

THE BUGEYE BURBLE

The Official Bulletin of the Sprite Club of SA



we are go!

FOR ROCKER COVER
RACING...



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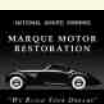
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2025 CALENDAR

AKA WHAT WE THINK MIGHT HAPPEN THIS YEAR!

February

3rd - Club General Meeting
16th - Clubbies Kick Off
22nd - Annual Ice Cream Run - Postponed
23rd - MSCA Presentation Day

March

2nd - All British Day
3rd - Club General Meeting
16th - MSCA Super Sprint (Rd1)
29th - Come and Try Hillclimbing
30th - Challenge Trophy Rd 1

April

7th - Club General Meeting @ Fullarton Centre
11th-13th - All Historic Mallala
16th - Midweek Mystery Run #1
27th - Ray Pank Winter Cup Rd 1
27th - Sprites & Clubbies at Gilberts Motor Museum
27th - Jaguar Drivers Club 'Just British Picnic'

May

3rd-4th - Peter Hall Memorial 6 hr
5th - Club General Meeting
at Classic Boutique
18th - Apogee Motorsport Day
18th - Challenge Trophy (Rd2)

June

1st - Ray Pank Winter Cup (Rd2)
2nd - Club General Meeting
11th - Midweek Run #2
22nd - MSCA SuperSprint (Rd2)
29th - Challenge Trophy (Rd3)

Clubbies

1st Sunday of ever month - Coffeed
3rd Sunday of every month - The Rezz
All members welcome and encouraged to join in!

July

7th - Club General Meeting
20th - Ray Pank Winter Cup (Rd3)
27th - Midwinter Pub Run

August

3rd - MSCA SuperSprint (Rd3)
4th - Club General Meeting
16th - Come and Try Hillclimbing (2)
17th - Ray Pank Winter Cup (Rd 4)
30th - Pea and Pie Night plus
the Rocker Cover Racing Challenge

September

1st - Club General Meeting
13th - 53rd Annual Dinner
18th - Midweek Run #3
21st - MSCA SuperSprint (Rd4)
28th - Challenge Trophy (Rd4)

October

5th - Picnic Run to the Barossa Vintage Collingrove
Hillclimb
13th - Club General Meeting
11-12th - Australian Hillclimbing Championships
15th - Mid Week Run #4
18th - Australian SuperSprint Championships
31st - SA Hill Climb Championships

November

2nd - Annual Display Day (with the Austin Healey
Owners Club of SA)
3rd - Annual General Meeting
7th - Climb to the Eagle 40th Anniversary
15th - AROCA Advanced Driver Training
16th - Collingrove Finale
16th - MSCA SuperSprint (Rd5)
22nd - Sports Car Cruise

December

1st - Club General Meeting + Chrstimas BBQ

PEAS, PIES AND ROCKER COVER RACING!

30th August 25

Fullarton Centre Club Rooms
from 6.00 pm onwards

Our annual Pea and Pie night, this time with a festival of Rocker Cover Racing (a guide to Rocker Cover Racing has been reproduced later in this edition).

Rooms open from 6pm for food, BYO drinks, coffee, fellowship and ... Rocker Cover Racing!

Cover Charge of \$15 per head to cover the Peas and Pies
Tea and Coffee provided. BYO alcohol and a plate of savoury or sweet nibbles!

RSVPs are essential as we need to order the pies and make the pea soup! Most dietary requirements can be met if you let us know!

Feel free to bring along a guest and get building your Rocker Cover Racer!

ANNUAL DINNER

13th Sep 2025

From 6:30pm onwards
At the Ovingham Hotel!

\$60 per head!

The Club's night of nights is nearly on us again.

\$60 per head for a three course meal, including shared entrees, a choice of main courses and desserts. It will look similar to the menu below. Grant, Angela, Margy and I sampled it the other night and it was very good!

The bar will be open but you have to pay for your own drinks!

We NEED at least 50 people to make the evening work so PLEASE get in early and let us know that you are coming. You will have to send us your money NLT a week before (6 September) so we have enough time to pay the pub for the night!

Come along, see who the club is awarding our annual prizes to and enjoy the friendship of your fellow club members! Its always a great night. Sadly I won't be there as I'm being forced to attend the Goodwood Revival that weekend but I'll be there in spirit!

Rocker Cover Racing

A Competitive Spin on Classic Engine Parts

Rocker cover racing has carved out a niche in automotive enthusiasm, blending ingenuity, creativity, and a touch of friendly competition. For those who appreciate both mechanical heritage and grassroots racing, this event offers a perfect outlet. While the concept might seem child like, rocker cover racing has gained momentum among classic car clubs, particularly those celebrating British motoring icons like our Sprites and Midgets.

What is it I hear you ask?

Rocker cover racing takes a traditional engine component—the rocker cover—and transforms it into a gravity-powered racer. The competition echoes soapbox derby principles but with a distinctly automotive twist. Racers must adhere to strict regulations to ensure fair play while allowing room for engineering brilliance and aesthetic flair.

A Cultural Phenomenon?

Rocker cover racing has gained popularity within classic car clubs, particularly at gatherings where owners can show off both their engineering prowess and their love for classic cars. Events often feature elaborately designed racers, with competitors incorporating paint schemes, decals, and even miniature drivers to personalize their machines. Overseas racing leagues have been established with the events becoming a feature event at the likes of Cars and Coffee, track events and even village fairs.

Beyond the technical aspects (see below) , the sport fosters camaraderie among participants. Whether tweaking wheel alignment for optimal speed or debating the merits of different lubrication techniques, racers share a mutual appreciation for mechanical craftsmanship.

Rocker cover racing is more than just a quirky competition—it's a celebration of engineering, classic motoring, and friendly rivalry. With simple yet effective rules ensuring a level playing field, creativity and technical skill become the defining factors in victory. Whether you're a seasoned automotive enthusiast or a newcomer looking for an engaging challenge, building and racing a rocker cover racer is a thrilling way to connect with motoring heritage while indulging in competitive fun.



Sprite Club of SA

2025 Rocker Cover Racing Championships

30 Aug 25

Rocker Cover Racing is a staple vent at any Sprite and Midget National Challenge. As the host club we need to be come prepared.

Fair to say the decks were stacked against us at the last Nationals. We know the Queenslanders will be coming to defend the 2023 title won by the late Neville Mansfield and his beautifully prepared 'Nifty Nev 007' racer.

To help get our club members minds around the herculean engineering effort that will be required to win a title that a South Australian last won over 10 years ago when Faye Brock's racer swept all before it, we will be holding a club Rocker Cover Racing event on the night of the 30th of August.

Held in conjunction with our annual **Pea and Pie Night**, the night will a great night for fun and frivolity!

This is a great chance to build and fine tune your Rocker Cover Racer ahead of the 2026 National Challenge!

Rocker Cover Racing

What You Need To Know - aka, The Rules!

The Racing Format

Rocker cover races take place on a sloped track, approximately 4-6 meters in length, often constructed from smooth timber or aluminium for consistent rolling conditions. Each competitor places their racer at the top of the incline and, upon release, gravity determines the victor. The goal is to reach the finish line first!

Technical Specifications (updated!)

Yes, there are regulations! The rules for rocker cover racing are straightforward but require careful consideration when designing a racer.

- **The Rocker Cover:** The vehicle must be constructed using an A-Series rocker cover, ensuring authenticity and honouring the engine's legacy.
 - If you don't own a Sprite or Midget and can't source an A-Series Rocker Cover, we will accept a rocker cover (or similar component for you fancy overhead cam people) that links back to your car.
- **Dimensions:**
 - The rocker cover itself must not be modified. It may be mounted on a plinth or drilled to mount wheels.
 - Maximum allowable width - 210mm
 - Maximum allowable length - not more than 80mm longer than the rocker cover.
 - Wheels of not more than 150mm diameter
 - Weight of 3kg or less
- **Oil Caps:** Cars must have an oil cap fitted in its standard location but breather lines may be removed.
- **Aerodynamics:** You must **not** add aerodynamic aids or modify the original valve cover height.
- **Power:** Racers are powered by gravity alone. No motors, magnets, jet power etc!
- **Wheels:** all races must have at least three wheels in contact with the track at all times

The Racing

The race track will be inclined for the first 2-4m, with the remainder flat. It will have a divider down the centre to help cars stay in their own lanes but if a car 'jumps the barrier' into the neighbouring lane it will be disqualified.

Cars will compete against each other via a series of Round Robin heats.

Each round shall consist of a best of three, with the first two runs allowing the racers to run i each lane.

If a deciding run is needed the racers shall toss a coin, the winner getting his or her choice of starting lane.





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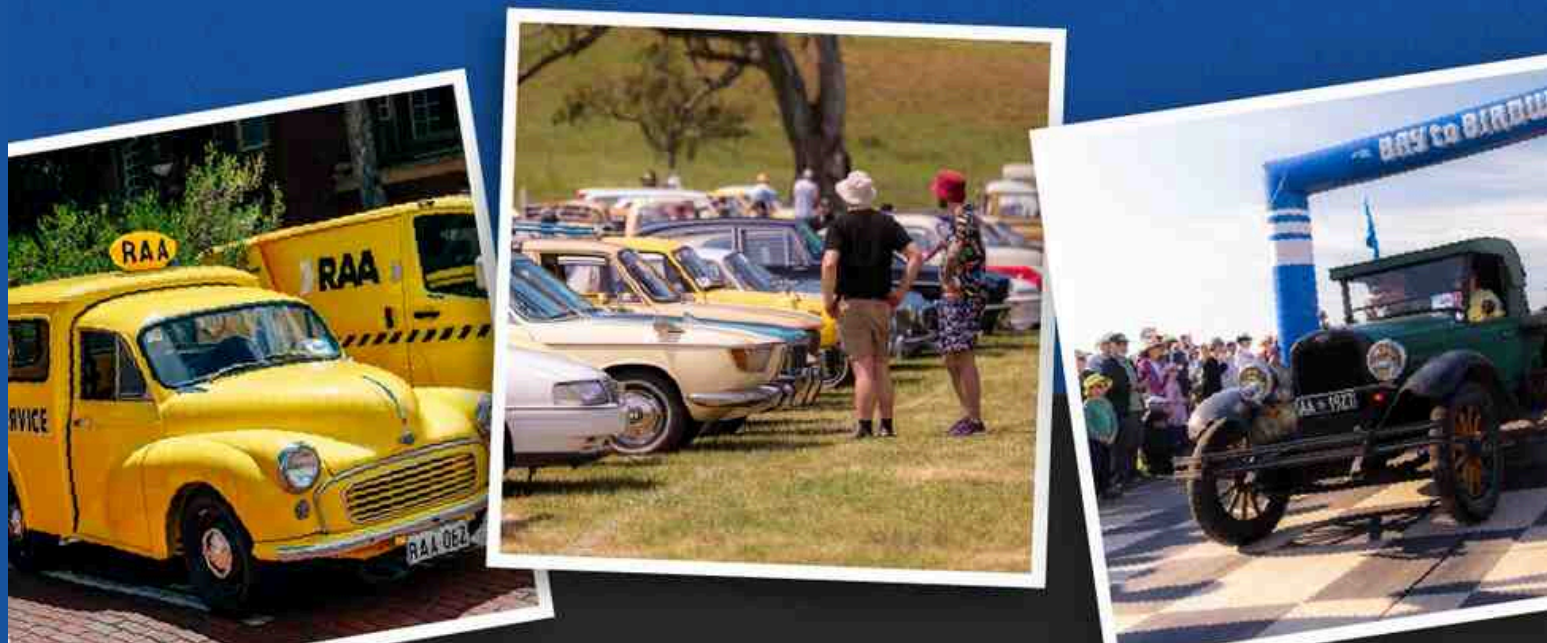
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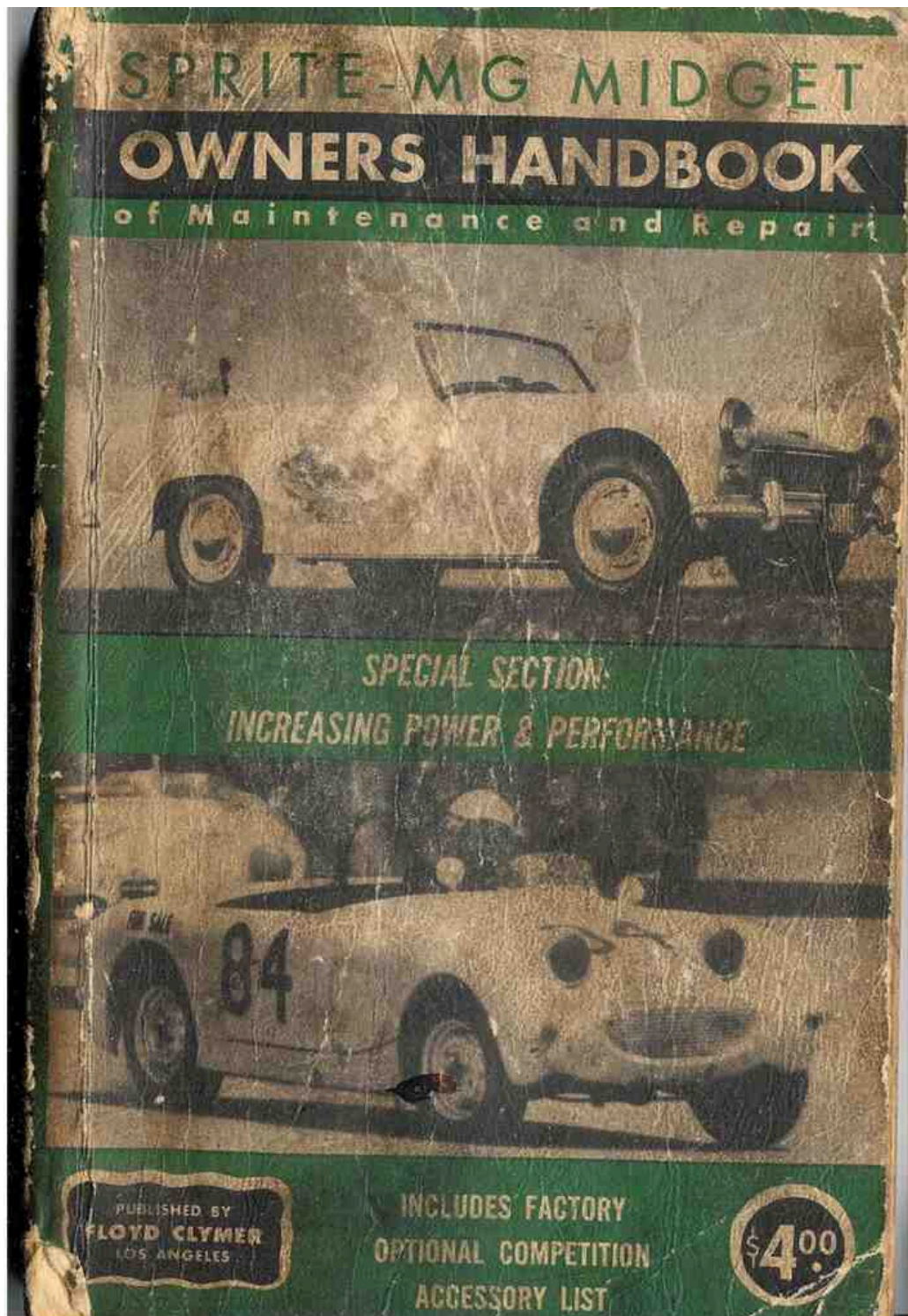


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A blast from our historical past courtesy of Bruno!

Like me, Bruno is an avid collector of all things old and car related, he found the following an article by Ocee Ritch, who drove one of the '59 Sebring cars 3000 miles across America after the race. A great account of he and Charlie Weber's adventures driving two of the BMC works cars (an MG-A and a 'bugeye' Sprite) from Florida across to Los Angeles.



THEY SAID IT COULDN'T BE DONE

Ocee Ritch writes a "Dear John" letter.

Los Angeles, April 1

John Christy,
Editor, SPORTS CARS ILLUSTRATED
1 Park Ave.,
New York, N. Y.

Dear John:

When we shook hands and parted at Avon Park, Florida, I'm sure you noted the slight tremble in my limbs and I appreciated the extra emphasis you gave to the conventional "good luck" as you mumbled a farewell. The thought that you were actually participating in a scheme where an old friend, such as myself, would attempt to drive a car across the continent that YOU had raced for 12 hours must have weighed heavily on your conscience. Of course, I had only myself to blame, I couldn't even put the onus on Tony Birt of Hambro who usually thinks up these things... but I thought you'd like to know that everything came out all right and that you can now uncross your fingers.

The readers of SCI to whom you brought the stirring tale of Sebring and your not inconsequential part in it will never know the backstage (or behind-the-pit) drama that was played around the MGA and Sprite team cars. Nor will they ever be aware that two of the sturdy entrants (cars, not drivers) were fired up after the big event and driven, virtually untouched, through rain, heat and gloom of night all the way to Los Angeles.

Charlie Weber and I flew to Sebring this year with the express intention of enjoying ourselves and with no ulterior motive, such as writing a story about the race (1,500 other press people took care of that). So, knowing that we would otherwise be having a good time and with no responsibility, Bill Pringle of Gough Industries (BMC distributors in LA) called one day and said,

"I say, old Bean, you won't have anything to do at Sebring, how about seeing that our cars get shipped home properly?" It seems that Gough had purchased a Sprite and an MGA to be delivered after the race. Pringle, as Service Manager, was scheduled to make the trip but last minute events canceled the bit.

"All right, Bill," I said agreeably, "what do I do?"

"Oh, just pop the little bears onto a

transport or a flatbed that's coming this way and insure them heavily."

"What could be simpler?" I asked, rhetorically.

"Nothing," Bill murmured, "just be sure you get two that have the least body damage. Those oil drums at Sebring leave nasty dents."

"Right, ho!" I imitated his Aussie accent, "leave it to me. I'll get the best of the lot."

Fatal words.

All during the cattle flight we took by mistake and during the dismal practice sessions under a Confederate blanket-colored sky the admonition to seize the best surviving cars from the teams bounced around my brain like a ping pong ball. I buttonholed the drivers under the pretense of learning more about driving techniques and tried to determine which pairs were the most conservative. Mechanics fell under my eagle-eyed scrutiny and, after posting Charlie on the details of the plot so he could help judge, we made careful notes on which cars got the most tender loving care. During practice we timed the different vehicles, rushed back to the pits to see why each was called in and kept a detailed log on performance.

During the race, of course, we were pretty busy just taking in all the sights and sounds but we managed to keep close tabs on the A's and the Sprites as they purred along. #30 MGA eliminated itself from my book when it took a rock through the sump but the others and the miniature Healeys looked so stout that an idea began to form as the race progressed.

"Charley," I said cautiously, "why don't we just drive a couple of these cars back to the Coast?"

"Why not?" Charlie answered with a sidelong look, "they should be well broken in after this."

Marcus Chambers, Healey team manager, was less sanguine. "Why, the cars will finish in great shape, I've no doubt, but Los Angeles is a jolly good bit off, isn't it?"

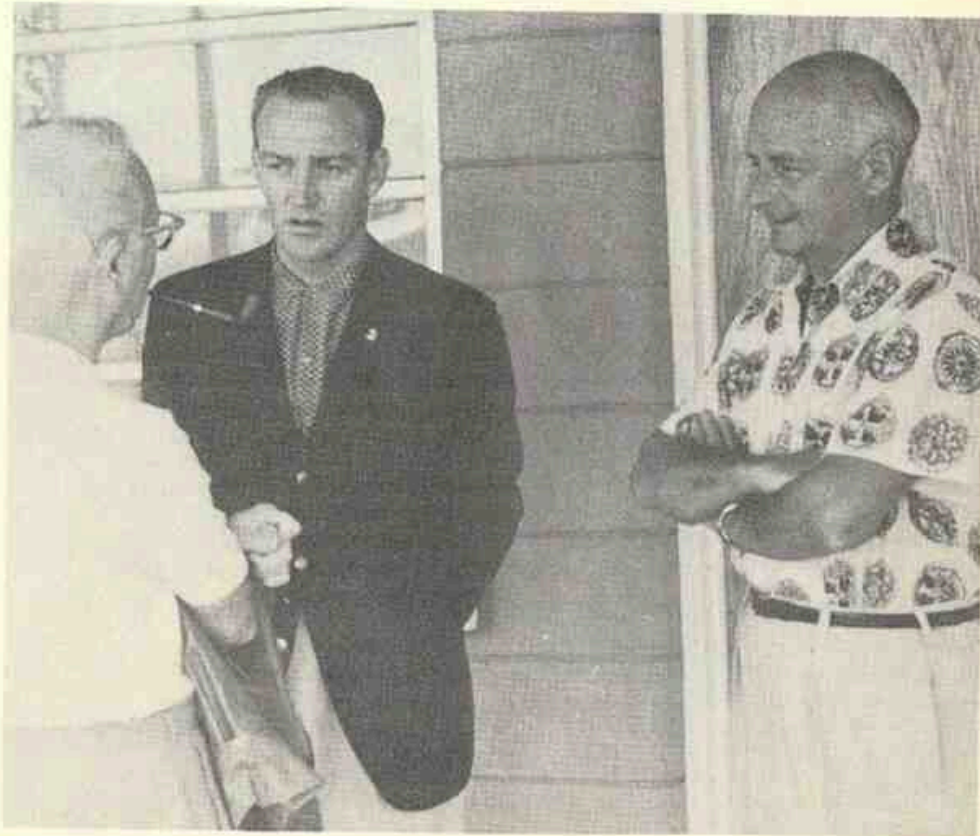
"Three thousand jolly miles," I stated.

"Hm. Here, try a bit of my Latakia. I don't see how you Americans can smoke your flaky pipe tobacco."

I chewed on my pipestem. "Marcus," I said, "I must have two sound automobiles



Sebring Sprite in action. Following the grueling race, this car was driven from Florida to California.



Donald Healey, designer of the Austin-Healey Sprite (rt.) listens as Charles Weber (back to camera) discusses proposed cross-country trip in ex-Sebring Sprite with Jim Parkinson, member of BMC racing team.

to drive back. Can't you give Christy the Slow Down signal? He's going entirely too fast."

On Sunday morning after the race we gathered at BMC headquarters in Avon Park, a few miles north of Sebring, to celebrate the fine performance of the teams and to say farewell all around. By noon Charlie and I had been in, under, over and around the cars with notebook and pencil and, retiring to a nearby *bierstube*, for privacy we correlated driver impressions, points earned by various mechanics for neatness and devotion to duty, practice times, race performance, laps covered, average speeds and causes for pit stops, and made a final decision on exactly which of the bolides we would select.

As we were gathering our materials to depart, one of the BMC officials came up with Jack Flaherty in tow.

"I say, chaps, Jack here is to pick up a couple of cars too, why don't we toss a coin to see who gets which ones?"

Jolly!

So it was that at One O'clock on Sunday that we took possession of #55 Sprite (Ex Hayes/Christy) and #29 MGA Twin Cam Coupe. The Sprite had a weak fuel pump and a broken exhaust manifold downpipe plus a jury-rigged throttle bracket. The A was immaculate.

Back to Sebring, after replacing the fuel pump points, then to our lodgings where we made use of the tools and welding skill of Bill Love (whose AC Bristol had stayed on the Alternate list) to render the Sprite whole. On Monday, we shook the mud of Sebring from our boots and stormed off on the 3,000 mile road test.

Neither Charlie nor I had driven the cars previously, of course, so our first couple of hours were spent in getting used to the machinery. Right hand drive was not strange to either of us, but we had forgotten how easy it is to shake up truck drivers with this type of steering arrangement. All you do is approach closely behind the rig and gradually edge out so that just the left side of your car is visible in the trucker's rear view mirror. Then he can see there's nobody driving the funny little car behind him.

Sport!

The experience of driving a sports car in a race such as the 12 hour grind is not to be compared with putting the same mileage on during a cross country jaunt. There are always new situations on the highway and many opportunities to assay braking, acceleration and handling under varied conditions. For instance: The highway up the west coast of Florida looks nearly as smooth as the blacktop at Sebring but, cleverly concealed by a sadistic Highway Department, there are undula-

tions and transverse ridges which would do credit to a proving ground. After traversing a hundred miles or so of this washboard, we called a rest stop to let our eyeballs settle in their sockets.

"You know," Charlie said, "we ought to put some soap and water in the rear deck space and do our laundry."

With the extra stiffness in the front suspension on the Sprite, it is easy to see why Charlie chewed through two pipe stems in a half day on this stretch. At 70 mph, indicated, (my tach had left me within 10 miles after getting underway) on this surface, the Sprite appeared to be a handful to hold in a straight line. The A, on the other hand, soaked up the pounding pretty well and only the inherent tight shock setting caused any discomfort. Actually I preferred the short, quick jolts to the slow-motion elephantine wallowing we could observe in the conventional cars we met and passed.

Once we left this piece of paving, we barrelled into Mobile, Alabama in style. At the end of our first day we were not nearly as tired as we had expected but were ready for the sack. The Motel we chose at random turned out to be in the middle of an old Civil War fort. A sign proclaims that the last battle of the conflict was fought behind these breastworks. "Look, Charlie," I pointed to the plaque, "tonight you are going to sleep on hallowed ground." "Fine," he said, "but tomorrow night let's get a bed."

The only tuning change we had made in either car (and the only attention they really had except an oil change and a lube job) was in changing the stock spark-plugs from the racing type used in the enduro. Even this might not have been done if the engines had fired up easily when cold, but we were happy for the switch when the morning in Mobile turned out to be quite cool. Then we proceeded along the Gulf at a restricted pace and we were doubly happy because a constant traffic congestion caused us to run at a reduced speed guaranteed to foul electrodes. Revving up the engines to clear them out was inclined to create excessive noise and to draw the attention of passing police, so we putted through a dozen towns and villages.

Gendarmes were drawn to our diminutive caravan anyway because of the big Sebring numbers still on the hood, sides and back plus the British license plates. In one city a cycle patrolman drew up alongside and engaged Charlie in conversation for ten blocks in "rush hour" traffic (15 mph). It seems he used to own a TD and was eager to become a Sprite owner. Another officer kept pace with me for a while, asked about the race and invited us to a Drive In for a cup of coffee.



Making a trip in a race car is somewhat like making a trip in a sports car was ten years ago only more so. Wherever we stopped, a crowd of enthusiasts and curious gathered. We rehashed the race, discussed the technical points of the cars and heard about the local hotshoes. At one Louisiana filling station the usual group congregated to ask more or less informed questions. In this particular section the trend was to the less informed so when one lanky Cajun asked, "By Gar, heem go pretty good, hey?" Charlie replied, "Yes, in its class. You see, these cars race against other cars of the same general type. They are separated by the size of the engines and compete with each other, and not with the bigger ones."

"Oui," nodded the native pointing to the Sprite, "you run heem in class 4 GT or under appendix C?"

The lack of a fan on the Sprite was no handicap on the road where the gauge remained at a constant 180 but in slow moving traffic or when trapped behind big busses, the needle would swing over alarmingly. In midday we were forced to halt once to cool the radiator with a stream of water from an amiable service station operator's hose. Oil pressure stayed healthy, however, so we pushed on and detoured around the centers of large cities when possible.

Up to this point we had treated the cars in an extremely conservative fashion. First of all because, even though outward appearance may indicate that all is well, a little more abuse such as incurred in the 12-hour thing could push some part over the brink of failure. Secondly, the general air of skepticism that we could make the Coast in the unaltered racers without trouble had its negative effect on our thinking. However, by the time we had put 1,200 miles on the odometers

without incident we were a couple of tigers once more. Charlie was absolutely raving about the Sprite when we would stop for chow; the tremendous ease of stopping with the disc brakes ("you don't push harder on the pedal, you just push a little farther") its ability to stick like glue on the turns (and he's an old Lancia driver, you know) and the little engine's fantastic surge of power above 4,500 rpm. My own impression of the A was that this is a superb Gran Turismo car: Plenty of power where you want it for a road car, coming on strong at 3,500 (about 65 with these gears) seemingly unlimited top-end revs and generous driving comfort. The new (to me, at least) Dunlop R-5 tires seemed a great improvement over the R-3 type which were on the Twin Cam I drove on the Coast and corrected the one fault I had noticed in racing at Pomona—the tendency to spin the rear wheels when you stand on it coming out of a corner. The R-5's just don't want to break loose under the same conditions.

So, with renewed confidence, engendered by the fact that nothing had blown up so far, and a chance to wring out a couple of factory-prepared and demonstrably successful pieces, I suggested we get up early and try to pick up a little time on the semi-deserted roads of East Texas. Nothing loath, Charlie set the alarm for 3 AM and we sallied into the stillness. Whatever happened to the farmers that used to get up so early, John? We didn't see another moving vehicle for nearly three hours. In that time we had established that it would take a very good car indeed to stay up with these two on anything but a long, straight highway, or, possibly a near-vertical uphill bit. In this section of the country the road wanders over rolling hills — some fairly steep, through timbered country and



farmland where the road builders followed rather devious methods to get around Smith's barn. It all added up to exhilarating driving—sudden, unexpected bends, reverse camber turns, 4 or 5 mile unobstructed straights—real fun.

The A's quick steering and the rear end's absolute refusal to come loose made it like driving the cliché car "on rails" . . . until the rain began to fall. Then we had it! With the same tire pressure that the car had finished the race—28 lbs.—the glorious R5's were slicker than a greased doorknob. In the dry, the Twin Cam had been as tractable as a pet collie, now it was like trying to drive a boar hog across a frozen pond. I don't know what pressure you people used during the rain at Sebring, but I did know that Richie Ginther was down to 7 lbs. all around in the Ferrari so, here was a decision: To valve or not to valve some gas? Unfortunately neither car had a tire gage in the tool kit and to release pressure by guess is a little risky. Then, too, this was nitrogen . . . and inert gas in the tires would be a real boon when we hit the desert later on. After some mental gymnastics around the gas laws, coefficients of expansion, time lost in refilling the tires once we found an open service station and so on, I made an arbitrary decision to save the nitrogen . . . and ease off a bit.

To give you an idea of how slick it was, I nearly looped out while leaving a stop sign in a small town when I hit second gear. In spite of such conditions, we drove for 254 miles before stopping for breakfast at an average speed of just over 64 mph! At no time did I rev the Twin Cam over 5,200 . . . at least when the tach was working.

Out through here you see the wonderful roadside signs such as "Illegal To Track

Mud Onto Pavement" and the various warnings of the fines levied for depositing litter on the right of way. This varied from \$100 to \$50 then when we hit one place that had only a \$25 fine, Charlie suggested we throw out our beer cans because this was as cheap as it would ever get. Here too, is where the hotrodders are taking up sporty cars and they are building their own out of old Hadacol signs. You'd better watch out around New Orleans, too, a couple of fellows there are disguising a Chrysler dragster with a TD body.

Fierce!

The fuel pump which I had revised in Florida needed adjustment in Ozona, Texas, and Charlie pointed out the Sprite's selling points to a couple of Indians who lounged against their Coupe deVille while I sprawled under the jacked-up rear end, fuel trickling down into my armpit, and reset the point clearance.

"How do you like those disc brakes?" Charlie asked.

"Ugh," answered the Indian in traditional fashion.

"Engine has the latest mods. Turn 8,000 . . . over 100 in top gear."

"Ugh. Where-um one for other foot? Hah!"

The rough detours we encountered later in the day were a test of suspension we hadn't counted on. Big holes in the torn up paving or dirt road would practically lose the Sprite's 13" wheels and the pounding completely conked out its tachometer. My seat belt didn't work at all and the sensation was somewhat akin to being inside a churn. In spite of this treatment, the only damage was to the tach. At one point huge signs warned "DANGER, BLASTING, Turn off All Radios". We later surmised that this was so you'd be sure to hear the blasts and enjoy sounds that

have not as yet been marketed on HiFi discs.

Despite various unfavorable road conditions we made 863 miles before knocking off and completely sold ourselves that these two cars would run to the moon if somebody would build the necessary bridge. We switched the Sprite's spare to the left front simply to equalize the rubber on the two steerable wheels and barged on to Los Angeles. The airscoop on the hood of the Twin Cam that admits breezes to the driver's feet came in handy crossing the wastes between Phoenix and Riverside and this looks like a modification that might catch on with the racing fraternity.

Otherwise, there is no change I can suggest to BMC that would in any way make the MGA coupe a more desirable commodity.

At the end of our trip we had covered exactly 3,000 miles, incurred no measurable wear on the tires of either car, averaged above 50 mph for daytime driving time (including all stops) and got 43 mpg on the Sprite, 32 mpg on the Twin Cam.

That's about it, John. As far as we are concerned, anyone else can take the bus. Leave the race cars to us.

Best Regards,
OCee

On the following pages will be found a reprint of the *Driver's Handbook* issued with each Sprite or Midget. The reader will note that page numbers follow the original publication's index which will be found on page 309 of this book, (page 62 of the *Driver's Handbook*.)



NATIONAL 26 CHALLENGE BULLETIN #1



2026 Sprite & Midget National Challenge

Murray Bridge, South Australia

April 27th – 1st May 2026

Bulletin 1 - February 2025

Welcome to Bulletin 1 for the 2026 Sprite and Midget National Challenge!

As it has been 25 years since the last SA based National Challenge, there has been a lot of discussion and planning for this event by the Organising Committee, so we would like to keep you updated on the latest information.

As you can see by the title block the National Challenge will be held in Murray Bridge during Late April- Early May in 2026 and will provide the attendees the opportunity to enjoy the surrounds and attractions of this Riverland town.

While there are more details to follow here is an overview of the events planned for the Challenge:

- Display Day/Show n Shine
- Social Drives and Observation Run
- Motorkhana
- Super Sprints
- Welcome and Themed Dinners
- Final Dinner/Presentation Night

The Accommodation will be at the Bridgeport Motel in Murray Bridge, where there are a number of room options for guests, plus secure underground parking for vehicles:

- Twin share - single travellers who wish to 'bunk in' with another single traveller.
- Single - for those travellers who would like a room to themselves
- Couples - they get the full room for themselves.
- These options will be priced accordingly - more information to follow

For those with a "need for speed" the competition part of the event will be held at The Bend Motorsport Park at Tailem Bend, located approx. 30 minutes drive from Murray Bridge.

Here we will combine with another Car Club for two days of events:

- Motorkhana on the Skid Pan
- Super Sprints on the West Circuit

And not forgetting the Social side of the event with many local attractions to visit and view during the event. These include:

- Display Day on the banks of the River Murray
- Observation Run - approx. 100 - 120km
- Social drives to wineries, car museums, and other points of interest in the area
- Themed Dinners
- Presentation Dinner

With a number of expressions of interest registered so far the 2026 National Challenge is starting to gain momentum, so these bulletins will keep you updated with the latest developments.

Pricing for the accommodation, meals, social and competition events will be available soon.

Here are a few other points to note:

- Secure trailer parking will be available for those towing Sprites and Midgets or Race cars
- Themed merchandise will be available to commemorate the event

Here are some links that might help stir your interest in the event

- https://en.wikipedia.org/wiki/Murray_Bridge,_South_Australia
- <https://bridgeporthotel.com.au/>
- <https://www.thebend.com.au/>
- <https://strathalbynmotormuseum.com.au/>
- <https://motor.history.sa.gov.au/>
- https://www.spriteclub.com.au/?page_id=12814

For more information contact with the organising committee at 2026NationalChallenge@spriteclub.com.au

NATIONALS 2026 UPDATE - ACCOMMODATION

Its official. Its 12 months (nearly to the day) until the 2026 Sprite and Midget Nationals in Murray Bridge! With the MGCC (SA) officially announcing their plans for 2026 we can now let the proverbial cat out of the bag and reveal that the Sprite Club and the MGCC(SA) will be working together on some of the events, particularly the motor sport events which will see the clubs sharing the track and skid pan at The Bend for the Sprint and Motokhana events, with other collaborations being considered across the week-long event.

Accommodation. As many of you already know, the Sprite and Midget Nationals includes all accommodation, meaning you don't have to worry about planning it! This year we will be using the BridgPort Hotel, overlooking the Murray River, in Murray Bridge. Without a doubt it's one of the best regional hotels you will find anywhere and the Sprite Club has been able to negotiate a preferred rate for the week. Its a 100 room hotel and indications are that we will be taking around 50 of the rooms, so get your expression of interest in quickly before they are all gone!

We think the Bridgport Hotel is a perfect base for the Nationals! Boasting a fabulous restaurant and walking distance to other local eateries, as well as on a short stroll to the actual 'Murray Bridge' and the parks and gardens along the river (including the famous Bunyip!), we hope that everyone's needs will be met!

The Bend Motorsport Park is less than 30 minutes up the road and the National Motor Museum is about 45 minutes away in the Hills, and a range of local wineries in the Langhorne Creek area less than 30 minutes away, there is plenty of scope to entertain everyone! And don't forget, the sinuous driving roads that wend their way through the Adelaide Hills all make for what we hope will be an amazing week exploring the region, rekindling old friendships and perhaps making some new ones.

Not to forget what its all about; getting out and about in your Sprite or Midget, or indeed, any car, to enjoy the sights and scenery of the lower River Murray!



MG Nationals. In many ways it will be a festival of all things Abingdon (where our cars were originally made!) with the MG Nationals basing themselves in Hahndorf for the week. Following our Display Day the current planning is to drive up to Mount Barker, an easy 40 minute run up the freeway or a little more via the 'old road' through the hills, where the MGCC Display and Concours is being held and spend a couple of hours looking at the always fabulous array of MGs that the Nationals brings together.

From there we will be off for an Observation Run taking you to destinations unknown with challenging (but solvable!) cryptic questions and highly questionable route directions!

Stay tuned for more information as we work with the Nationals team at the MGCC to see if we can bring all of the Sprites and Midgets together at some point!

NATIONAL 26 CHALLENGE

BULLETIN #2



2026 Sprite & Midget National Challenge

Murray Bridge, South Australia

April 27th – 1st May 2026

Bulletin 2 - April 2025

Welcome to Bulletin 2 for the 2026 Sprite and Midget National Challenge.

Planning continues to progress for the South Australian based 2026 Sprite and Midget National Challenge. With the draft program coming together the National Challenge will follow the format listed below:

Monday 27 th April	Welcome Event & Registrations Dinner	Murray Bridge
Tuesday 28 th April	AM - Display Day PM - Social Drive to Mount Barker with a Scenic Observation Run to Murray Bridge Dinner	Murray Bridge Murray Bridge
Wednesday 29 th April	Motorkhana – Bitumen Social Drive – Murray Bridge and Surrounds Dinner	The Bend Motorsport Park Murray Bridge
Thursday 30 th April	Super Sprint Social Drive – Adelaide Hills and Motoring Museums Presentation Dinner	The Bend Motorsport Park Murray Bridge
Friday 1 st May	Farewell Event	Venue - TBA

With 65 Expressions of Interest registered so far, plus about 50% having paid a deposit, the 2026 National Challenge is starting to gain momentum, so these bulletins will keep you updated with the latest developments.

The Accommodation will be at the Bridgeport Motel in Murray Bridge, where there are several room options for guests, plus secure underground parking for vehicles:

- Twin share - single travellers who wish to 'bunk in' with another single traveller.
- Single – for those travellers who would like a room to themselves
- Couples - who get the full room for themselves.

Pricing for the Social and Competition Options, including Accommodation and Meals, etc will be available soon.

For those with a motorsport interest the Marque Sports Car Association SA will be conducting the Peter Hall Memorial 6-Hour Relay Sprint on Sunday 3rd May 2026 at the Mallala Motorsport Park for those wishing to stay on and either enter and compete in a Team or help and spectate at this annual event.

<http://www.mscaa.com/>

Or if you wish to stay and enjoy the Adelaide Hills and all it can offer here is a guide from the RAA that might give you some ideas of places to visit, taste and enjoy.

<https://raa.foleon.com/samove/autumn-2025/adelaide-hills>

Here are some other links that might help stir your interest in the event

- https://en.wikipedia.org/wiki/Murray_Bridge,_South_Australia
- <https://bridgeporthotel.com.au/>
- <https://www.thebend.com.au/>
- <https://strathalbynmotormuseum.com.au/>
- <https://motorhistory.sa.gov.au/>
- https://www.spriteclub.com.au/?page_id=12814

For more information please contact the organising committee: 2026NationalChallenge@spriteclub.com.au

NATIONAL 26 CHALLENGE BULLETIN #2



2026 Sprite & Midget National Challenge

Murray Bridge, South Australia

April 27th – 1st May 2026

Bulletin 3 - July 2025

Welcome to Bulletin 3 for the 2026 Sprite and Midget National Challenge.

The current Expressions of Interest in the 2026 Sprite and Midget National Challenge is 82 people with the following breakdown per State Club:

SA – 16	NSW – 14
VIC – 32	QLD – 18
TAS – 2	

2026 Sprite and Midget National Challenge – Draft Program

Mon 27 th April	Welcome Event & Registrations BBQ Dinner	Murray Bridge
Tues 28 th April	AM - Display Day – Riverside at Murray Bridge PM - Social Drive to Oakbank Race Course with a Scenic Observation Run on the return to Murray Bridge Dinner – Bridgeport Motel	Murray Bridge Murray Bridge
Wed 29 th April	Motorkhana – Bitumen Social Drive – Murray Bridge and Surrounds Dinner - 1924 RiverFront Steakhouse	The Bend Motorsport Park Murray Bridge
Thur 30 th April	Super Sprint Social Drive - Adelaide Hills and Motoring Museums Presentation Dinner – Colour Themed Event – Bridgeport Motel	The Bend Motorsport Park Murray Bridge
Fri 1 st May	Farewell Breakfast Event Tour of the National Motor Museum	Murray Bridge Birdwood

The Accommodation will be at the Bridgeport Motel in Murray Bridge - <https://bridgeportmotel.com.au/>

The room options will be either:

- Riverside Balcony Suite or City Balcony Suite

We have booked a Common Room at the Bridgeport Motel so there will be a chance for drinks and nibbles with all attendees at the end of each day, so we can swap stories, catch up with existing or new friendships.

If you wish to pay your deposit, please note the Sprite Club has changed its Bank Account details:

Sprite Club of SA Inc
Account BSB: 085-005
Account Number: 805038516

As part of the 2026 Sprite and Midget National Challenge there will be several other activities that will be associated and part of the event. These will include the following:

- Rocker Cover Racing
- Welcome Pack – including the bits'n'pieces you will need, program, maps, name badge, etc.
- Nationals Merchandise will be available for ordering prior to the event
- This will include shirts, jackets and caps

Do not forget the MSCA SA the Peter Hall Memorial 6-Hour Relay Sprint on Sunday 3rd May 2026 at the Mallala Motorsport Park for those wishing to stay and either compete in a Team or help and spectate.
<http://www.mscaa.com/>

Or if you wish to enjoy the best SA can offer here is a guide from the RAA that might give you some ideas:

<https://raa.foleon.com/samove/autumn-2025/adelaide-hills>
<https://raa.foleon.com/samove/winter-2025/leurie-peninsula>

For more information please contact the organising committee: 2026NationalChallenge@spriteclub.com.au



EOI 2026 National Challenge

2026 Sprite and Midget National Challenge - Expression of Interest

Note – this is an EOI to help us with event planning. You can change your mind!

Name (s)			
Name (s)			
Home Club			
Address			
Phone		Mobile	
Email	<i>Note – your email address will be the primary point of contact for the event</i>		
Vehicle	Sprite	Midget	Other
Accommodation	Couple	Twin Share	Single
	<i>Note – event costing is based on a twin share basis. Members travelling along and wanting a room on their own will be liable for full room costs</i>		
Parking/Garaging	Car only	+ standard car trailer	+ large/outsized car trailer
	<i>Please indicate your likely parking/garaging request</i>		
Events	I/we are interested in participating in the following events (circle/tick):		
Social	Display/Concours	Observation Run	Regional Touring
Competition	Sprint	Motorkhana	Both
	Likely Competition Vehicle	Sprite/Midget	Other/Associate
Post Tour Event Interest?	Post-Tour Tour	Yes / No / Maybe	
	Peter Mall 6Hr @ Mallala	Yes / No / Maybe	
General Comments?			

If you could please complete and email Sue Stephenson at the email address below at your earliest convenience it will help greatly as we look to reserve accommodation.

Deposit (refundable): BSB: 085-005 Account: 805 038 516 (Sprite Club of SA Inc)

Please include 2026 Challenge EOI Deposit and then your name

Web page: www.spriteclub.com.au, then search for the National Challenge 2026 tab

Email Address 2026NationalChallenge@spriteclub.com.au

Post Sprite Club of SA, PO Box 21 Fullarton, South Australia, 5063

'Challenge 26' Contacts Sue Stephenson (0408 858 046) and Gordon Boyce (0417 897 905)