



THE SPRITE
CAR CLUB OF
AUSTRALIA



April 2022



Sprite Car Club of Australia Inc.

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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 (Dec), Ian Jenson, Barry Cockayne, Les payne, Bill McLennan

2019: Eileen Barlow (Dec)

2020: Leah Holden, David Healy

MARQUE MENTORS

MK1 Sprite: Greg Holden and Colin Dodds

MK2 Sprite: Neil Scott

MK3 Sprite: Greg Strange

MK3 Midget: Colin Dodds

1500 Midget: Greg Prunster

S.C.C.A

PO BOX 696 KINGSWOOD NSW 2747

Magazine contributions to:

embaigent@gmail.com

which closes 20th of each month

Monthly meetings: The Hills Club 2-6

Jenner Street Bulkham Hills 2nd

Tuesday of each month starting

at 7:30pm.





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President's Report

By the time we go to print we would have taken our run out to Cowra and would hope that everyone had a good weekend. The group heading West was meet by Neil Napier who now lives in Grenfell.

This is a lovely part of NSW and as a young bloke I had the privilege to work in the surrounding areas.

The company I worked for had a Sawmill in town and we would contract to the cockies and help clear their land for farming. We would take Cypress trees the size of dinner plates and mill them into useable lumber.

It was a great job as a young man, hard work, but it was god work.

I hope they all enjoyed the weekend and got to see a little of the countryside as some of the roads that they ran on over the weekend are excellent Sprite roads.

This month has seen us hold a very successful Supersprint on the South Circuit at Sydney Motor Sport Park.

Thanks must go to David Baigent for flying up from Melbourne to help run the event and doing all the pre meet paperwork and entries. Thanks must go to all other SCCA members and volunteers for putting their hands up to ensure the event was a great success.

Over the next few months we have some great runs organised for our members.

Most runs see us meet at a

Pub, Café or restaurant and while we do not enforce a two jab rule for Covid we do wish to look after the safety of all our members. The Friday runs have been held up lately and I would hope to see them up and running again soon.

You may have noticed in the magazine that we are building a BBQ trailer for the club to use for events coming up. This is something that Ray Fahey and I have wanted to do for some time and it is finally underway.

Ray has spent many a weekend with me, wielding a stick welder and stitching up the subframe to ensure that things look right. I purchased a body from Mittagong and while Ray was welding, I was cutting the body to suit our requirements. Even that was a big job, however, by the end of the Easter Weekend we had a strong structure for the BBQ. Brandan from Hills Prestige will help with the body and paint work. It is starting to look like a trailer and I have attached a number of photos to show our progress.

Fire season is also upon us and we have had a few small fires and have a number of big ones too go. We are hoping to have the major ones out of the way by the June long weekend. Those that are not completed by then will wait until later in the year. We have also been looking at the flood damage down the back and need to work out how to fill ruts that are well over a metre deep and about 10ft wide. Along with that we need to sort out what we will do with fences that have been pulled down and in some cases, washed away by the flood waters. The creek down the bottom was so backed up that we could see it behind the house coming up the back paddock.

We were lucky and many SCCA members suffered worse than us and I hope all recover well.



**MINUTES OF MONTHLY MEETING****Venue: The Hills Club****Meeting commenced: 7.35pm****Present: Committee members: Graham Wells, Les Payne, Greg Holden, Steve Rivett, Ross Reichardt****Members: Avis Fowler, Elise Fowler****Apologies: Rod Pringle, David Baigent, Barry Cockayne.****Minutes of Previous Meeting:****Graham Wells circulated the minutes from the previous meeting. Moved accepted****Les Payne, seconded Greg Holden. Carried.****Business Arising: None other than items covered later in the agenda.****Treasurer's Report: Les Payne reported.****General Account:**

Opening balance	\$31,365.00
Deposits	\$550.00
Payments	nil
Closing balance 31/3	\$31,915

Savings Account:

Opening balance	\$46,105.64
Interest	\$0.35
Closing balance 31/3	\$46,105.99

Business Transaction Account:

Opening balance	\$6,859.52
Deposits:	\$1615.12
Payments: Transfer debit acc.	\$ 3,000.00
Closing balance 31/3	\$5,474.64

Debit Account

Opening balance	\$1,703.81
Deposits Transfer debit acc.	\$3000.00
Payments: supersprint permit	\$925.00
S.T. postage	\$61.32
CMC CUS rego	\$75.00
CMC CUS rego	\$50.00
CMC CUs rego	\$25.00
Trailer axle	\$431.50
Sprite Torque	\$284.00
Post box	\$339.00
Hills room payment	\$90.00
Closing balance 31/3	\$2,422.99
Total Cash in Bank	\$85,918.62

Moved accepted Graham Wells, seconded Steve Rivett. Carried.



MINUTES OF MONTHLY MEETING

Secretary's Report: Graham Wells reported correspondence:

Incoming:

- C.M.C. The Preserve, meeting minutes, cancellation Berry NMHD event.
- M.A. SpeedRead, Grass Roots Sports Fund.
- The Station S.A.
- Magazines: Mascot, OTHR Newsletter, Australian Motorlife Museum, BMC Leland Heritage, Australian Austin Healey.

Coming Events:

Greg Holden reported the run to Grey Gums Café went well.

- Saturday, April 23rd. SCCA Supersprint
- April 30th to May 1st. Weekend away. Details TBA
- Sunday, May 15th Picton Run. Contact Paul Barbara.
- This is also National Motoring Heritage Day.
- Sunday, 14th August. Shannons Day
- September 9/11 HSRCs at Wakefield Park
- Sunday, September 11th. All British Display Day.
- December 2/4 HSRCa at SMP.

Motorsport Aust. & CMC: The CMC meeting minutes were received & circulated to the committee. Some very relevant points are in these minutes. In summary:

- There has been active policing of HVS/CVS vehicles in the Hawksbury area. The officer concerned has been questioning CVS vehicles legality. This has led to TfNSW making significant web-site changes. Draft period options & accessories list to be removed and replaced with a document which will make the Clubs responsible for the decisions made: originality will be the main point considered.
- Standard US16 vehicles are considered modified and more than 20% power increase requires engineering certificate.
- HVS/CVS only 28 vehicles last year recorded as defective of the 60,000 vehicles registered.
- The new CVS plates are coming but the old plates remain valid.
- Novelty or adhesive number plates or plates ordered on-line are illegal.
- Clubs should be using pink slips for HVS vehicles.
- Some Service NSW operators are leaving engine numbers off the registration papers when processed. Members need to insist that they put the numbers on paperwork.

Membership: Ross Reichardt reported:

We have 394 members. Ross has purchase another Sprite so he is a full committee member.

We have a number of new member applications:

- Nicholas Bruninghausen of Bondi who has a 1980 Leyland Moke.
- Evan Hotz & Tammie Hotz from Blaxland.
- Warren Hotz from Blaxland who has a 1958 Sprite and a 1964 Sprite.
- Blake Hotz from Blaxland. The family has purchased a Sprite for Blake to restore for his licence.
- Peter Jones from Kingsford who has a 1960 Sprite.
- Neville Mansfield from Lutwiche who has a 1958 Sprite and a 1960 Lenham Sprite,



MINUTES OF MONTHLY MEETING

- Ned McGovern from Wallacia who has a 1958 Sprite.
- Rosemary Potts from Surry Hills who has a 1973 Sprite.
- Gregory Smith fro Mollymook who has a 1969 MG B.
- Wely Al Rihaby who has a 1976 Leyland Moke.

Moved all accepted Graham Wells, seconded Greg Holden. Carried.

CSCA & Competition: David Baigent has reported on competition by Email and in Sprite Torque.

Next event CSCA is our Supersprint. We have over 50 entries to date. We have enough volunteers to run the event. Avis Fowler is organising the catering.

Regalia: Avis Fowler reported:

- Virtually no activity on regalia.
- The surplus from the Christmas gifts will be distributed to the volunteers at the Supersprint.

Sprite Torque: Greg Holden asked that everyone keep up sending articles to Elly Baigent. There has been some question as to whether some articles have reached the editor Email address. Ross Reichardt sent a test message and it went through. The messages in question will be re-sent.

Web-site: Greg Holden noted that the Facebook site has been active and members have been following the Gibbs trip.

HUS/CUS registration: Greg Holden reported.

We have 155 conditional registration renewals to date, about 30% are Sprites/ Midgets and 30 plus are on CUS. There was a general discussion on the outstanding renewals.

Membership Criteria:

Some members had not read the discussion paper sent by Barry Cockayne. Greg Holden asked that everyone read it & be ready to discuss next meeting. The target is to have, by year end, a clear understanding of what are the criteria for Club membership and the conditional registration of non-marque vehicles. Graham Wells to re-circulate the discussion paper.

General Business:

-Wally Gates sent a thank you card and scratchies in reply to the Christmas gifts. It was decided that any money won would be donated to Beyond Blue via Rod Pringle's entry in Beyond Bitumen. Graham Wells to write to Wally.

Meeting closed at 8.45 pm.

Next committee meeting is May 10 th, 2022 at 7.30 pm. Venue. The Meeting Room, The Hills Club, 2-6 Jenner St. Baulkham Hills





UPCOMING EVENTS

Dates:

Event Details:

30th Apr – 1st May	Weekend to Cowra, travel the back roads to Cowra, organise your own accommodation Start is Lithgow Tourist information 10.30am For further information contact Glenn Palfrey
15th May	Run to Picton area, start at Wallacia 10.30am For further information contact Paul Barbara
25th June	CSCA supersprint Pheasant wood organised by MG Newcastle
13th Aug	CSCA supersprint SMSP Gardner circuit organised by the Morgan Club
27th Aug	CSCA supersprint Pheasants wood organised by MG Sydney
9th – 11th Sept	HSRCA at Wakefield
11th Sept	All British Day
23rd Oct	CSCA supersprint SMSP north circuit organised by the Jaguar club
2nd – 4th Dec	HSRCA at SMP





Competition Corner - David Baigent - Club Captain

CSCA Round 2 hosted by our club, SCCA, took place on Saturday 23rd April. We had 70 entries for the event, but as is usual there were a few withdrawals prior to the event and a couple of no shows on the day. We also had a couple of people who arrived but found issues with their cars so did not compete. This meant we had 60 cars on track in 5 groups which the super-efficient SCCA team turned around quickly giving competitors up to 7 runs on track.

SCCA competitors included Andrew Sebesfi, Ray Fahey, Les Payne all in Sprites & Midgets and they were joined by James Finn in his SAAB 990 Turbo. As is always the case, this event relied upon a band of faithful SCCA volunteers to man the flag points, organise the catering, to run the dummy grid and to provide the Motorsport Australia accredited officials to run the event. We are lucky to have such a great band of dedicated people and I thank you all for coming on the day.

The weather was unexpectedly dry and much better than had been forecasted which added to an excellent day. By the time you read this, results will be posted to Natsoft, but they are also included later in this magazine.

For me the next race event is Historic Winton on 28th May where I plan to race my Group S Midget again. The following event will be the HSRC Sydney Classic at Sydney Motorsport Park on 10-13 June where I plan to race my Marque Sports Midget in the MG and Invited British class which is always entertaining to watch so come along and say hello.

2022 CSCA Supersprint Series Calendar

The ever popular CSCA Supersprint series is back with a full year of events after 2 years disrupted by COVID. These friendly events are the perfect way to start your motorsport journey, whatever your experience and whatever car you drive. There are classes for completely standard cars and these are some of the most fun categories to participate in.

Your SCCA Competitors will welcome you and can provide lots of advice.

Host Club	Date	Location
MG Newcastle	25 th June	Pheasants Wood - <u>Marulan</u>
Triumph Sports Owners Association	16 th July	Wakefield Park – Goulburn
Morgan Owners Association	13 th August	Sydney Motorsport Park – Gardner Circuit
MG Sydney	27 th August	Pheasants Wood – <u>Marulan</u>
Jaguar Drivers Club	23 rd October	Sydney Motorsport Park – North Circuit





1969 Austin Healey Sprite Concourse Restoration

My goal was to have a car project to keep me busy after retirement . I already owned a very nice supercharged MG Midget, but I am a Healey fan having previously owned a BJ8 Healey.

I wanted to restore a Sprite with a 1275cc engine, a roof which was permanently fixed to the car and be as close to original as possible which meant it had to be a Mk4 Sprite.

Austin Healey Sprites were also assembled in Australia, with the Mk3a being the last of these cars assembled here. Unfortunately the Mk3a was only fitted with a 1098cc motor and didn't have a fixed roof.

This left me with only two options, either find a Mk4 which had been privately imported into Australia or import one myself.

After several months of looking, I managed to locate a 1969 Mk4 Sprite for purchase near Sale in Victoria.

I bought the car sight unseen as I planned to do a full concourse restoration and in January 2019 the disassembly process finally began.



I had met Colin Dodds from Sprite Parts in Dural a few years previously when my son bought a beautiful Mk1 Sprite from Colin that he had restored. I had mentioned to Colin that I was thinking of buying a Mk4 Sprite and I remember him saying "are you interested in the journey or the destination?" My answer was "both" as I wanted a project in retirement and I wanted to do the best restoration I could afford. Colin very generously offered to mentor me through the restoration process.

The car I bought had been imported into Australia in 1997 after having had a partial restoration in the UK. During disassembly, it looked to have a bit of rust in the usual places like the wheel arch, floor pans and wheel wells. Unfortunately a lot more rust would be revealed following the acid bath.



1969 Austin Healey Sprite Concourse Restoration

In February 2019, the car body less external panels was retrieved from the acid bath and taken to the Classic Factory in Smithfield where Darryl Carthew would commence the bodywork. It was going to be a challenging project!

Shortly after arriving at the Classic Factory, Darryl gave me a call to give me some bad news. The acid bath had revealed some major rust issues which would ultimately blow out the budget.

I joined Darryl to inspect the car body and it was very disappointing to see how extensive the rust problem had become. Decisions had to be made, do I scrap the project and lick my wounds or do we press on and do an average restoration, or do I throw the budget out the window and proceed with my original plan to do a concours restoration. I decided to go ahead with my original plan.

The car would be in the body shop for nine months and would cost approximately twice the original estimate of \$20k to \$25k.



While the bodywork was being done, it was time to start the reconditioning, rebuilding and replacing of other parts and components.

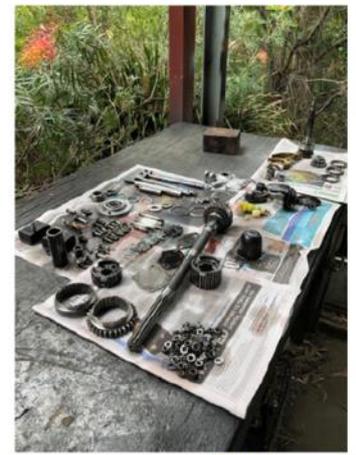
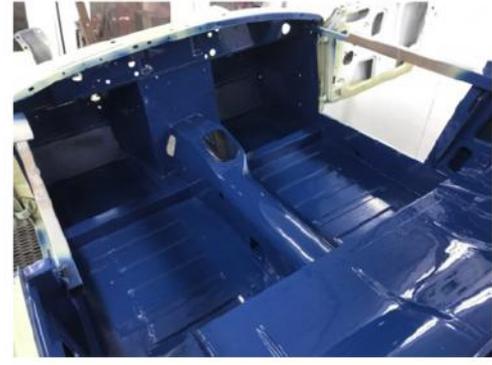
The car had to be as close as possible to original, which meant that every part had to be either reconditioned if original or replaced with a NOS part where available, or a reconditioned second hand original part or as a last resort a reproduction part.

There were many hours spent bead blasting parts and Colin very patiently guided me through the disassembling and rebuilding process. When I needed parts, Colin would be able to provide them. I would like a dollar for every time I'd ask Colin if he had a particular part. His usual reply would be, "Steve, when are you going to learn I have most parts". How true that statement proved to be and on these occasions he didn't have a part he would get one.

The car body arrived back from the Classic Factory in November 2019 looking fantastic. The paint colour is Mineral Blue which was the car's original colour when it came off the production line on 14 April 1969. The car also had some optional factory fitted equipment including wire wheels, oil cooler and tonneau cover.

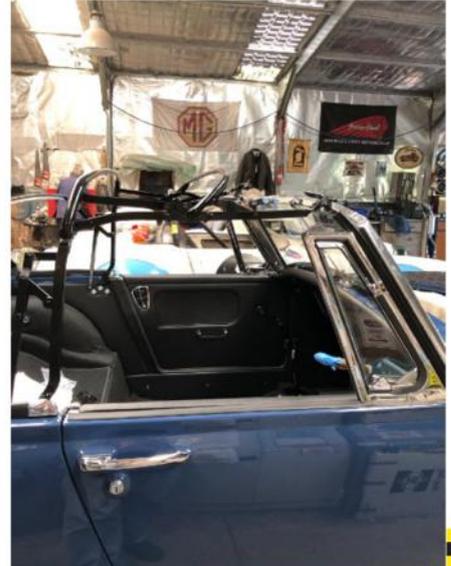


1969 Austin Healey Sprite Concourse Restoration





1969 Austin Healey Sprite Concourse Restoration





1969 Austin Healey Sprite Concourse Restoration

The plan was to have the car completed by the end of 2020, but Covid, medical issues and a few hiccups blew the timeline out to January 2022.

To say that the restoration stretched the budget is an understatement. I spent approximately \$80,000 on the restoration alone, which does not include the original purchase price of the car.

Was it worth it? Absolutely it was!

I learnt a lot about Sprites and myself during the 3 years of the project and had the privilege to meet some very nice people along the way.

The journey was definitely the best part of the restoration!

There were a number of people along this journey who were responsible for making it all come together and I thank them all for their help and advice.

I would like to thank my wife Sally for her love and understanding of my obsession.

In addition, there are three gentlemen who deserve a special mention. Colin Dodds from Sprite Parts in Dural NSW who very generously and patiently mentored me through the process and supplied nearly all the parts including some very hard to come by bits. Rob Howes who has built a number of Sprites and Midgets and assists Colin with various projects. Robs experience and nimble fingers were of great help. Darryl Carthew from The Classic Factory who did a wonderful job in restoring and painting the body and panels.

Author – Steven Rivett





Lucas RB106 Voltage Regulator Modification

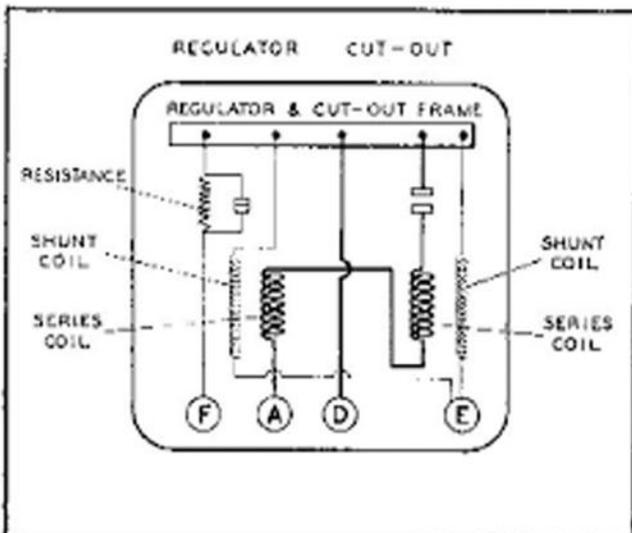
I had trouble with "dim" headlights and as much as I fiddled with the "charging" could not get the voltage up above 13 volts and with the lights on the voltmeter showed +/- 11.9 volts.

The generator charge indicator worked fine. It turned out to be "welded" voltage regulator contacts. The 60 ohm resistor in parallel with the welded contacts gave a constant 25 ohms, thus always reducing the generator charging. Below is what you can do to keep the charging circuit at it's best.

Lucas RB106 Voltage Regulator

The following describes briefly how the regulator controls the battery charge and two situations to be checked if you have one of these fitted. Watch out for the "imitation" Lucas regulators that are now the only "new" available. Very poor manufacture and "soft" relay contacts.

The Lucas regulator regulates the charge voltage for the battery by the regulator relay which has a contact that connects the generator output to it's field coils. As the generator voltage increases so does the voltage to it's field coils and this continues until the voltage output from the generator reaches +/- 16 volts. The relay will operate and open the contact thus disconnecting the generator field coils and the generator output voltage will decrease and the voltage control relay will release and the contact will close again, connecting the generator output to it's field coils again. This continues constantly at +/- 60 times a second thus giving a regulated average voltage level. When the contact opens and the field coil is disconnected the voltage in the coils collapses and this induces a "large voltage" of opposite polarity (back EMF) across the contact resulting in a spark. This spark burns the contacts and over time they will become less conductive or even "weld" together and reduce the required charging of the battery. The trouble is there is no indication that this is happening, as the generator charge indicator lamp works fine. There is a 60 ohm resistor across the contact to help reduce the spark burning the contacts. These contacts need "cleaning" periodically and a diode (1N5404) connected across the contact via terminals "F" and "E" to short circuit the back EMF and increase the time before the contact needs cleaning. The diode leads terminal connection will depend on +ve or -ve earthed vehicle.



The Lucas advised regulated voltage setting is +/- 16 volts (dependant on temperature) and this is inpart to cater for lights. When not using lights this voltage is not good for the battery. It will cause excessive "gassing" (boil off electrolyte) and damage the lead plates. The ideal voltage to charge a battery is 14.2 - 14.5 volts. The voltage regulator relay has an "adjustment screw" that can be screwed outward to re-set this with the aid of a volt meter across terminals "A" and "E".





Lucas RB106 Voltage Regulator Modification

The two above paragraphs help with the battery charging but the contacts still "spark". There is a simple solution to this. Replace the contacts in the generator field circuit with a "solid state" switch. A power transistor is used. The connection to "F" from the regulator relay contacts needs to be "cut" to separate it into two "sections". The section from the relay contacts is connected to the transistor "base" to switch the transistor. Contacts "closed" transistor "on" contacts "open" transistor "off". The other section from the "F" terminal is connected to transistor "emitter". The frame of the regulator is connected to the transistor "collector". A 100 ohm resistor is connected between the transistor "base" and "emitter" to aid the transistor switching "off". The regulator thus operates as normal but the regulator relay contacts are isolated from the generator field coils. No "sparking" on the contacts and therefore no damage to them. Negative earthed car use transistor Toshiba NPN 2SC5200 and positive earthed car use Toshiba PNP TTA1943(Q).

The transistor needs a small heat disappator fitted to it and I drilled two 6mm holes in the top of the regular cover for venilation.

Mike Wade ☒ Sprite Club, QLD





A Spritely Adventure

A lap of Australia by Wendy & Ian Gibbs.

Long-time Sprite owners, Wendy and Ian chose the appropriate date of April the first to begin their big lap adventure. They departed from Grafton that morning, to spend time with family on the Gold Coast before venturing northwards.

You can follow their adventure on the SCCA Facebook page.

Esme, their trusty blue Mk 3 Sprite is their vehicle of choice for the trip, and Ian built a lightweight camping trailer to tow behind the Sprite. In Ian's typical fashion, his construction of the trailer was meticulous, down to Sprite suspension, aircraft quality thin plywood and a place for everything built into the trailer. The whole thing only weighs 340 kilograms, including bed, shower, loo and cooking gear. There is also a solar charging set up to provide power to keep the wine cold.

They arrived at our place in Yandina on Sunday 3rd for a sleep in a real bed and a meal with some Spritely friends. We fired up the wood fired pizza oven and opened a bottle or two of appropriate beverages.

Carole, Gary, Bronwen, Greg, Terri, Anne and I settled down with Wendy and Ian to a fine pizza meal after Ian had demonstrated many of the features of his new trailer for us. Some time later, with full bellies and lots of tall tales about our Spritely life, the evening came to an end.

Early Monday morning Esme and her owners were ready to depart for Hervey Bay and Fraser Island. Of course, Esme's bonnet had to be opened to check her vital statistics. Some hose clamps were tweaked, the fan belt was tightened, water and brake fluid were added as needed. Esme started first pop, eager to be under way through the Queensland countryside once more. We will follow northwards ourselves soon after Easter, but at a more sedate pace than Esme, and in a larger vehicle. I doubt that we will catch them though. Their trip is about 4 months duration, ours is going in the same direction but for a year or so.

Yours Spritely, Alex





SCCA run to Grey Gums 27th February 2022

The first run for the club for 2022, I guess we were all a little skeptical as to whether it would go ahead. The east coast of Australia has been deluged and the rain was forecast to continue today.

We had 15 starters at McGraths Hill and all were champing at the bit to brave the day. Paul in his Midget with roof down came from Camden, Glen and his wife came in their SAAB from Pennant Hills, both first timers to a run with the club and I am sure they will be back with the enthusiasm generated between them and the other members. We also had Gary and Wendy from Nth Richmond and Roger and Pat from Kurrajong Heights join us, they also were made welcome.

For those who thought they might come and bowed out on the weather forecast, unfortunately you missed a super day.

We left Windsor just after 10am and headed up the Putty road, not much traffic but 1 stationary camera car and 7 police cars were observed.

Paul refueled at Colo Heights and a few members waited with him and travelled the rest of the way with him. The rest of us had a great run up to Grey Gums. It was noted that both the Nepean and Colo rivers were quite a bit higher than normal.

We had 2 main groups at Grey Gums and the only complaints I heard were that the food was great and too much. As the afternoon drew on we all started heading homeward. Looking at the vegetation on the side of the road you would not pick we had such devastating fires only 2 years ago. There were a few rain drops on the way home but not enough for Paul to put his roof up.

See you on the next run.
Les





Super sprint March 27th 2022

Hosted by Club Lotus

Run on Sunday and Goulburn but on a splendid Autumn day. We had rain right up to Saturday and then out came the sun. We had a good field with varying results. Unfortunately, John Crofts, tow car had a failure on the way down, so he was a non-starter. Ray Faye started but was towed in with fuel problems that were not able to be rectified on the day and not from the want of trying. Nick Sebesfi had an early engine failure and packed his car on the trailer.

The entrants and their cars

Andrew McLaughlin Sylva J15 1:08:83

Craig Barney MX5 1:10:76

Andrew Sebesfi Midget 1:12:44

Ray McLachlan Toyota 86 GTS 1:13:06

Tammie Hotz Midget 1:14:16

Luke McLachlan MX5 1:20:45

Les Payne Midget 1:21:29

Blake Hotz Hyundai Excel 1:24:59

Nick Sebesfi Midget 1:28:74

Ray Fahey Sprite 1:31:02

The day started a little slow but once under way we had had plenty of track time. Looking forward to the next event hosted by SCCA at Eastern Creek, 23rd April 2022. See you there Les



Peter Smith

What sort of cars do you have? Sprite MK1, Sebring, Healey 100/6

Favourite car? Sebring

Dream car? Stratos

Favourite destination? Anywhere

I would love to drive my car to? Anywhere

Reason for joining the Sprite Car Club? Enjoy Club events and use the cars.

Best event in the club? Supersprint



Marcos Heaney

How many cars do you have? 2

What sort of cars? Sprite MK11A, Mazda CX9

Favourite Car? Sprite

Dream Car? Aston Martin DB

Reason for joining the Club? Originally for knowledge, plates

How long have you been a member? 3 times

Bruce Pearce

How many cars do you have? 10

What sort of cars? MG Midget, 3 x Armstrong Siddeleys, MGB, Morris Minor, Wolseley 1500, Wolseley 24/80, Jaguar XJ6.

Favourite car?

Dream Car? Shoe box 1949 Ford Custom or 1949 Hudson Hornet

Favourite Destination? Ilford

I would love to drive my car to? Anywhere

Reason for joining the Sprite Club? Purchased MG Midget

How long have you been a member? 24 years

Best event? Trip to Tassie





Articles Needed!





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