

# GOBLINS' GAZETTE

The official publication of the  
AUSTIN HEALEY SPRITE  
DRIVERS' CLUB INC



FEBRUARY 2023



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The official publication of the

AUSTIN HEALEY SPRITE  
DRIVERS' CLUB INC



PO Box 248, Box Hill Victoria 3128

[www.ahsdc.org](http://www.ahsdc.org)



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The AHSDC meets on the first Friday of each month (except January).  
The meeting is at the clubrooms at 19-23 Rosalie Street, Springvale (Melway 80 A8).

DEADLINE FOR GOBLINS' GAZETTE IS THE SECOND FRIDAY OF EVERY  
MONTH except December - **no mag in January**

Articles and photos can be sent to [mandypj@optusnet.com.au](mailto:mandypj@optusnet.com.au)

Please send photos as separate files DO NOT embed in word documents

Opinions expressed in this publication are not necessarily those of the editor, the Austin Healey Sprite Drivers' Club Inc or its committee. Information is published in good faith and we do not accept responsibility for any loss, damage or disruption caused by errors or omissions, whether such errors or omissions result from negligence, accident or any other cause. All rights reserved.

# CALENDAR OF EVENTS

## CALENDAR FOR FEBRUARY & MARCH 2023

Date	Event	Organiser
3 Feb	<b>AHSDC General Meeting &amp; BBQ</b> 23 Rosalie Street Springvale 6.30pm more details below	<b>AHSDC</b>
26 Feb	<b>Khanacross Bryant Park</b> More information <a href="http://www.gippslandcarclub.com.au">www.gippslandcarclub.com.au</a>	<b>GCC</b>
26 Feb	<b>British &amp; European Car Show</b> Caribbean Gardens see page 23	<b>RACV</b>
3 Mar	<b>AHSDC General Meeting</b> Clubrooms 23 Rosalie Street Springvale 7.30pm	<b>AHSDC</b>
18 Mar	<b>MSCA Sprints Sandown</b> <a href="http://www.msca.net.au">www.msca.net.au</a>	<b>MSCA</b>
26 Mar	<b>Jazz at Montsalvat</b> See page 5	<b>AHSDC</b>

Please note dates are subject to change. This calendar is not a comprehensive list of events, there may be other events held on the same dates in other locations. Check out the club's website, it is regularly updated [www.ahsdc.org](http://www.ahsdc.org)

With Christmas well behind us, and also the New Year it is time for the most important event between Australia Day and Labour Day – yes, it is the gala opening to the 2023 AHSDC year!

Friday 3 February BBQ at the clubrooms, kicking off at 6.30pm.

Food provided by the Life Members, just bring a smile and appetite!

It will be followed by brief formal meeting where the 2023 committee will regale you with plans for the year ahead.

It's a great time to meet with your fellow members, and please bring your Spridgets as well.

Lets make it a great start to the year.

See you all with as many Spridgets as possible , Friday Feb 3 at 6.30!

### AHSDC 2023 COMMITTEE

#### President

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[president@ahsdc.org](mailto:president@ahsdc.org)

#### Vice President

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#### Social Secretariat

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##### Club Accountant

Jim Dewar 5460 4460

##### Club Library

Tony & Nancy Young 9890 7530

#### MSCA Delegate

Bob Lomas 0418 382 299

#### Motorsport Australia Delegate

Mike Welsh 0416 254 599

#### Sprite Register & Club Permit Officer

Warren Reid 9870 9442

[cpsadmin@ahsdc.org](mailto:cpsadmin@ahsdc.org)

#### AOMC Delegate

Bob Lomas 0418 382 299

#### Webmaster

Dave Wallace 0438 856 353

#### Club Solicitor

Stratton Langslow  
205 William Street, Melbourne.

The AHSDC Inc is affiliated with Motorsport Australia and is a member of the Marque Sports Car Association & the Association of Motoring Clubs.

Well who can remember last year it seems so long ago after a hectic Christmas and the mandatory New Year celebrations... Are we there yet?

Well, we certainly are as we "gear up", blow the cobwebs off and start the new club year off with a bang (backfire ... not collision).

Last year members stepped up and helped us all break out of the C fog by organising events and re-establishing many of the club traditions.

We already know that the new committee members who are organising the racing calendar and the social activities are embracing this with a passion as they are on the grid and ready to roll ... so for sure we are going to have a great year ahead of us.

This club provides the opportunity for members to engage in a variety of activities, that is when they are not

working on the cars themselves.

Speaking of which I have purchased another car which has a great history but has been sitting idle in a shed for many years.

Why do I need another car you might ask? Well like toad ... "I like messing about in boats" ... in this case froggy cars.

So, there are cars out there that need restoring, blowing off the dust and cobwebs and in some cases simply petrol.

There is something cathartic about working on these cars, ignoring the bruises, cuts, grease and noting that a couple of gentle swear words work as well as RP47.

Happiness is finally finding a spanner that fits the nut you just lost down an unremovable channel.

The realisation that the cars may have been designed for short skinny

mechanics with long fingers, and everyone else deserves a medal for attempting what seems to be the impossible.

However, what goes together will also come apart, now watch this space and see if I can finally get it all together.

So at least this car came in almost complete condition, plus a trailer load of spare parts ... should I question why?

What was good was the old mags going back through to Bob Gill and other notables, so when it gets hot ... I grab a cuppa and have a read (at least someone knows what they are doing).

Have a Great Year

*See your wheels in motion soon ...  
Regards Jules*

## JOIN US FOR JAZZ AT MONTSALVAT

The club is organizing an afternoon of jazz on 26 March at Montsalvat followed by a meal at House Of Salad in Eltham.

The concert will be in the Barn Gallery which features not only Montsalvat's best piano, but a bar in the corner to keep you refreshed.

The music begins at 5pm but keep your eyes peeled as we may be getting a tour of Montsalvat prior to the concert.

After the concert we will all head to the House of Salad where you can BYO wine or purchase it from the restaurant.

Who is Joe Chindamo?

Joe Chindamo is a musical polyglot whose art defies classification. While forging an international career as a brilliant jazz pianist – producing 23 CDs, topping the jazz charts in Japan, winning a slew of awards (including being inducted into the Bell Award Hall of Fame in 2016) and touring the world with the genre's leading figures.



He was working as "first call" pianist on more than 60 film soundtracks and performing and recording with a plethora of leading artists from the worlds of opera, jazz, theatre and pop.

So why not join us, Joe, and the other jazz performers? All you need to do is book online at <https://www.trybooking.com/CFHVF> and then email or text Bib, Sue or Trish that you are joining us. If you aren't good at booking online then contact a member of Team Social and we will help. Cost - \$55 concession.

Montsalvat Jazz is Back

Montsalvat, 7 Hillcrest Avenue, Eltham

Possible tour of Montsalvat 4.30 (TBC)

Concert run time 5pm – 7pm

Cost - \$45 concession through **trybooking**

(email [social@ahsdc.org](mailto:social@ahsdc.org) and we will advise when bookings open)

House of Salad (BYO & licensed)

4/61-67 Beard Street, Eltham - 7.30 pm

*The Social Secretariat:*

*Bib 0412 937 379 Sue 0499 968 472 Trish 0408 109*

## THE BULL AND MOUTH LUNCH RUN AND SLEEP OVER



We made it! No cancellations this time! It's been a long journey to organize our end of year dinner which turned out to be lunch. We've had several cancellations, but this time luck was on our side and even the weather cooperated. About time is all I can say.

Thirty-four excited members and friends either joined the drive from Beasley's Nursery to Maryborough or made their own way to Bull and Mouth Hotel for our end of year lunch.

We were expected to arrive around the 12.30pm mark, but Mr Crombie didn't stick to the plan and didn't stop at Romsey for bathroom break or coffee (thus confusing some members); we even took our chances that we'd have enough fuel to get to Maryborough, thus we arrived ahead of schedule and appeared to put the hotel under a bit of pressure.

Booking in and finding our bed was done with the usual ease which meant we could sit and relax over the first beverage of the day, coffee!

A number of country members took advantage to join us with Ian Marchioni from Lara joining us with his friend, Keith. I must give him a bright star because he was well ahead of schedule himself and was waiting at the appointed place in Woodend even though we were 30 minutes ahead of time ourselves. Thank you, Ian, for being so organized.

Ian did ask me "where were all the Sprites and Bugeyes?" with only Jack and Kay in his perfectly restored MKIII, Ian in his flawless white Bugeye and Austin (my Bugeye) making the drive.

Garry and Alex joined us in Maryborough in their picture-perfect blue Bugeye. The rest of the field took to their standard daily drives, maybe in practice for 2023 competition year where you can drive whatever you like.

Jeff and Faye came along with their Fiat Ducato campervan which looks like a great unit to take travelling. I would like a campervan but haven't found a bargain yet.

It was great to see Ruth and David Norris joined the group, as well as Bib and Gerry who have spent the year either babysitting or travelling Australia. I'm sure we are looking forward to seeing what Bib will have in store for us as part of social secretariat for the 2023. Thank you, Bib.

It was also wonderful that Barry and Judy Payne and Glyn and Bob had the time to travel down from Benalla and Yackandandah to spend the weekend in Maryborough..

With the Prosecco and beer flowing, food served then complimentary bottles red and white wine found their way to the tables courtesy of the club. Judging by the noise in the room the conversation was plenty throughout the afternoon. Trish Niemann was the lucky door prize winner.



**Top left: Lorraine Boyd and Social Secretary Sue Dore. Top right: Gerry & Social Secretary Bib van O.  
Middle left: Glynis and Vice President Mike Welsh. Middle right: Alex Salmon & Treasurer Garry Neeman.  
Bottom left: Barry Payne and Jack de Bruijne Bottom right: Jeff Smith, Chris & Jim Dewar.**

With lunch completed we found half the group headed for Jim Dewar's home for afternoon drinks and a chat, another group headed for the comfort of their bed for a rest and the balance put on their walking shoes and headed off to explore Maryborough.

It's a lovely town full of history. The Grand old Railway

Station was a great place to start, but first we had to take shelter to avoid the rain shower. The railway station built in 1890 is of Queen Anne style red brick that displays hallmarks of the Anglo-Dutch style. The outside roof consists of different types of Dutch gables with faceted chimneys and Lorraine was heard to comment that the large platform



**Top left:** *Top right: Webmaster Dave Wallace.*  
**Bottom left:** *Membership Secretary Frank Bugeja.*  
**Bottom right:** *Competition Secretary Mike Dore*

would be perfect for a large social party.

The Magistrates Court Building built in 1858 is another beautiful building and has lots of history. To complete our walk, we headed to Phillips Gardens, filled with water, and loads of colourful bird life.

Dinner was a quiet affair with nine members taking to the local Chinese Restaurant where their Eftpos machine was broken, so we all had to count our pennies to pay cash for the evening. The food was outstanding, and all at a very reasonable cost. The bill for dinner settled, we strolled to our hotel bed feeling well fed and tired.

Owen and I had to get back to Melbourne early so once we heard the rooster crowing, we fired up Austin and headed home.

I'd like to thank everyone who came along and hopefully enjoyed the day as much as I did and hope to be seeing you all again on our next social activity planned by Bib.

Merry Christmas to all and may you have happy, trouble free driving throughout 2023.

*Chris Crombie*

**JEFF SMITH**  
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# The Social Secretariat

Welcome to a new year and new dates for some Spritely social occasions. The selection offers something for everyone and we look forward to seeing you at the events of your choice.



## MARCH

On the 26 March we have arranged a tour and jazz night at Monsalvat in Eltham.

Monsalvat is a medieval-style group of buildings, built in 1934, largely from recycled materials to serve as an artists' colony.



We believe, but are happy to be told otherwise, that our March social event may be a first for the club.

The jazz artist on the night will be the well respected pianist, Joe Chindamo and his trio who will perform from 5-7pm. We then suggest that we finish the evening at the House of Salad to feed the inner person.

Please let us know as soon as possible if you wish to join us (see page 5 for more details).

## JUNE

We had planned to visit Shepparton for the end of February but have been asked if we can make it later in the year. So, with apologies for any inconvenience it may cause, we are now planning a two day trip to Shepparton on the 17 & 18 June.

There will be more details as the date draws nearer but we will be including a visit to MOVE (Museum Of Vehicle Evolution) and the Shepparton Art Gallery.

MOVE is a world-class transport museum with displays of motor cars, motorbikes, trucks, buses, and much more. MOVE also includes; The Furphy Museum, The Farren



Vintage Bicycle Collection, The Dick Clayton Collection of gramophones, telephones, and radio, and the extraordinary Loel Thomson Costume Collection.

The collections are displayed in a contemporary and interactive exhibition space. Please mark this new date in your social calendar.



## SEPTEMBER

Later in the year we've organised Friday 1st and Saturday 2nd September accommodation at Apollo Bay. Free from the summer funfair and crowds,

Apollo Bay is a peaceful but interesting place surrounded by winding roads conducive to happy Sprite motoring!

A visit to the museum and Cable Station and a drive up to Forrest for lunch at the Brewery (it also has wine and a good menu) are on the itinerary. More details later.

## CHRISTMAS DINNER

Our Christmas end of year dinner will be held on Saturday 2 December at Kew Golf Club.

In closing we would like to recognise and thank all those who contributed to the organisation of social events in 2022 in the absence of an elected Social Secretary.

Please contact either Bib, Sue or Trish for more information about events or to confirm your attendance.

*The Social Secretariat:*  
Bib 0412 937 379  
Sue 0499 968 472  
Trish 0408 109 624

# Socially Speaking ...

## Mid Week Drives 2023

Starting 16 March we are off and running for another year. All the drives are on a Thursday starting at 10am sharp from Beasley's Nursery, 195 Heidelberg Warrandyte Road, Warrandyte.

Hospitality is still struggling with staff problems, so please book in before the Monday night prior to the drive.

Please let Jack de Bruijne know if you are coming either by email to [jdebrona@gmail.com](mailto:jdebrona@gmail.com) or phone or SMS to 0403 323 584.

The dates and end venues are as follows, but subject to change.

16 March	Grand Hotel - Yarra Glen
20 April	The Hill - Berwick
11 May	Dudleys - Olinda
1 June	Home Hotel - Launching Place
22 June	Bridges - Hurstbridge
13 July	Warburton Hotel - Wesburn
3 August	Micawber Tavern - Belgrave
24 August	Alpine Hotel - Warburton
14 September	Grand Hotel - Yarra Glen
19 October	Kinglake Hotel
2 November	Diamond Creek Hotel
16 November	Cunninghams Hotel - Yarra Junction

The drives are approximately 70 miles long with half completed before a morning tea stop, and the other half before lunch.

Lunch normally finishes about 2.30pm and then you make your own way home.

Come along and give your car a run and meet up with the friendly group. The roads are usually fairly quiet on a Thursday too.

Just so you can see how much fun the drives are and that everyone in every car is welcome here are photos from the last Mid Week Drive for 2022 held on 24 November.



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# Socially Speaking ...



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Welcome to our 2023 membership ... I hope you had a great Christmas and New Year! My best wishes to all for a safe, healthy and successful 2023...

There have been no new members since our last issue.

All memberships expired on 31 December. A big thanks to all our members who have renewed their membership.

At the end of the first week of January, we have 173 financial members. So we have another 60 odd members from last year still to renew. More importantly, 17 of these unfinancial members have cars on the VicRoads CPS. By the time you get to read this, the club will have sent a letter to VicRoads advising that these members are not financial and it will be up to those members to deal with VicRoads. This action is in accordance with the club's agreement with VicRoads. It will be illegal for these cars to be driven on public roads.

The renewal procedure is not difficult and the great majority of members have had no problem renewing and for those still wishing to renew here is the procedure once again.

Process for renewing membership...

1. Open our website – [www.ahsdc.org](http://www.ahsdc.org)
2. Log on by clicking “**Login**” on the menu at the top of the page towards the right.
3. You will be prompted for your username and password. Depending on what has been saved on your computer/phone/device, your username may appear. If it does not appear and you have forgotten your username contact Frank Bugeja. If you have forgotten your password, select **Forgot Password** and follow the prompts.
4. Once logged in, your **Account** page will open. Use the **MemberPress Menu options** (part way down the page) to review your current **Membership Details** (Home) or to review and renew your **Membership dues** and **CPS Admin** fee option (Subscriptions).
5. The **Home** option will show your current membership details. Check through all your details and make any changes or additions necessary. IMPORTANT - this year there is an additional question to address. “DO YOU

WISH TO CONTINUE TO RECEIVE A HARD COPY OF THE GOBLINS GAZETTE?”. If you make any changes or add anything, click on **Save Profile** at the bottom of the page

6. The Subscription option will show your current membership:

- Click on **Renew** to renew your membership.
- Then click on **Apply Now** at the bottom of the membership page to go to the payment page.
- On the payment page, check that you have the correct member type and follow the prompts to pay.
- Then click **Submit** and your membership is renewed. You will receive emails confirming renewed membership.

7. If you also need to pay your CPS Admin Fee, click on **Account** (at the top of the page) then click on **Subscription** (part way down the page):

- Click on renew to pay the **CPS Admin Fee**
- Then click on **Add Now** at the bottom of the CPS Admin Fee page to go to the payment page.
- On the payment page, check that you have CPS Admin Fee and follow the prompts to pay.
- Then click **Submit** and your CPS Admin Fee is paid. You will receive emails confirming your payment.

8. When you have completed your renewal(s) click on **Account** again and then click on **Logout** part way down the page.

For those who do not have the ability to renew their membership online, talk to me and we will resolve the situation. If you have any problems with the system contact me anytime.

Remember, if you have any potential new members, or any issues with receiving the Goblins' Gazette etc contact me anytime.

And as always, I look forward to meeting you all at next monthly club meeting or at some other club event somewhere...

Frank Bugeja  
Membership Secretary  
0411293984 or [membership@ahsdc.org](mailto:membership@ahsdc.org)

## Cruze Nights Every Wednesday

EVERY WEDNESDAY NIGHT meet at the corner of Dorset & Canterbury Roads by 7.30pm SHARP for a drive and dinner – no need to book.



# COMPETITION CORNERED

## DRIVERS' CHAMPIONSHIP RULES 2023

(A) The Driver's Championship shall be open to all financial members of the AHSDC, with no distinction between sexes, all members compete on an equal basis.

(B) The AHSDC Committee shall list all events available to the club throughout the year that shall count towards the DC. The first four (4) events of the coming year shall be notified to members by a global email before December 31 in any year. During the year, further events will be added to the available list to allow flexibility for competitors to enter.

(C) Competitors may use ANY vehicle in which to compete, subject to (D) below.

(D) Competitors MUST use the SAME vehicle for ALL OFF-ROAD events sprints, regularity and hillclimbs. Another vehicle may be used for any motorkhana, OSTs (4WDs excluded) and any road event requiring a fully registered or Club Plated vehicle.

(E) A competitor's highest points from a minimum of 6 (six) available events shall count towards the DC and any competitor MUST compete in a minimum of 6 events (see H) below for points to count towards the DC.

(F) There shall be NO MINIMUM number of competitors in any single event to qualify for DC points for that event ie. a lone AHSDC competitor in any event shall gain the maximum points for that event. However, a competitor must inform the Comp Sec of their entry to any of the available events run by organisations other than the MSCA.

(G) Points shall be awarded from 10 down to 1 for each event, the winner gaining 10 points, the runner up 9 points, and so on down to competitor 10 gaining 1 point. If there be more than 10 competitors in any single event, every competitor beyond 10th place shall be awarded a single point.

(H) The DC shall comprise a minimum of any 6 of the following events.

- 1 -- Road Navigation Event/Economy Run
- 1 – Observed Section Trial (OST)

2 – Motorkhanas

1 – Hillclimb

1 – Regularity

2 – Sprints

The navigator in a navigation event shall gain the same points as the driver. This event, as well as the OST, motorkhanas, hillclimbs, regularity and sprints may be run by other clubs with invitation to AHSDC members to enter. The regularity event may be nominated by the committee to be run in conjunction with a sprint event. Throughout the year, as other events may be added to the available list, members would be free to choose those events most suited to them or their vehicle(s).

(I) In the event of more than one event being run on the same day by different clubs, if AHSDC members compete at any of those DESIGNATED events, points gained at each event shall count towards the DC ie. competitor A competes at Sandown in an MSCA Sprint on the same day as competitor B competes in a MG Club sprint at Winton, while competitor C enters an OST run by another club. Both A, B and C are the only AHSDC competitors at their respective events, all three gain 10 points each towards the DC.

(J) Awards: The Driver's Championship will be awarded to the driver with the highest score from their best 6 events. In the event of a tie a countback will be used to determine the winner. There will also be an award for the best placed Sprite unless they are also the overall winner. Any other awards would be at the discretion of the committee.

(K) Once adopted, the Competition Rules shall apply until any changes are contemplated. One months' notice to members must be given for any changes to occur, and any such changes require a majority vote by members at a normal monthly club meeting. Any changes MUST apply from the start of any competition year, thus any change would require a vote no later than the December club meeting 1 month prior to the changes taking effect, as there is no club meeting in January (this may change subject to experience in this first trial year)

The aim of these guidelines/rules is to encourage more

members to compete in vehicles other than their Spridgets. We recognise that many Spridgets are increasingly valuable, and many members do not wish to drive them competitively. These rules allow more robust and/or less valuable/suitable vehicles to be used by members to enjoy various forms of motor sport. The emphasis is thus

back on the ability of the driver, with the vehicle being of secondary importance. By allowing different vehicles to be used for offroad and on road events (subject to "D"), hopefully, more interest from members to compete, will be generated, due to flexibility and choice.

## MSCA SPRINTS CALENDAR 2023

### JANUARY

Sunday 22 MSCA Phillip Island  
(to be confirmed)

### MARCH

Saturday 18 MSCA Sandown  
Sunday 19 Porsche Club 6 Hour Relay  
Sandown

### APRIL

Saturday 18 MSCA Winton

### MAY

Sunday 7 MSCA Sandown

### JUNE

Sunday 4 MSCA The Bend, Tailem Bend. SA

### JULY

July/Aug tbc Phillip Island 6 Hour Relay

### AUGUST

Sunday 13 MSCA Winton  
(inc TSOA Challenge)

### SEPTEMBER

Saturday 16 MSCA Phillip Island

### OCTOBER

Sat 14/Sun 15 WINTON 12 HOUR RELAY  
Sunday 22 MSCA Sandown

### DECEMBER

Saturday 16 MSCA Come and Try Day  
Phillip Island

## GCC HILLCLIMB & KHANACROSS 2023

### FEBRUARY

Sunday 26 GCC Khanacross at Bryant Park

### APRIL

Sunday 16 GCC Khanacross at Bryant Park

### MAY

Sunday 28 GCC Khanacross at Bryant Park

### JUNE

Sunday 4 GCC Multiclub Hillclimb at Bryant Park

### JULY

Sunday 2 GCC Khanacross at Bryant Park  
Sunday 16 GCC Multiclub Hillclimb at Bryant Park  
Sunday 30 GCC Khanacross at Bryant Park

### SEPTEMBER

Sunday 17 GCC Khanacross at Bryant Park  
Sunday 24 GCC Multiclub Hillclimb at Bryant Park

### OCTOBER

Sunday 22 GCC Khanacross at Bryant Park  
Sunday 29 GCC Multiclub Hillclimb at Bryant Park

### DECEMBER

Saturday 3 GCC Multiclub Hillclimb  
(Twilight Event) at Bryant Park  
Sunday 11 GCC Khanacross at Bryant Park

ALL DATES TO BE CONFIRMED

# A SHORT HISTORY OF THE MARQUE SPORTS CAR ASSOCIATION



FOR a group that is 50 years old the MSCA does not have a formal record of its history and its activities. Originally the MSCA was formed as a group of one-marque sporting car clubs for competition reasons and no one individual or club has kept the full story. The history is there within the history of the member clubs and in the memories of many competitors who have been active. Preparing for our 50th Anniversary year proved more challenging than first thought.

Here is a broad description of those 50 years. Now we must compile a full history of a unique organisation serving club level motorsport before that history is lost. These will be memories for our older members and perhaps many surprises for recent competitors as to how far we have come.

## FORMATION

Despite the bantering or love-hate relationship between the different British, European and Japanese sports cars, an idea was floated in 1971 to assess the benefits of running combined inter-club motoring events in Melbourne.

The response was greater than expected and sports car club representatives gathered at Terry Wade's home, in Cotham Road, Kew. Terry was an active member of the Austin Healey Owners Club which had only been formed as recently as 1967 by an enthusiastic group of Austin Healey 100 and 3000 owners. Representatives came from the following Melbourne based sports car clubs – Austin Healey Owners Club, Jaguar Car Club, Bolwell Car Club, Morgan Car Club, Datsun Sports Owners Association, Club Lotus, Sports Owners Club of Victoria, the MG Car Club, Austin Healey Sprite Drivers' Club and Triumph Sports Owners Association.

As an outcome, the Marque Sports Car Association was formed in late 1971 to provide competition events for members of the member clubs with a series of low cost competition events, speed events that may have been beyond any small individual club to run on their own, and that could struggle to meet the associated costs with venue hire.

Although now all but forgotten, the Porsche Club elected not to join the MSCA. However, several of their members tried to join TSOA so they could enter various MSCA events. They could not join because TSOA's constitution stated at that time that members must own a Triumph so the Porsche owners drifted off to the Datsun Sports Owners Car Club.

Approaches were soon made from Fiat and Alfa Romeo clubs and they were admitted as members. Alfa Romeo withdrew to concentrate on running their own events in 2012. The MG Car Club also withdrew in the late 1970s but was admitted again in about 2014. Clubmini joined in 2017 but left in 2022 due to lack of interest in competition

by its members. The Ford Four Car Club also joined for a while in the late 1980s. There is no record of when the Morgan Club left the MSCA.

The current clubs forming the MSCA (2022) are Austin Healey Owners Club, Austin Healey Sprite Drivers' Club, BMW Car Club Victoria, Bolwell Car Club of Australia, Fiat Car Club Victoria, Jaguar Car Club of Victoria, Lotus Car Club, MG Car Club Victoria, Nissan Datsun Sports Owners Club, Nissan Club Australia, Sports Car Owners Club of Victoria, Triumph Sports Owners Association and the Victorian Clubman Constructors Group.

A key factor that led to the final agreement to form the MSCA was that it got around a long standing CAMS regulation which had stipulated that a maximum number of four car clubs could compete at any individual club event. Limited invitations from the larger Jaguar and MG car clubs to join their Calder sprint meetings had led to a growing interest in club level speed events and this now became possible for the smaller clubs under the umbrella of the MSCA.

It must be remembered that MSCA is not a car club, but an officially recognised organising body in the eyes of the Motorsport Australia (nee CAMS) to promote and conduct motor sport at club level.

Austin Healey Owners Club members approached Ron Parkes an official of CAMS, who worked very closely with the new MSCA management and gave a lot of guidance and support in those early years regarding the complex CAMS rules/regulations and high expectations on the MSCA in conducting different types of events.

At those first meetings, while approved helmets and a fire extinguisher were a strict requirement of each entry; they were normally exchanged freely between club members and this greatly assisted new members, until such time that they could afford their own individual safety equipment.

Terry Wade and Mike Kirby both from AHOC were joined by Tony Bennetto of the Sprite Club, and they were the leading lights of MSCA at this point in time, ensuring that all MSCA events were run strictly to CAMS requirements and rules.

This quickly established MSCA's reputation as a reliable and responsible organising body. Of course there are so many who have held leadership positions and many other volunteers that naming them all is a task for another forum.

Each MSCA member club was expected to be responsible for one event, as well as supplying at least three or four members to assist in the safe running of every other event manning corners, working in the dummy grid etc. In addition to that, each member club had one delegate on the MSCA management committee, which met regularly to organise the proposed events at suitable



venues, scattered around the state.

The delegate also put forward their club's view on any issue, impacting on MSCA activities. This committee structure remains current, but events are now organised and run by the executive and nominated volunteers.

### THE FIRST DECADE - 1970s

A time of change with a variety of events offered and a move toward the final MSCA model-based on speed events.

Many early events were a continuation of typical events that were being run by the individual clubs before the formation of the association.



### Motorkhanas

The first MSCA event was in February 1972 – a grass motorkhana at Casey Fields, Berwick and organised by Sporting Car Owners of Victoria.

For this inaugural (and historical) event, the weather was reported as being near perfect for sports cars and 110 keen competitors entered to test their driving skills.

While gremlins got into the timing equipment, four runs were still achieved and the event concluded with a social drink and a BBQ at the end of the day.

By then the course had unfortunately turned in to a “dust bowl” with cars disappearing and then reappearing from the clouds of dust enveloping the course. Despite this it was declared an unqualified success, with members looking forward to the next event.

Subsequent motorkhanas were held on bitumen car parks of large shopping centres at High Point Northland, Arndale and Box Hill from 1973 to 1977. Another was held at High Point West in 1982.

The car parks became unavailable as shopping hours extended into weekends. Interest by members was waning and the individual clubs continued to run their own events instead.

There were final offerings by MSCA in 1995/96 at Mangalore Airport in conjunction with drag racing runs on the airstrip, and in 1996/97 at Calder Park, again in conjunction with drag racing sprints.

### Trials

Also a continuation of events run by many of the member clubs, these were long and often rough and demanding events that soon lost favour. TSOA organised day time events in 1972 and 1973 only on “reasonable roads”.

The Bolwell Club's “Wombat Jaunt” night time events

on mostly badly pot -holed gravel roads and were very tough on low slung sports cars. Breakdowns, damage and finishing after midnight was the norm. The last “Wombats Jaunt” was held in 1976 with mainly saloons entered.

### Economy Runs

Run from 1972 to 1975 with the added twist of determining the results on a MPG per ton calculation!

Entrants had to provide a weigh bridge certificate or a registration certificate to prove the weight of the vehicle.

Once again, a short lived MSCA event as speed events became the priority.

### Concours de Elegance

Another new MSCA outing was for clubs to showcase their sports cars at a MSCA Concours d' elegance at Bundoora Park in October 1974, when the Jaguar Car Club was responsible for the polish and wax day and charged \$1.00 per car which in part went to the George Vowell Memorial Centre for the Blind. Each club chose its own entry for each class. It was open to spectators from the general public, entry for 50 cents.

Another was held in 1976 at Kew Cottages called “MSCA Victorian Concours” and promoted as “every car club in Victoria has been invited”.

The last two were at the Flemington racecourse in 1977 and at Caulfield in 1978, but again interest and member club support was not all that encouraging, when only a small number of cars from each club were allowed in each category .

### TSOA/MSCA Luna Park Balls 1972 - 1976

MSCA was on a winner with unique MSCA/TSOA balls held yearly from 1972 to 1976 which were the biggest events ever conducted at Luna Park. They were a huge financial success, primarily because of TSOA's Ian Relph, being the chief organiser. It was also the ideal opportunity to present all of the MSCA's top awards to the individual winners for that particular competitive year. Ian was spurred on by the success of organising prior TSOA Luna Park Balls in 1970 and 1971, this despite the fears of a financial flop always lingering.

Somehow Ian had boundless ideas/energy to ensure the success of the Luna Park concept, which was enjoyed and appreciated by all of the MSCA member clubs.

Planning an event of this size was a big venture for the Marque Sports Car Association as the financial outlay for a ball of this size requires that at least 900 tickets be sold before expenses are met. But backed by the support of 10 sports car clubs it was felt that such an event was within the means of the association. However, early ticket sales were a little frightening to say the least, and at one stage it looked as if a loss was most likely. But a rush on tickets over the last few weeks certainly changed the picture, and by the night of the ball almost 1300 tickets had been sold which was close to a record for such an event.

The entire Luna Park venue was closed to the general public for the MSCA events.

Dinner suits or lounge suits were the only acceptable form of dress. Casual or fancy dress was not permitted.

There was always plenty of supper, and (byo) beverages in all of the 13 or 14 MSCA club marquees, set up specially for these fabulous nights. The only problem with such a successful night was that few attendees were able or capable of rolling up to work, a few hours later that morning?

The final Luna Park Ball was in 1976 on a Tuesday night! On 21 November 1972 promotion was – “tickets \$10 a double. 8pm to 1am. Formal dress. BYO. Free non stop rides on Big Dipper, The Whip, Scenic Railway, Giggle Palace, Dodgem cars, Penny Arcade, River Caves, Spinner, Sky Rider, The Rotor, Ghost Train, Merry go Round. Steak salad supper. Free hot dogs, coffee and fairy floss. Dance to Fank Trainor and the Preachers”.

### ESTABLISHING THE MSCA BRAND SPEED EVENTS 1972 UP TO THE “MODERN ERA circa 2006”



#### Hillclimbs

These were a core event until quite recently. Traditional events for the foundation clubs, particularly the older British marques.

Morwell Hillclimb was the constant from the first MSCA hillclimb in November 1972. In the 1970s and 1980s MSCA usually offered two Morwell events each year. By the time the original course closed in about 2006 interest was low amongst the new MSCA demographic.

MSCA did run an event at the new hillclimb at Bryant Park in Gippsland in 2008 but entries were low and it was no longer financially viable to offer a hillclimb. In the mid 2000-teens MSCA promoted rounds for a few years by joining the MG Car Club at one of their Rob Roy events but not as a point scoring event.

#### Lakeland Hillclimb

One of MSCA’s major undertakings occurred in 1976, with the re-opening of the Lakeland Hillclimb, in Old Gippsland Road, just off the Warburton Highway, only a few miles outside of Lilydale.

After striking an agreement with Mrs Jim Abbott, the then owner of the rural property, MSCA working bees cleaned up the track, drains and cutting back the overhanging undergrowth off the access and return roads to make sure that the Lakeland property would be ready for at least one hillclimb per year that the committee had hoped for. As it turned out MSCA was to make frequent use of this venue in the years ahead, including some of the individual member clubs, such as AHOC.

*As an aside and proving the adage of six degrees of separation; after many trips up and down Lakeland Hillclimb in my Sprite and after concreting the ladies amenities together with fellow AHSDC competitor – Miriam Greenland (nee James) later in the 1990s – while working at Syme Magazines I worked with James Abbott, son of Mrs Jim Abbott. The Editor.*

Many recall it as a great track. The return road made it almost like a circuit. Many a competitor and club member would remember the sweeper, Pattersons corner, the Carousel and the final uphill run to the finish line. The track record for sports cars over 2000 cc was around 43 secs.

Open hillclimb events were also held, many run by the MSCA but not part of the MSCA championship. During 1978, the venue was put up for auction and there after in the years that followed, it was jokingly said that this was to be “the last hillclimb at Lakeland”. Unfortunately, it did close in 1985.

The first few MSCA Lakeland meetings were conducted over the entire weekend. Saturday was used for practice, with Sunday being competition day, but eventually the CAMS permit was accepted that it was for race day only due primarily to encroaching housing. The caring MSCA committee who did not want to lose the use of this popular club venue by upsetting the residents in any way. Saturdays then became known for working bees, to clean-up the site and test the communication cables in readiness for Sunday’s competition.

Fortunately, the Lakeland Hillclimb land was zoned for motor sport by the local Lilydale Shire, so MSCA decided at one stage during their occupancy, to canvass the idea of selling \$50.00 shares to individual club members to secure the venue, but this scheme failed to attract much interest or, the required support so the proposal did not proceed.

#### Sprints

Sprints, or Super Sprints as we now call them, are held at Sandown, Winton, Phillip Island, and The Bend for the first time in 2022 (and booked again for 2023) and are what the MSCA is known for these days. Going to Wakefield Park, Goulburn was seriously considered around 2010 but the financial commitment was too daunting, being uncertain about competitor interest and our financial situation was only just starting to improve.

Current competitors will be surprised at the venues that have been used since 1972 and the way the running of these events have evolved.

Calder Park Raceway with drag racing, sprints on the short and long circuit, night time sprints (1995) and on the Thunderdome in 1989 and 1997.

At Calder the first MSCA sprint meeting was run in April 1972 by the Jaguar Car Club.

The MGCC ran the 1973 event. These two clubs had run sprint events at Calder for some years as their own events, extending a limited number of entries to other clubs at



times.

Calder remained a key venue for MSCA with two and sometimes three events annually. The circuit and surrounds were falling into a sad state of disrepair by 2008. Track management was difficult to deal with.

The final straw was the dangerous tarmac surface applied from main straight entry down the full length of the straight for the "Street Drags" which was slippery like black ice with any light shower of rain. We had to run at reduced speed down pit lane if this occurred. Our last MSCA event at Calder was held on 5 November 2011.

The end of an era.

### **Winton**



The first event on the original layout (now called the "short circuit") was in May 1976.

Winton sprints were generally a weekend event with practice available on Saturday and the sprint on Sunday. Saturday night added another dimension to Benalla as a venue, as members socialised after practise on Saturday afternoon, with an evening counter tea at one of the local hotels. Our first event on what was then the recently completed "long circuit" was on 16 March 1997.

The "short track" has been used a couple of times since as a retro type experience.

### **Hume Weir**

MSCA ran here in August 1979 (and again in 1982) after Hume Weir was deregistered for racing by CAMS.

Hume Weir sprints proved popular with MSCA members and 93 competitors competed at the MSCA meeting conducted during August 1979. This smallish Albury circuit was closed circa 1978 to open competition for safety reasons but car clubs used it for the occasional sprint meeting until the mid 1980s but by then the track was starting to break-up and vandals had taken a toll on the site's remaining run down facilities .

### **Phillip Island**

First appears on the MSCA calendar for a sprint meeting on 27 August 1989.

### **Sandown**

Probably our most often used circuit now. But it was first visited by MSCA only in 1997 and again in 1998 as a non-point score event. This was because it was a 75db noise restricted day (as is still the case now) with local housing being an issue, cars had to be road registered and slicks were not allowed. These restrictions ruled out many of our regular competitors.

### **The Bend (South Australia)**

New for 2002. Booked again for 2023. Will this become

a regular event?

### **Unusual events**

DECA at Shepparton (timed laps on training venue)

Standing quarter mile drags (called "sprints") at Calder, Mangalore Airport and Heathcote.

### **Speedways**

Granite Park Speedway, Seymour. A kidney shaped dirt track. Very rough. Sprites prone to breaking axles (and spinning due to their short wheelbases).

David Langmead recalls Alexandra Speedway in early '80s was that was dirt, rough and there were large gum trees close to the track! Sprites weren't suited but what the heck!

### **EVOLUTION OF "SPRINTS"**

Calder sprints in April 1972, there were two runs down the standing quarter mile drag strip plus two timed standing 3/4 laps, single car on the track. Then the sprints slowly evolved...

A standing lap plus a flying lap, single car.

A standing lap plus a flying lap with two cars together.

Multi Start Sprints started in 1981.

Multiple pairs flagged off at safe intervals with strict instructions not to catch and/or pass the pairs in front. This was hard to control and resulted in drivers being "dressed down" as individuals or the whole field.

In earlier days CAMS insisted that a "sprint" involved no passing otherwise it was effectively racing and this was not allowed with a General CAMS licence.

Slowly the run groups grew in size and passing on the straights was acceptable, but not in corners. Generally timing was for two flying laps.

As recent as 1998 there was some excitement as increased track density at Phillip Island was flagged with groups of 12 cars and a possible total field of 96 cars being eight groups.

Manual timing with stop watches and manual recording of times was a real restriction on run group sizes.

The control tower was crowded with volunteers, one timer per car and a scribe per several people manually writing down times being called out.

This improved a little in the late 1980s when a member developed a system where times could be recorded on a computer with manual timing of each car with the keyboard struck as spotter/timer called out the car number on passing the line. This system was devised by TSOA member Steve Homans.

Timing evolved from using MSCA volunteers to using the Melbourne University timing crew.

### **CAMS club races by MSCA**

MSCA's record and standing in "grass roots" motor sport enabled the Marque Sports Car Association in Victoria to conduct events for CAMS. An example of this is the CAMS meetings such as the State Racing Series initially conducted at Calder and Winton and later at Sandown and Phillip Island.

Members who volunteered as trackside and dummy grid marshalls were always extremely well looked after for lunches, and those lunches have become part of MSCA folklore.

On 18 July CAMS club races were promoted by MSCA for the first time. Bob Gardiner, MSCA chairman, wrote to all MSCA member clubs:

“For a number of years now the Marque Sports Car Association’s provided you, the average club member, with regular opportunities to compete in a variety of speed events which, on a cost basis, are normally out of the reach of individual clubs. Without an organisation such as the MSCA this type of event would be denied to most.

While some club members are content to continue at the level provided by our events, others have developed talents and cars such that they now look to open motor racing for their Sunday entertainment.

On an organisational side, experience gained by our officials has given us the knowledge required to promote a full race meeting with its far more demanding requirements. Recognising this, CAMS has granted the MSCA the opportunity to wholly organise the CAMS club races on Sunday 18 July, 1976 - the ideal stepping off point from one car at a time speed events to open racing if you are so inclined.

In 1973, the Alfa Romeo Club joined MSCA. As a result, a very enthusiastic and willing Alfa club worker in Bob Gardiner became very interested in MSCA, not only as a regular competitor in his Alfa but in the organisational side of calendar events.

Bob became well known in club circles as one of the tireless MSCA officials and his wife Lorraine provided assistance to a busy Bob. Bob occupied various MSCA committee positions, including the senior role of chairman, before his untimely death competing in open racing at Sandown in 1981. As a true mark of respect, MSCA and CAMS conducted the first of the Bob Gardner Memorial Meetings on Sunday 21 June 1981 with 24 individual races run and many MSCA members worked trackside.

#### **Current 2022**

I have created an arbitrary “Modern Er” of around 2005 – 2008. The committee at this time faced a difficult and precarious time after a heavy financial loss from a poorly attended Winton 6 Hour Relay.

MSCA had given naming rights and financial support to the long running 6 Hour event for some years. (It was a race event going back to the Relays of the 1970s run by Austin 7 Club and then TSOA, not becoming the current regularity relay until after this disaster when it was taken over by the Alfa Romeo Club.)

Many of our current day activities evolved by necessity and through technical opportunity and even through the Covid 19 pandemic. The changes along the way have been vast, but this is what you would expect over a 50-year period.

In 2022 you could expect four 12 to 15 minute sessions in run groups of 20 for Winton and Sandown and 26 for Phillip Island. Permission from Motorsports Australia has been granted on occasions to increase these densities.

In 2022 we had clear instructions via our online ZOOM drivers briefings – respect yourself and others. Passing is allowed in corners but it is the responsibility of the passing driver to pass safely. The driver being passed must watch the mirrors and hold the line. Do not block a faster car. Indicate the passing side if possible. Diving under brakes at the end of the straight is not allowed.

In 2008 a Regularity Class was introduced. Unique at club level sprints, owners of older marque cars and newcomers to motorsport are more comfortable in this less frenetic group, although many have progressed to the

sprint groups since.

Hiring Dorian timing equipment in 2008 was a game changer. No more Melbourne University timing team who were sometimes unavailable because they were doing a major meeting elsewhere. This allowed the running of maximum CAMS capacity run groups, increased our total field and additional entry fees improved our financial position. Drivers could access their times to four decimal points via the Natsoft Race Results website and MSCA results were more accurate for our class championships.

MSCA has since purchased its own set of Dorian timers.

Instead of struggling for volunteer flag marshalls (sometimes drivers were asked to give up track time to do duty). MSCA recruited and trained a team of uni students which we paid – worked OK but sometimes unreliable (on a Sunday after Saturday night activities!) so we paid the Phillip Island Flag Marshalling Team and a local group at Winton. The MSCA now organises its own Motorsport Australia qualified MSCA Flag Team.

Professional recovery was organised to replace volunteers; a tilt tray truck and “Fire and Rescue” vehicle which has vastly reduced lost time in the case of a breakdown or incident. For many years the recovery vehicle was the TSOA Shaw brothers trailer – at Calder one day a sports sedan had a wheel fall off and we had about 12 drivers/crew lift it up to get it onto the trailer with much time lost.

MSCA has purchased its own communication gear. All these things have incurred a cost but given us control of our events.

A significant initiative by Petrina and Bruce Astbury is the MSCA annual Come and Try Day, quickly supported by a large number of MSCA officials. This has encouraged many novices to experience club motorsport with theory, instructor training and solo experience.

MSCA now owns its own course car which controls rolling starts etc.

There is continuity in our administration. Check-in procedure is handled by an experienced crew of regulars. Motorsport online entry has reduced workload enormously for our competition secretary. Once it was all by paper entry and Australia Post. Early competitors can remember arriving at an event and putting themselves down in a run group of their choice. Run groups are now organised by similarity in performance and car size, via lap times stored on the Motorsport Australia site, backed up by a newly developing MSCA computer program.

Dorian timing in conjunction with Natsoft Race Timing results have enabled MSCA to start gridding run groups in a fastest to slowest order. Safer and giving drivers a better chance of recording best lap times.

(Our pair of dummy grid marshalls have clocked up more than 100 events each in 2022.) MSCA has a website, Facebook page and contacts competitors via email.

The COVID 19 pandemic presented enormous challenges but also opportunities for efficiencies which lead to a better experience for our competitors. Changes are the power point presentation via ZOOM of the drivers’ briefing gives a consistent message.

Self Scrutineering is probably here to stay. It is backed up by regular physical checks on cars on the day.

*Photos Mandy PJ – which is why they are mainly of me.*

# EVIE

Purists should look away now. We are in an age where electric vehicles will become the norm.

Fuel will become more expensive. Climate change is here to stay and electric vehicles are one way to mitigate the effects.

The question needs to be asked whether we should look at the cars that we are driving and think about changing them. I am not talking about tossing them out, but modifying them so that they are run using electric motors.

I know little Bugeyes have been converted already and apart from the throaty roar being reduced to a whisper, results show that the handling is equally as good, if not better.

Getting the weight ratio correct so that it matches the current A series motor, transmission and gearbox is difficult, but given the weight of the motor and the improvement in batteries, it is not impossible.

Do we end up with a wolf in sheep's clothing though. Is an EV Sprite still a Sprite? Will we miss the grinding of gears, the coughing of the carburettor and having the RACV on speed dial?

And where does it stop? Will we soon have ESC, EBA, ABS, EPS and TCS and a lot of other acronyms of modern cars thrown into the mix. It may look like a Bugeye but it won't smell like a Bugeye or sound like one. Admittedly, it would be nice to pull the starter and it goes first time.

It can be argued that these sorts of classic cars don't spend a lot of time on the road. Most of them are on club registration and are not driven very far.

I can equate to that and had that as my main thrust of my argument until it was pointed out that the tow truck that it regularly travels on uses a lot of polluting fuel in coming and collecting me from the side of the road. An EV tow truck might be the answer.

The cars of the 1950s and 1960s are part of the continuum of the automobile and we should continue 'em. Continue to use them and not have them behind glass panels in some museum.



Some of us get a thrill of not knowing what will happen to them next. Will the brakes fail? What is that rattling noise? How much oil is actually left in the sump? The driving by the seat of your pants is part of life's adventure, even if your car leads you to having to change those same pants when the accelerator stays down and won't allow you to drop your speed.

In too few years, those of us will be unable to drive them anyway, so we should extend the middle finger to those who wish us to convert them to a virtual autonomous machine, such as the ones people are driving now that all look the same.

I want to know where my car is in a huge carpark. I want it to stand out and be different. If I am lost, I want to be able to find my way back to it by following the trail of dripping oil.

I do not want to hit a button on my phone to make it come and get me and drive me home ... although that would be handy after some dinner parties.

I am not about to rename Murph as Evie. Let them convert classic cars after I am dead and buried. I wish to be buried in my little Bugeye and given its perverted attitude and psychological mistreatment of me, I want to be buried at sea!

*Greg Tuck*

# AHSDC CLUB APPAREL



\$92

**MENS & LADIES ASPEN JACKETS**  
 •Navy with club logo •Soft-shell stretch garment •Inner thick anti pill polar fleece  
 •Detachable hood with drawstring •Durable zip •High wind collar •Adjustable cuff with Velcro flap



\$41

**UNISEX SPRAY JACKET IN POUCH**  
 •Royal blue with embroidered club logo on jacket & pouch •Hideaway hood •Elastic cuffs •Drawstring hem •Zipped pockets



\$78

**MENS SOFT SHELL VESTS**  
 •Navy with club embroidered logo •Soft shell stretch •Drawstring hem •Strong durable front zip •Two front zip pockets



**AHSDC CAPS**

White with blue  
 OR 50th Anniversary – Limited time only

\$20

All apparel ordered through Mike Welsh  
 Ph: 0416 254 599  
 vicepresident@ahsdc.org  
 delivery within 4 weeks.  
 All sizes are standard fittings for  
 men – S,M,L,XL,XXL etc  
 women – 8,10,12,14,16,18 etc.  
 Varied sizes available to try at club meetings.  
 Postage an additional cost.

**LADIES SOFT SHELL VESTS**  
 •Navy with club embroidered logo •Soft shell stretch •Drawstring hem •Strong durable front zip •Two front zip pockets •Tapered for ladies comfort

\$69



**AHSDC 50TH ANNIVERSARY MK11 SPRITE BADGE**  
 Plus relevant postage

\$40



\$51

**UNISEX REVERSIBLE VEST**  
 •Royal blue with embroidered logo on one side only •Polyester shell contrast black polar fleece •Zip pockets on both sides •Durable zipper •Drawstring hem



\$32

**MENS POLO SHIRTS**  
 •Royal blue with white trim and club embroidered logo •TruDry mesh 60% cotton, 40% polyester •Breathable mesh panels under arms and on sides •Easy care



\$30

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See over page for more details.

## Sunday 26th February 2023

Event Central at Caribbean Park

Entry from Ferntree Gully Road, 1km north east of the Eastlink junction

# FOR SALE or WANTED

PARTS - SPARES - CARS -

## FOR SALE: SPRINGBANK SPRITE

This is a copy of 1959 Lotus Eleven Sports car. It has competed regularly in hillclimbs, sprints and historic regularity events over last 17 years.

It comes with a 1293cc Sprite motor/gearbox, 45mm Weber 1min.14.7s on Winton short circuit and 2min.05s Phillip Island in Historic Regularity events with old age pensioner driver. Class wins at Mt Tarren-gower 2014, 2015, 2016, 2017, 2019. Lots of spares and plenty of development still possible Excellent opportunity for newcomer to motorsport \$22,000 including trailer Call Chris Dingle 0417 735 001 or email [chris@springbankfarm.com.au](mailto:chris@springbankfarm.com.au)



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# FOR SALE or WANTED

PARTS - SPARES - CARS - ACCESSORIES - GARAGE FILLERS

*PLEASE ADVISE THE EDITOR IF YOU HAVE SOLD YOUR ITEM/S*

## **FOR SALE: AUSTIN-HEALEY SPRITE MK1 ('BUGEYE') FROM ESTATE OF STEVE SCHMIDT**

One of most recognisable and successful Mk1s in the Sprite Club. Completely hand built by Steve – has been successfully campaigned in numerous motorkhana and speed events over the years; winner of numerous awards for motorsport and concours. Still presents beautifully and ready to use in competition, or very useable as an entertaining and responsive road car. The family would like to see it go to someone who knew Steve, will appreciate the car, and make good use of it. It has a 998cc 'quick road' motor; Datsun 5-speed gearbox; 45mm Weber; telescopic shock absorbers; fibreglass bonnet; alloy tank; log booked (exp). It comes complete with factory hardtop, side-screens, soft top, two sets wheels (neg); and first option on collection of spares. Autographed by John Sprinzel. An established, historic, turn-key car for a fraction of current restoration costs. \$35,000 (neg)

Expressions of interest to Ian Maud on 0414 580921.



## **Mk3 BANJO HOUSING**

Mark 3 banjo wanted, will swap for Mk1 banjo housing.

Phone – Owen Crombie  
0417107790

# FOR SALE or WANTED

ADVERTISEMENTS ARE FREE FOR MEMBERS  
CAR PARTS, CARS OR ANY GENERAL ITEMS MECHANICAL  
OR NOT MECHANICAL

ADVERTISEMENTS MAY RUN FOR TWO OR MORE ISSUES AT THE  
DISCRETION OF THE EDITOR ONLY INDIVIDUALS AND NOT BUSINESSES  
ARE ABLE TO ADVERTISE FOR FREE

# LOG BOOK CLUB PERMIT SCHEME

## IMPORTANT NOTICE TO AHSDC MEMBERS REGARDING THE CLUB PERMIT SCHEME

Recent changes to the scheme mean that when signing new club permit applications, club safety officers/scrutineers are required to complete a Vehicle Eligibility and Standards Declaration form declaring that the vehicle is eligible, safe for use on the road, and that it meets the applicable requirements for the category of vehicle for which the club permit is sought.

This implies that when signing renewals of Permits we have the same responsibility to see that the vehicle for which the renewal is sought is in fact the same car in the same condition still meeting the Vehicle Eligibility & Standards.

We would expect that this is a mere formality however, to be seen to be administering in the spirit of the scheme and to protect our members privileges under the scheme as best we can we must see the vehicle concerned before we

sign a Club Permit Application or a Permit Renewal.

Your Committee has passed the following resolution:

From 1 May 2016, AHSDC members wishing to use the Club Permit Scheme must attend a minimum of ONE club meeting/club event/event at which the club has a group representation, each year – and have the relevant car sighted by one of the Club Permit Scheme Signatories before the club signs the Club Permit Renewal for that year. If you have genuine hardship meeting this requirement due to your country location please speak to the Club Signatories to make alternative sighting arrangements.

For some of you we do understand that this might require a little bit of planning and you might see it as onerous however, in reality it is part of our joint (club/member) responsibility under the scheme and it is really very little to ask of ourselves for the privilege of driving our cars on public roads for hundreds of dollars less than if it were on a full registration.

## Club Permit Application Requirements

At the end of January 2015 the new club permit requirements came into play. For those people with an existing AHSDC club permit, nothing changes with regard to the renewal that you receive from VICROADS each year (this still has to be signed off by a club signatory when the permit is due for renewal).

However, remember that you need to be a financial member of the Austin Healey Sprite Drivers' Club Inc. This means rejoining each year by 1 January of the forthcoming year if you have an ongoing Club permit.

If your membership lapses your permit/s are considered to be invalid.

You also need to fill in the AHSDC acknowledgment form at the start of each year whereby you agree to abide by the rules and regulations of the scheme. This will either be sent out towards the end of each year, or can be obtained from Warren Reid. Remember when using your car on a Club Permit the log book must be filled in otherwise severe penalties will be imposed.

### New Club Permit Application Requirements

If you have a new car to put on the club permit system or are transferring a car from another club or from another member then the following requirements apply:

1. You need to download or obtain from VICROADS and fill in the "Club Permit Application" and the "Vehicle Eligibility and Standards Declaration" forms. Both these forms then need to be signed by the club permit officer (Warren Reid). If Warren Reid is unavailable, then other signatories listed below can also sign.
2. Any signatory signing off the "Vehicle Eligibility and Standards Declaration" must sight the vehicle for which the Club Permit is being sought and assess the extent (if any) of modifications.
3. You must obtain a current Victorian Roadworthy Certificate for the vehicle and supply a copy to the club signatory.
4. You must supply six (6) time stamped photos covering front, back, driver side, open driver's door, chassis number, engine number – to Warren Reid. Preference is for electronic versions of photos.
5. Once items 1 to 5 have been addressed then you take the signed club signatory forms along with the RWC to a VICROADS office and pay for either a 45 or 90 day permit and receive the plates to place on the car.

### Club Signatories:

Warren Reid (Club Permit Officer) 9 Giana Court, Ringwood North 3134. Mob: 0432604076  
email: cpsadmin@ahsdc.org, club scrutineers for new applications and car inspections – Warren Reid, Owen Crombie and Mike Welsh. Renewals - Warren Reid, Garry Neeman, Owen Crombie and Mike Welsh.  
More information on the requirements of the scheme and the relevant forms can be found on the VICROADS website [www.vicroads.vic.gov.au/publications-and-forms?&searchtext=club%20permit](http://www.vicroads.vic.gov.au/publications-and-forms?&searchtext=club%20permit)

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