

June 2024

Official Bulletin of the Sprite Club of SA

President's Mumbblings:

Hopefully everyone has been keeping warm and dry the past few weeks. We need the rain, and it is supposed to be winter but my goodness its been bitterly cold. I've had a few small jobs to get done on the car but even those have been delayed as its been too blinking cold to go out there after work! Its nearly ready to go back on the road. Funnily enough it's a dead heater fan switch that's keeping me off the road right now. Yes, your President is soft, but I have a heater in the car and I need it to work! Funnily enough, my other car has completely the opposite issue ... I can't shut the heater off!

It might be cold but we have a really good calendar of events for you for the run up to Summer. Highlights include our traditional Pea and Pie night (Saturday 24 August at the Clubrooms – don't forget to RSVP or we won't have a pie for you!), the Club has been invited to the Sporting Car Club for an evening with the Classic and Modern register (6 September) and then our Annual Dinner on the 21st of September, this year at Café Paparazzi on Unley Road. More details can be found on these and other upcoming events later in this months Burble and of course on the Club website and social media.

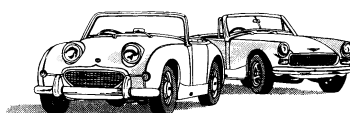
It's been pretty quiet on the run front over the past couple of months, entirely due to the inclement weather! Both attempts to hold a Mid Week Meander have been rained out (or threatened to be). The Club hopes to be able to put on an August Midweek run. This will be the planned June run, delayed until July and now hopefully run in August. But we need a Run Captain if someone is keen to volunteer. The run is planned and if I know likely numbers, I'll book a table for the lunch, but work commitments are such I likely can't attend. Any volunteers to run the Run, please let me know and then I'll advertise the event.

I'd like to make mention of Jez Robinson here. He got frustrated with no organised runs so he decided to get a few mates, their partners and their cars together the other Sunday. Word got out and he found himself the unwitting organiser of a run that brought together some 30 people, mainly members and a few who are 'Sprite Club Curious'. Undaunted, he organised a table for breakfast and then a photo shoot for the 11 Spridgets in attendance. 11 cars and 30 people you



ask – well, we also had one chap in an Alfa, two minis, a Datsun 1200 and an HQ Kingswood.

More importantly, we found a new Spridget owner who may become a member of the Club. He's upgraded to a stunning Mk3 Midget (UK import, via New Zealand, and bought from Queensland) from a Big Healey. When cyclists stop their group ride to take photos of the assembled cars, you know you've put on a good display! A great morning had by all and we eagerly await the next Robinson Run!

**MINISPORT**

SPRITE CLUB OF S.A.

On the membership front we've had a fantastic couple of months membership wise. We've had new members coming in with their Clubbie ICVs (I think this brings the number to 15 in the club), however, we lost a Sprite member when he sold his car. Luckily for us, the person who bought the car, Janice Walker, has already joined the club! I'd like to take this opportunity to remind members of the requirement to attend at least three scheduled events throughout the year. If you can't for reasons various, please contact the Committee to let them know of your circumstances as some have already done. We completely understand some people's personal and/or work circumstances prevent them from participating more frequently and if this is the case, please let the Committee know. We want to be known as a club focused on its members, not just for access to the SA Conditional Registration Scheme and the benefits it brings.

Which leads me to a difficult conversation! I'd like members to put their thinking caps on please. As you all know the Club membership fees have been held at \$50 for an extended period of time. We all know firsthand that the cost of everything has been rising and this includes essentials for the Club, such as our annual insurances and the hire for the club rooms. Over the next couple of months the Committee will be mulling over a potential increase to our annual subscription fees and the impact that this may have on members. If you have any views, please have a chat with a Committee member.

There is lots more news, so come along to a meeting or an event soon so you can catch up!

Hope to see you out on the road soon

RobinD

Club President.

Upcoming Events of Note

21st Aug - Midweek Run.

Run Captain wanted.

Starting at Ridge Park, the run will take in some of Adelaide's best driving roads out to Gumeracha and then on for lunch at Lobethal. Total run distance approx. 100km. More details to follow!

24 Aug – Annual Pie and Pea Night.

Held at the Clubrooms this is a great night to catch up and enjoy a South Australian culinary icon. A Pie Floater! Don't knock it until you try it!

Please RSVP as soon as possible so the club can order the pies. If you have particular dietary requirements, *please* let us know so we can cater for you (and you feel that you can come along!).

Cost - \$10 per head

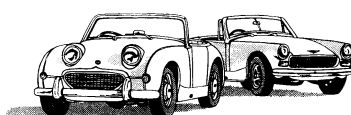
A raffle will be held (\$5 per 3 tickets) as well as a Quiz Night to challenge the grey matter!

6 Sep – A Night with the Sporting Car Club

Thanks to the efforts of Carole and David Tye, the Sprite Club has been invited to join in to the Classic and Modern Register meeting on the 6th of September. Spridgets will be the theme of the night with three Sprite Club members presenting their cars on stage and talking to the Sporting Car Club members about their cars. All Sprite Club members are encouraged to come along for the night.

We have two cars locked in and we are looking for a third member who may be interested in presenting their car on the night (plus a spare, just in case!). If you haven't had an opportunity to 'go on stage' before and might like to be part of the night, please let me know!

More details to follow (timing etc)



SPRITE CLUB OF S.A.

21 Sep – Annual Sprite Club Dinner

The Annual Club Dinner will be held at Café Papparazzi, doors open 1830 for a 1900hr meal start. Grant and Angela have organised a three course meal with a selection of main courses.

RSVP is essential, with names, any dietary requirements AND payment by the 14th please.

This is always a great night, with food, friendship, annual awards and a Quiz!

Cost - \$55 per head

More details can be found here: <https://www.spriteclub.com.au/?p=12757>

06 Oct – Picnic Run to Collingrove Vintage Hill Climb

This was a great event last year so the plan is to do it again. Details to follow!

12 October – Gary's Fish and Chip Run

A late Saturday afternoon run for fish and chips, and maybe an ice cream. Details to follow!

14 October – General Meeting held at Richmonds

Thanks to Gary Dodd and Andy Morgan, the Sprite Club has the rare privilege of holding its General Meeting at Richmonds, one of Australia's premier classic car showrooms. After a very abridged meeting Andy will talk to us about who and what Richmonds are and show the club some of the stunning exhibits for sale or just for safe keeping! A night not to be missed

Regalia Update

Hopefully people have read the website and Facebook article about the Grill Badges and other warm weather regalia available for order or purchase. Come with cash or a deposit to buy, order or collect!



For interstate and international readers of the Burble, you can order your items by contact myself or the regalia officer via our Facebook page or email us at regalia@spriteclub.com.au.

Postage for most items in Australia is \$15 (Express bag) and international rates can be provided on request.



Payment details:

Account Name: THE SPRITE CLUB OF SA INC.

BSB: 085-005

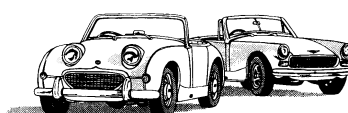
Account Number: 20-743-2628

Please provide your name and a reference to the payment being for regalia in the deposit information!

For those of you who ordered new long sleeve clothing, it will be available at tonight's General Meeting. Here's hoping you've read the Burble!

Regalia Officer

It's on a sadder note that I'm letting members know that Daryl has requested to step down from the Regalia Officer role on the Committee. Daryl has spent the last few months undertaking a significant



SPRITE CLUB OF S.A.

professional development opportunity within his work and this has led to an opportunity for further studies, all of which comes with a significant after-hours study commitment.

I'd like to thank Daryl for his work as the Regalia Officer. He has rejuvenated and expanded the merchandise offerings, which has included getting the new club badge produced, a significantly more difficult exercise than we anticipated, as well as new clothing and merchandise lines, several of which members still have not seen as they are being finalised. Daryl was also instrumental in bringing in new sponsors to the club. I've already mentioned the rising costs and the sponsorship dollars have been a great help this year.

Daryl, thank you. We hope that you stay a member and that we get to see your long term Mk2 restoration on the road, joining your beautiful Humpy Holden at a Display Day soon!

If anyone is interested to take on the role of Regalia Officer, please let the Committee know. We'd love to see someone helping in this guise before the next AGM if we can!!

Caught in the Headlights (#3)

Oops – this is supposed to be where you get to meet one of our members and I have to apologise that I haven't had the time to sit down and conduct the interview with someone!

Next time If you'd be willing to be interrogated for the newsletter, please let me know!!

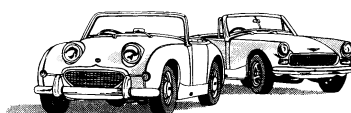
Tech Tip #15

With Spring just around the corner now is the time to get under your car and do the things you've been putting off because it's too damned cold! Change the oil, check the brakes, check the radiator and recharge the battery. Don't miss the glorious early Spring mornings driving through the hills and valleys and seeing all of the trees in blossom! Spring is just one month away!

Blast From The Past

This month's magazine retrospective is from Modern Motor of November 1962. For all of 2/6 you could read about the all new Cortina, the new fangled MGB and the MkII Sprite.

In 1962 the MkII was noted a 'Sprightlier Sprite' with more comfort (!!) and prettier than the Mk1 Bugeye (Frogeye to some). Enjoy



SPRITE CLUB OF S.A.

2024 Sprite Club Calendar of Events

January

| | |
|------|------------------------------------|
| 1st | New Year's Breakfast Run |
| 26th | Australia Day BBQ at the Chabrel's |
| 28th | Glen Ewin Estate Hillclimb Revival |

February

| | |
|------|---|
| 4th | (ClubbiesSA) 1st Sunday @ Magic Bean Brew |
| 5th | Monthly General Meeting |
| 18th | (ClubbiesSA) 3rd Sunday @ The Rezz |
| 24th | Ice Cream Run (TBC) |
| 25th | MSCA Trophy Day |

March

| | |
|---------|---|
| 3th | <i>All British Day – Echunga Oval</i> |
| 3th | (ClubbiesSA) 1st Sunday @ Magic Bean Brew |
| 3th | MSCA Super Sprint Rd1 (Mallala) |
| 4th | Monthly General Meeting + ICV Vote |
| 15-17th | <i>Adelaide Motor Sport Festival</i> |
| 16th | Sports Car Cruise/F&C Beach Run |
| 17th | (ClubbiesSA) 3rd Sunday @ The Rezz |
| 22-26th | Sprite and Midget Nationals (Wodonga) |

April

| | |
|-------|---|
| 1s | Easter Monday Breakfast Run |
| 6th | SCCSA Collingrove Hillclimb Come and Try |
| 7th | SCCSA Collingrove Challenge Trophy (1) |
| 7th | <i>Aldinga Airshow</i> |
| 7th | (ClubbiesSA) 1st Sunday @ Magic Bean Brew |
| 8th | Stars and Their Cars @ Sporting Car Club (1830) |
| 14th | <i>McLaren Vale Vintage and Classic Run</i> |
| 21st | SCCSA Ray Pank Hillclimb R1 (Collingrove) |
| 21st | (ClubbiesSA) 3rd Sunday @ The Rezz |
| 26-28 | All Historic Race Meeting – Mallala |

May

| | |
|------|---|
| 5th | MSCA Peter Hall 6-Hour Regularity Relay |
| 5th | (ClubbiesSA) 1st Sunday @ Magic Bean Brew |
| 6th | Monthly General Meeting |
| 15th | Midweek Run |
| 19th | (ClubbiesSA) 3rd Sunday @ The Rezz |
| 26th | SCCSA Collingrove Challenge Trophy (2) |
| 26th | Winery + Lunch Run (TBC - Sellicks Beach) |

June

| | |
|------|---|
| 2nd | (ClubbiesSA) 1st Sunday @ Magic Bean Brew |
| 3rd | Monthly General Meeting |
| 16th | SCCSA Ray Pank Hillclimb R2 (Collingrove) |
| | (ClubbiesSA) 3rd Sunday @ The Rezz |
| 19th | Winter Solstice Midweek Run - TBC |
| 23rd | MSCA Super Sprint Rd 2 (Malalla) |

Colour Coding Legend

Sprite Club Event

ClubbiesSA Event

MSCA/SCC-SA Competition Event

Other events of note

July

| | |
|------|--|
| 1st | Monthly General Meeting (Wine & Cheese) |
| 7th | (ClubbiesSA) 1st Sunday @ Magic Bean Brew |
| 14th | Winter Warmers Breakfast Run – maybe ... if it's not too cold! |
| 7th | SCCSA Collingrove Challenge Trophy (3) |
| 17th | June Midweek Run ... take two! |
| 21st | (ClubbiesSA) 3rd Sunday @ The Rezz |
| 21st | SCCSA Ray Pank Hillclimb R3 (Collingrove) |

Aug

| | |
|------|--|
| 4th | (ClubbiesSA) 1st Sunday @ Magic Bean Brew |
| 5th | Monthly General Meeting |
| 11th | MSCA Super Sprint Rd 3 (Mallala) |
| 18th | (ClubbiesSA) 3rd Sunday @ The Rezz |
| 21st | Midweek Mid Winter Run – Take 3! |
| 24th | Pie and Peas Night @ Fullarton |
| 24th | SCCSA Collingrove Hillclimb Come and Try |
| 25th | SCCSA Ray Pank Hillclimb (R4, Collingrove) |

September

| | |
|-------|---|
| 1st | Spring has Sprung Breakfast Run |
| 1st | (ClubbiesSA) 1st Sunday @ Magic Bean Brew |
| 2nd | Monthly General Meeting |
| 6th | Sprites @ The Sporting Car Club! |
| 8th | MSCA Super Sprint Rd 4 (Mallala) |
| 8th | SCCSA Collingrove Challenge Trophy (4) |
| 6-8th | <i>The Bend Classic</i> |
| 21st | Annual Dinner |
| 22nd | (ClubbiesSA) 3rd Sunday @ The Rezz |

October

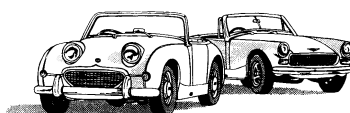
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| 6th | SCCSA Historic Hill Climb |
| 6th | Picnic run to Collingrove Historic Hillclimb |
| 6th | (ClubbiesSA) 1st Sunday @ Magic Bean Brew |
| 12th | Gary's Fish and Chip Run |
| 14th | Monthly General Meeting (@ Richmonds!) |
| 11-13 Oct | SA Hill Climb Championships (Collingrove) |
| 20th | (ClubbiesSA) 3rd Sunday @ The Rezz |
| 20th | <i>Bay to Birdwood</i> |
| 20th | MSCA Super Sprint Rd 5 (The Bend - East) |
| 27th | Collingrove Season Finale |

November

| | |
|------------|---|
| 1st | <i>John Blanden's Climb to the Eagle</i> |
| 3rd | Sprite Club Annual Display Day (Wigley Res) |
| 3rd | (ClubbiesSA) 1st Sunday @ Magic Bean Brew |
| 4th | Annual General Meeting |
| 9th | Classic Sports Car Cruise |
| 14-17th | <i>Adelaide 500</i> |
| 17th | (ClubbiesSA) 3rd Sunday @ The Rezz |
| 28 – 1 Dec | <i>Shannons Rally Adelaide</i> |

December

| | |
|------|---|
| 1st | One Last Breakfast Run |
| 1st | (ClubbiesSA) 1st Sunday @ Magic Bean Brew |
| 2nd | Christmas BBQ General Meeting |
| 17th | (ClubbiesSA) 3rd Sunday Xmas @ The Rezz |
| 21th | Christmas Fish and Chips Beach Run |



SPRITE CLUB OF S.A.

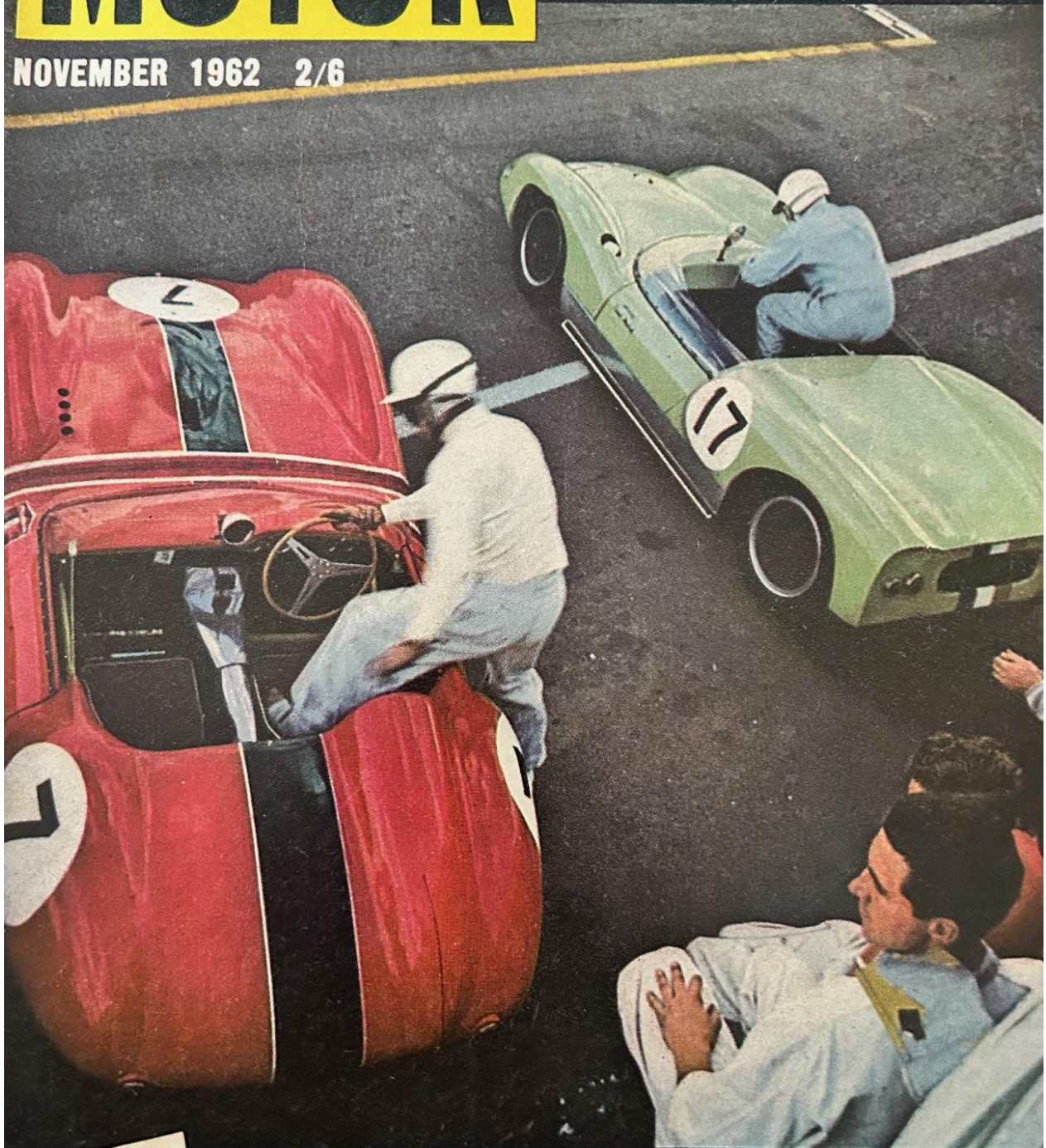
modern MOTOR

NOVEMBER 1962 2/6

CORTINA HERE!
(pages 55-57)

ALL-NEW MG B
(pages 26-29)

Registered in Australia for transmission as a periodical.



100 PAGES

with big Bonus BOATING Section



SPRITE CLUB OF S.A.

SPRIGHTLIER SPRITE

THE new Austin-Healey Sprite Mark II may have sacrificed some individuality in losing its "bull-frog" headlights, but this and other styling changes have greatly improved its looks.

It's also a much more convenient car in many ways and performs better than its predecessor.

Although there are more changes than meet the eye, it's the ones you see that make the biggest "viewer impact" — as they say in the advertising racket.

From Ferrari-like snout to Italianate tail, they are:

- Redesigned frontal appearance, with an alligator-type bonnet set between high guards and headlights, instead of the old one-piece bonnet-and-guards assembly.
- Redesigned tail shape, with an externally-lidded, lockable boot, and deep vertical tail-lights contoured into the rear guards.
- Rear of the cockpit extended back 12 inches, to provide occasional luggage space behind the seats, or to accommodate a small child, seated sideways with legs outstretched.

Mechanically, too, the Sprite has been given "the treatment."

It has a high-overlap camshaft, giving longer exhaust-valve opening; larger-diameter inlet valves and double valve springs; twin HS2 semi-downraught SU carburetors (1½ in. throats) in place of the previous HI's (1¼ in. throats); 9:1 compression instead of 8.3:1.

These mods combine to produce a power output at 5500 r.p.m. of 50 b.h.p. gross or 46.5 net—a useful

boost of 3.5 horses over the previous net rating of 43 b.h.p.

Gears are now of closer ratio (as originally used in the Sebring cars), but diff ratio is still 4.22:1 and road speed per 1000 r.p.m. in top gear remains about the same as before — 15.4 m.p.h.

Maximum-torque point has been lowered from 3300 r.p.m. to 2750 (the torque is 52.5 lb./ft.), resulting in much-improved top-gear pick-up and better pulling power at slow top-gear city-to-suburb speeds.

Pair of Aces

The new Sprite has two real aces up its sleeve.

Handling is superb—I thought it superior to that of the Sprite's "big brother," the Mark II MG A, which I drove a few days earlier.

Even when cornering at more than 70 m.p.h., steering remains almost neutral on a good bitumen surface, changing to definite oversteer if the corner is "overcooked."

Our test Sprite displayed none of the rumored understeer characteristics, although the initial stiffness in the steering wheel, and the very positive and direct steering action, could possibly be misinterpreted as slight understeer.

The tail is quick to break away on a corner where the surface is not completely free of loose dirt or gravel, but responds to steering correction just as quickly. This is one of the many handling characteristics which the Sprite shares with the MG A.

Riding comfort is of the traditionally "firm" variety. This allows the

driver to feel more a part of the car and to drive with greater sensitivity and exactitude.

But perhaps the most remarkable feature of the car is its extraordinary fuel economy.

You expect a 948c.c. family saloon to tot up a stack of miles for each gallon, but sports cars are supposed to be different: with two carbies sucking away at the petrol, revs mounting high for wild acceleration and crazy

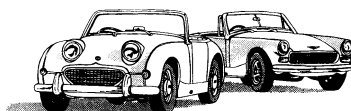


speed, the thirst is bound to be greater—and usually is.

Well, the Sprite II astonished me by averaging exactly 40 m.p.g. over 100 test miles, which covered most of the fuel-consuming acceleration and high-speed performance tests.

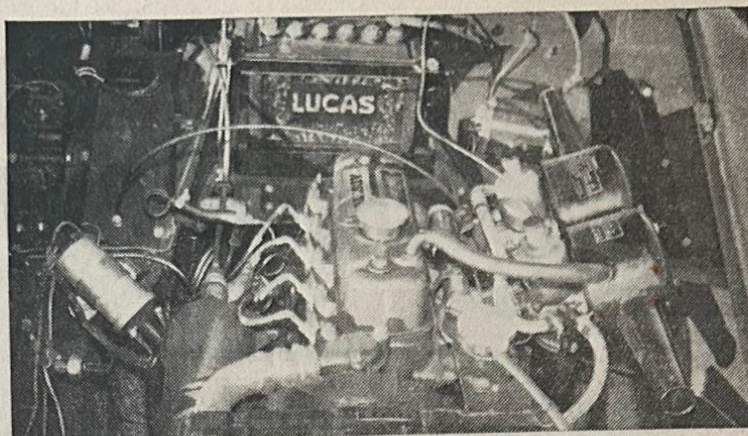
Later, it covered a further 112 miles under normal motoring conditions—to record 46.5 m.p.g.

I feel this could be increased to almost 50 m.p.g. on a smooth-running top-gear country trip.



SPRITE CLUB OF S.A.

Much prettier and a bit peppier, Sprite Mark II offers more in comfort, performance and value, reports Bill Daly



ENGINE gets 3½ extra horses from high-overlap camshaft, bigger inlet valves, higher compression and larger carbies.



TAIL no longer kicks up, has luggage space under lockable boot lid.



RIGHT: You won't get any king-size suitcases in here, along with the spare, tools and hood bows, but modest-size luggage will fit o.k.

Creature Comforts

This new Sprite has many other desirable features.

The cockpit is roomy and comfortable. The bucket seats are genuine buckets not just "individual" flat-backed affairs; they effectively stop you sliding sideways when cornering.

A strong objection I had to the previous model—inability to leave belongings in the car—has been overcome by the lockable boot.

It is not a large boot, being partly filled by spare wheel, tools and plastic bags for hood bows, side curtains, etc.—but it's very useful.

Together with the well behind the seats, it provides adequate space for two persons' luggage on a long trip.

There's no glovebox or parcel shelf, but the huge door pockets will take plenty of odds-and-ends.

As before, the hood unfastens completely; but now it can be rolled up and stowed neatly in the boot—where you also stow the hood bows (which break up into two sections), the side curtains (incorporating sliding perspex windows), the jack and tools.

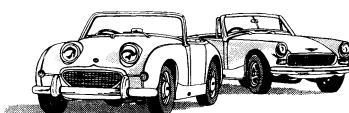
Five satchels are provided to store

LEFT: Like its big cousin, the MG A, Sprite dislikes loose surfaces. Tail kicks out readily on dirt or gravel—but motion is always easily corrected.

BELOW: Front shows Italian influence, with Ferrari-like air intake.



MODERN MOTOR — November 1962



SPRITE CLUB OF S.A.

all these items neatly—some of cloth, some of Vinyl plastic. They prevent rattles and damage, and there's a nook or a hook for each and every one of them in the boot.

Naturally, when you drive the Sprite as an open car, visibility is excellent. The surprising thing is that it's still excellent with the top up—though you do feel a little "hemmed-in" by the combination of high body sides and comparatively small enclosed area above the body.

Hood and side-window units fit together most effectively to provide snug, dry comfort in cold or wet weather. The standard-equipment screen-washer is another aid to safe, comfortable wet-weather motoring.

On the Test Strip

Performance-wise, the car is as sprightly as its name.

It polished off the standing quarter-mile in a highly respectable 20.8 seconds and ran up to 5600 r.p.m. in top gear to record 86.24 m.p.h.

At this rate of knots the speedo was showing 90 m.p.h.—a commendably small error, compared to the more usual "10 percent fast" margin.

At 30 m.p.h. the speedo was practically correct—a necessary and highly desirable quality in a bright-red sports car!

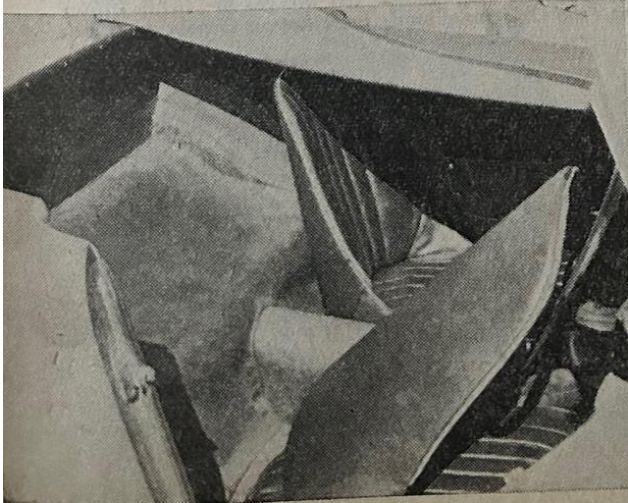
Taking the revs up to a full 6000 in the intermediate gears resulted in zero to 30, 50 and 60 m.p.h. times of 5.1, 13.0 and 18.2 sec. respectively.

After that the tach needle relaxed, and we took 28.1 seconds for 0-70 m.p.h., plus a further 20.3 seconds to get another 10 m.p.h. closer to the sound barrier.

Admittedly, the jungle juice used to achieve these figures was a mixture of 115 octane and super-grade fuel in 1 to 3 ratio.

The Sprite performed quite well on straight super-grades, but showed a marked tendency to ping on them.

SPRITE owners can now start having a family: space behind seats will take one child, seated sideways.



MAIN SPECIFICATIONS

ENGINE: 4-cylinder, o.h.v.; bore 62.9mm., stroke 76.2mm., capacity 948c.c.; compression ratio 9:1; maximum b.h.p. 50 at 5500 r.p.m.; maximum torque 52.5lb./ft. at 2750 r.p.m.; twin S.U. carburetors, mechanical fuel pump; 12v. ignition.

TRANSMISSION: Single dry-plate clutch, hydraulically operated; 4-speed gearbox with synchromesh on top three; overall ratios — 1st, 13.5; 2nd, 8.09; 3rd, 5.73; top, 4.22:1; reverse 17.38:1; final drive ratio, 4.22:1.

SUSPENSION: Front independent by wishbones and coil springs; semi-elliptics at rear; hydraulic telescopic shock-absorbers all round.

STEERING: Rack-and-pinion; 2.3 turns lock-to-lock, 31ft. 6in. turning circle.

WHEELS: Ventilated discs, with 5.20 by 13in. tyres.

BRAKES: Hydraulic, 2 l.s. front; 67.5 sq. in. lining area.

CONSTRUCTION: Unitary.

DIMENSIONS: Wheelbase, 6ft. 8in.; track, front 3ft. 9½in., rear 3ft. 8½in.; length 11ft. 4in., width 4ft. 5in.; height to top of screen, 3ft. 7in.; with hood up, 4ft. 1½in.; ground clearance 5in.

KERB WEIGHT: 13½cwt.

FUEL TANK: 6 gallons.

PERFORMANCE ON TEST

CONDITIONS: Fine, mild, no wind; dry bitumen; two occupants; mixture of 115-octane and premium fuels.

BEST SPEED: 86.24 m.p.h.

STANDING quarter-mile: 20.8s.

MAXIMUM in indirect gears: 1st, 29 m.p.h.; 2nd, 48; 3rd, 68.

ACCELERATION from rest through gears: 0-30, 5.1s.; 0-40, 8.3s.; 0-50, 13.0s.; 0-60, 18.2s.; 0-70, 28.1s.; 0-80, 48.4s.

ACCELERATION in top (with third

in brackets): 20-40, 11.8s. (7.5); 30-50, 12.0s. (8.4); 40-60, 12.9s. (8.7); 50-70, 18.4s.; 60-80, 32.2s.

ACCELERATION in second: 10-30, 4.0s.; 20-40, 4.8s.; 30-50, 6.0s.

BRAKING: 27ft. 8in. to stop from 30 m.p.h. in neutral; 172ft. from 60 m.p.h.

FUEL CONSUMPTION: 39.2 m.p.g. on test, 46.5 in normal use.

SPEEDO: 1 m.p.h. fast at 30 m.p.h.; 3 fast at 60; 3.5 fast at maximum.

PRICE: £940 including tax

Brakes are well suited to the car's speed potential, showing little sign of fade and stopping us in less than 28ft. from 30 m.p.h. and 170-odd feet from 60.

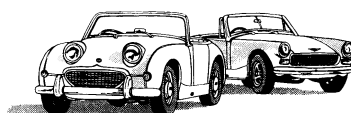
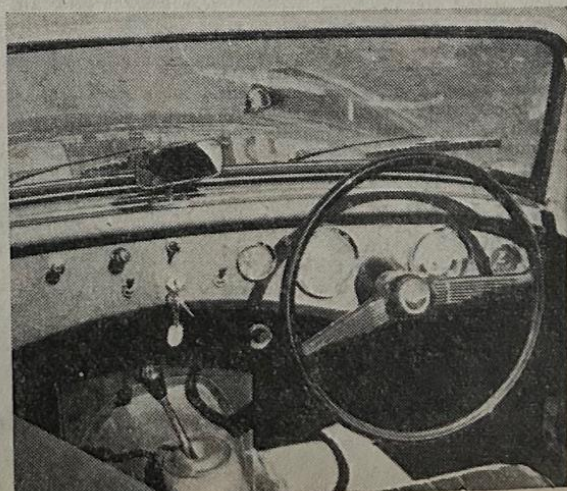
I would sum up the Sprite Mark II as a greatly improved sports car, attractive and delightful to drive.

Criticism is confined to minor points such as the visible gaps between body panels behind the front wheels (no

longer necessary, due to the new alligator-type bonnet) and the ludicrous, toy-like horn note.

Indeed, I join with at least one of my confreres in labelling the latest Sprite as one of the best sports-car buys since the XK120 Jag—making due allowance for the difference in price, of course (£950 tax-paid, against the £2150 you had to pay for the Jag eight years ago). ●●●

DASH has neat MG-like shape, is hardly changed from previous model; wheel spokes are more stylish.



SPRITE CLUB OF S.A.

LET ME SHOW YOU
WHY . . .

AUSTIN FREEWAY

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FREEWAY ELITE 850
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NAME

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*4.M.11/62

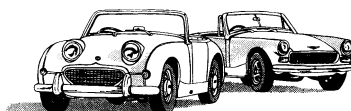
WHAT THEY COST

PRICE AND HORSEPOWER OF CURRENT MODELS

| | B.H.P. | £ | | B.H.P. | £ |
|--|--------|------|--------------------------------------|--------|------|
| Aston Martin DB4 | 240 | 5750 | Mercedes 190DC Saloon | 55 | 2498 |
| Austin Freeway Saloon | 80 | 1130 | 190C Saloon | 92 | 2390 |
| Station Wagon | 80 | 1225 | 190SL Sports | 120 | 3197 |
| Austin-Healey 3000 | 124 | ** | 220S Saloon | 124 | 2886 |
| Sprite (New Model) | 43 | 940 | 220SE Saloon | 134 | 3108 |
| Bentley Saloon | | 8250 | 220SE Automatic | 134 | ** |
| Borgward Isabella Saloon | 66 | ** | 220SE Coupe | 131 | 5084 |
| Isabella TS | 82 | ** | 220SE Automatic Coupe | 131 | ** |
| Isabella Station Sedan | 66 | ** | 300SE Saloon | 185 | 5037 |
| Coupe | 82 | ** | Messerschmitt Hardtop | 10 | 495 |
| Bristol 407 Saloon | 130 | ** | MG Magnette Saloon | 66.5 | 1640 |
| Chevrolet V8 | 170 | 2454 | MG "A" | 90 | 1313 |
| Impala | 170 | 2875 | Morris 850 | 34 | 740 |
| Chrysler Royal Auto. Six | 117 | 1737 | Elite | 58 | 940 |
| V8 Automatic | 220 | 1910 | NSU Prinz | 36 | 625 |
| Valliant | 145 | 1255 | Peugeot 403 Saloon | 65 | 1218 |
| Automatic | 145 | 1385 | 403 Special Deluxe Saloon | 65 | 1247 |
| Citroen DS19 | 75 | ** | 403 Station Wagon | 65 | 1355 |
| Safari Station Wagon | 69 | 2225 | 403 Deluxe Station Wagon | 65 | 1381 |
| ID19 Parisienne | 69 | 1570 | Pontiac V8 | 170 | 2619 |
| Daimler Majestic Major | 220 | 4990 | Parisienne | 170 | 3001 |
| SP250 Sports Hardtop | 140 | 2576 | Porsche 1600 Coupe | 75 | 2565 |
| Datsun Bluebird Special | 60 | 898 | Super 1600 Coupe | 88 | 2715 |
| Bluebird Deluxe | 60 | 946 | Super 90 Coupe | 90 | 2975 |
| Station Sedan | 60 | 1062 | Rambler Classic Custom 6 | 127 | 1999 |
| Heavy duty Station Wagon | 60 | 1023 | Station Wagon | 127 | 2296 |
| Dodge Phoenix | 230 | 2595 | Ambassador V8 | 250 | 2380 |
| Fiat 500 | 16 | 639 | Renault R4 | 32 | 799 |
| Station Wagon | 16 | 694 | Dauphine Gordini | 40 | 970 |
| Fiat 770 | 32 | 762 | Floride | 40 | 1495 |
| 600 Multipla | 32 | 899 | Rolls-Royce Saloon | | 8450 |
| 1100 Deluxe | 55 | 952 | Rover 100 Saloon | 100 | 2225 |
| 1500 Saloon | 80 | 1295 | 3-litre Saloon | 115 | 2615 |
| 2300 Saloon | 117 | 1697 | 3-litre Automatic | 115 | 2818 |
| 2300 Station Sedan | 117 | 1842 | Land-Rover (Series II) | 77 | ** |
| Ford Anglia | 39 | 867 | Land-Rover, long wheelbase | 77 | ** |
| Falcon Standard | 90 | 1070 | Simca Aronde | 52 | 999 |
| Automatic | 90 | 1183 | Station Wagon | 52 | 1109 |
| Deluxe | 90 | 1130 | Etoile | 52 | 906 |
| Automatic | 90 | 1243 | Skoda Octavia | 42 | 799 |
| Station Wagon | 90 | 1160 | Super Octavia | 47 | 859 |
| Deluxe Wagon | 90 | 1219 | Station Sedan (New Model) | 47 | 969 |
| Automatic Deluxe Wagon | 90 | 1332 | Felicia | 55 | 1069 |
| Squire | 90 | 1314 | Touring Sports Sedan | 53 | ** |
| Squire Automatic | 90 | 1427 | Studebaker Lark | 180 | 1645 |
| Futura | 101 | 1398 | Lark Automatic | 180 | 1799 |
| Zephyr Six | 98 | 1374 | Lark Station Wagon | 180 | 1885 |
| Automatic | 98 | 1504 | Lark Automatic S.W. | 180 | 1995 |
| Fairlane 500 | 145 | 2074 | Hawk | 225 | 2397 |
| Automatic | 145 | 2193 | Sunbeam Alpine Coupe | 78 | 1588 |
| Hillman Special Saloon | 56.5 | 969 | Hardtop | 78 | 1695 |
| Australian Deluxe Saloon | 56.5 | 1049 | Rapier | 73 | 1477 |
| Super Minx | 66 | 1109 | Convertible | 73 | 1565 |
| Estate Car (New Model) | 66 | 1195 | Triumph Herald 1200 Saloon | 43 | 952 |
| Holden EJ Standard | 75 | 1051 | TR4 | 100 | 1627 |
| EJ Special | 75 | 1110 | Vanguard Six | 80 | 1288 |
| EJ Special Automatic | 75 | 1223 | Estate Car | 80 | 1454 |
| EJ Station Sedan | 75 | 1140 | Vauxhall Victor 3-speed | 56 | 1039 |
| EJ Special Station Sedan | 75 | 1199 | Vauxhall Victor 4-speed | 56 | 1057 |
| EJ Special St. Sed. Auto. | 75 | 1312 | VX/490 | 81 | 1320 |
| EJ Premier | 75 | 1419 | Velox Saloon | 113 | 1319 |
| Humber Hawk Automatic | 78 | 1725 | Automatic | 113 | 1444 |
| Super Snipe 3 litre Automatic | 127 | 1939 | Cresta Automatic | 113 | 1515 |
| Jaguar 2.4-litre Mk. II Saloon | 120 | 2498 | Volkswagen Standard | 40 | 840 |
| Automatic | 120 | 2680 | Deluxe | 40 | 953 |
| 3.4-litre Mk. II Overdrive | 210 | 2834 | VW Microbus | 40 | 1330 |
| Automatic | 210 | 2921 | Kombi | 40 | 1190 |
| 3.8-litre Mark II Overdrive | 220 | 2985 | Volvo 122 B18 | 90 | 1775 |
| Automatic | 220 | 3078 | P1800 | 100 | 2655 |
| E-type Roadster | 265 | 3213 | Wolseley 6/110 | 120 | 2100 |
| Mark X Saloon | 265 | 3890 | Automatic 6/110 | 120 | 2210 |
| Karmann Ghia | 40 | 1524 | 21/80 Saloon | 80 | 1225 |
| Lancia Flaminia Saloon | 131 | ** | | | |
| Flaminia Coupe | 131 | 4343 | | | |
| Flavia Saloon | 75 | 2173 | | | |

Prices are quoted to the nearest pound, but may vary slightly from State to State.
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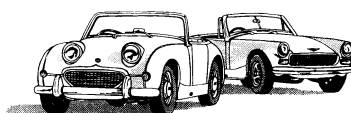


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