healy built between 1958

and 1961, we were more than a little intrigued. With new, larger premises across the street from his old shop, the Bugeye Guy has been steadily expanding his operation to the point where he says he has now sold a total of 256 of the tiny, four-cylinder BMC cuties, mostly reconditioned under his own roof, making his claim to be the largest individual seller of Bugeyes in history more difficult to doubt than ever.

So, David, why an electric Bugeye? "Well, you hear a lot from wives: 'I love the car, but it stinks of fuel all the time.' [With cars that aren't used] routinely you get leaking fuel-sender gaskets. Even without working on the cars all day because I'm at my desk, I still smell like fuel." Yet gnarly odors are only part of it, Silberkleit explains. Carburetion and electrical issues confound many owners, too, especially when cars sit unused for long periods.

"After being in this business for 12 years and having these cars come to us with those kinds of chronic issues that are in effect built-in, we have learned and worked very, very hard to try to make them as drivable and user-friendly as possible. And it is a very, very difficult task no matter how many times you do it. The key [for the electric enterprise] is to try to produce a reliable drivable platform so that people can really enjoy these cars."

The first step in the conversion, then, is to ensure that the chassis—steering, suspension, and brakes—are up to snuff. "[W]e are taking something that was never meant to be compliant with life on modern roads," which is to say "going out on the highway at even 75 mph, and keeping up with traffic on a four-lane interstate. So, as part of making these electric, we are addressing many of the drivability issues of the drivetrain, making sure it will stop from 80 mph effectively, and ensuring it will ride well at 80 mph without wandering and being twitchy. All of those things are amplified when you turn [a classic] into something capable of competing with modern vehicles, so you have to make sure everything's right."

The chassis is brought "up to compliance," Silberkleit expounds from memory, "with the optimized front sway bar, disc-brake conversion, upgraded front lever shocks— but still using lever shocks, to keep the integrity of the original design and [because] I think there is an advantage from the standpoint of ride quality. New rubber, so that it's the supple and has the best grip. New rear leaf springs so that we get the best ride quality in the back of the car. Adjusted ride height. It's complicated, but I think we got it all right, and we made it into a very sound platform. Then the harder part starts, which is adapting all this stuff to make it drive."

Once the gasoline car's engine and transmission are removed, the electric motor can be installed and mated, sans gearbox, to the rear end with a custom propeller shaft. A large controller unit is installed under the front bonnet and cooled by an antifreeze heat exchanger, while the motor itself hides out under the transmission tunnel. No gearbox means no gears (forward and reverse are your two choices) and no gear lever, but the hole from which the shifter would have once sprouted is occupied in the car we are about to drive, humorously, by a bottle of Scottish beer.

The 20-kWh, 50-cell battery pack is located in a box inside the trunk where the fuel tank would be, hard to access as ever because of the Sprite's lack of a trunklid, and offering a range of just over 80 miles. Silberkleit expects he will offer a longer-range option, deploying used battery packs from Tesla, which ought to take range to around 130 miles. The current battery pack takes eight hours to charge at 240 volts, while you'll need 24 hours to reenergize from an ordinary 110-volt household outlet.

Operating at 144-170 volts, a proven HPEV AC51 motor spins up to 10,000 rpm in the FrogE, producing 88 horsepower and 108 lb-ft of torque. Designed to work in small and medium cars, it features regenerative braking and will push the FrogE Sprite to 60 in around 10 seconds, roughly twice as fast as the 948-cc BMC A-Series engine it was born with. It can also propel the little roadster to road speeds of more than 100 mph, historically the province of fire-breathing racing Sprites only. It is warranted for two years.

Progress is monitored with surprising accuracy thanks to a custom speedometer that works in tandem with a small GPS device installed on the dash. Preserving the look of the Sprite's simple but elegant gauges and dash layout was a high priority, so it—and a tach—have been commissioned with Sprite fonts, which make them look correct, except for handsome light-up needles that allow drivers to see them at night, which is more than any ordinary Sprite driver might expect.

"It has to have the integrity with that original feeling and spirit," says the Bugeye Guy, so in addition to the dash, the original seats and door panels remain. However, small, additional gauges are installed to monitor the 12-volt low-charge battery, while another keeps you up to the minute on the state of the big battery pack's charge.

Modern inertia-reel safety belts are pleasant and easy to use, we note, as we prepare for a test drive in an Iris Blue FrogE, just the second conversion off the line. "So this particular guy had a Tesla, and he had this Bugeye in his garage for 10 years, sitting there idle, in disrepair. He read about our electric conversion and he thought, 'Well, this thing didn't work when I parked it. I've got to do something with it. It's a dead asset in my life.' He had bought a Tesla, he loved life with his Tesla and he said, 'Why don't you guys convert it for me?' So it was a perfect opportunity for us to continue to refine what we believe is a very attractive pathway for these cars. We removed a leaking, low-oil-pressure engine and put in a motor that will last for arguably 200,000 miles without ever needing anything as long as you feed it juice.

There's something very elegant about that."

Underway, the Sprite feels both of an electric car and a Bugeye Sprite. Quiet and quick, there's a whirring sound and a noticeable but not unpleasant level of regenerative braking from the motor. The brakes are a little spongy, but the regenerative function reduces the need for using them around town. Otherwise, the chassis feels tight and well sorted, all the new suspension pieces helping handle what is just a 75-pound weight penalty for the electric conversion (that iron-block four and gearbox were that heavy). And it truly goes, feeling even more unexpectedly quick than it is.

Being more of what Charles Kettering once called "a pliers and screwdriver" type of operation, there's not a lot of computer simulation or intense mathematics going on. Bugeye Guy that might prove it, but we thought that the Sprite felt like its center of gravity had been lowered, and it actually cornered better than previous gasoline-fired ones we've driven. Of course, the possibility remains that the sensation was the result of it having just been freshly rebuilt. Weight distribution is improved, Silberkleit asserts, to 50/50 from 51/49. Driving at 80 mph on the interstate was an extreme

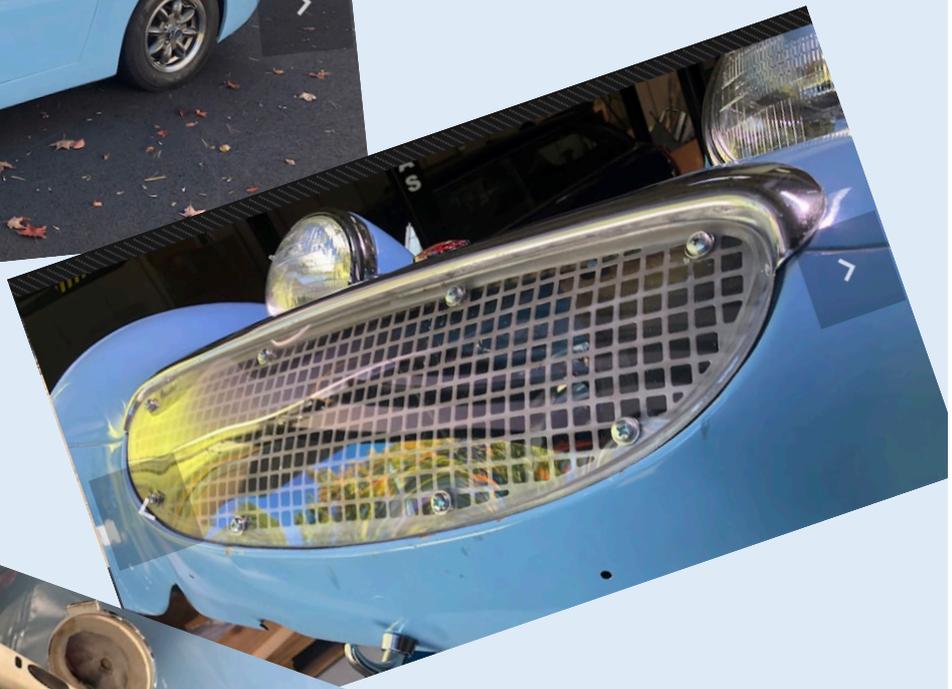
open-air experience, to be sure, but it didn't seem implausible, dangerous, or unpleasant.

You could live with this car for running errands and trips to nearby parks and picnics.

Silberkleit says of the electric conversion, "I think it's the best product

we've ever made, but I also think it's the best thing to happen for the marketplace and for our demographic.

"I love old cars [as they are] and there are plenty of younger customers who love these cars as we do, but as a business owner in this reality of 2019 and the way our consumers in general are aging, the people who grew up with early '60s late '50s sports cars, it's an aging demographic by and large. Because of the way the automotive industry is evolving so dramatically to insulate the consumer from the driving experience, the only way to compete in that universe is with this kind of constant reliability of an electric motor. The cost for the conversion is roughly \$37,500, not including the to-be-converted car, says Silberkleit, who notes he'll gladly perform the work on any other British sports car of similar vintage. The cost does not include any necessary or requested chassis upgrades.



The treasurer was away from his post part A

South Australia to Birdsville trip 2019

10,000KLMs, 42deg for 6 days straight, 15L/100kms, generally down to Portland around to Adelaide York and Eyre peninsulas, up to Flinders Ranges Birdville track, Birdsville, Roma, Lightning Ridge to Port Macquarie and home.

Wednesday 18/9

Up at 5am and out the door at 6am after shower and last minute packing to Orange for our van service. House was a bit messy with rushed departure not helped by some early morning rain. We headed off to Orange to drop the van off for a service at 9.30 am. Light rain for start of trip, but eased off the further we travelled. Made good time and left the van with Jayco and headed off to explore Orange. Visited an alpaca wool mill, but the wool was very expensive, so I settled on an alpaca wool beanie, which was also very expensive! Did a little shopping had lunch and was called to collect the van around 2pm. When we arrived we discovered that the lights above the seat area were still not working. The guys were very nice and fixed it while we waited. Our first stop was at Terarra Creek Camping Area near Eugowra between Orange and Forbes in Nangar National Park. It was an old fossicking area and we had some light rain. We were there on our own till a young couple arrived to camp late evening. A little cool but not too bad.

Thursday 19/9

Could not get the heater going in the morning, so had to have shower in the cold, but not too bad. After breakfast Les managed to get the heater going and we realized the temperature was set on 0 and that is why it would not come on. We drove to Forbes and stopped to have a look around. Of course Les found a car museum to look at. McFeeters car museum, which was originally built as a garage for an individual's car collection. Very impressive building as well as the line up of cars which were mainly owned by one person. The mannequins, dressed appropriately for the times added to the display. I realized how big the XC falcon I used to drive around was. We continued on to Grenfell, where Les found another car museum to explore. This was a Chrysler museum. Fortunately I had shops to explore. I bought a beautiful hand smocked dress for Lyla and a whole supply of winter work shirts for Les from the op shop, which fitted into one bag and cost \$5. We continued on through Junee down to Wagga Wagga. The land was initially very dry but the grass grew much greener the closer we got to Wagga. The mustard oil plants provided a great expanse of brilliant yellow colour as far as the eye could see. This contrasted beautifully with the dark green from other crops. In one area I was admiring the beautiful purple flowers between rocks up on a hill until Les told me that it was Patterson's Curse. Mind you it still looked pretty. The many wattles flowering down the side of the roads were also lovely. We camped at Oura Beach Campground near Wagga on the Murrumbidgee River. This was a lovely spot with an actual flush toilet and completely free.

Friday 20/9

Woke up to a beautiful sunny day, with cows wandering around the campground! We are used to seeing kangaroos, but not cows! Had a look through Wagga Wagga, did a little grocery shopping and drove to Bendigo to stay at Karen's. Sat outside in the freezing cold to watch AFL and ate Pizza and nibbles. Karen had SES friends and families over, nice crowd and good time had by all.

Saturday 21/9

Had a good sleep and a nice breakfast with Karen. Karen came with us and we had a look around Bendigo and had coffee in the Shamrock Hotel, where many famous people have stayed, including Dame Nellie Melba, Prince Charles and Princess Diana. The bell tower across the street kept Dame Nellie awake so she had it turned off for the night. It has never rung again in the night. Lovely old buildings and houses with loads of character. We parted company with Karen and



visited Bendigo Wool Mills, where I managed to purchase some wool and patterns, visited the tram museum, had a tram ride through Bendigo and visited Bendigo pottery. After a late lunch we returned to Karen's and after a fond farewell we hooked up the van and headed towards Ballarat. We drove through some lovely old historic towns as the sky grew darker and darker. We decided to stop at a free camp near Creswell on Salty Creek Rd. Unfortunately we had to set up and cook in the rain, very grateful we have a van and not a tent. Quite cool, we fired the heater up, will soon be cosy!

Sunday 22/9

Woke cold about 5 am, could not get warm, so fired the heater up and it was cosy in no time. As a bonus it dried the towels nicely! When I got up I found that the bathroom end was still quite cool so blocked the vent in the door and modified the direction of the flow of air from the heater and all good!

Left the camp site as the gold seekers were panning for gold. Missed the turn off and drove the less travelled road, 15 klm through pine forests. Looked around Ballarat and stopped for lunch at Lake Tooliorook. We continued on to Portland through lush, green pastures, dams overflowing with water and fields of gold from the mustard oil crops. Saw large numbers of sheep and cows



and a small group of alpacas. A couple of properties from one small town had dry rock walls that continued for kilometres! They were amazing! Lots of rows of very old pine trees and areas of gold colour from the flowering wattles. We passed through a number of quaint towns. Travelled through heavy rain which eased off as we drove into Portland. Unable to purchase lobster at Portland as the dock shop is not open on Sundays. Had afternoon tea at Maccas and Drove to Annya camping area in Annya State Forest and had rissoles and veg. Nice grassy area with many wallabies. Put flannelette sheets on the bed and the woollen doona. Expect a much warmer night! Lightly raining.

Monday 23/9

Woke up to sun shining and wallabies roaming round camp site. Had a bit of a sleep in as the flannelette sheets and woollen doona made a huge difference. Morning tea at Mt Gambier and visited the Blue Lake caused by volcanic activity and supplies the town's water. Continued off to Robe, a pretty seaside village and a Laundromat where I spent some time. Continued on to Kingston SE where we are camped With Greg and Leah on a previous trip in a space provided by the council for RVs, by the water. The entire drive today we have seen lush green grass with animals grazing. However we have learnt that this is a Dry green, which means the crops, although green are much shorter than they should be.

Tuesday 24/9

Woke to beautiful blue sky and sunshine. Headed off to Taillem Bend driving by the beautiful Coorong area so we had water views most of the drive. Low on fuel and the service station en route had closed down so we stopped at a rest area to have morning tea and put a drum of diesel in the car. While there we were joined by a Meningie local, who was more than happy to share his history of the local area. We managed to leave him and continue on our way. We called in to The Bend Motorsport Park as Les needed to look at this new racing track. We had a lovely lunch there. We continued on to Murray Bridge where we did some shopping. We drove on to Haythorpe Reserve camping area for the night. Down by the Murray River with the most magnificent River gums, unfortunately we have a road on the other side as well, which we hope is not used much during the night.

Wednesday 25/9

Woke up to lovely sunny day. Drove to Birdwood which has the National Motor Museum, which had lots of cars but not the greatest quality. Each of the cars had a bit of a history/story, which I liked. We had a lovely morning tea at the bakery and a browse in a gallery, which was quite nice. We drove to The Gap, where we are camping on the west coast of The York Peninsular. We are on the ocean and had a walk along the beach. There was lots of weed washed up on the beach and I collected lots of cuttlefish for the birds. We had a lovely sunset over the water and it seems warmer tonight than what we have experienced so far.

Thursday 26/9

After a late start we headed off to Moonta where we had a wander through the town. Les booked our ride on the Pitchy Ritchie train from Whyalla on Saturday. We continued on to Maitland where we explored Scog,s Shed which had so much stuff it was unbelievable. Not 1 of anything at least 6 or more of everything! Unbelievable! Really just a semi organized hoarder. We visited Port Victor, hoping to score a coffee, but failed. We then headed off to Innes National Park down the tip of the peninsular. A brief stop in Marion Bay to fuel up and toilet break. We then explored the National Park as fully as we could. We had lunch overlooking the ocean at West Cape and it was just stunning. We saw emus running wild and many lizards crossing the road. The cliffs, rock

formations and lovely turquoise waters were just amazing. All this so close to Adelaide! We wandered through the old town of Innes which has one building restored and the other buildings in disrepair. Would have been nice to spend a night down there and more time to explore a little. We drove towards Yorketown and then on to Stansbury and booked into the caravan park for the night, right on the water. First night in a caravan park!

Friday 27/9

Said goodbye to Stansbury and drove to Port Victoria. Too early for coffee, had a drive around and drove to Androssan. Had morning tea in the bakery and took photos of the red cliffs leading down to the sea. It was low tide but they were still very impressive. Drove to Bute to see a wonderful bromeliad nursery with colourful plants - what a disappointment! The nursery was a run down backyard with very ordinary plants. Should have gone to Wallaroo for a prawn lunch! We headed on to Port Broughton for a chicken salad by the water. We explored the town, which was very quaint and then drove to Port Pirie. We visited the information centre and then visited the National Museum, which had a huge quantity of old things, many of which I recognized from my childhood. It was quite interesting. We headed off to Port Augusta and booked into a caravan park for 2 nights as we were on the Pitchy Ritchy railway the next morning.

28/9 Saturday

Up early to collect tickets for our train ride. Les said he could pick up the tickets as the train does not leave till 10.30am. I quickly took a load of washing to put through the machine and hang out before we left. We were a little disappointed that The "Afghan Express" steam train was to be replaced by a Diesel engine taking us to Quorn. The volunteer fireman had to work so that was it. Lovely trip in the old renovated carriages, lots of wood and windows that opened downwards and we were allowed to stand out between the carriages. Chatted to different co-travellers and enjoyed the scenery of the southern end of the Flinders Ranges. We had a conductor in our carriage, who was happy to share information about all things related to the train, trip and carriages. We had lunch in the quaint town of Quorn and explored the few shops that were there. We were back on the train for the trip back to Port Augusta. Washing all dry and did a second load. Hung out for a few hours and it was quite windy so fairly dry and a short time in the dryer and all dry.

29/9 Sunday

No rush this morning and we headed off after breakfast heading to Whyalla. We stopped at the Markets just before Whyalla. They were housed in rooms in the single mans quarters used by the defence forces. Items for sale were quite cheap, but people were doing their craft activities as well as selling their produce. We saw quilters, weavers, knitters, sewers, spinners and wood turners at work, who were all happy to explain their crafts. We purchased a tray of lemon slice and a tray of coconut slice which we will enjoy over the next couple of days. We had a drive around Whyalla and drove up Hummock Hill lookout which gave great views of the town. We continued on to Cowell and drove down to the waterfront where we found a very dilapidated kiosk selling seafood. Off we went for fish and chips. We chatted to two guys on bikes over lunch, as they arrived the same time as us. The meal was absolutely beautiful. As another group lunching there was leaving, a lady who used to live at Mt Druitt and Kurrajong also joined in the conversation. We had a drive and found rye bakery where we completed our lunch with lemon tart and coffee. We continued on down the Eyre Peninsular and have stopped at Lipson Cove right next to the beach for the night. We walked along the beach and it is really windy and we have the entire area to ourselves. We will hear the waves crashing on the beach when we go to bed tonight.

30/9 Monday

Les woke early to catch the sunrise. The wind blew all night and was still going when we left. Drove into Tumby Bay fuelled up and filled gas bottle. Looked around the town, appeared to be a growing town with quite a few new houses being built and a lovely beach but nearly everything was closed and did not open till 10. We drove inland for about 30 minutes to see the Koppio Smithy Museum. So much old memorabilia including cars, tractors, drills, barbed wire, laundry equipment and sewing machines. Some rooms were set up as little furnished houses, classroom, blacksmith work area and one room was devoted to the fire of 2005 down the Eyre Peninsular. Very sad! There was a printers room which was amazing, you could open the drawers and see all the Linoshapes and letters that they used for printing - so many drawers and machinery was used over the years to serve the press! We returned to the highway and continued on to Port Lincoln. We booked the car into Isuzu for an oil change and new filter, before going into the Flinders. Unable to do this till Wednesday afternoon so have continued on to Coffin Bay National Park. Needed to book to camp here on line, which was a bit of a drama for us? However I managed to book us a site more by good luck I think, but we were successful. I much prefer the system of putting the cash in the locked box! Anyway the site is lovely with a water view, although a little breezy. There were only a couple of sites left so we had to just get one quickly. Had

lunch and then explored the 2nd section of the National Park - spectacular coastline and rock formations. Saw 2 mother emus with 4 chicks each wandering down the road. Although adult emus are pretty ugly, the little chicks were very cute. It is very peaceful here with the sound of the waves crashing on the beach in the background.

1/10 Tuesday

Visited the lookouts in the National Park that were on the way out to Coffin Bay. Again lovely views of the coastline and beautiful clear water. Drove to Coffin Bay, walked the Oyster Trail and visited the few shops in the little town. Had a coffee and returned to our campsite. Hung some washing out and had a lazy afternoon reading while Les had a nap. After he woke we had a bit of a walk and managed to take some photos of a mum emu with her 5 little chicks, so cute! It was very hot, so the washing dried and we had 3 wallabies graze on the grass near our van. Definitely the warmest night that we have had, did not even need the doona the whole night. 2/10 Wednesday

Packed up after breakfast and said goodbye to the National Park and drove to Coffin Bay caravan Park. Needed to charge all our batteries, fill our water tanks and leave our van alone for the day to explore Port Lincoln and have the oil and oil filter in the car replaced. We drove through Lincoln National Park and visited all the lookouts. Have to be careful not to run over lizards and snakes driving through the parks. One little lizard we stopped for did not move, even when I got out the car to take photos. Les had to tap his tail to make him move, he obviously was enjoying the warm road. Again we saw the beautiful clear water and white sand and some rocky coastline. Really beautiful! We drove to a Fresh Seafood place and had Coffin Bay oysters and Spencer Gulf prawns for lunch - absolutely beautiful. Had coffee at a cafe and I had some retail therapy while Les gave the car a wash before its little service. We dropped the car off and walked along beside the beach, did some shopping and picked the car up and drove back to the van. A little cooler this evening.



3/10 Thursday

Left Coffin Bay heading towards Streaky Bay. First stop was Mt Dutton Bay to visit the old wool shed. Did not have morning tea as too close to breakfast, just went into the museum. It was a very old building and the museum section was only one room, but it did have a lot of old tools and items from yesteryear and obviously a great deal on sharing and items one would find in a woolshed in the old days. We walked along the restored jetty and then continued on to Ellington. We had lunch and then went in to the old building decorated with murals which contained the information centre, gift shop, the library and an Op Shop. She was a very enthusiastic lady and gave us all the information on the area. We drove the cliff top coast road stopping at all the vantage points to take photos of the very rugged coast line. It was very impressive! We had only just entered this narrow dirt road when we met a large truck spraying water on the road coming in the opposite direction. There was no room for passing so after a bit of discussion Les had to back the caravan back and to the side to allow the truck and the bit of traffic behind him to go past. Les did a wonderful job of manoeuvring the van out of the way, the traffic passed and we continued on our way! We returned to the highway and the the scenery varied between lush green crops and huge salt pans. We drove to Talia where



again we headed to the coast to see the Woolshed Cave and The Tub, which were both rock formations caused by the ocean over time. We discovered that there was a bush camp ground close by on a property and as it was late we pulled in for the night. It is very rustic, but quite good for us as we are self-contained. It is very warm.

Business Transaction Account		<u>\$7,604.68</u>	\$1,163.68
		\$71,059.75	\$61,427.13
SOCA club assets	Cost 2017/18	2019 valuation	Previous years value
Tent	\$798.00	\$250.00	\$558.00
2 way radios	\$528.65	\$150.00	\$370.00
Grille badges	4	\$45.00	\$60.00
Regalia		\$1,150.00	\$1,150.00
Library		\$1,200.00	\$1,200.00
Balance in bank		\$71,059.75	\$61,427.13
Total club assets		\$73,854.75	\$64,765.13



Bugeye Dragster anyone?

Help Required!

Do you know these Midgets?

Are you able to help me to find my dad's 1971 MG Midget and my brother's 1971 or 72 Orange MG Midget? My dad (James Rushton) bought his Midget new at Larke Hoskins in Zetland in 1971. He sold it to a lady in her 30's from his parent's house in Lindfield in 1975. His number plates were EQZ-504. It was white with the black trim on the sides. My older brother (also James Rushton) bought his first MG Midget from a lady in Mosman in 2005 and it was orange and black trim on the sides. Three months later he sold it to a guy because it had too much rust. He bought another orange MG Midget at Nepean Classic in Penrith in 2005. Then he sold it a guy who lives in Queensland in 2010 and looks like he joined MG club. His number plates were ASO - 71L. I don't have the chassis number or engine number for either car. Here are the photos of my parent's white MG Midget and my brother's orange MG Midget. Regards Sean Rushtonseanmr43@gmail.com text only please to 0415302892



The treasurer was away from his post part B

South Australia to Birdsville trip 2019

4/10 Friday

We headed off to the rock formation known as Murphy's Haystacks on private property. Eery interesting seeing this impressive collection of rocks grouped on the property. We continued on to the coast to see the sea lion colony at POINT Labatt. There was a board walk and steps to take you to, over the colony. A couple on the rocks appeared to be quite friendly, while the majority were sleeping, the Australian ones on the sand, and the New Zealand ones on the rocks.



We continued on to Streaky Bay taking the two tourist loop drives. These drives around two Peninsulas's stopping to look at sites showcasing the wild coast line. Some stops were better than others. We drove into the town of Streaky Bay

and Les dropped me off at the craft shop while he filled the car with diesel. I scored a couple of books and a knitting pattern and then we met up and went to the town's Powerhouse Museum to see 400 old stationary engines all restored to working order. Les and I and about 6 other guys were told that they were going to start up an old engine from 1910. We all stood around and it started very easily and all the guys were very excited. We continued on to Perlubie Beach where we set up camp actually on the beach for the night. We waded in the water of the Great Australian Bite before a stunning sunset over the water. This ends the coastal part of our trip as we head inland tomorrow!

5/10 Saturday

Woke up to the wind and sand blowing a gale! Terrible packing up and heading off. The weather stayed windy and extremely hot, 42deg all day. At least it was a dry heat! We headed off to Pidappa Rock, similar formation to Wave Rock, which was quite impressive. Although it was very windy we managed to climb to the top of the rock with Les holding my hand. We took photos and descended the other side, which was much easier. It is amazing just seeing one great rock formation coming out of the ground. We continued on to Wundinna where we stopped for coffee in the bakery before taking a tourist drive loop, just out of town, to see a few signed rock formations.

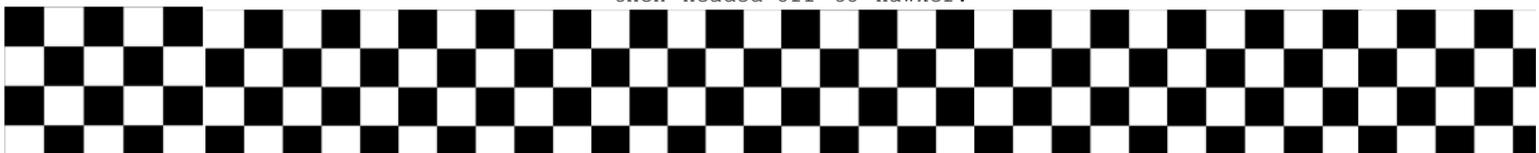
As we drove the sky ahead looked very dark, like a storm was coming, but we decided that it was just dust whipped into the air by the wind that had blown the entire day. We continued on to Port Augusta for the night. We drove into Iron Knob as we had not been there before and it was very sad to see what appears to be a dying town. No sign of life, with many houses looking shut up and empty. There were lots of old cars lying around in yards. We arrived in Port Augusta to wash the sheets and towels and enjoy the air conditioner.

6/10 Sunday

Much nicer day, cooler and daylight saving has arrived! There is no impact on us as we are on holiday and time does not matter too much! Dust all gone and blue sky has returned. Packed the



van up and then fuelled up and did a large shop before heading off to the Flinders. The drive down both Peninsulars and to here has been low growing salt bush and low growing trees. Trees that are larger just die so out amongst the salt bush stand a few dead trees, but not many. We drove to Quorn to see the Pitchy Ritchi train leave "Pitchy Ritchy Explorer" and a small steam engine which is also the carriage known as the "Coffee Pot", the only one of its type left running in the world. 22 people on the train, but plenty of people there to see it off. We walked to Emily's Café where we had coffee and lovely pies. My lamb pie was superb and I don't really choose pies very often. We looked at the Aboriginal Gallery and then headed off to Hawker.



Collected info from the information centre and then headed off to Jeff Morgan's Gallery where we saw the panoramic murals that he had painted on circular canvas walls, 8 metres high and 15" metres diameter, of the Flinders area. Small animals were hidden in his work for visitors to find. We decided to stay at Rawnsley Station so we drove there. Were surprised to discover it was a Top caravan park with all facilities found at a regular caravan park. We have a nice site with the fridge side of the van protected from the afternoon sun by trees.

7/10 Monday

We had a very busy day today. After breakfast we headed off to do the gorge drive. We travelled Bunyeroo Gorge, Aroona Valley and Brachina Gorge all within the Ikara-Flinders National Park. We stopped at many lookouts to take photos and the views were spectacular. The gorges were dry river beds with magnificent gum trees. The gums were beautiful with their massive white trunks. We saw some ruins on this trip of an old farm house. We took the Moralana Scenic Drive to return to van. We saw the superb scenery of the Elder Range, Mt Aleck and the north wall of Wilpena Pound. Most of this drive is through private property, so again sheep wandering around. After lunch we headed off to Wilpena Pound to climb to the top of one of the walls. The climb was 3kl each way, so filled the afternoon. I almost trod on a snake as Les told me to keep walking, luckily it was a Python, towards the top of the climb. It was quite a view so worth the climb! On the return we saw emus, wallabies, sheep, goats and an echidna under a fallen trunk eating ants. Such a treat! The white gums again were magnificent. Some with trunks almost like Boabs, others growing from the base of a dead tree and others with more than one trunk. Some had rotted through and you could walk in them. They were absolutely stunning Back at Wilpena tourist office we reported the Python to find out there were many sitings of Brown snakes that day also. It was 6pm when we had finished so we decided to have dinner at the Wilpena Resort bistro. We headed home for a shower and a cuppa after a very big day!



8/10 Tuesday

Up late and found that a number of people had an early start getting away. We filled up and bought some Rawnsley Park lamb chops before leaving. We drove to Blinman and left the van while we drove the Glasshouse Gorge. We had 3 kangaroos cross the road in front of the van today. The view of the mountains was very impressive. You could see that the rock beds had been formed under the sea and when pushed up out of the land the rock beds showed the angle of thrust, some almost vertical. In other areas where the whole mountain was pushed up evenly, the rock bed looked like a

retaining wall built by man to hold the dirt. The rocks, dirt, trees, grasses and low growing shrubs provided a patchwork effect provided by nature. Going in to the gorge we saw large numbers of native pines and flowering wattles. However, along the dry river beds were the magnificent white trunk gums that we have seen on our trip, which I will now refer to as River Gums. After our drive we went to the cafe for morning tea, the worst ever! We had scones to try the Quandong jam, it was disgusting, the coffee was so bad I could not even drink it and Les was not impressed with his hot chocolate! We Hooked the van back on to the car and drove to Arkaroola, 155 km of dirt road, quite rough in places. When we arrived, we found the shower door had fallen off and has cut through the base of the shower floor. Les has put it back on. Late dinner after cleaning all the dust that came in on the dirt road and repairing the shower. I am finding where we are staying as not as remote as I expected. Again here we have power, water, shop to buy food or readymade meals, and laundry and bathrooms. We have booked the Ridge top Tour for tomorrow afternoon.

9/10 Wednesday

Did a 4 wheel drive trip through part of the property and saw the Pinnacle formation and a pond with stagnant water. As we approached the Waterhole, a wallaby bounded up the steep mountain as easily as if he was on flat ground. Unfortunately there were a few wallaby carcasses around the Waterhole. After lunch we headed off for our 4WD ridge top tour. The drive was on tracks that could be on the show of most dangerous roads to drive on. However the views were amazing and at Stillier's lookout you had the feeling of being on top of the world. 2 wallabies were there to be fed and one was happy to drink the water. The workers are feeding the wallabies to try and keep them alive. They are expecting rain in January and really need it to keep the Red Gums alive. It was nice to see the wattles flowering. The area has great geological significance and Mt Gee has more different types of rocks than any other area of the world. Mt Painter has a very fertile

interior and the original owner and his wife have their ashes scattered there and his son runs the property. Fortunately his son will take over the legacy when required.

10/10 Thursday

Departed Arkaroola, my favorite part of the trip, absolutely fabulous place! We drove to Marree where we are staying for the night for free at the back of the pub. We drove through Leigh Creek, which was like a ghost town. Lots of houses, but could not see any people. We continued on to Copley where we had a kangaroo and claret pie for lunch, which was very nice. We chatted to 2 ladies we had met at Arkaroola. We drove through the historic town of Farina, which were all ruins apart from the underground bakery which operates for a few weeks in Winter each year. We have booked a flight over Eyre Lake for tomorrow to see it with water in it. The scenery on the drive was very flat with the odd low growing trees, and a few large wattles shrubs along the side of the road. Initially when we left Arkaroola we followed the Flinders Ranges, with all their changing colours caused by vegetation, sand and dirt. Quite beautiful.

11/10 Friday

Had to hang around parked behind the pub to wait for our flight tomorrow. The weld on the spare tyre rack on the back of the van started to crack, so Les had to rearrange the car to accommodate the 2 spare tyres. This took a bit of time, but not as bad as he thought. We went and had a shower and rinsed out the washing that I had soaking. Les hung it on a wire fence and then we had a lazy time reading while the washing dried. Had a late snack and packed up and headed to the airport. It was quite windy so I was a little nervous. Don't love the small plane flights, but don't want to miss the sights, so I go. It looked quite flat on the ground, so I figured he would be able to land somewhere without too much problem, so I just concentrated on the view. He pointed out a number of sights, the Marree man is a drawing in the sand which has just been redrawn as the sand was covering him up, 28klms around the outside and such a great picture. The dog proof fence, a crashed Cessna, pipeline to Olympic Dam to name a few. We passed over huge salt plains before coming to the lake. It was quite spectacular, lovely blue colour surrounded by white salt and other muddy looking ground. It had islands in it with vegetation, one had a tree and I could see birds on a small island. We flew quite low over the lake now only 35% full, when Les was here on his Simpson Desert trip 4 months earlier it was 65%. It is massive and would be quite a sight if completely full. Returned to the airport safely and headed off down the Birdsville Track. Birdsville here we come! The road not too bad, but quite rough in some places. The surrounding land was very flat with the occasional Mesa appearing. Lots of small bushes, spinnaker grass and the occasional small tree. The ground changed colours continually ranging from deep red to cream and all colours in between. Some area had more growth than others. We pulled in to Cooper Creek campground for a toilet break, found the shower door off again so decided to stay for the night. There is us and the dunny- should be a quiet night!



12/10 Saturday

I was pleasantly surprised to find the dunny was a flush toilet, out in the middle of nowhere! We headed off and continued our trip on the Birdsville track. We saw a group of emus, a few cattle and we came to a pond which had ducks on it. We stopped at Mungeranie to fuel up and have a cuppa. Had to ring a bell to have the owner come and let us in and what a place. Dark and dingy with hats and pieces of hair covered the ceiling, all named with place of origin. Reminded me a little of Daly Waters Pub, with a different theme. We settled for a cup of tea and a chat with the owner. He had stories to tell and we were his only customers. So he was happy to talk. He had been there for 12 1/2 years and said as far as he was concerned it had not rained for 3years. We continued on the road and the next stop we found the shower door off yet again! Not knowing how to secure it we decided to lay it on the bed and tuck it in with a blanket. That the end of the shower door as far as I am concerned, a shower curtain will be fine and not cause as much trouble. We are hoping when we return to bitumen it can go back on. We stopped beside the track for lunch and then made our way to Birdsville. We came to the area that had flooded about 6 months ago and it was quite lush, the ground covered with grass and small shrubs, amazing difference. Very hot and dusty but booked a powered site and enjoyed the air conditioner.

To be continued....

Coming Events 2019/2020

- November 31st/December 1st HSRCA Tasman Meeting
- Friday, December 6th Drive details TBA.
- February 15th 2020. Gerringong Motorfest.
- April 9-13th 2020. National Challenge.
- July 5th 2020. Donald Healey Birthday.
- July 25-26th 2020. SCCA 60th Birthday at quarantine Station



Sprite Parts

A compact workshop where you and your car get personal attention

Fast, friendly, efficient service from the only supplier open 7am to 7pm, 7 days per week

PHONE or FAX ORDERS

Goods are dispatched by overnight air bag, express post, courier or road freight

All you need for your MG, Sprite or Mini

Colin Dodds 2 Parklea Close, Dural NSW 2158

Ph 0414 789263 Fax: 02 9651-6703

Email Colin@SpriteParts.com.au Web: www.SpriteParts.com.au