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May 2020

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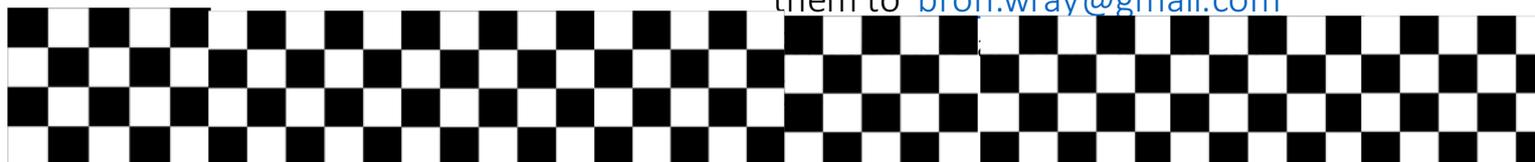
## Welcome to Sprite Torque

Welcome to the this edition of Sprite Torque for the year. In time of much uncertainty, I hope you enjoy the read. In this edition members share their very fond memories of the Late Barry Taylor. Thank you all for taking the time to share with us.

Thank you so much to our members who have sent me some wonderful articles.. Please feel free to 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?.

You will note up coming events have been removed due to our current health crisis.

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



## Committee

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Colin Dodds

Steve Rivett

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Leah Holden

Petersmith

# Sprite Car Club of Australia Inc.

ABN: 62879038-526

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### 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

Ian Jenson, Barry Cockayne, Les Payne, Bill McLennan

2019 Eileen Barlow

### 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,

Mk 3 Midget Mk 3 Midget Colin Dodds 0414 789 263

1500 Midget Greg Prunster 0428 169 931

### 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

The Hills Club—2 -6 Jenner Street Baulkham Hills

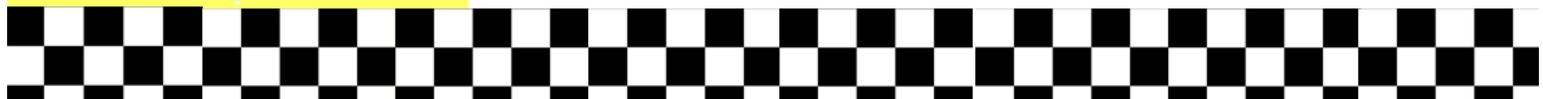
2nd Tuesday of each month starting at 7:30pm—Lachlan Room

**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>**

**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.



# PRESIDENTS REPORT



As May draws to a conclusion we are starting to see the gradual lifting of COVID-19 restrictions across all states of Australia. As you are no doubt aware, the restrictions vary from State to State and the Queensland border remains closed for at least another month. It really is a strange time and one where I have spent more time at home than I have ever done in my life. Last week I ventured into Sydney CBD for the first time in 3 weeks and it was deserted. I had 30 minutes to kill, so I wandered down to The Rocks and was amazed to find it absolutely deserted at 9:15am on a Thursday morning – not a single soul in sight. I do not think that will ever be repeated in my lifetime, at least I hope not.

We have successfully held our second committee meeting in the 'virtual world' using ZOOM and once again we were able to get through the agenda in record time. People were much more relaxed in this second meeting in what is becoming a more normal way of operating. Using a virtual meeting saves time and significant travel for our committee, the main downside being the need to cook your own dinner as opposed to buying one at the Club. This month we discussed what might be possible as a club as restrictions are lifted. This may include runs to venues but also the possibility of runs to open spaces where we can picnic in a socially distanced environment. With this in mind, Keith Smith is planning to resume his popular Friday runs to the South of Sydney, see inside for details, but this will only happen if NSW Government rules allow, so make sure you contact Keith to ensure the run is going ahead. We are also looking at potential weekend runs for the club and will release details next month, but again I stress this will be in line with NSW Government rules.

Our friends North of the border in QLD have had their first committee meeting since the start of the COVID-19 pandemic and they have advised us that they are planning to host the National Championships in 2021 from 1<sup>st</sup> to 5<sup>th</sup> April over the Easter long weekend. Even this far out, we still need to remember that this is subject to COVID-19 restrictions being lifted. My understanding is that the event will be similar to the one that was planned for this year, but we will keep you updated on any developments.

In last month's magazine you will have found a report on a run that supposedly took place earlier this year, written by Greg Holden. Hopefully you all worked out that this was a report on an event that never took place and it was full of deliberate mistakes. Greg has put out a challenge to see who can spot all the mistakes in the article – see inside for details.

On a personal front, I have currently got all my cars running, which is the first time for a long time. The Marque Sports car is ready to go racing, the only trouble is there is no racing although we are hoping this will change shortly as tracks open up. My road going Midget, is getting closer to being a Group S car, but I ventured out on the road yesterday in it to do a bit of essential shopping. The addition of a Weber 45 creates a lot more induction noise than the SU's used to and the 4.2 LSD certainly made the car faster off the line than the 3.9. There is still plenty to do on the car but at least it is mobile again. My Lotus also got a run a few days ago but all I needed to do there was reconnect the battery and turn the key.

That's all from me this month, please keep safe and well and I look forward to seeing as many of you as possible later in the year.

David Baigent

Club President



**Ashley hard-top to suit Mk11 or 11A Sprite, Mk1 Midget**

Extremely rare and difficult to find in any condition, this one is actually quite sound. There is very minor damage where the J-bolts secure it to the body, but that's about all. It needs recovering and tidying up as expected for a near 60 year old top. The rear quarter window pivots are there, as are boot lid hinges and lock. Importantly the glass is intact. Email me for more photos, or visit and inspect at your leisure. Just email [Colin@SpriteParts.com.au](mailto:Colin@SpriteParts.com.au) or phone me on 0414 789263.

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MINUTES OF MONTHLY MEETING  
12<sup>TH</sup> May, 2020

Venue: Zoom meeting  
Meeting commenced: 7.30pm

**Present:** Committee members: David Baigent, Graham Wells, Peter Smith, Anne Smith, Barry Cockayne, Carol Dodds, Rod Pringle, Ross Reichardt, Paul Barbara, Les Payne, Leah Holden, Steve Rivett, Rob Howes, Avis Fowler, Greg Holden

Members: Brian Walton

**Apologies:** Colin Dodds

**Minutes of Previous Meeting:**

David Baigent reported that the minutes from the previous meeting had been circulated. Moved accepted Rod Pringle, seconded Steve Rivett, Carried.

**Business Arising:**

None other than items covered later in the meeting.

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

General Account:

Opening balance	\$12,739.52
Deposits	\$450.00
Payments: A.P. Regalia	\$1,603.16
All British Day	\$830.00
Closing balance 30/4	\$10,756.36

Savings Account:

Opening balance	\$46,075.98
Interest	\$3.91
Closing balance 30/4	\$46,079.89

Business Transaction Account:

Opening balance	\$5,078.69
Deposit: Regalia	\$217.60
Payments:	nil
Bank fee	\$10.00
Closing balance 30/4	\$5,286.29

Debit Account

Opening balance	\$2,579.95
Deposits: MSA refund	\$986.00
Payments: Refund SS S. Grigg	\$171.50

Refund SS J. Whittaker		\$188.16
Inv 0267		\$65.00
Snap ST March		\$193.00
Website		\$241.98
Postage ST		\$132.00
Mem refund J. Ignacz		\$60.00
Closing balance	30/4	\$2,514.31

Total Cash in Bank \$64,636.85  
 Moved accepted Graham Leah Holden, seconded Rod Pringle. Carried

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

**Incoming:**

- Leah Holden, Email quotes & brochure for marquees, Circulated to members.
- Email Keith Smith re Friday runs
- Motorsport Aust. SpeedRead & Return to Racing document.
- Magazines/Brochures: Mascot, Goblins Gazette, Australian Austin Healey

**Coming Events:**

-David Baigent presented the proposed runs from Keith Smith. These are dependent on Covid-19 restrictions being lifted & the venues being open. Anyone wishing to participate needs to phone Keith a few days before the event on 0404631200.

Barry Cockayne moved they be put in the calendar under these conditions, seconded Rod Pringle. Carried.

Greg Holden asked that Keith confirms the runs 3 or 4 days beforehand by Chimp Mail. David Baigent will talk to Keith.

-Rod Pringle advised that Beyond Bitumen was cancelled & re-scheduled for November. Rod will write something for Sprite Torque.

-Carol Dodds reported that it is difficult to plan anything at present due to venues such as cafes being closed. The only possibilities are outdoor events such as picnics with take your own food or take away. Barry Cockayne said that we need, however, to have an event planned so that it can be held as soon as restrictions are eased. David Baigent will discuss with Carol.

Provisional events for 2020/21 are:

- Friday, June 19<sup>th</sup> Pyree for lunch.
- July 5<sup>th</sup> 2020. Donald Healey Birthday (awaiting advice from AHOC of NSW)
- Friday, July 24<sup>th</sup> Lunch at Novotel, Wollongong.
- Sunday, August 16<sup>th</sup> Shannons Day.
- Friday, August 21<sup>st</sup> Drive to Southern Highlands
- Sunday, September 13<sup>th</sup> All British Display Day.
- Friday, September 18<sup>th</sup> Drive to Berry for lunch.
- Friday, October 16<sup>th</sup> Drive to Bundeena.
- Friday, November 13<sup>th</sup> Drive to Greenwell Point.
- Friday, December 11<sup>th</sup> Drive to Campden Valley Inn

-Friday, Fish & Chips at Kiama.

**Motorsport Aust.** Barry Cockayne reported.

- MSA have issued a Return to Racing strategy.
- Extensions to competition licences issued.
- Barry will contact MSA re the Club 60<sup>th</sup>.

**Membership:** Ross Reichardt reported.

We have 403 members.

Two new applications this month.

- Kevin McGarrity who has a 1974 International
- Brian Doswell who has a 1966 Sprite.

David Baigent moved both be accepted, seconded Barry Cockayne. Carried.  
Membership renewals are about to go on-line with bank deposit payments as much as possible.

**Regalia:** Avis Fowler reported.

- Jacket orders have been delivered & paid for.
- Greg Holden suggested we look for suggestions as to what new regalia members want to buy. Suggestions like travel mugs made. Avis said she will look around.
- Anne Smith asked why we have different logos like the Sprite arrow on regalia? Why not have Club logo on everything? Avis said the Sprite emblem items enabled sale outside Club membership. Greg Holden suggested we put emblems on Sprite arrow merchandise.

**Sprite Torque:** April on-line & mailed this week.

**Web-site:** Rob Howes reported a few technical problems sorted.

**Facebook:** We have 430 members. Lots of people looking for technical information.

**Drive to Survive:** David Baigent will speak to Colin Dodds re what is happening with Drive to Survive with Covid-19 restrictions.

**General Business:**

Leah Holden reported.

- The brochure & quotes were circulated to the committee members.
- The marquee with the rear wall & SCCA logo looked good & was preferred by the meeting.
- The supplier will do the final work-up when we agree.
- Moved Barry Cockayne, seconded Les Payne that we accept the quote & go ahead with the rear wall. Carried.

Rod Pringle asked what is happening with the Challenge? Will it now be in 2021.  
David Baigent will follow-up with Queensland.

Meeting closed at 8.21 pm.

Next meeting: June 9th, 2020 by Zoom unless otherwise advised.

# SPRITE CAR CLUB

## DRIVE TO SURVIVE PROGRAM



# DRIVERS WANTED

The Sprite Car Club of Australia will be sponsoring two people to attend Ian Luff's "P Plate Drive to Survive". Ian has been a driver education pioneer since 1972. Over 150,000 people have attended his Drive to Survive courses designed to improve driver behaviour as well as developing existing skills, increasing a driver's knowledge and awareness. Who better could the Sprite Car Club team up with to provide this opportunity to members, family, friends, neighbours and associates? See here for more details of Ian Luff's P-Plate Drive to Survive Course:

<http://www.drive-to-survive.com.au/p-plate-driving-program>

#### The criteria:

- The recommendation must come from a Sprite Car Club member.
- We need the recommendation in writing (up to half A4 page) explaining why you are nominating the person.
- Your suggested participant needs to have a current Provisional Licence (red or green P plates)
- If you are a Club member on a Provisional Licence, then yes, you can nominate yourself!
- Age is no barrier.

From the nominations, the Committee will select one member of the Sprite Car Club, and one non-member. Nominations are required by the end of July and be announced in the August edition of Sprite Torque.

The attendees can choose the appropriate available time that suits them.

#### SEND NOMINATIONS TO:

**Sprite Car Club Drive to Survive Program**  
**PO Box 696**  
**Kingswood**  
**NSW 2747**

*or via email:*  
[drivetosurvive@spriteclub.com](mailto:drivetosurvive@spriteclub.com)



Don't forget to include your name, phone number, email address, and the relationship between you and your nominee – eg: self, daughter, nephew, friend, neighbour, workmate.

## Vale Barry Taylor

I called Barry Taylor a friend for nearly 40 years. He was an all round charismatic, good guy. Barry and his wife Beryle were introduced to the Sprite Car Club of Australia through their son Glen (a.k.a. Nippa). Glen worked with Christine Rowntree late ex wife of Bob Rowntree, at a local Supermarket. Barry's love of cars shone through as did his community spirit as he went on to become the President of the Sprite Car Club in the late 1980's. During Barry's tenure as President he dragged the Club into the 20<sup>th</sup> Century by investing Club funds into a computer for membership record keeping...complete with a Dot Matrix printer. Nothing but the best for the Club. Barry then became Member No. 1

Barry also put his hand up to be the Club CAMS delegate which meant long hours after "normal" work representing all things for Sports Car Racing.

Barry and a few of us keen race drivers from NSW decided to take on the Victorian in their MG Race Series, travelling to Victoria every six weeks or so. On one such weekend Barry towed his race car and we towed ours from Liverpool to Calder Park Victoria. Barry qualified just ahead of me. The flag dropped and away the field went. The first couple of cars went off on turn one creating a thick cloud of dust and dirt so thick that no-one behind could see more than a foot (30cm) in front of them. That's my excuse. I ran into Barry.

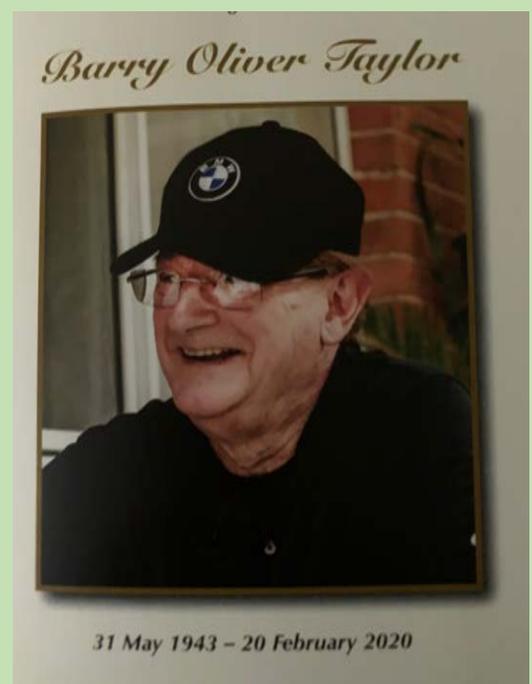
Bazza was also a prankster. I remember us setting up a date with a shy young couple from the Club telling them that it was a Surprise Party. When the couple arrived at the restaurant Barry, Beryle, Ian and I were seated out of sight of the couples table. The couple had a laugh as they thought that was the surprise. All through the evening we received updates on the date progress from the wait staff. Just before dessert Barry, Beryle, Ian and I popped around the corner to yell Surprise.

Barry was always the diplomat. Able to diffuse a volcano with a single word, or a hug. This made Barry a hero around the race circuits where tempers and trials abound.

Barry always enjoyed a fancy dress party and Eurovision was the epitome of bad taste dress ups at our house. He is remembered by others present for his outrageous outfits and atrocious French accent. Amid all the business and sporting activities, Barry was a family man. Barry and Beryle adopted us all, the young car clubbers as family. As our car clubber families grew, so did the Taylor Clan. When our own grandkids came along their hearts swelled to new heights. There was always a fresh pot of proper leaf tea on the table for a chat and a catch up.

We will miss you always Bazza – Oooo lala

Wendy Gibbs



# Vale Barry Taylor

Barry and Beryle were strong and active participants in the club for almost four decades before Barry's passing earlier this year.

Barry was introduced to the Sprite Car Club by his son Glen who joined the club in the early 1980's and competed in motorkhana events in his mum's (Beryle) Gemini (I think).

I think Barry joined the club in 1983 but this should be able to be confirmed from the membership book of the time, first mentioned in March 1984 Sprite Torque as a competitor in Amaroo Super sprint.

Joining the club in 1983, he was first mentioned in Sprite torque in March 1984 after competing at Amaroo Super sprint

Over the years Barry and Beryl were very active within the club and on the committee

December 1985 – Barry was appointed Social Secretary

He joined the committee December 1985 as Social Secretary for 1986 and also won the social point score that year.

December 1986 Beryl joined him as Social Secretary

1987 / 1988 Barry held the position of Club President

1992 saw Barry appointed as our first Cams Delegate and this continued in 1993/ 1994 and 1995 Cams Delegate 1989/ 1990/ 1991/ 1992/ 1993/ 1994/ 1995 CSCA Delegate

In 1988 the membership processed was changed and the committee retained their membership numbers going forward and at this time Barry was the Club President and so held Membership # 1 until his passing.

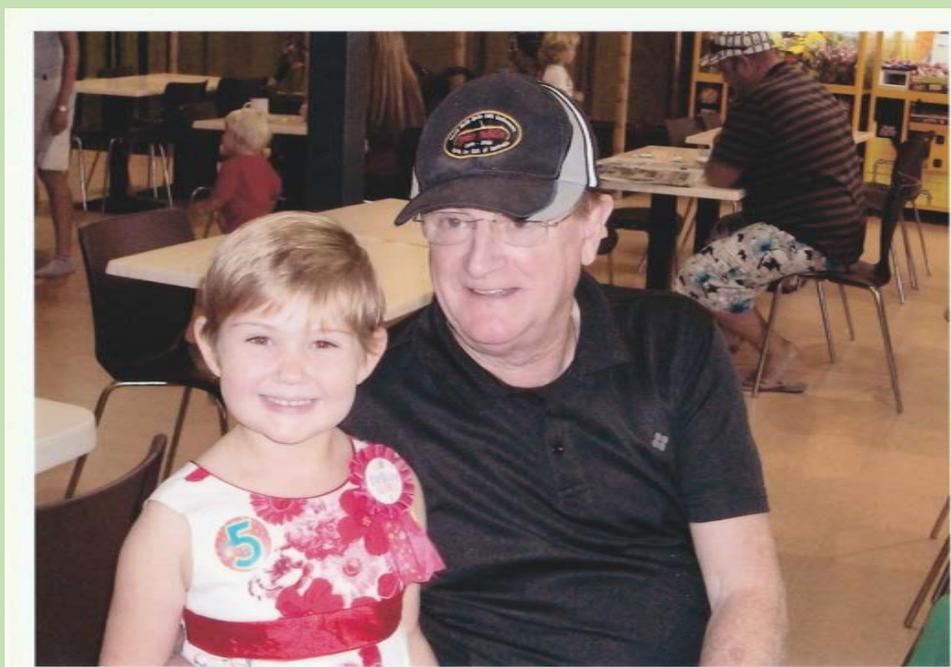
While holding many positions over the years both Barry and Beryle were very active members and attended many social events. Until Barry became unwell they were always at the Christmas functions as well as the AGM and many other functions, always happy to attend trips away

In 2017 Barry was nominated as a Life Member of the club, which was a great honour for Barry and his family

With Barry's passing, we see a part of the club part as well and I think it only fitting to retire Membership number one out of respect for one of our clubs stalwarts

He held the number 1 membership number as after 1988 members retained their previous years number whereas before then numbers 1-20 were allocated to committee member. 1 obviously went to the president, 2 to the secretary etc.

Greg Holden



## My Friend Barry.

We were privileged to know Barry for almost 40 years. We first met through the Sprite Car Club and over many years we attended Challenges together, club events and for a number of years we went on holidays at Christmas with Brian and Anne Walton, Barry and Beryl to Cabbage Tree Island near Old Bar near Taree. Those were wonderful family holidays. The six of us did it for about 5 years and they were fantastic holidays. As life went on, my boys started racing karts and we didn't see Barry nearly often enough. But we always kept in touch. Barry and Beryl were always on the guest list for any event we had....big birthdays etc. And when Damien started racing Greg Prunster's Midgets we ran into Barry and Beryl at the track and they were great times. Glen was racing Peter Bennett's MGB V8 and Damien loved chasing Glenn. Barry was always encouraging. He was great company. We were always invited to lunch at the track. We then discovered Group S and Damien was offered the drive in Bob Rowntree's blue Midget. Barry always followed Damien's results and often rang to talk about our results. Barry was always smiling. Always happy. And incredibly generous. Barry always wanted to know how he could help. Barry was neat and a perfectionist. Barry and Beryl were a perfect combination. They complimented each other. As Barry's health started to fail over the last few years he never complained. He was always upbeat happy to see me. Barry ran Glen in Peter Bennett V8 B for a number of years and we were at the same meeting many times. When Glen stopped racing and his health allowed, Barry and Beryl would quite often turn up at Sydney Motorsport Park to watch Damien race. I always enjoyed Barry's company. He was just a very nice man. Even in his last months, Barry loved a chat and a visit. I miss him already but he will never be forgotten. RIP my friend.

Peter Meyer



**BARRY TAYLOR**  
**SOME THOUGHTS FROM THE 70'S & 80'S**  
**FROM PHIL PARKINSON**

So in February 2020 the Australian 'Sprite' Community lost a wonderful member and a great man whose input to the social side, the competition side and the administration side will be sadly missed.

I am very proud to have been asked to pass on a couple of memories of Barry Taylor during the time I was involved with the SCCA in the 70's & 80's.

My earliest recollection of Barry and the Taylor 'clan' was when they first joined the SCCA with from memory a very neat and tidy Mk IIIA. Barry was one of the first people I remember who really lifted the bar when it came to car presentation. Whilst most of us would give our cars a good wash and vacuum the day before a concourse or display Barry would have spent hours and hours in his garage cleaning and polishing his little red 'baby'. We all learned little tricks from him and I can recall him being referred to as Captain ArmorAll !

Barry ( & Beryle) were always there for all the members of the club, and I'm sure that the number of club members attending events at Oran Park and St Andrews Boys home ( Khanas) would not have been nearly as healthy if the Taylors hadn't had 'open house' after the events. Many a drink, a BBQ and a swim in the pool was enjoyed by drivers 'crew' and a myriad of kids. We all loved it, Barry being the perfect host.

It wasn't until the 80's when a number of us got 'more serious' about competition events and moved to join the ranks of Marque Sports Racing. This is when I saw another side of Barry, That of a super organised, dedicated and fierce competitor, not as a driver but as team manager of 'Taylor Racing' with son Glen ( Nipper) taking on the driving duties. Barry always seemed to be super organised and made sure Glens Midget was always prepared and presented 110% ( and bloody fast too!!!)Glen and I had quite a few close battles in our 'Midgets' especially at Amaroo where Dr Bob Rowntree, Colin Dodds, Peter Bennett, Malcolm Mclaurin and Matt Tinker joined in the fun, and on a few occasions a Victorian contingent joined the party. Barry was always there to cheer all of us on. I do remember Barry building up a competition Midget of his own (immaculate of course ! ) but I'm sure he enjoyed the other side of the racing a bit more. Barry was a friend to all ( Yep even the bloody Victorians).

I lost contact with Barry & his Family in the early 90s when my life took a different direction.

Caught up by phone briefly when his grandson started Karting.

I will always remember his dedication and enthusiasm in all he did , he was a terrific bloke. There are some little lessons I learnt from Barry that I still use today with kart & car preparation. I will always have a bottle of ArmorAll on the shelf ....But now I might just keep a second bottle for Barry.  
RIP Mate



# Vale Barry Taylor

I was asked to write a few words about my friend, Barry Taylor. Where do I start?

When I first joined the Sprite Club (1988? 89?) I wanted to get involved in motorsport, something I had wanted to do since I was a kid. My parents used to take us to Sandown and Phillip Island to see the cars. Well Dad did and we just went along?

Back to joining the club. The Sprite Club ran a driver training day with many of the stalwarts as instructors. With encouragement, I started super sprinting (the genie was out of the bottle) and we were in awe of the couple who ran a red Midget. Wow, it had slicks and flares, and it was quick. This was the Taylor Midget. It was immaculate and fast.

Barry and Beryle were regulars at the CSCA super sprints as son, Glen had moved on to racing. Barry and Beryle were full of good advice and always took the newer competitors under their wing. There was always a cup of tea (we are tea drinkers!), sandwiches, cake. It was as much a social gathering as a motorsport meeting.

Barry always believed in family and I was lucky enough to become part of the family. Barry encouraged my motorsport aspirations. Baz and Beryle were there when I stepped up to racing starting with the 6HR with Beryle, Wendy and Christine Rowntree.

Barry and Beryle were there when I moved into Groups S. Baz always made a point of making sure the car was well presented.

Meanwhile, Taylor Motorsport was running Peter Bennett's MGB. I was included in the team as the family expanded with the team needing pit crew.

Barry and Beryle took a big step when Glen moved into Sports Sedans. We became the Orange People with our fluoro orange team colours. Barry always looked after the crew as we were a family. We went to Indy races on the Gold Coast as Sport Sedans were a support category. Baz worked tirelessly in making sure the car looked the fastest and keeping the crew happy.

It's hard to write this as Baz was there when I raced at Bathurst, there when I got married (walked me down the aisle as my Father had passed away), there when I got divorced, there when I raced in Historics. He was also there when I needed advice, whether it was tiling or reminding me what was important in life.

The single most important part of my life occurred when Elise was born. Baz became her Poppy. They adored each other. Poppy was there for Grandparent Days, Christmas concerts, basketball games, they spoke on the phone, sent messages. They had conversations only they were privy to. Elise swam in Poppy's pool, helped when Poppy and Nanny moved. It hit Elise hard during the funeral that her Poppy was gone.

Elise and I had dinner with Baz and the family a few weeks before the end. I spent many afternoons with my dear friend Baz in the last few weeks, he waited until we returned from our holiday.

We miss Poppy and will spend time with Beryle and the family as the restrictions allow us.

Avis Fowler



## The Treasurer was away from his post. Part 2 – By Les Payne

Arrived at Corinna and had a look around, there is the Pieman Ferry to cross to the south,



unfortunately we were 250mm too long to fit so we had to go via Waratah. 20kms of dirt again up or down and tight corners up to Savage river, which was full of 4wd and cabins, then on to Waratah same type of road although bitumen. We set up camp behind the council chambers, which is very popular as there are so many people here!

### Tuesday 17<sup>th</sup> March

The drive to Cradle Mountain was less hilly and easier driving. Stopped at the Cradle Mtn lookout, a 200m walk very steep, great views then continued on to Cradle Mountain.



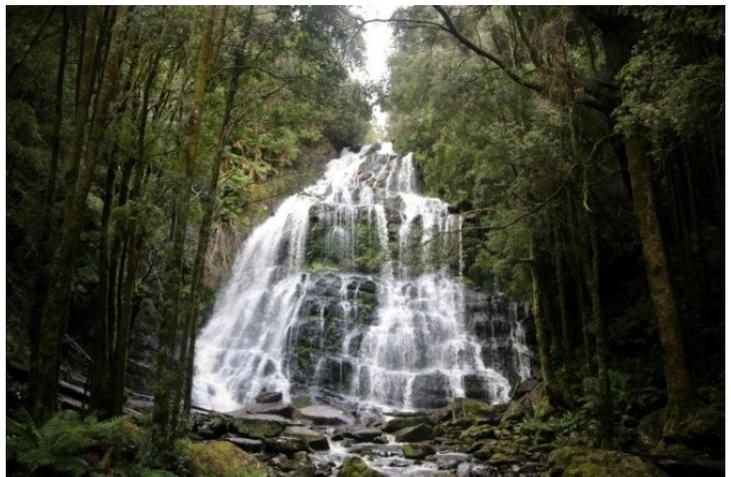
So many vehicles in the car park, that it was hard to find a spot to park the van with all the tourists. Took the bus into Lake Dove and did the 6klm walk around the lake with spectacular views of the mountain but also the landscape, which fluctuated between moss, rainforest and ordinary bush plants. There was a boardwalk almost the total length, I would have liked the contract to

supply the timber. As the sky was cloudy there were no photos of the reflection of the mountain in the lake. Returned to the visitors centre and purchased a pair of Tassie Devil undies before heading to set up camp. As soon as camp was set; we headed to the Tassie Devils at Devils Cradle where they are breeding Devils, Quolls and Wombats to send back to the wild.

We were there for feeding time and interesting how different animals behave when the food is on. The devils were very aggressive with each other, constantly fighting for food. We returned to camp for dinner and the washing of clothes.

### Wednesday 18<sup>th</sup> March

In the morning we ventured out in light rain to 3 waterfalls near the Ranger station. Pencil Pine Falls, Knyvet Falls. Following the walks we were entertained by a series of short films, some in black and white from the time of settlement in the area till present, took around an hour but was so informative.



We drove to Roseberry and headed to the Montezuma Falls.



The road there was blocked by a fallen tree only minutes prior our arrival. I proceeded to cut branches with the reciprocating saw, till someone from the mine turned up with a blunt chain saw followed by another with a very sharp chain saw. All cleared we thanked them and headed for the walk to the falls. We started the walk at 4pm in drizzling rain. The walk was 2.5 hours fast walking along the original tram line that brought out Silver Lead and Zinc which was transported to Zeehan by tram for processing. The metals were sold to Germany for ammunitions until 1914, the outbreak of war. The path was very wet with puddles. The path was lined with a variety of ferns and where there were trunks and rocks nature had created a vertical garden by covering them with moss, sedge, fungi and ferns. The falls were very high with a great flow of water, perhaps the best falls we have seen. No steps involved, just a nice flat path! The scenery just breath taking!

#### Thursday 19<sup>th</sup> March.

Drove through Zeehan to Strahan via Hells Gate camp ground to see what adventures we could organise. At the tourist centre we soon found the big boats were all shut down as well as the train from Queenstown. Caronavirus, already Strahan looks like a ghost town. We did however score a boat trip for Sunday and seats for the play, the ship that never was. Such a hoot, with lots of audience participation, and one of the cast members being the daughter of the playwright. The show has been running 26 years but the near future is bleak. Purchased two slab pieces of myrtle for a coffee table for us and two pieces of Huon Pine for Greg, at the timber mill.

#### Friday 20<sup>th</sup> March

In the morning we drove up to Trial Harbour, a very quaint sea side shanty village and campsite on the Ocean. Returning to Zeehan we stopped to see the spray tunnel 100m long, which was used for the tram with silver from the mine, but so proportioned in design, to allow a large boiler through. In Zeehan we had pies and coffee before venturing into the museum which took 2 hours to see and is a true history of the area fabulous presentation of photos films and mechanical items. There is an 1890 working model of the mine site. So much information to read, that you could have been there all day! Returned to Strahan and while the washing was in progress we did a 40 min walk to the Hogarth falls.

#### Saturday 21<sup>st</sup> March

We were at the dock at 9am for a 5 hour boat trip. As the larger boats have been shut down for the virus we were able to go out on a 12 passenger boat. Headed to Hells Gate, the opening to Macquarie Harbour. The passage is narrow and many boats were lost in big seas, but only a few lives lost in one ship wreck where the captain called abandon ship. If they had stayed on the ship they would have survived. There is a long breakwater outside the opening, to build this, they brought a 50 tonne steam engine on a barge, up from Hobart and unloaded it onto the start of the breakwater and used it to finish the project. We then travelled to the salmon ponds in the middle of the harbour, similar to a 20 to 60 m dia swimming pool 6 to 21 m deep and made of netting. Salmon are grown here 40000 per tank, 10 to 12 months to grow to 5 pound. Next stop was Sarah

Island being a convict jail for some 20 years from about 1834. 150 ships were built there from Huon pine, so the convicts that completed their time came out with a trade. Morning tea was served here and a great array of treats were handed out. Nearby was Garrett island which housed 40 female prisoners till the worst male convicts went there in chains. Off to Pillenger, a town of 1000 people around 1900, its primary purpose was the manufacture of bricks. 3 kilns could fire 134000 bricks in a week. Saw milling Huon pine was also carried out here. They unloaded a steam engine on the 340m jetty and proceeded to build the rail line up to Queenstown. Only ruins remain. A great lunch was had by all with beer and wine offered freely. Back in Strahan we picked up the van refilled the water tanks and headed to Queenstown. Queenstown is a whole lot prettier than I remember on my last trip and even trees are now growing back on the hills, which were devastated by the sulphur from the mining. On the way to our campsite at Lake Burbury, we walked up to Horsetail falls cascading down towards Queenstown.

### Sunday 22<sup>nd</sup> March

From Lake Burbury we travelled to Launceston. At Derwent Bridge we went to Lake Clair tourist info but they were closed due to the virus, had lunch at the cafe, braved the rain and checked out the lake, which was beautiful. We crossed the Derwent Bridge refuelled and travelled 20klms to the Wall, where the history of the region had been sculptured on both sides of a wall 3m high and 25m long in such detail on Huon Pine. All images just looked like the real thing, it was incredible! Some images were completed, some in progress and some still in the planning stages. We were unable to take photos, but we did buy one of his books. We were fortunate to see this as it was closing to the public the following day. Travelling the first half of the journey was up down and tight curves in wet conditions, not my preferred driving conditions. We turned onto Marlboro Road which was 36klms of dirt in the rain but the road surface was solid although wet. This night we camped at Old Macs Farm out of Launceston, big paddock on an old farm, great spot. Washed the Dmax and retired for the night.

### Monday 23<sup>rd</sup> March

Today provided a haircut for Dianne and shopping for a few essential items. We then found Anaconda and bought a pair of waterproof hiking shoes each. Picked up the van and had a brief talk to Kenny and his partner from WA. They are travelling in a homemade half size Kenworth truck towing a Jeep to get around. He spent 2 years building the truck (motor home) on a long wheelbase Mitsubishi chassis. This thing is enormous but he loves it. Refilled water tanks and off to see the Platypus and the Sea horse displays. Back to Launceston and headed for Scottsdale, on arrival the camping area was packed solid with vans, so much for the virus, so headed to Bridport on the coast. Enjoyed a lovely sunset.



We can hear the waves crashing on the beach from the van, this is really a beautiful place allowing us to recharge the batteries and give the van a wash.

Hi all in last months magazine I wrote an article about the Sprite drive you have when you do not have a Sprite Drive.

I hope you got some enjoyment reading what could have been if it was not for the COVID-19 pandemic that has swept the world.

It was a very mixed up run we went on and there are some very wrong references within.

How can you start with 27 cars and 26 people

The club will be putting up a prize out of our regalia stock for the person who can let me know how many mistakes there are in the article.

I will let you know that there are many in next Months SpriteTorque

Some parts could be true, but many are could be 100s of km from the truth

So let me know

Bonus points for someone who can let me know what could be true

Regards

Greg Holden



**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**

# MK4 Sprite Restoration

## Part 2

By Steve Rivett



The engine disassembly begins



The aim was to recondition as many of the original parts as possible. Those parts of the car that couldn't be restored due to their poor condition would be replaced with original new or second hand parts or as a last resort, replica parts.

The engine which is the original engine had been overhauled sometime after the car's arrival into Australia post 1987 and at some stage a Mini inlet manifold was fitted and the exhaust manifold made way for a really ugly extractor setup (see photos below).





The engine was completely overhauled. The Head was sent off to be soda blasted and the block was acid dipped, following which the block and head face were skimmed. The block was then bored and honed to accommodate 72.5mm pistons for those of you that are technically minded. The head had the valve seats done, the camshaft was reground and the crankshaft, flywheel and clutch were balanced. That was all of the outsourced labour accounted for and while that was happening, I was able to clean and paint some of the other engine components.

**It is important to get a coat of primer on the head and block as soon as possible after getting them back as rust will appear before your eyes.**



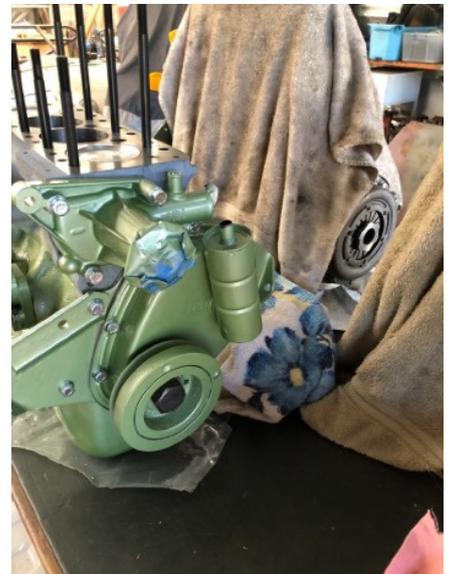


Originally, in the Sprite factory, the engine was painted after it was assembled, but I found this a bit impractical and therefore it was painted in sections during the re-assembly process.

I purchased all of the engine parts required to do the overhaul from Colin Dodds at Sprite parts.



Colin mentioned to me at the beginning of "The Journey" he had most parts in stock and those he didn't have he could get. I must admit, this has proven to be case. The engine came together pretty quickly and I soon found myself, with Colin's guidance, dismantling the gearbox.





According to the paperwork included with the purchase of the car, the gearbox was rebuilt by the Bugeye Barn in Melbourne in 2005. The gearbox was performing well prior to dismantling the car, so a decision needed to be made as to whether it was worth the cost and time to overhaul it yet again.

As this was going to be a complete restoration of the entire car, it was decided to proceed with a complete strip down and rebuild of the gearbox.

All bearings were replaced, along with a new laygear, selector springs, synchroniser springs, seals, gaskets, plug etc.

The gearbox casing parts were cleaned and painted in an alloy silver to help prevent oil and grease staining the alloy casing and the gearbox was then assembled and stored for later fitting.





Time to rebuild the Carbies. During the dismantling process of the car and all its components, Colin would regularly remind me that all usable nuts, bolts, screws, linkages etc should be cleaned and put in the zinc plating bucket for future use. I spent many hours cleaning these items to be used later in the rebuild. Carby linkages were zinc plated and reused.

Colin provided me with the correct inlet manifold which I sand blasted along with the carby body bits and with Colin's assistance and some shiny new parts, the carbies were rebuilt.



Unfortunately the original Air Cleaner assemblies were not on the car when I bought it, so Colin was able to procure a good secondhand pair with the correct beveled edge from the U.S.

To be continued in a future Sprite Torque.



*Dear members,*

*It is time to thinking about renewing your membership of the Sprite Club and membership renewals are due by the end of June if you want to continue as a member of the club.*

*These times of COVID-19 are weird for us all at the moment and the social events of the club currently not able to take place. But these days will pass and when they do, the club resume its normal activities and we'd love to have you join us, so please renew your membership. To help with that, the membership fees have not changed since last year. Online renewal will be available soon and I'll let you know when it is. There is also a membership form available in Sprite Torque.*

*When you pay the membership fees, please do it by direct deposit into the club bank account. I don't want to handle either cheques or cash this year, so please use direct deposit. When you make the payment by direct deposit, please make sure that you identify it with your name and club membership number. If you don't do that, I can't process your renewal in a reasonable time frame. The club's bank account details are available on the online renewal and the printed form.*

*If you have any questions about this, please email me at [membership@spriteclub.com](mailto:membership@spriteclub.com).*

*Ross Reichardt*

*SCCA Membership Secretary*

Did you know????

Joe Di Maggio gave Marilyn Monroe a red "Frogeye" for her birthday in 1959. This is not the actual car but was part of a Marilyn Exhibition in LA





## Sprite Car Club of Australia Inc Membership Application/Renewal 2020-2021

Membership Secretary  
S.C.C.A Membership,  
PO Box 696  
Kingswood 2747 NSW  
[membership@spriteclub.com](mailto:membership@spriteclub.com)

### Membership

Sprite Car Club of Australia (SCCA) offers both single and family memberships which are for a 12-month period from 1st July to 30th June the following year. A family membership is for two adults and any children under the age of 18.

SCCA memberships provide members with the following:

- You will be entitled to take part in both social and competition events organised by the SCCA and other associated Clubs.
- You will be covered under the public liability insurance issued to the Club by CAMS.
- You will also be entitled to NSW Historic Conditional Registration for one or more of your vehicles, subject to them meeting the requirements of the Sprite Car Club of Australia Inc. and the RMS.
- You will be entitled to vote at any General Meeting and at the Annual General Meeting.
- You will have access to the monthly edition of Sprite Torque, available on the SCCA web site.

Please indicate if this is:  A new application  A renewal

Name (Please print when filling out the form)

First Name	Surname	Date of Birth	Email address	Mobile phone	Member #

### Address details

Street	Suburb	State	Postcode

### Phone numbers

Landline (if applicable)	
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### Cars

Make	Model	Year	Colour	Condition	Rego No.

### Cost

Single membership	\$60.00	\$
Family membership (Two adults and any children under the age of 18)	\$70.00	\$
Please indicate if you would like us to mail you a hard copy of Sprite Torque	\$20.00	\$
<b>Total Forwarded</b>		\$

### Payment

Payment can be made by direct deposit, cheque or money order. For direct deposit, please ensure you reference the payment with your name and membership number (for membership renewals). The club bank account details are:

BSB: 062-309  
Account: 1000 4231 Reference (Membership No or Full Name)

### Application

I hereby apply for membership of the Sprite Car Club of Australia Inc. I state that I am not aware of any reason why I would be ineligible for membership of a CAMS affiliated club or its associated entities, and further that I agree to conform with the Constitution of the Club (copy available on request for 'members area' of [www.spriteclub.com](http://www.spriteclub.com)).

Signed: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_