



S

THE SPRITE
CAR CLUB OF
AUSTRALIA

SPRITE
TORQUE

SHANNONS



May



Sprite Car Club of Australia Inc.

ABN: 62879038-526

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Phone: 0407137776

Email:

Librarian: David Lawrance

Phone:

Email:

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

We are now well into the year, and we have some successful runs already and being out of lockdown has seen a few members get their cars out for runs. Just recently, we had a weekend away in Cowra, while only overnight, from all accounts it was a great event. Long-time member and now Cowra local Neil Napier helped by organising the pub for dinner. The meals were excellent and after a big day, most retired early to be ready for some running around on Sunday. It sounds so different to the trip to Bungendore many years ago and the meal and drinks had by many. While only a small number of people attended, they had a very good time.

It was pleasing to see Rod Pringle put his hand up as our Social Co-ordinator and I do mean, Co-Ordinator. If you have any ideas on a possible run, give Rod a call and discuss them with him. We have a number already planned for the balance of the year and I was pleased when a new member rang me after our AGM with the desire to organise a run to St Albans pub, I only which I could find the notes to ring and discuss the idea. If you read this bit, please give me a call. We also have several runs planned for the south side and as far down as the Southern Highlands and we may catch up with some of our South Coasters as well.

Memberships continue to come in and we still see a mix of cars and reasons behind people wishing to join the SCCA. This year will see Ross sending out new membership cards to all members that re-join again. Please remember that if you are not a financial member of the club and hold a car on historic plates, it is effectively an un-registered car.

The BBQ Trailer is progressing well, and the chassis is completed. It was sent down to Brandan at Hills Prestige/ Bettablast and was sanded and painted ready for the body to be bolted on. We have the body cut and modified for the BBQ and we will now need to have the repairs to the body completed. This will see the usual places like the A Pillar, Sill and Rear arch area treated with some love and care. It will take us a long time to complete but it will hone my welding skills and perhaps my patience.

We are trying to have the trailer right for the All British Day later this year.

Please, do not forget the Donald Healey Birthday in Parramatta Park in July, we will not have a BBQ due to

Leah and I continue work around the yard and we have been trying to get the contour bank sorted with some turf along the way

We have been trying to put the roof over the containers down the back and at present we have the uprights welded on along with 4/12m beams to cover the opening in the middle.





MINUTES OF MONTHLY MEETING

Denuue: The Hills Club

Meeting commenced: 7.37pm

Present: Committee members: Graham Wells, Greg Holden, Barry Cockayne, Rod Pringle.

Members: Harley Pringle.

Apologies: Les Payne, David Baigent, Steve Rivett, Ross Reichardt.

Minutes of Previous Meeting:

Graham Wells circulated the minutes from the previous meeting. Moved accepted Barry Cockayne, seconded Greg Holden. Carried.

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

Treasurer's Report: Les Payne reported by Email, presented by Graham Wells.

General Account:

Opening balance	\$31,915.00
Deposits	\$70.00
Payments Supersprint track hire/ medical	\$8,690.00
Closing balance 24/4	\$23,295.00

Savings Account:

Opening balance	\$46,105.99
Interest	\$0.39
Closing balance 24/4	\$46,106.38

Business Transaction Account:

Opening balance	\$5,474.64
Deposits: Supersprint	\$11,575.66
Payments: Bank fee	\$ 3.00
Closing balance 24/4	\$17,047.30

Debit Account

Opening balance	\$2,422.99
Deposits	\$470.00
Returned cheque	\$50.00
Payments: Photoshop, software Sprite Torque	\$343.07
Adobe PS " "	\$29.99
CMC CUS rego	\$25.00
CMC CUS rego	\$50.00
CMC CUs rego	\$25.00
Snap Printing	\$233.00
Postage, Sprite Torque	\$85.15
G.Holden, trailer	\$500.00
G.Holden, trailer	\$123.96
Hills Club meeting room	\$90.00
P.Orton S.S refund	\$190.0
Closing balance 24/4	\$1,057.82
Total Cash in Bank	\$87,506.50

Graham Wells advised there were still some outstanding payments for the Supersprint.

Moved accepted Rod Pringle, seconded Greg Holden. Carried.





MINUTES OF MONTHLY MEETING

Secretary's Report: Graham Wells reported correspondence:

Incoming:

- C.M.C. Change of mail address
- M.A. SpeedRead, Grass Roots Sports Fund.
- Sprite Club of SA minutes
- Euro Motorfest
- AHOC of NSW Donald Healey Birthday Display Day (copy to ST editor)
- Email Colin Dodds re committee issues.
- Email Steve Rivett re committee items.
- Magazines: Mascot.

Outgoing:

- Reply to Wally Gates

Coming Events:

- Sunday, May 15th Picton Run. Meet 10.00 am Wallacia Hotel Contact Paul Barbara.
This is also National Motoring Heritage Day.
- Sa/Sun June 11-12th HSRCA at SMSP.
- Sunday, June 19th Run to Robertson Pie shop.
- Sunday, July 3rd Donald Healey Display Day.
- Sunday, 14th August. Shannons Day
- September 9/11 HSRCA at Wakefield Park
- Sunday, September 11th. All British Display Day.
- December 2/4 HSRCA at SMP.
- Sunday, December 11th AGM and Xmas Party.

Rod Pringle is organising runs for July and October. Details to be advised.

The AGM and Christmas party was discussed. Those present agreed we look for a more central venue such as the Parramatta area. Rod Pringle will look for some possible venues.

The Friday runs organised by Keith Smith were briefly discussed. There are no formal runs at present.

Motorsport Aust. Barry Cockayne reported on May 6th State Council meeting.

There were no items directly related to the Club's interest but a number of items were reported for general interest

- the support for the banning of Russian participation in the AGP.
- Australian motorsport has largely recovered from Covid.
- the annual accounts have been approved and are ready for release.
- Targa Tasmania is subject to further investigation.
- the MA forum on 12th May is open to all members
- the involvement of E vehicles in a recent supersprint was reported as being successful and a bench mark for future events
- the NSW Government has repealed a number of Acts relating to motorsport on public roadways and replaced them with a consolidated Act.



MINUTES OF MONTHLY MEETING

Membership: Ross Reichardt reported by Email.

New membership applications for this month:

- Hussein (Sam) ElDirani from Cambridge Gardens who has a Leyland Mini.
- Mirco and Karen Lepagier from North Kellyville who have a 1965 Morris Mini
- Michael Moore from Reid ACT who has a 1966 Sprite
- Daniel Osborn from Caves Beach who has a 1985 Mercedes Benz 280SE
- Gregory Smith from Mollymook who has a 1969 MGB (lapsed member re-applying for membership)

Ross will be opening up membership renewals for next year. The committee agreed to keep all fees the same as last year.

As per the previous discussion, Ross will keep the business card size membership cards but will not be laminating them.

Moved Greg Holden we accept all new memberships, seconded Barry Cockayne. Carried.

CSCA & Competition: David Baigent has reported the Supersprint results by Email.

Regalia: Greg Holden advised the left over Christmas gifts given out to the Supersprint volunteers were greatly appreciated.

Sprite Torque: Greg Holden reported the April edition went out.

- Greg Holden sent out an Email outlining the process for the logging on web-site, notification to members, printing and distribution of Sprite Torque. This should alleviate some recent concerns expressed.
- The membership profiles appear successful and will be continued.
- Rod Pringle will follow up with Avis Fowler for photos for inclusion on a report of the Cowra week-end.

Web-site and Facebook:

_Harley Pringle advised we have 820 members on Facebook. Recent activities are photos of Cowra week-end and technical items.

HDS/CDS registration: Greg Holden reported.

- Renewals have slowed with current total about 160 vehicles. There have been a few complications arising from the changes in requirements and procedures but very few push-backs. It is expected that the overall picture vehicles we have on HDS and CDS registrations will be more by the end of the year.
- The committee records it's appreciation for the effort Greg Holden and the other members assisting him have put into this task.

Membership Criteria:

- Greg Holden opened the discussion and pointed out that we only had four committee members present. Barry Cockayne had provided his discussion paper to the committee two months ago.
- Steve Rivett provided his comments by Email. The key point from Steve being that we defer any proposed changes until we see what is the result of changes made to the HDS/GDS registration. This may have an impact on membership renewals. Steve supported a number of points from the discussion paper.
- Greg Holden pointed out that membership is increasing with new applications every month.





MINUTES OF MONTHLY MEETING

- We may have to accept the inactive membership as it seems to be typical of most clubs of various interests.
- There was a general discussion on how to get more members involved in the discussion. Barry Cockayne volunteered to write something for Sprite Torque to go out for members comment.
- It was decided to defer any proposed changes until we get more member input and see what happens with HUS/CUS registrations and membership renewals later this year.

General Business:

- Greg Holden advised that Rod Pringle has agreed to take over the position of Social Secretary for the rest of the year. Assistance is needed from other members in coming up with suggestions and organising events.
- Rod Pringle is still unable to send out Chimp Mail notices for events. Greg Holden will contact Ross Reichardt to send the details of the log-n procedures to Rod. Once this is in place it should help alleviate concerns expressed about event notifications to members.
- Rod Pringle is investigating a week-end at Hill End as a future event.
- Greg Holden asked about the feeling of those present regarding the Nationals. Following Covid and recent concerns on completion costs it may require a different format. Greg will initiate some contact with the other Clubs on the subject.

Meeting closed at 9.12 pm.

Next committee meeting is June 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:

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



Sprite Car Club Membership

Hi members.

It is time to renew your membership of the Sprite Club for another year.

You can renew your membership online or via a traditional paper form method. I recently sent an email which includes a link for you to renew your membership. Please note that this link is specific to you and you will require your Member Number and surname to log on and renew. If you try to use someone else's Member Number and/or surname, the login will fail.

A few members have asked me for their Member Number in order to complete the renewal. Please be aware that your Member Number is on your club membership card and hopefully you have that in a safe place. So please check your membership card to find your Member Number.

I'll be sending out further emails to remind members to renew membership. You may receive one or more of these reminder emails even if you have already renewed. If you have renewed, then thank you for doing it so quickly, and please just ignore or delete the reminder emails. As long as you have renewed your membership you don't need to respond to the reminder emails.

If you prefer to renew using a form, the membership form can be downloaded from the website (<https://spriteclub.com/wp-content/uploads/2022/05/MembershipApplicationRenewal.pdf>). You can print it out, complete it and send it to me either by post or emailing a scan of the form. Alternatively, the form will be available in Sprite Torque as well. Please be aware that you do not need to complete a form if you have renewed your membership using the online method. You only need to use one method or the other, not both.

Once you have completed a renewal, you will need to pay for your membership or it will not be processed. The club bank account details are on the membership form and are also shown in the online renewal method. When you make a direct debit payment, please include your surname AND Member Number in the remittance note. If you don't, I may not be able to link the payment to your renewal, and I may not be able to process your renewal.

Every year I have done this, I get some members who just make a payment but don't provide me with either a form or online renewal. Doing that will just delay the renewal process for your membership, so please do a renewal as well as making the payment.

Finally, and this is extremely important, if you have your car on conditional (historic or classic) registration with the Sprite Car Club of Australia, you MUST have a valid membership with the club for that registration to be valid. That means without valid club membership, your car IS NOT registered regardless of what the registration paper might say. I often look at it this way; if a police officer pulls me over to check on my historic registration, I will need to be able to prove that I have current membership of the car club. The best proof is a club membership card stating I have current membership. If you can't provide that card, you should not drive the car. It's that simple and the responsibility lies with you.

If your membership has not been renewed by June 30th 2022, then your car registration will not be valid (RMS rule) so please renew and pay promptly to give me time to process the renewal and get a new membership card out to you.

If you have any questions about membership renewal, please let me know!

Thanks Ross





Sprite Car Club of Australia Inc Membership Application/Renewal 2022-2023

Membership Secretary
S.C.C.A Membership,
PO Box 696
Kingswood 2747 NSW
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.

Please indicate if this is: A new application A renewal

If this is a new application, please tell us why you want to join the SCCA:

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	\$
Total Forwarded		\$

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).

Signed: _____ Date: ____/____/____



Sprite Car Club of Australia Inc

Membership Secretary
S.C.C.A Membership,
PO Box 696
Kingswood 2747 NSW
membership@spriteclub.com

Membership benefits

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 be entitled to registration of one or more of your vehicles under the NSW Historic Conditional Registration or Classic Vehicle Scheme, subject to the vehicle(s) meeting the requirements of 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.

Club website

You will find more information about the club on the club's website which you will find at <https://spriteclub.com/>.



Cowra Weekend Away

It all began during a conversation with Glen Palfrey about conditional registration earlier in the year. Glen volunteered that he had notes/directions for a drive out to Cowra. After a few more chats, Glen agreed to lead the drive. The route was back roads rather than the main highway.

Fast forward to Saturday 30th April. Meeting at Lithgow tourist bureau, the rain came down. We had fourteen starters, some elected to use their regular cars. Glen had his Saab 900 turbo, Paul and Mary Barbara in their Corvette, and Steve Dive in his Triumph. Meanwhile, the Pringles decided to trailer their Sprite with the view to the forecast suggesting an improvement in the weather.

One of our members, Neil Napier lives in Cowra and assisted with coordinating meals and activities. Rod Pringle arranged the accommodation.



We left Lithgow on Saturday morning with the arrangement to meet a Cowra Car Club who were having a run to the hotel in Newbridge. Glen gave us a map and said follow me. Everyone charged out onto the highway in the pouring rain meanwhile Elise and I in the Mazda were trundling along as she is limited to 90 KPH as she has just got her licence. We were lucky, I had brought the classic rally cheat book (The NSW Country Town Directory) with us. Apparently, we missed the Curly Dick Rd turn-off as Donna rang us to let us know. Glen's directions took the group via Tarana, O'Connell, and Wimbledon to Newbridge. I decided that it would be better for Elise and I to meet them at Newbridge rather than try to catch up. We headed via Bathurst (we did toss-up whether Elise should have her first lap of Mt Panorama) but chose to meet the others rather than be late. The group headed via the back roads to Newbridge and we had a great drive with minimal traffic. We arrived five minutes before the others. I must say we were surprised when we ordered lunch and how well they managed as there were 14 of us unexpected. We didn't see Neil's club as we sat out the back and they were in the dining room.



The weather eased off, but Rod decided to leave the Sprite on the trailer. Again following Glen, we headed off to Cowra. This time we travelled via Barry, Neville and Mandurama to Cowra. Arriving at the motel, we checked in, had a bit of a refresh before deciding to head off to Wyangala Dam as suggested by Neil.

Neil was still on his way back from lunch. Rod and Donna took the Sprite off the trailer. As usual, there was a group with their head under the bonnet offering advice when the Sprite was running a bit rough. Elise led the drive to the dam at a more modest pace. We not only had the road map but a sat-nav system as well. Although the sat-nav lost the plot a few times as it lost connectivity.

We spent some time in the sun at the dam, stretched our legs, and had a social chitty chat.



Back to the hotel for a freshen-up before heading off to dinner at The Railway Hotel. Another recommendation by Neil. Lucky Neil had arranged a reservation for us as it was full. Obviously, the place for Saturday night dinner in Cowra. However, once dinner was over, it was deserted. Most of our group headed back to the hotel leaving Elise and I catching up with Neil and Steve. We partied on into the night and were back at the motel at about 9.30 pm. Cowra is pretty quiet at night.

Luckily, I had spoken to the motel owner about arrangements for breakfast who advised me that he couldn't handle a large group for breakfast. (room service) We were advised to find a café for breakkie. Again, consulting with Neil, we arranged for breakfast at the Japanese Gardens café. It must also be a local destination for food. 8.30 am we were standing outside the café waiting for it to open and upon entry learned that most of the tables were booked and we would have to sit outside. It was 4 degrees overnight, but we were not to be deterred and enjoyed a lovely breakfast. I would recommend the café if you were visiting Cowra. Paul and Flora decided to make their own way home from breakfast and check out the sights

After bidding Neil farewell, we headed off to Boorowa and then Crookwell. The open roads were quiet with little traffic until we found a P-Plater sticking to the speed limit (good on them!) in a winding section. Glen managed to overtake but the rest of us spent a while behind the car getting a good opportunity to see the local sights. In Boorowa, we noticed several Triumph TRs. Probably the TR Register out on a run too. At Crookwell, we decided to split up. Glen with Colin, Carol, and Steve returned via Oberon and Bells Line of Rd. Paul, Mary, Rod, Donna, and Harley stayed together and head back via Goulburn. They put the Sprite back on the trailer in Goulburn. Elise and I trundled back via Goulburn looking at Pejar Dam and the wind turbines, on our own due to Elise's speed limit restrictions. Once we got to Marulan, Elise pulled over as she was feeling unwell. At least she recognised when to stop and not keep pushing on.



Cowra Weekend Away



It was a great weekend away. The first time we have been away since Covid. Thanks to Glen for suggesting the drive and leading the way. Thanks to Rod for arranging the accommodation. Thanks to Neil for coordinating our meals. At no point were we in danger of going hungry. In fact, I was thinking we might look at arranging a week away next year visiting country NSW if there is enough interest. Travel at a slower pace looking at the sights and enjoying our cars.

Thanks to Paul and Mary Barbara, Colin and Carol Dodds, Paul and Flora Hunt, Steve Dive, Donna, Rod, and Harley Pringle, Glen Palfrey, Neil Napier and Elise Manewell who ventured out even though it was pouring with rain. We had a good weekend.



Team Sprite Beyond Bitumen 2022

As we left home in Penrith on Thursday, heading for Mittagong, the weather was looking great, but there had been a fair bit of rain happening over the last couple of weeks. We arrived in Mittagong and booked into our motel for the night. Later on going to the Mittagong RSL for our run sheets and a social catchup.

On Friday the 25th we meet for breakfast at the Bong Bong Picnic Racecourse for breakfast. After breakfast we headed off to Taralga for lunch, parts of the road were washed out so we only got about two thirds of the way where the road was washed away and there was only a big mud hole, a couple of the cars got through making it in-passable. These are the some of the cars blocked in the picture below.



We decided to turn around and meet with the others later. It ended up most of us went directly to Cooma for our overnight stop, as we had lost about 2 hours at the washout.

On day two Saturday we meet at the Cooma Showgrounds for breakfast, then we headed off starting from Joe O'Conner Park on our way to Eden where we had lunch at the Marine Rescue Eden. Then we left Eden heading towards Merimbula. On the way we turned off the main road on to Towamba road heading into the forest area where we were meet by a fallen tree, several cars had headed back, one of the cars just behind us happened to have had a chain saw.



After the tree was removed we continued on to Candelo. After leaving Candelo we headed for our overnight stay Merimbula.

On day three Sunday, we started of having breakfast at the Merimbula Marine Rescue Centre, after leaving here we headed towards our lunch time destination of Moruya via Tathra, Bermagui, Tilba Tilba and Narooma.

After Moruya section 2 was cancelled due to rain and mud slides. But we headed off to Ulladulla where we had our Presentation Dinner Event.

Day four from Ulladulla was cancelled due to rain and many of the gravel roads being washed out and considered too dangerous, we headed back and meet old friends in Nowra.



I wish to the Sprite Car Club for its donation and all the other people who donated. Harley & I raised over \$1750, the Rally raised \$506,668 all up
Written by Rod Pringle





The Wedding Car

Our little Sprite are been many things over the 28 years it has been a member of our family.

Myself, our son Ashley and daughter Emma bought the car as sight unseen (that is another story) for a surprise father's day present for dad, Peter, all those years ago.

Peter built the car as a rally car and the Sprite did 7 Targa Tasmanias and 8 Classic Adelaides as well as Mountain rallies and other events over 12 years.

As time went on we thought the car had done enough hard work for us so Peter decided to return it to a road car. After a lot of time, effort and many hours it returned to the lovely road car it is today.

After 15 years together Emma planned the wedding for her and Brendan. She then said she wanted to use the Sprite as her wedding car, as it was part of our family. I think she had forgotten how small the car was!!

I had no idea how we were going to get her into the car and out in one piece but she was determined that the Sprite was going to be her wedding car.

So on the morning of the wedding Emma was out in her Crocs and beautiful wedding dress with her dad climbing into the Sprite and planning how to attack this task. To make matters more difficult the car was on the trailer. After trial and error, lots of pillows and a curtain to wrap the train of the dress in, we had a plan. (And still had a clean dress, the Sprite had not left a mark on her dress, thank heavens)



Emma's wedding was on her farm so the Sprite had to be left up on the hill from the farm as it was a dirt road in and we didn't want Emma or the Sprite to get covered in dust. Cows, kangaroos and wombats were also a problem in case they decided they liked the Sprite as well. But all animals behaved so the Sprite was still in one piece when we arrived to make the trip down the hill.

As you can see from the photo, our Sprite was a part of the big day and was a part of a family event again. Our car has been with us through life for 28 years and still is a huge part of the family journey.

**So Dads, if your daughter says, I need a wedding car, you can proudly put your hand up and say, I have the car for you!! Your Sprite will not let you down.
Have fun and enjoy the journey with your Sprite,
Anne
Peter, Anne, Ashley and Emma Smith**



More on Old Bugeye Race Cars

Since my article re the disappearance of the Racing Bugeyes (see Sprite Torque February) more info has been received.

That included a call from Qld Sprite guru and now SCCA Member Neville Mansfield who was able to confirm that the ex Peter Manton Bugeye from the 1958 Albert Park AGP Meeting still exists and is with a Melbourne owner. Details are not yet available of its history over the intervening years, save that it has been identified and is in good care.

Incidental to that, I did establish from my own research that it was not fitted with the 'optional 1098' motor. The Sprite IIAs with that size BMC engine of course did not appear until 1962, and I had wrongly assumed that such an engine might have been sourced from another BMC variant.

The Monaro Motors entered Manton car was in fact fitted with a Coventry Climax 1100cc engine. Just why an 1100cc Climax engine happened to be available in Melbourne in 1958 is intriguing - was there a non-operational fire pump now languishing at the back of an MFB Station, or had someone been very innovative. The latter of course is quite likely as the 1100cc FWA Climax, which was developed for motor racing from the FW Fire pump engine in the mid 1950s, could therefore could have been available.

That possibility is reinforced by Jack Brabham's early initiative in modifying Bugeyes by fitting the 1100 Climax engine for road use - a very rare Bugeye even in the day, and what would now be a spectacular 'barn find' if any still exist!

My further research, (well Googling!) has confirmed that the Manton car of 1958 Bugeye was fitted with an alternate bonnet - presumably fibre glass with the headlights integrated into the guards, rather than original 'Bugeye' style while retaining its Cherry Red colour - another very early innovation in the life of our Bugeyes.

Most photos of the other two cars that I had found were grainy and not very clear. It was difficult to see therefore that they each retained their original bonnets, although they had been covered entirely in a white plastic type cover that disguised the 'bugeye' shape.

Subsequent more clear photos which I have discovered however, show that their fronts were in fact original and the cover was to protect them from stone chips etc, thus enabling the cars to be returned to the showroom 'on Monday' in original condition. I'll stand by for more info on/comments as surely out there amongst the Bugeye 'brains trust' is more details re the 1958 AGP cars.

Another incidental discovery since the previous effort has been the identification of another very early Bugeye Racer in Victoria.

I have a clear recollection of a white Bugeye giving Bob Jane's Red E Type a hard time up the back straight at Sandown in the early 1960s (no logical reason as to why I can remember that and not somethings last year!).

I could remember the driver's name, but over the years could not find any information about his subsequent racing. My occasional searches including my enquiry of Ray English, Marque One guru supreme, during a visit to his extraordinary 'Sprite Room' a few years ago, had not revealed anything of interest.



I was struck therefor when I noticed Dick Sorenson on the entry list for the recent Phillip Island Classic.

I chased him up in the Garages at PI and was very pleased to meet with Dick Sorenson Snr (Dick Jnr was the entrant at PI). After some hesitancy at some stranger rattling on about past history, Dick admitted that yes, he had raced and hill climbed a Bugeye in the early 60s in Victoria.

Dick soon recounted more details about its development, with the original engine eventually being taken out to 1100cc by offset bores and such, plus the other mods usual for the day.

He had in due course replaced the Bugeye with a Sports Race Car (the Nemises Ford, now recently with a full restoration to historic specs and raced by his son) and he had managed to win an Australian Championship with it.

He told me that soon after that, his professional career took him overseas, not returning to Australia until much later. He had continued to race over those years, but that of course did not show up in my earlier research focussed on the Oz scene.

Dick advised that he had made enquiries re the whereabouts of his old Bugeye race car, but eventually had to conclude that it had 'gone to dust'.

I was most pleased of course to make the connection and appreciated the link to the past history of Bugeye Race Cars.

More comments from members re those early race cars would be welcome.

By the way, viz a viz of the fading from the competition scene of the Bugeyes, I noted that for the first time in probably the SCCA's history of its major events, there was not one Bugeye in the CSCA Supersprint Round last weekend.



AUSTIN HEALEY SPRITE. Raced by Dick Sorenson.

BACKGROUND: Has been racing for approximately two years and has not been beaten by any Sprite or production sports car under 1500 c.c. This car has a maximum speed of 110 m.p.h. and has good times at Sandown 1-37.5, Templestowe 59.5, Calder 58.3, Winton 1-26 and Hepburn 34.8. It has a standing quarter mile time of 17.04 secs.

ENGINE: B.M.C. "A" 4. Bore: 67.75 m.m. Stroke: 76.2 m.m. Capacity: 1097 c.c. Comp. ratio: 14 to 1. Carburettor: one 40 DCOE Weber. Output 80 b.h.p. at 8,000 r.p.m.

TRANSMISSION: 6½" Borg & Beck modified clutch, B.M.C. "A" standard ratio gearbox.

SUNDRY: Body standard as sold, 13" steel wheels, brakes have standard Sprite drums with special linings and scoops.



DONALD HEALEY'S BIRTHDAY DISPLAY DAY SHOW & SHINE

2022



Please join us on **SUNDAY 3 JULY 2022**

At the Bowling Green, Parramatta Park
(Located near the main entry at the corner of Macquarie & Pitt Streets Parramatta)
From 10am until 3.30pm

Due to COVID we are NOT supplying lunch so please bring a picnic lunch, a chair and your car

Donald Healey was born on 3 July 1898 and throughout his lifetime was involved with the development of Healey, Austin-Healey, Riley, Alvis, Triumph, Jensen, Humber, Nash, Invicta and Austin marques

Austin-Healey Owners Club (NSW) Inc would like to celebrate DMH's birthday with a gathering of many of the above cars as possible.

For further information, please contact Ross on 0408 465 547 or email us at enquiries@austinhealeynsw.com.au



Stewart Nicholl's, Defensive Driving Course For Free!

The Sprite Car Club of Australia will be sponsoring two people to attend Stewart Nicholl's, Defensive Driving Course.

The selection criteria is as follows:

- The recommendation must come from a Sprite Car Club member and be in writing 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.



Defensive Driving Program

The Steer Safely Defensive Driving program is facilitated by highly professional trainers and will teach you our safe driving tactics that will help keep you safer while driving.

Knowing how to stay safe while driving on our roads takes more than your basic driving skills. Without defensive driver training,

it is likely that even if you are a good driver, you could be involved in a crash that has been instigated by another driver road user.

Our focus is on your driving development, no matter what your skill level is currently. We will work with you in a professional manner to ensure you get the most out of your time with us.

WHAT WILL YOU LEARN?

- Driver Competency - Practical Skill
- Vehicle Technology - Correct Use
- Vehicle Maintenance & Dangers
- Drivers limitations
- Common Crash Examples
- Understanding Your Obligations as a Driver Consequences
- Things That Reduce Your Effectiveness
- Best Practice Driving Principles
- Efficient Driving Tactics to Reduce Your Running Costs
- Emergency Braking
- Accident Avoidance Techniques

PROGRAM DETAILS:

The defensive driving training sessions are conducted in a safe off-road environment. The session commences at 8:30 am and concludes by 4 pm with a certificate issued on completion.





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