

President's Mumbblings:

The Royal Adelaide Show has started so that means its September we are two thirds the way through 2024. Good grief!

It also means that Spring ... is in the air (sorry – had to!)

August was good month for social events with the Sprite Club of SA. The Pie and Pea night was a great success, and we finally managed a clear and sunny day for a mid-week run through the hills. Hopefully with Spring here right now we will have lovely weather for hills and beach runs!

A quick shout out to Don and Elaine as well as Angela and Grant for their efforts in making Pea and Pie night a success. Whilst mushy peas on top of a (often cold) pork pie is a very English tradition, a meat pie in a bowl of hot pea soup is a very Australian, in fact, a very South Australian delight, and there's nothing more South Australian than a steaming hot Villies Pie floating in homemade pea soup!

The Club has a busy events calendar for the next few months and you are all encouraged to come along and be part of the Sprite Club family. I strongly encourage you all to try and come along to the Annual Dinner. It's been organised this year to be held at Café Paparazzi and will be a fabulous night. More details are below and on the club website but come along and support the club on its 'night of nights'. Annual awards on the night include the Club Member of the Year, Spridget of the Year, the Paul Doube Associate Car of the Year, as well as the Tony Bennetto 'Spirit of Sprites' award.

Have a look at the calendar, mark off some dates and spring into you car (I know ... groan...).

I hope to see you out there soon!

Robin

Club President.



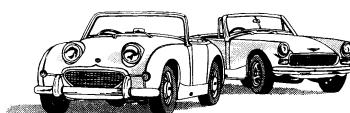
Upcoming Events of Note

Note – those following the old calendar might note a run pencilled in for 1 September. I forgot it was Father's Day so I'm off up to the Riverland and didn't get as far as planning anything sorry!!

6 Sep – A Night with the Sporting Car Club (from 1930hrs)

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!





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21 Sep – Annual Sprite Club Dinner

The Annual Club Dinner will be held at Café Papparazzi, doors open 1830 for a 1900hr meal start.

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

Thanks to the generosity of Colin Dodds from Sprite Parts, there will also be an auction of a bottle of 1986 Sprite Club of SA Port from. It may or may not be any good but there is already an offer of \$50 for it so break out the piggy bank if you'd like to add this to your collection!

Get your RSVP in ASAP otherwise we may have to cancel the night!

06 Oct – Picnic Run to Collingrove Vintage Hill Climb

If there is enough interest for a run on the long weekend we will do a run up to Collingrove to watch the Vintage Hill Climb. It was a great day last year.

12 October – Gary's Fish and Chip Run

Meet at the Fullarton Centre at 1530 for a 1600 departure.

Orders will be phoned through so they will be ready on arrival (money to Gary!).

BYO chairs is recommended as there is limited seating where we are heading to.

Gary is the Master of ceremonies. I don't know where we are going or the fish and chippy he's selected but I'm told it's a great run and even better food.

All welcome!

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

Arrive at 1930 for a 2000 start!

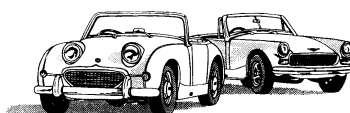
20 October – Bay to Birdwood

25 October – John Blanden's Climb to the Eagle

3 November – Annual Display Day

This year the Annual Display Day is a celebration of all things Austin Healey with the Austin Healey Owners Club of SA sharing the day for a combined club Annual display

Get the cars out, give them a wipe over and head down for what will be an amazing display of Sprite Club and Austin Healey Owners Clubs of SA cars.



SPRITE CLUB OF S.A.

Healeys Small and Big, Midgets, Clubbies, Associates, all welcome!

6 November – Annual General Meeting

Interested to be part of the guiding Committee of the club? Have a think about volunteering to be part of the club's Committee!

Flaggies Needed

The Sprite Club is on Flagging Duty at the next MSCA meeting at Mallala, 8 September. If you are interested to be part of the race meet and help out with flagging duties, please contact Pat Miller and let him know!

Sprite Club Regalia

Item	Cost
Per badge embroidered to clothes (Direct with Corporate Image)	\$5 per ea
T Shirt	\$30
Long Sleeve T Shirt	\$35
Polo Shirt	\$40
Hoodie	\$55
Cap	\$25
Wide Brimmed Hat	\$25
Beanie	\$25
Scarf	\$30
Umbrella	\$35
Bonnet Badge	\$35
Stickers	\$3 each/2 for \$5

Available at a Club meeting or order and pick up by arrangement. Postage is \$11 for smaller items, \$15 for larger items.

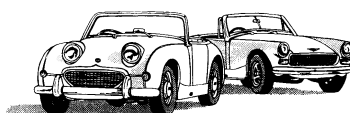
Payment details:

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!



SPRITE CLUB OF S.A.

Parts for sale or wanted!

Timing Cover

Ashley Clothier is chasing a timing cover for their Mk1 Sprite rebuild project if you can help out. If you can please let him know via email at ashley@farmerjohns.com.au

Weber 45DCOE set up – complete

Looking for a complete 45DCOE Weber set up to just bolt in, let me know. I have a full kit, including brand new Manifold manifold and MED intakes as well as more spares than you can wave a stick at. All built around a completely rebuild genuine Italian-made Weber, not one of the Spanish or worse, Chinese copies.

Save me from myself and stop me from fitting it by taking it off my hands!! Price is negotiable within reason!

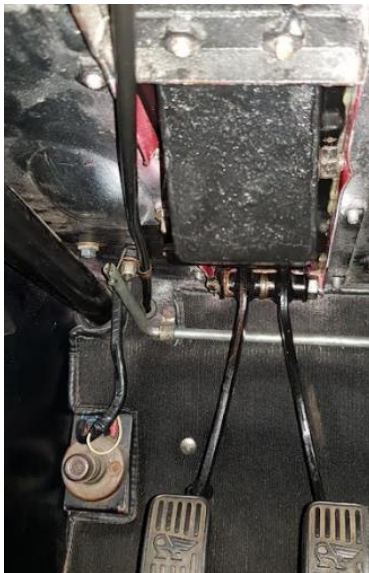
Tech Tip #16

Sprite Master Cylinder Replacement (from Grant)

Recently I had to replace the master cylinder in the Sprite and didn't want to remove the pedal box assembly and crack all the paintwork.

Access. Access Access. You can't have too much access for this job!

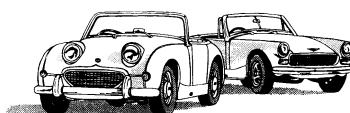
The biggest challenge I found was getting access to the bolts. My car has the heater fitted with creates a challenge when trying to get to the bolts so that had to come out to get to them. The rear bolt proved particularly challenging, and I found myself crawling into the footwell.



Being on the taller side this isn't exactly easy and on reflection I perhaps should have removed the driver's seat to make life a bit easier as I contorted myself in under the dash! A custom bent spanner is an absolute must to get at the rear nuts! Unfortunately someone many years ago (before me!) had a go at the pedal box flange with a grinder to increase access and did a pretty average job. It's still a bit rough on the car. Its hard to see but I know its there!

Bleeding the clutch will never be easy but if you use a one man bleeder kit it can be done on your own. Once again you will be down in the foot well. *(Robin's tip – there is a remote bleeding system that you can install if you hate crawling in there like me)*

Good luck and enjoy our wonderful cars



SPRITE CLUB OF S.A.

Caught in the Headlights (#3) – Alistar Dow

2024 saw a significant change in the South Australian Conditional Registration scheme, with the SA Government allowing newer built 'Individually Constructed Vehicles' access to the 90-day restricted registration scheme. As many in the club would be aware, the Sprite Club, along with several other 'marque' clubs moved to allow these amazing cars and their owners to access the new scheme, the move bringing a few additional members into the fold as well.

One of the longer term Clubman members of the Sprite Club is Alistar Dow who has used his Sprite Club membership to great effect on the race track in the MSCA series in years gone by. This is a little bit of his Clubbie story!

Note, Alistar is currently overseas so he's written this for the Burble around some questions I posed!

My mother claimed that my first word was 'car' and that I spent most of the first two years with a toy car glued to my fist. I'm told I also had a party trick where I could identify all the brands of cars by sound only! These were the days when cars had an individual exhaust note. To this day I can remember the type and model of all the cars in the childhood neighbourhood, from Mrs Miles's graceful Wolseley 6/80 to Misses Manns' towering 1924 'Bullnose' Morris Cowley.



Apart from a general interest in cars and some youthful misadventures, the 'car thing' was never expressed in a 'toy' car until 2000 when I bought and restored a 1971 Mercedes W108 3.5 sedan. I'll admit that I would have preferred the mighty 6.3 W109 but sanity and budget prevailed. There is nothing more expensive than a cheap 6.3.

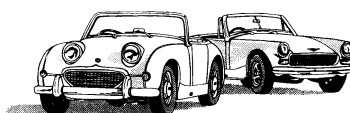
In 2010, looking for something that had better performance and where originality was not a barrier to innovation, I bought on impulse a Puma Clubman. It was the first clubbie I'd looked at and I had no idea what to expect. It transpired that this vehicle was the first Puma (there are now over 70) and it had been built by Puma co-founder John Karnon as a prototype.

I honestly knew nothing about clubbies at the time. This car was said to be 'fully sorted' but its many shortcomings became very obvious being driven on the track. Some of that may have been due to me as it was also my first experience on the track! A learning curve for me and the car!

This led to an improvement and upgrade process which continues to this day. It is easier to list the parts of the car that have NOT been changed, replaced or upgraded. These are the chassis, the scuttle, the steering column, the floor, the rear axle housing, a couple of internal panels, the engine block, the gearbox casing, the intake plenum and the exhaust manifold.

In its current iteration, the engine and gearbox are Nissan SR20DET, front brakes are early Skyline, the rear brakes a SAAB/Commodore hybrid and it has an Eaton Tru-trac diff. Now with 250kw (at the rear wheels!!) and 720kg the power-to-weight ratio makes it a quick car, but the engine is tractable and it handles predictably on the limit. Engine management is via the ubiquitous Haltech.

The main incentive for improvement was racing, and the car has had a successful club motorsport history in hillclimb, circuit sprints, tarmac rally, circuit racing and drag racing. It is a very versatile car. My track highlights including winning the MSCA Supersprint championship, second place in the TSD class of the Classic Adelaide Rally (Rolly May navigating), a gold medal and class track record at



the Masters Games (hillclimb) and first place in Group A Regularity at Bathurst. Of those standing on the top step of the Bathurst podium was one of life's sweetest moments!

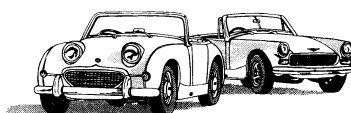
Owning the car has been a fantastic learning experience, and that without the help and many skills of my long-time friend and racing companion Rolly May, much of the development work would not have been possible. The car has led to many wonderful and exciting moments on and off the track, the need to develop skills as a driver and 'mechanic', and an expanded friendship group through the Puma 'family' and the wider clubman fraternity.

Whilst I continue to develop the car, I'm perhaps looking forward to a new and possibly more sedate phase of ownership with the car, including participating in the Sprite Club activities!

Blast From The Past

This month's magazine retrospective is from Sports Car World of January 1964. I wonder if the featured car still exists

Enjoy



SPRITE CLUB OF S.A.

2024 Sprite Club Calendar of Events - Spring



SPRITE CLUB OF SOUTH AUSTRALIA INC. 2024 CALENDAR

Month	Date	Event	
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	All British Day – Echunga Oval	
	3th	(ClubbiesSA) 1st Sunday @ Magic Bean Brew	
	3th	MSCA Super Sprint Rd1 (Mallala)	
	4th	Monthly General Meeting + ICV Vote	
	15-17th	Adelaide Motor Sport Festival	
	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	Aldinga Airshow	
	7th	(ClubbiesSA) 1st Sunday @ Magic Bean Brew	
	8th	Stars and Their Cars @ Sporting Car Club (1830)	
	14th	McLaren Vale Vintage and Classic Run	
	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 (Mallala)		
July	1st	Monthly General Meeting (Wine & Cheese) (ClubbiesSA) 1st Sunday @ Magic Bean Brew	
	7th	Winter Warmers Breakfast Run – maybe ... if it's not too cold!	
	14th	SCCSA Collingrove Challenge Trophy (3)	
	7th	June Midweek Run ... take two!	
	21st	(ClubbiesSA) 3rd Sunday @ The Rezz	
	21st	SCCSA Ray Pank Hillclimb R3 (Collingrove)	
	August	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	(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	The Bend Classic	
	21st	Annual Dinner	
22nd	(ClubbiesSA) 3rd Sunday @ The Rezz		
October	6th	SCCSA Historic Hill Climb	
	6th	Picnic run to Collingrove Historic Hillclimb	
	6th	(ClubbiesSA) 1st Sunday @ Magic Bean Brew	
	12h	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	Bay to Birdwood	
	20th	MSCA Super Sprint Rd 5 (The Bend - East)	
	25th	John Blanden's Climb to the Eagle	
27th	Collingrove Season Finale		
November	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	Adelaide 500	
	17th	(ClubbiesSA) 3rd Sunday @ The Rezz	
	28 – 1 Dec	Shannons Rally Adelaide	
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	

Colour Coding Legend

Sprite Club Event
ClubbiesSA Event
MSCA/SCC-SA Competition Event
Other events of note



SPRITE CLUB OF S.A.



SPRITE CLUB OF S.A.

Quite a strong understeerer, the Foley Sprite lifts a rear wheel on the limit and then changes to a pronounced oversteer, but only after one has reached and passed the limit.



A SPORTING LOLLYPOP

ENTHUSIASTS of the sport will remember an epic drive by a young Sydney man in the Australian Grand Touring Championships at Warwick Farm in 1961. He was placed third behind Frank Match, in a D-type Jaguar and David McKay — in a Lola sports car converted to a GT by the addition of a hard-top — and bringing up the rear in fourth place was Bob Jane in his fearful Italian racing red 300S Maserati. Remembering this third placing in such expensive and exotic company and among drivers of national repute, *aficionados* develop a visible nervous twitch when they recall that the car was a Mk 1 Sprite and the driver was Brian Foley.

Recently another Sprite has come to light on NSW circuits. In Foley's hands it has been annihilating opposition in marque sports car races. A Mk 2A, and really nothing like his original

Mk1, it has become this month's track report.

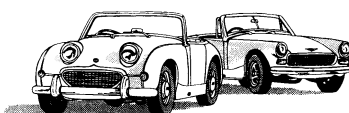
Brian Foley, now a salesman with P. and R. Williams Pty Ltd — who prepare and enter the car — is short, stocky, with a perennial suntan and engaging personality. He started driving at 21, six years ago, in a hot Austin A30, graduating to a modified Austin Lancer then to a Farina A40, the motor of which found its way into his first Sprite. He disposed of the renowned Sprite for the ex-Geoghegan Lotus Elite, which he drove neatly, but unobtrusively, for several seasons.

Three weeks before a Catalina Park meeting earlier this year Foley was given a brand new Sprite and told to have it worked for racing. Luckily for Brian and P. and R. Williams, well-known Sydney tuning expert Peter Molloy worked at the firm's Waterloo servicing branch. Immediately Molloy set about removing the

Hard, brittle, but sweet — like an all-day sucker — Brian Foley's modified Austin Healey Sprite is one of the fastest things going in marque sports car racing.



By CHRIS BECK



All excess exterior brightwork (the bumper bars) has been removed. A large four-inch light blue GT stripe is flanked by one-inch candy pink stripes.



Still 1098 cc the engine develops 90 bhp at 6000 rpm on a 10.8 to 1 compression ratio. Rpm limit is now 5500 and three final drive ratios are available.



motor and rebuilding it for competition.

Drastic reshaping of the combustion chambers and thorough porting and polishing was carried out on the head. Larger inlet and exhaust valves were fitted in conjunction with Iskenderian single racing valve springs. Alloy-bronze valve guides were added and the rocker gear lightened and the spring spacers replaced by bronze tubes to lower friction. From the underside it only barely resembles the original BMC head. All head bolt holes were then countersunk and a pipe added to take hot water from the cooling passages at the rear to the radiator. A special copper-asbestos head gasket had to be made to suit the new combustion chamber design.

Raising the compression ratio to 10.8 to 1 was achieved, not by planing the head, but by fitting domed pistons. These were Abarth Flat three ring castings which had to be machined. Unlike the normal Sprite, which has four ring pistons, the Abarth castings are three ring—two compression and a scraper. Conrods were left as standard, but the standard bearings were replaced with copper/lead Vandervell big-ends and mains.

Lightened, bored and shortened cam followers were fitted with the standard pushrods. The timing gear was modified by the use of a double row timing chain instead of the normal single, the distributor advance was reset to suit the race camshaft and racing spark plugs installed.

Stronger clutch springs were installed, but the standard Mk2A clutch plate retained, the flywheel was lightened by paring off more than five pounds of excess metal and then the whole as-

sembly—clutch, flywheel, crankshaft and conrods—was dynamically balanced so very high rpm could be maintained with reliability.

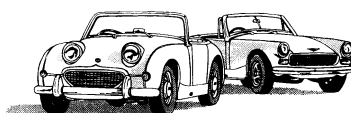
Sonic cast up a special manifold for the two 1.5 inch SU carburetors and they also made the three branch extractor system to Peter Molloy's specifications. Apparently the standard Sonic extractor system would not handle the amount of exhaust gas Peter anticipated the motor would push out. Finally merging into one pipe and then into a small echo chamber-type sports muffler, the exhaust emerges just ahead of the left hand rear wheel.

Under the bonnet is a tangle of inlet and exhaust pipes, a light aircraft battery strapped to the bulkhead and the motor, contrary to Sprite practice, is painted a dull maroon.

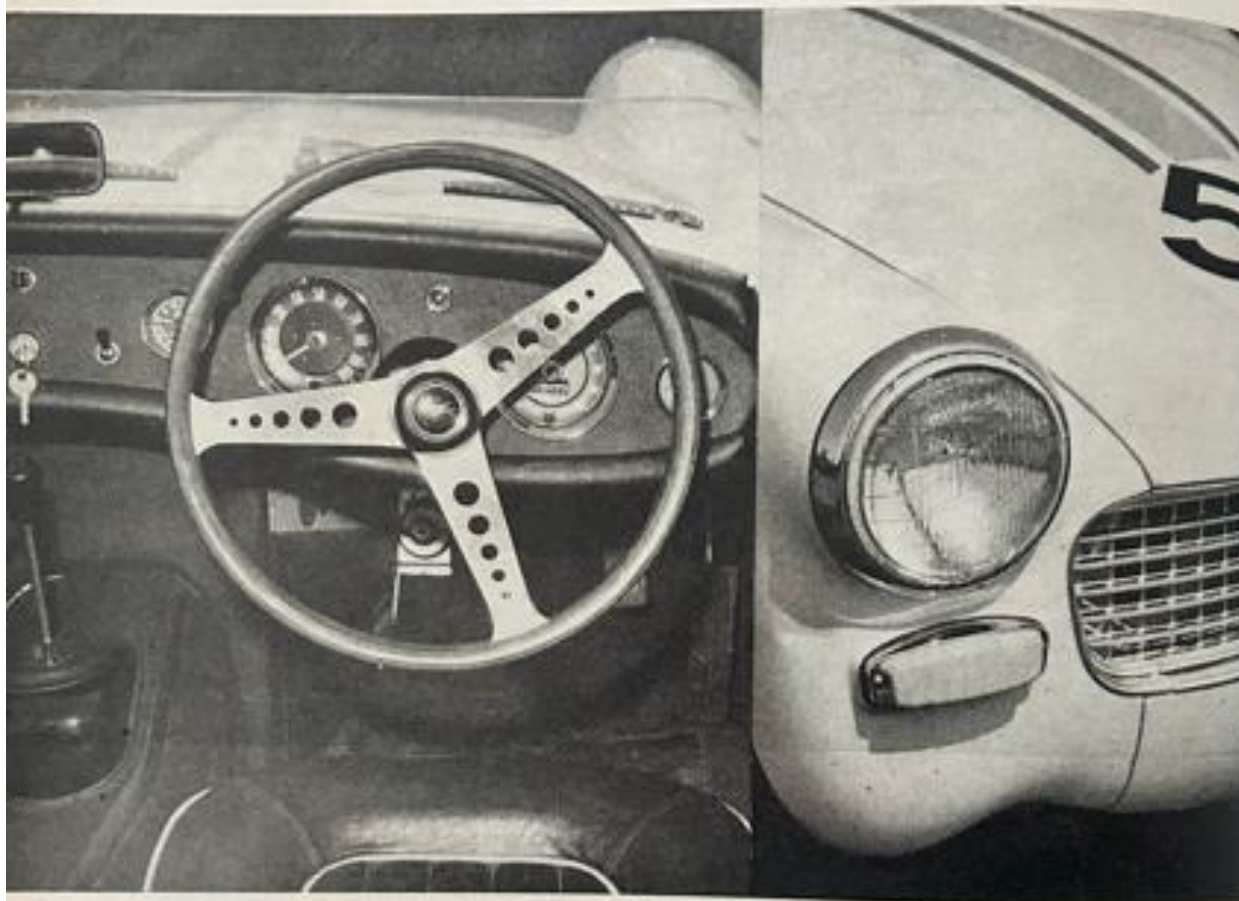
Molloy and Foley have found no reason to alter the gearbox or differential which have proved perfectly capable of taking the strain imposed upon them. On circuits such as Oran Park and Catalina a 4.8 rear end ratio is used and at Warwick Farm the 4.5 ratio has proved ideal. Of course, for ultra-fast circuits like Longford, the standard 4.2 ratio would be used.

Although Foley's mechanic had to fit disc brakes to his last Sprite, they come as standard on the latest model, and the only brake modifications made were the fitting of competition pads at the front and harder linings on the rear drums.

Oil surge, under braking or hard cornering, isn't a Sprite problem and therefore the sump has not been cut about or baffled in any way. All



Below: The dash panel is almost as standard except for a recalibrated tachometer that now scales to alarming 10,000 rpm.



oilways and galleries remain as normal and lubricate the motor quite satisfactorily.

Doctoring the Sprite's suspension to take advantage of the already excellent handling also fell to Molloy who first lowered the front by two inches and then the rear by the same amount. Three leaves were removed from the rear quarter elliptic springs and the rear dampers reset to give a stiffer action. A sway bar was fitted at the front and wider, 5 in., rims have been added, shod with Dunlop D12 racing boots.

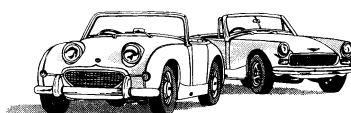
For our track report, we met Brian a little south of Liverpool, as the Sprite was not being trailered—as it usually is—to the venue for our test at the new lengthened Oran Park circuit. At Brian's invitation I drove the car to the circuit and he drove mine. Before I got in Brian advised me to put on his duffle coat, driving cap and sun glasses because the Sprite has only a nominal wind deflecting wrap around windscreen.

I dropped into the seat, to find that it had been altered for the backrest to recline further than on a standard Sprite to allow the full straight arm technique. All the instruments are the same except for the electric tachometer, which has been recalibrated to 10,000 rpm. I did up the safety belt, twisted the ignition key

and pulled the starter knob and the motor belched and hiccupped and then fired momentarily. On the second attempt I was a little more successful and it caught almost on the first pull of the starter. The tach needle soared to 5000 rpm and the exhaust emitted a rough, unpolished roar. Carefully selecting first gear, I let the clutch out slowly; surprisingly the take-up was firm and progressive, and not in the least savage.

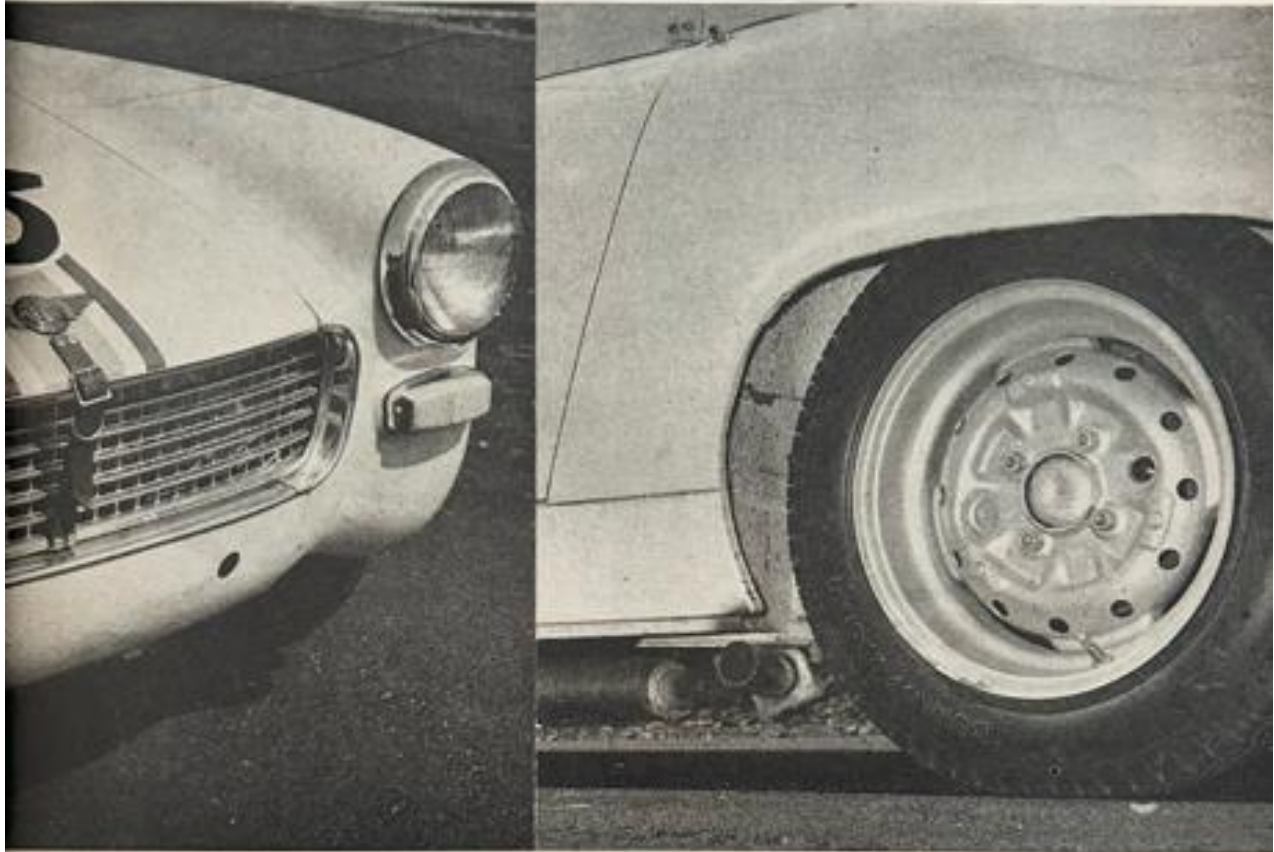
Changing at 2800 rpm I meandered through the 8.30-am-30 mph traffic until I passed the first derestriction sign. Then it was back to second and foot through the firewall. In the time it takes to inhale and exhale a breath of air the tachometer needle had swung to 7600 rpm. Time to change. I did and had time enough to take two gulps of air before the needle was again around the seven and a half mark and the change to fourth was due. Pick up fourth and foot hard down again, and again the needle began to eat through the rpm as though it were still in first or second gear. Holding fourth and cruising just on 7000 rpm, the little car whisked through the morning sunshine.

Too soon a 40 mph restricted area came up, so the Sprite went back below the legal limit. Back in open country again, and hitting 7600 rpm in



Centre: Very business-like. An extra precaution against the bonnet catch failing is a leather retaining strap attached to the bottom of the grille. Headlights were uncovered because the car was being driven on the road at the time of the test.

Below: At the rear the car was lowered two inches and larger, five inch rims are fitted all round. Note the neat exhaust set-up.



fourth, I glanced at the speedometer to see the needle well past the high beam light at the bottom of the dial. But the car was not really going that fast, because—as Brian told me later—the speedo was calibrated for the original 4.2 final drive and on test the car was fitted with the lower unit. In fact the car was actually doing just on 97 mph.

But this was quite fast enough although Brian said he consistently took the car to just over 8000 rpm. Peter Molloy has rebuilt the motor with the 8500 limit as the upper mark.

At the track I put on the jolly old crash helmet and did three or four slow laps before opening the car up as I came through the concrete-walled corner which leads into the main straight. The gear change was smooth and solid, still with the feeling of newness (the car had only 398 racing and road miles on the clock at the time of testing) and shifts could be made quicker than the clutch pedal could be depressed and let out again. Double shuffling was not necessary for downward changes, but I preferred to use it instead of relying on the synchromesh—which one really should not doubt because it is the well-known and trusted Porsche patent baulk ring system.

Coming into the hairpin at the end of the

straight a sharp jab on the brake pedal and then back to third and apply the power. The car understeers almost all the time with oversteer coming in suddenly, but only after you have well and truly overstepped the limit. Braking into the apex of the first corner of the Esses then power on through the remaining curve before approaching the corner before the spectator area. Ease off slightly while committing the car to a line and then foot down letting the car slide until you reach the outer edge of the bitumen on the exit of the corner. Then virtually foot to the floor through the next couple of corners before easing off slightly for the disconcerting concrete walled corner.

A lumpy camshaft grind makes the car pretty intractable below 3000 rpm and is designed to do its work between 6500 rpm and 8500 rpm. At 3500 rpm a gradual increase in torque becomes very noticeable.

Although the car has done incredibly well it is to be fitted with a 1240 cc motor, Weber carburettor and a larger capacity radiator. In marque sports car racing he holds the under 1100 cc class lap record at Warwick Farm at 1 min 57.0 sec. #

