



THE SPRITE  
CAR CLUB OF  
AUSTRALIA



# SPRITE TORQUE



Peter Knights  
IMAGE MAKER



November 2022



# Sprite Car Club of Australia Inc.

ABN: 62879038-526

Club Patron: Graham Healey

## Committee

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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](mailto: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

It is that time of year where we bid farewell to 2022.

For the first in many we have been able to enjoy a few runs, a big thankyou to Rod for stepping up when needed. He has done a good job organising the social side of the club and without that we would not get to see the members we have over the last twelve months.

Leah and I have not done as many social events as normal and we enjoyed catching up at the start of some of the events organised.

We loved the start at Lithgow for the long weekend away, standing around in the cold chatting to friends.

That night my sister in WA sent me a message about starting the run.

I would like to thank all the Committee for their help and persistence throughout the year.

I a few weeks will host our AGM/Christmas Party along with our COVID postponed 60th Birthday which was in May this year.

Some members may not be aware that we are the oldest SPRITE CAR CLUB in the world and this is something that we wish to keep going.

To ensure the success of the club we need new members to step up and help the committee.

WE have an aging committee and some will step down, while some wish to have a break.

Les stepped into the treasures role and has been doing this for 10 years plus.

Graham has been our secretary for 20 years this year and would love a break with a mentor working along side of him.

I have spoken to several people about helping out and we hope to see them at the AGM on Sunday 12th December.

It is this time of year when we think about our loved ones, The ones we will miss and the ones that are not well.

May you all have a very Happy Christmas and may 2023 be a better year for all





# MINUTES OF MONTHLY MEETING

22nd November 2022

**Denue: Zoom**

**Meeting commenced: 7.38pm**

**This was a deferred meeting from 8-11-2022**

**Present: Committee members: Greg Holden, Graham Wells, Barry Cockayne, Les Payne, Steve Rivett, Rod Pringle, David Baigent, Ross Reichardt**

**Members: Avis Fowler, Scott Gibbs**

**Apologies: Nil**

**Minutes of Previous Meeting:**

**Graham Wells circulated the minutes from the previous meeting. Moved accepted Les Payne, seconded Steve Rivett. Carried.**

**Business Arising: Nothing other than items later in the agenda.**

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

**General Account:**

<b>Opening balance</b>	<b>\$28,911.00</b>
<b>Deposit</b>	<b>\$160.00</b>
<b>Payments</b>	<b>nil</b>
<b>Closing balance 31/10</b>	<b>\$29,071.00</b>

**Savings Account:**

<b>Opening balance</b>	<b>\$46,142.47</b>
<b>Interest</b>	<b>\$22.76</b>
<b>Closing balance 31/10</b>	<b>\$46,194.75</b>

**Business Transaction Account:**

<b>Opening balance</b>	<b>\$17,782.16</b>
<b>Deposits:</b>	<b>\$25.00</b>
<b>Payments:</b>	<b>Nil</b>
<b>Closing balance 31/10</b>	<b>\$17,807.16</b>

**Debit Account**

<b>Opening balance</b>	<b>\$2,702.52</b>	
<b>Deposits</b>		<b>\$1060.00</b>
<b>Payments:</b>		<b>\$1,240.46</b>
<b>Closing balance 31/10</b>		<b>\$2,522.06</b>

**Total Cash in Bank**

**\$95,594.97**

**Moved accepted Barry Steve Rivett, seconded Greg Holden. Carried.**





# MINUTES OF MONTHLY MEETING

22nd November 2022

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

**Incoming:**

- BMC Leyland Heritage AGM notice
- M.A. SpeedRead, affiliation, recovery Fund grants, Gallagher Insurance declaration.
- CMC Affiliation, CVS forms
- Magazines: Mascot

**Outgoing:**

- CMC affiliation
- MA affiliation
- Gallagher Insurance declaration.

**Coming Events: Rod Pringle reported:**

- About 12 cars went on the Mittagong run and it rained.
- 27 people booked in for AGM to date. More are expected so we will keep the booking at 50.

**Next events:**

- December 2-4th HSRCA at SMSP.
- Sunday, December 11th AGM, Christmas Party at Lakeside Restaurant, Penrith.
- Saturday February 11th Fish & Chip Run to Woy Woy with Mini Club.

Avis Fowler submitted quotes for Club umbrellas. After discussion it was decided not to give them out at the AGM. Barry Cockayne suggested we order 25 and give some away as prizes and sell the rest. Greg Holden proposed that we order 40 for use for promotional purposes or sale; seconded Graham Wells, Carried.

Barry Cockayne commended Avis Fowler on her initiative.

**Motorsport Aust. Barry Cockayne submitted a report by Email.**

**Key points of interest to SCCA were:**

- Graeme Emerton is stepping down after more than 30 years as the NSW Board member. Jon Thompson (SCCA member) elected to replace him. Darren Barlow (son of SCCA life member Alan Barlow) elected as incoming Chairman to replace Jon Thompson.
- Speed Read circulated to members and is on MA web-site.
- MA Chairman, Eugene Arocca has publicly endorsed the petition to save Wakefield Park and urged all MA members to sign.

**Membership: Ross Reichardt reported one new membership application.**

-James Kelly of Newtown who has a 1972 MG Midget.

Move accepted Ross Reichardt, seconded Greg Holden. Carried.

**CSCA & Competition: David Baigent reported.**

- We have a tentative booking for the SCCA Supersprint at SMSP on April 2nd.
- The loss of Wakefield Park leaves SMSP and Pheasants Wood as the only venues.
- The Morgan Club will not be running a Supersprint, traditionally on the Shannons Day week-end. Subject to approval, Club Lotus will take up this date.
- Next race meeting is HSRCA at SMSP on December 2-4th.





# MINUTES OF MONTHLY MEETING

22nd November 2022

**Regalia:** Avis Fowler sent out an Email regarding grill badges. After some discussion it was decided to order 25 of the soft enamel badges to be sold.

**Sprite Torque:** Greg Holden reported Elly Baigent is tied up with university and a new job and will not be continuing as editor. Elise Fowler has indicated she is willing to try the position and Scott Gibbs has offered his assistance.

**AGM:**  
Greg Holden sent out an Email on the current status of the committee members and nominations for the 2023 committee.

**Play and Display Day:**

- Scott Gibbs is awaiting more information and costs from Pheasants Wood.
- David Baigent & Barry Cockayne advised we should run it as a Come and Try day with no timing and not a competitive event. There is still a level of paperwork involved but it is a cheaper licence. Barry will assist with the paperwork. Scott Gibbs to send any questions to Barry & David.

**Beyond Bitumen:** Rod Pringle advised he will send a proposal to the committee for a donation and details of how to promote SCCA by the AGM.

**General Business:**

- David Baigent put in an apology for AGM.
- Ross Reichardt asked about the difference between Play & Display Day and the Display Day. The first is more like Cars & Coffee and second is a concourse.
- Rod Pringle advised he has received notice for the Gerringong Lions Display Day. Rod to send to Avis Fowler for next year's calendar.
- Barry Cockayne advised that he notified Transport NSW re the car mentioned last meeting. No response to date.
- Barry Cockayne advised he has been in contact with Motorsport Australia regarding SCCA membership of over 60 years.

Meeting closed at 8.41 pm.

Next committee meeting is December 13th, 2022 at 7.30 pm. Venue. The Meeting Room, The Hills Club, 2-6 Jenner St. Baulkham Hills





# PUB RUN TO MITTAGONG

It looked like rain, the Weather on the phone said rain & a storm. I let it go as long as I could before deciding to put the roof on the car, have not, put it on for over 3 years. The rain held out till I was about 10 minutes from McDonalds Narellan, while waiting @ McDonalds we got the Thunderstorm they predicted. We had about 14 runners going on the run 1 pulled out because his wipers weren't working properly. Another because he hadn't used his car for 6 months & his rear brakes were jammed on. Graham & Cathy started but their dog got out because of the storm & they had to go home & rescue the dog, than fix the fence where he escaped.

It rained most of the way down to Mittagong, it wasn't real heavy but enough to be a nuisance. Harley lead the way making sure we all regrouped as we went. Getting into Mittagong looked like they had changed the name of the pub, so we think it was changed to the Highlands Hotel. After driving around Mittagong for about 10 minutes we found a parking lot in one of the back streets across from the pub.



We had to wait for the pub to open for lunch, so some of the women went to get coffee, and look @ a couple of shops. Than we went in & got lunch, lunch was pretty good. After a couple of hours we departed our ways and went home.

People attending; Barry & Liz Cockayne (BMW): Rod Pringle (Sprite): Madonna & Harley Pringle (Falcon): Paul & Mary Barbara (Corvette): Graham & Cathy Dickie (Range Rover): Ricky Mishra (Holden Commodore): Ross Reichart (Triumph TR4): Stephen Dive (Triumph 2000): Greg Holden (Triton)

Written By Rod Pringle.





# RICHMOND TO LITTLE HARTLEY

It was a beautiful Sunday morning as we waited for everybody to turn up, rain was on the forecast, but it was holding up, we ended up with twenty cars turning up. We headed on our way @ 10.30am sharp going through Richmond, then across the river & up the mountain via Bilpin passing the apple orchards then turning left @ Bell crossing the Darling Causeway. Then we turned right on The Great Western Highway, through Hartley on to Historic Little Hartley.



After arriving @ Little Hartley, some people looked around the have a great Blacksmiths there the Talisman Gallery, the picture above is Corney's Garage, one of the great building's in the town, and there is Hartley Court House & several other great buildings. In the Visitor Centre they have an Aboriginal Art Gallery, historic items telling you part of the history of the area. There were several people were quite happy staying @ the cars catching up with people they haven't seen for ages.

This is the club lined up @ Little Hartley when we arrived. After leaving Little Hartley, we went to Hartley for lunch @ Café Hartley, where we paraded the cars in the car park. The food was great, plenty of it. We bought some home-made sauces & pickles.



Over all it was a great day, largest attendance we have had for a long time People Attending: Rod, Harley & Madonna Pringle; Barry & Sue Cockayne; Stephen Dive; Scotty Gibbs; Dennis & Scheryl Maher; Andrew Booth; Karina & John Groth; Brad Beeby; David & Julie Kent; Ben Carruthers; Les & Diane Payne; Barry Moore; Paul & Flora Hunt; Marcos Heaney; Peter Mayers; Michael Meadows; Steve Foldhazy; Greg Nees; Anne Parkinson; Rod Pringle





# 2022 Perth-Sydney Marathon part 5 Our Event

## 24th October

Flight from Sydney left at 7.30am, John and Annie picked me up at 4.30am. Good flight and on arrival in Perth, we went to the yard where the BMW was to be picked up, but it did not arrive till 2pm and it took 2.5hrs to unload, a real comedy of errors. Duxford Hotel is home for 4 days.

## 25th October

Checked under the BMW and found the 6mm skid plates bent badly under the gearbox by the trucking company unloading the car, other minor damage observed but all appears ok. Drove up to Kings Park for a look and on return to hotel other competitors were arriving so there was much to talk about. Dinner with Terry and Roger was a great time to hear of their trip across to Perth.

## 26th October

Run down to Fremantle for breakfast, had a walk around the town, it was great to see so many old buildings and those recently built were in keeping with the existing. Filled spare fuel tanks and main tank, cleaned and repacked BMW. Ready for signing in tomorrow. Caught up with Terry and Roger doing a little maintenance on the Mustang. We have a bigger group now talking of past experiences over dinner. Les and Rick Johnson along with John Tourish and Lee Portelli have also arrived, just like being at home with our friends around us.

## 27th October Perth

Today we are given our travel books, with our instructions and signage for the car. In the evening we had a welcome dinner and several talks about the days ahead

## 28th October Perth to Southern Cross 960 Klms

Today we travel Perth to Paynes Find to Youanmi to Diemals to Southern Cross Breakfast at 5.30am first car away 6.20am then 1minute intervals. Our starting position was 50, 75 cars in total. Our run out of Perth was easy not too much traffic and getting to follow the directions was a little easier as we went along. 400klms on bitumen to the north east of Perth, then 560 Klms of dirt south to Southern Cross.



The dirt roads were in far better shape than we expected and we were able to make a good time. 960 klms in 9.6 hours, average 100 Klms/hour including fuel stop and controls. The BMW was a treat to drive, some under steer particularly on the dirt. Through Diemals we travelled the old dirt in pretty poor condition.



# 2022 Perth-Sydney Marathon part 5 Our Event



## Diemals

We removed the fuse for the ABS for the dirt which meant we also lost the Air Conditioning, not as comfy then. Arrived at Southern Cross in 19th position. Mostly due to the good fuel economy and large fuel tank, therefore less fuel stops than most. We had 1 bad accident where a car stopped to open a gate and the following car ran into them at speed. All 4 occupants were taken to the local mine first aid and flown to hospital by the Royal Flying Doctor Service. They were all ok. We have several other cars that did

not finish today. There is a Tesla on the Marathon, after only 248kms it stopped for a recharge. To be able to follow the event, it has 2, 5 tonne trucks carrying generators, a back-up truck with a 3rd generator plus a bundle of helpers, it is the vehicle on this run that requires the most fossil fuels to participate and is not travelling the hard roads and only travels at 105k/hr. Not a good advert for electric cars.

29th October southern Cross to Norseman 464kms.

Today we travel Southern Cross to Marvel Loch to Forrestania to Lake King to Norseman which is much of the original route, narrow rough track and it rained, so the ruts where wash a-ways. The road from Marvel Loch to Lake King was the original route taken in 1968, back then it was a goat track and very difficult to navigate, today it is well used and in very poor condition. With the rain it was very tough going.



One such rut we broke the right rear shock mount on our BMW.

Later on we fell into a large hole full of water and bent the fuel tank taking out the fuel Pump. As it was nearing dark when help arrived, we were flat towed to Norseman (by Paul and Ester and John and Lee), 50k on wet soft rough road then, 50k on bitumen all in the rain. You can't thank the team of supporters enough for their tireless assistance. Sandwich and coffee for tea from the garage then off to bed.

30th October Norseman to Eucla to Ceduna 1220kms

Today's run should have been Norseman to Cocklebidy to Madura to Mundrabilla to Eucla, but was cancelled due to bad weather and we had a bitumen run to Eucla. Out early in the rain to remove fuel pump, panel beat the tank, fuel sender destroyed and had to repair the broken fuel lines on the pump. Reassembled and ready to go, repacked the car and off to control.





# 2022 Perth-Sydney Marathon part 5 Our Event

Today we are running straight to Ceduna and missing tomorrows drive to try and repair the rear suspension. The. Rest will be in Ceduna, Monday night. Today was a long drive, we lost 2 hours in time zones, 1220klms and arrived 10pm in Ceduna, lucky we brought the spot lights or else we would have had to stop at Nullarbor as our head lights were not of much use.

31st October Todays run for the rest of the group is Border Village to Nullarbor RH to Yalata to Ceduna. We had already arrived in Ceduna and were looking at 3 potential repairers, then decided to empty the car at our motel. While doing so, someone John met, suggested Dale Beck 0886252616, (if you need help in Ceduna). Once we spoke to him, he offered to help, happier that we remove and reinstall the upright, his assistance and energy got us going with a hole saw blade and 2 rubber bushes.



We then fitted the spring blocks to help lift the car and stiffen the rear end. Worked so well, we removed the left side shock and fitted the blocks. Lifted the car 20mm, excellent. At our dinner that night it was announced that the dirt roads in the Flinders Rangers were closed due to the wet conditions, so it has been decided that we run on bitumen till Wangaratta, then re-evaluate what happens next. The organisers were very sorry but as we said we can't control the weather. It rained and the wind blew so hard all night we were woken often.

Many cars had problems on the dirt today, many with broken wheels, Dismantled rear brakes, destroyed centre bearings on tail shafts, wheel bearings due to the thick wet mud.

1st November Ceduna to Flinders Range. 665klms

Today we should have travelled Ceduna to Nungi Rd to Mt Iwe to Port Augusta to Quorn to Moralana Creek to Moralana Scenic Drive to Wilpena, but due to road conditions it was bitumen all the way. Winds and rain still on as we went to breakfast, then on the road to Wilpena Pound. During the morning it was announced that a participant had caught covid and was on the way home, we all had a RAT and no further cases detected. There is a 39 Chev Coup on the run, which ran a little wide on a bend and slid into a ditch, 2 helpers with their 4wd Utes had him back on the road in no time at all.





# 2022 Perth-Sydney Marathon part 5 Our Event



The drive to Port Augusta was easy and lunch was put on by a local car club. Off to Quorn, where we were honoured to have people at the check point, who were at the check point in 1968. Run up to Hawker and Wilpena Pound was easy, great roads and very scenic.



**2nd November Flinders Range to Broken Hill. 456kms**

Today was to be a super dirt day from Wilpena to Brachina Gorge to Blinman to Wirrealpha to Martins Wells to Erudina to Curnamona to Boolcoomata to Mingary to Broken Hill. But alas the roads were closed so we went Hawker to Peterborough to Yunta to Mingary to Broken Hill. The trip was picturesque and a delight to drive.



**3rd November Broken Hill to Wangaratta 935kms** Today should have been Broken Hill to Menindee to Ivanhoe to Gunbar to Wangaratta.

Our route had to change extensively today due to the flooding, we found a way to Wentworth, across to Balranald to Hay to Jerilderie to Mulwala to Wangaratta. We did find 40kms of dirt, short of the 200 we might have done except for the floods. Still the narrow back rounds we took were fast and great driving.





# 2022 Perth-Sydney Marathon part 5 Our Event

**4th November Wangaratta to Lakes Entrance. 400kms**

Today's route should have been Wangaratta to EDI to Brookside to Falls Creek to Omeo to Lakes Entrance. Today's start is a beautiful blue sky and sunny. We were to use dirt roads over the alps but the rain has shut these down, fortunately the route instructions have a redirection for all dirt sections if needed, the planning of the routes and the notes has been exceptional. The run to Bright was beautiful, scenery spectacular, in Bright they were preparing for an influx of hot rods. Along the low lying areas the water was everywhere. As we started the climb to Hotham, the snow was a spectacular site. Nearing the top, it was feet deep. Snow was through the village, so pretty. Run down to Omeo we travelled on great roads and scenery, were we stopped to refuel, coffee and a chat with 2 guys on bikes from Heathcote way. After Omeo we were back on dirt for a while, great drive mostly steep downhill and I did not disconnect the ABS so a few harrowing moments. We allowed the 39 Chev past and chased him to Lakes Entrance, that was a buzz.



**5th November Lakes Entrance to Cooma 340kms**

Today's run was Lakes Entrance to Murrindal to Ingebyra to Cooma.

At the start the weather was warm and slightly over cast, we headed north over some really pretty country side till we hit the dirt, on Gelantipy rd., fabulous, at least I remembered to remove the ABS fuse so we could control our stopping better. The road was narrow steep sided in places, but in good condition, we went on to the Kosciusko National Park and still the scenery continued to be breathtaking. The last time I travelled this road we towed the caravan and John doesn't believe we could. The BMW still keeps up with many of the front runners and handles the rough dirt better than you might expect. Unfortunately, a Falcon ran wide on a corner and crumpled the front left guard. He was towed out of the gutter and he over took us some time later. The day finished at Cooma sports field where they had a car, truck and machinery show, very well presented cars and bikes to check out. There was a bit of panel beating on the Falcon so they could open their door, plenty of helpers to assist. Colin Bond was there to tell those present of his driving adventures. Roger went and thanked Colin for stopping to see if Rogers crew were ok. This happened in the Southern Cross Rally in 1973, Roger was assisting the rally that Colin was participating in, when the car Roger was travelling in ran off the road, Colin being the first to arrive stopped to check they were OK. He is a true sportsman. Dinner was provided by the Cooma Motor Club, absolutely an outstanding meal, during which we were invited to take a look at their museum, excellent exhibition of cars, models and photos, a real credit to them

**6th November Cooma to Warwick Farm and the end of the Marathon. 404kms**

Today's run Cooma to Numeralla to Hindmarsh Station to Nowra to Warwick Farm. Our breakfast at the Cooma Motor Club was another superb meal. Off to Hindmarsh Control for brunch, catered by the Hindmarsh family as they did in 1968.



# 2022 Perth-Sydney Marathon part 5 Our Event



This was the last serious dirt section and it did not disappoint. Next control at Nowra was at the location where the Citroen had its accident in 1968. From there we headed through Kangaroo Valley, Bowral and on to the finish at Warwick Farm. That evening we had our presentation dinner at the Racecourse, during which we were lucky to be able to view 2 videos of the 1968 marathon, truly a great finish to a great event. Bit sad it had to end.

The Sprite car club was represented by  
Les Payne, John Croft BMW 730, Car no. 30.  
The Thoroughbred Sports Car Club was represented by  
Terry Daly, Roger Korte Mustang, Car no.1.  
Les Johnson, Rick Johnson Mustang, Car no. 53  
Les Payne, John Croft BMW 730, Car no 30.  
John Tourish, Lee Portelli Toyota, Car no. 000.  
Ipsum





# 2022 Perth-Sydney Marathon part 5 Our Event



**A few statistics.**

**Laurie Mason, Lui MacLennan and their loyal team have been working on this event for 3 years, postponed through Covid, border lockdowns and then affected by floods when they were able to finally get it on the road. What a splendid performance from a truly great team.**

**In 1968 the cars completed this part of the Marathon in 62 hours, we took 9 days. When the first car finished at Warwick Farm in 1968 we were arriving in Eucla.**

**85 cars entered with 75 starting, sadly only 60 finished.**

**3 clutches replaced on route, 1 rear wheel bearing, several front wheel bearings, the Citroen brought an engineer who burnt the mid night oil a couple of times, the FX destroyed 2 wheel rims, 3 Mustangs had their rear brakes destroyed in the mud, our BMW had a rear shock mount collapse and a big dent in the fuel tank. There was an electric fan fail, but easily replaced. Many cars had small electrical breakdowns. Several shock absorbers replaced. Sadly, on the first Day there was an accident destroying 2 cars. 1 team retired with Covid. Several cars finished with less than their full complement of gears. The work some teams went to, to remain in the Marathon was outstanding. Several cars had windscreen wipers malfunction at a time they were most need in the wet mud.**

**At Cooma, 2 of the original participants from 1968, agreed that the roads we travelled on, following the rain were much harder than in 1968, the reason for much of the car damage**

**A few acknowledgements of the team from The Thoroughbred Sports Car Club.**

**Terry Daly**

**1993 London to Sydney Marathon**

**2000 London to Sydney Marathon**

**1995 London to Mexico**

**1997 Panama to Alaska**

**Australia rallies**

**Several runs at the Bathurst 1000**

**Ipsium**



# 2022 Perth-Sydney Marathon part 5 Our Event

## Les Johnson

1980's Countless Bashes and Car Treks 1964 Ford Fairlane Les & Roselee Johnson  
 1985 Bourke to Broome 1964 Aston Martin DB5 Les Johnson & Gordon Ketelbey.  
 Variety Bash  
 1990 Tour of South Island 1924 Rolls Royce Silver Ghost Tourer Les & Roselee Johnson  
 1993 London to Sydney 1965 Ford Mustang GT fast back Les & Roselee Johnson  
 1995 London to Mexico 1965 Ford Mustang GT Fast Back Les Johnson & Gordon  
 Ketelbey  
 1997 Panama to Alaska 1965 Ford Mustang GT Fast Back Les Johnson & Jim Peters  
 2012 Perth to Sydney 1911 Clement Bayard Roadster Les Johnson & Ross Poe ( USA)  
 2013 England & Europe 1966 Aston Martin DBR2 Roadster Les & Rick Johnson  
 Celebrating 100 years of Aston Martin  
 2014 Adelaide to Darwin 1913 Willys Overland Raceabout. Les Johnson & Rick Johnson  
 plus other family members  
 2022- Perth to Sydney 1965 Ford Mustang GT Fastback Les & Rick Johnson.

## Roger Korte

Participated in a round of the State Rally championship in 1978.  
 Maned control stations for the Forest rallies through the 80's.  
 2022- Perth to Sydney 1965 Ford Mustang

## John Tourish and Lee Portelli

Were out on the road, up to 4 hours before the first car, checking the route for the rest of us, or following on behind ensuring everyone made it home, a sterling effort by both. John and Lee, many thanks for your energy and support. No matter what time at night they would return from their support roles, Lee was always smiling, friendly, had a skip in her walk and making sure everyone else was ok, start trooper.  
 John entered many rallies in Watagans from around 1972, Variety Club bashes from 1988 Had a run at the Drags and in Super Sprints, Navigated in rallies in Europe 1976 to 1981 Rallied for the Flying Doctor Service with Steve Knox 1992 to 1994 John and Lee were involved in the Endeavour Rallies 2000 to 2008  
 2022- Perth to Sydney Toyota Land Cruiser Support vehicle

## Les Payne

1st drive Sydney to Perth in 48hours with 300 miles of dirt 1972  
 Completed many Classic rallies, Hill climbs and Super sprints, Fosc at Bathurst 2010  
 Over 40s, National Go Kart Championship 1998 Coffs Harbour  
 2022- Perth to Sydney 1992 BMW 730il

## John Croft

Offshore sailing in many parts of the world.  
 Completed many Classic rallies, Hill climbs and Super sprints  
 2022- Perth to Sydney 1992 BMW 730il



# UPCOMING EVENTS

- December 2-4th HSRCR at SMSP.
- Sunday, December 11th AGM, Christmas Party at Lakeside Restaurant, Penrith.
- Sunday, December 11th AGM, Christmas Party at Lakeside Restaurant, Penrith.
- Saturday February 11th Fish & Chip Run to Woy Woy with Mini Club.





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