

June 2024**Official Bulletin of the Sprite Club of SA**

President's Mumbblings:

May is done and dusted. Wow is all I can say but what a pretty busy month it was! The first of the Midweek Mystery Runs (to the Finnis General Store for an amazing lunch), Elephant's Door for wine tasting and the Victory Hotel for a fabulous lunch. All bathed in very very late Autumn warmth and sunshine ... as I write this the rain is tumbling down and the temperature has dived. I know the gardens need the rain, but what a fabulous Indian Summer it was.

Midweek Run #1.

A near perfect day greeted no less than 10 Spridgets, a Lotus Elan, an Aston Vantage, an MG MGB, MX5 and several other cars (sorry!).

Chris's supercharged Bugeye was acting up and headed home at the start; however, the rest of us enjoyed a fabulous run, first up through the hills, thence across into the Eastern ranges and down to Lake Alexandrina and then back across to Finnis for lunch. Somewhere along the way one of my wheel bearings started to sing a not-so-sweet tune and the Little Blue Car is up in the air whilst it and I wage a slow fight to pull one hub off,



however, with the exception of Chris's Mk1, everyone else seemed to have a fabulous run.

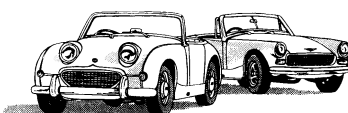
If you haven't been to the Finnis Café, then you are missing out on a fabulous lunch!

I'm not sure about the others, but on the way back I had a lovely run up the winding Strath Road, wheel bearing opera or not. I just couldn't seem to get a little white Lotus out of my rear view mirror!

Elephant's Door and the Victory Hotel

Another fabulous run down to Sellicks and another great turn out of Sprites and Midgets enjoying the very last (it seems) of the late summer sun.

I think the count was 8 about Spridgets, a Jaaag, a motorbike and a very new MX5, along with some other cars with about 28 of us enjoying Dean and Susie's hospitality at the Elephants Door for some wine tasting before lunch at one of my favourite pubs, the Victory Hotel.

**MINISPORT**SPRITE CLUB OF S.A.



Morning tea was at the Clarendon Bakery, along with some roadside mechanics to help the Halling's along the way with their Mk1 (his aunty Julie's old car, so quite a special car in Sprite Club of SA terms – stay tuned for a BBQ lunch run to Strath soon to service and sort the car for Dale and his family ... many hand will make quick work I think!). Personally, we came back



with half a dozen bottles of Sellicks Chills in the back of the Subaru and I can attest the wine is fabulous, so if you didn't get a chance, talk to Dean and buy some of their wine before its all gone. Its really quite a great drop and it helps a club member out!



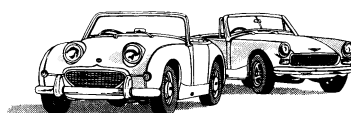
As much as I hate to admit it, red cars probably won the day this time around! Once the Little Blue Car is back on the road I'm sure that blue cars will make a resurgence!

Anyway, that's enough from me. Despite the colder weather, keep the roof off, the heater on and enjoy the road. See you out there!

Robin D

Help (still) Wanted!

You might have noticed in the calendar that we'd like to bring back Rocker Cover Racing. Well, we need to retrieve the racetrack from Gary Beaton's farm shed up in Lenswood and deliver it down to Kerry, who has graciously offered to bring it back to life. If you can give me a hand on weekend soon let me know and I'll run the trailer to collect it.



SPRITE CLUB OF S.A.

Grill Badges and other regalia

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 those who missed it, please follow the following link: <https://www.spriteclub.com.au/?p=12677>

Also, the online ordering list can be found here.

[Club Merchandise Orders.xlsx](#)

Please let Daryl or I know if you are placing a clothing order just so we can track the numbers. Once we hit critical mass for numbers we will place the order. It would be helpful if you could pay in advance please.



Caught in the Headlights (#2)

Welcome to part two of series of vox pops with club members about their classic car journeys. This month I had the chance to talk to Spencer Beckwith about his experiences with his Midget. Actually, to be fair, he didn't have any option as he was stuck with me across the table at the Victory Hotel ... sorry mate!

SCSA: Quick intro Spencer – what is the car and what colour is it?

It's a 1976 Midget, you know, the one with the 1500cc Triumph engine and the black bumpers. And don't judge me but its red. I'd have preferred a blue car but they are in such high demand they are hard to come by (*actually, to be fair, I may have paraphrased this but I'm SURE this is what he said....*).

You don't see many 'rubber bumper' Midgets in Australia. Most of them are US imports?

No, you don't see many. I probably didn't realise how rare here in Australia they actually are until I came along to a Sprite Club display day! Mine is a genuine UK car so it has twin SUs. The twin wiper blades is the give away as the American cars had three wiper. I'd love to say it was the additional torque that the 1500cc engine has over your 1275 but truth be known, it was the right price!



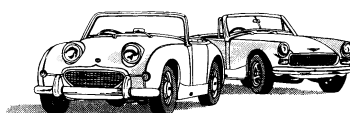
I sense and interesting backstory here! Care to share?

I had an 1999 Mazda MX5 10 years ago. I loved the car but changed to a dual cab Ute partly to tow jet-skis and dirtbikes, partly because I lost half my license point in 12 months.

I may know something about that ... the Waze app is a licence saver!

Despite always having road-bikes for playing on winding backroads, there's something special about open top driving. I regretted selling the MX5. so found myself looking to scratch the itch again but the current price of MX5's is way too high for what they are. They are no loner a cheap entry roadster and the original models are commanding very good prices these days.

My father was also interested in obtaining a more sporty car and we often shared our Facebook marketplace finds. To be honest, the idea of tinkering on something together also appealed to us. I'd had Sprite and



SPRITE CLUB OF S.A.

Midgets in my searches after falling in love with a Bugeye at the Healey Factory several years ago, but couldn't justify the price. Then we found this one! Luckily we took my mother - who went on the test drive with me as my father is too tall to drive it and she gave the approval.

I drove it home and have been driving it since

Dad doesn't fit?

No, not yet, but after investigation the seat rails will be modified so he can drive it. He does fit in the passenger seat tho!

How does the driving experience compare?

I love driving the car. It has a direct, mechanical, feeling, along with all the smells and noises that add to the theatrics. I feel a bit like Steve McQueen when behind the wooden steering wheel looking at the Smiths gauges and the bulges on the fenders for the headlights. I still feel a sense of occasion when in the drivers seat!



I love the handling, especially the way it takes a balance of all controls to achieve the best performance. steering is not just through the arms, but also the feet. much like a motorcycle the throttle is used to make corrections through the corner, maintaining balance. something missing from modern cars. Plus you are never hooning in a classic... just driving spiritedly!

Then there is the ownership experience!

I call it the two tank car ... it takes 2 tank of fuel and then has a breakdown. Like the run today, it refused to start but it was fine yesterday! It has lots of gremlins that are getting sorted through.

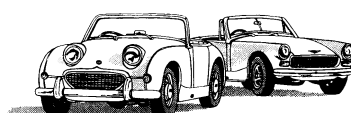
It was purchased running - but needing work with the plan to do it ourselves over time. As always happens with plans, changes are made. We decided to get a mechanic to perform the work in getting it

reliable and right engine wise, partly as both the distributor needed replacing and the carburettors rebuilt - and I view these as a black art. Hope to learn to maintain though. Also at the time I was in a unit, and my father an apartment so had no-where to work on the car; however, this has been fixed as I've bought a small house and have plans for a big shed. It might be time to get the motorbikes out of the living room ... I'm single and it's been suggested that women don't particularly like seeing a motorbike in the lounge room, let alone in other rooms!

The bulk of the significant cost has been labour (helps to split costs) but I think the diagnosing would have been maddening to do myself. I keep discovering things done by previous owners/mechanics to keep it on the road but not necessarily in good repair. I've now replaced the fuel system from the fuel tank forward and have gone through two distributors before it was running correctly. Touch wood the engine has been running well for a month or two now!

I'm starting to work on the rest myself. Starting small and gradually getting more complicated! Brakes and shocks are on the winter too-do list, but the more I drive it the more I'm gaining confidence in the car, and myself in doing the little things to keep it running.

One thing I can attest to with the Sprite Club is the willingness of people to pitch in and help get you going. Those of us who know are always willing to help you out of a spot and teach you along the way so never be afraid to ask for advice or help!



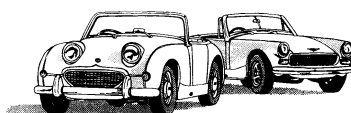
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Tech Tip #15

Be sure to carry a serviceable spare and working jack in your car. And familiarise yourself with how to use the jack!

Blast From The Past

This month's magazine retrospective is from Australian Monthly Motor Manual (later called simply 'Motor') of November 1967 with a comparison between three heavy weights of the lightweight sports car market, the Honda S600, Mk111 Sprite and Triumph Spitfire. It's interesting to note that by the time that this report was written, the 1098cc Sprite was actually out of production and its replacement, the Mk3 Midget (with the big block 1275) was in production overseas but still several months away from appearing here in Australia. Was it really a fair fight?? Scroll down and read on!



SPRITE CLUB OF S.A.

2024 Sprite Club Calendar of Events

January

1st	New Year's Breakfast Run
26th	Australia Day BBQ at the <u>Chabrel's</u>
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

2th	All British Day – Echunga Oval
3th	(ClubbiesSA) 1st Sunday @ Magic Bean Brew
3th	MSCA Super Sprint Rd1 (Mallala)
4th	Monthly General Meeting + JCV Vote
15-17th	Adelaide Motor Sport Festival
16th	Sports Car Cruise/E&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)

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	Winter Warmers Breakfast Run
7th	(ClubbiesSA) 1st Sunday @ Magic Bean Brew
7th	SCCSA Collingrove Challenge Trophy (3)
14th	Pub Run!
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)
14th	Midweek Run
18th	(ClubbiesSA) 3rd Sunday @ The Rezz
24th	Pie and Peas + Rocker Cover Racing @ 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
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
13th	Gary's Fish and Chip Run
14th	Monthly General Meeting
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)
27th	Collingrove Season Finale

November

1st	John Bladen's Climb to the Eagle
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



SPRITE CLUB OF S.A.

MOTOR MANUAL

AUSTRALIAN MONTHLY

NOVEMBER 1967 30 CENTS

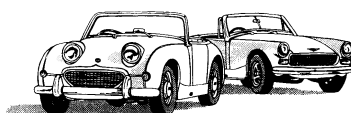
Registered at the G.P.O.,
Melbourne, for transmission
by post as a periodical.

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ENTRY FORM INSIDE ►



SPRITE CLUB OF S.A.

THREE CAR COMPARISON

As summer's sunny days lengthen, the attraction of open air motoring increases and more soft top owners lower their canvas roofs. And, despite the growth in the number of sports coupes and sedans, the open roof is still the hallmark of a sports car. Demand for small,

agile sports cars continues in Australia — even in the southern climates — and the three cheapest here are Honda, the Spitfire and the Sprite. The Spitfire is shortly to get an increase in engine capacity and bumper height and the Sprite will soon shed its name and gain an MG

Midget badge and a bigger motor. The Japanese Honda stole a march over both, introducing its bigger S800 model some six months ahead of the British traditional twins. Christopher de Fraga tested all three current cars to see how they measured against each other.



SPITFIRE, HONDA OR SPRITE?

ON BODY SIZE, the Spitfire has the most usable room, with space for packages behind its bucket seats and a boot just big enough for a suitcase. Space behind the seats of the Sprite and the Honda is smaller and their boots are restricted to holding folding luggage.

Space for the driver and passenger in both the English cars is greater than that of the Japanese Honda. The Spitfire has the greatest room, with a padded dash support for the left knee and a "dead" pedal to rest the left foot beside the clutch.

The Sprite runs out of leg room shortly after the Honda and drivers of either who are taller than six ft. will find the steering wheel a little close.

The arrangement of the pedals and gear lever in all three is comfortable, although the Spitfire lever has a strange curving movement between third and top gear instead of the Sprite or Honda's straight line.

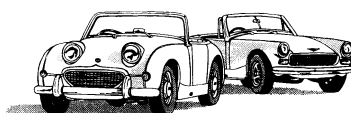
Aiding the comfort of the Spitfire is its adjustable steering column which enables the driver to position the steering correctly for his own comfort.

On instruments and controls, the Spitfire is left behind by both the Honda and Sprite, although all three have tachometers and speedometers.

The Honda has a pretty and legible set of instruments, including water temperature and amps with adequate calibrations. There is no oil pressure gauge as the Honda motor has roller bearings and the normal oil pressure is very low.

The Honda's instruments are mainly mounted behind the steering wheel. The Sprite follows the Honda in mounting the tachometer and speedometer behind the steering wheel and supplements these with oil pressure, water temperature and fuel gauges to the left. It has no ammeter.

The Spitfire has its instruments mounted inconveniently in the centre of the car's dashboard where the left hand on the steering wheel partly obscures them. The temperature gauge is



segmented rather than calibrated and there is no oil pressure gauge or ammeter.

Drives for the tachometers in the cars vary; the Honda is cable driven from one camshaft; the Spitfire cable driven from a T-piece in the distributor drive and the Sprite tachometer is electrically driven.

Knob and control layout of the Honda is better, clearer and more easily learnt than that of the Sprite or the Spitfire, although some of the Honda controls — such as the stalk from the dashboard for the horn — needlessly complicate the number of controls.

All three cars have winding window glass and entering and leaving through the doors required some acquaintance and dexterity to manage it with ease. The Sprite has the tightest opening and the Spitfire the largest and easiest.

Vision from the cars with the roofs raised leaves the Spitfire in front but it has thick wind-shield pillars which detract from the view.

The three cars differ radically in specification. The Honda has the most advanced motor with a great deal of light alloy used in its construction. Twin overhead camshafts, four carburettors and extractor exhaust are used to build power to 70 bhp at 8000 rpm. Maximum torque occurs at 6000 rpm, meaning the motor needs brisk spinning to give its best.

There is a red line at 8500 rpm on the tachometer in the Honda and this must be observed if the motor is to last. Bursts of 10,000 rpm are possible but greatly shorten reliability and life.

Components of the Honda motor are easily

reached but the complicated equipment means week-end tuning in the backyard is out.

Motors of both the Spitfire and the Sprite are now very long in the tooth having their roots in the early 'fifties. But the continual increases of power have not eroded reliability. The Spitfire now produces 67 bhp at 6000 rpm and the Sprite 59 bhp at 5750 rpm.

Both motors have twin carburettors and a free flow form of exhaust with the Spitfire's displacement the bigger of the two at 1147 cc compared with 1098 for the Sprite. The Honda, by the way, measures only 791 cc but makes up for the lack of displacement by spinning far higher in the rev. range.

On accessibility, the Spitfire is better than the Sprite as the Spitfire's bonnet hinges forward to reveal all the "works". Routine maintenance is then easier than on the Sprite but some jobs are just as tough as those on the Sprite.

The red line on the Spitfire and the Sprite tachometers begins at 5500 rpm and 6000 rpm although slightly higher revs. do not unduly distress the motors. Compared with the Honda, both seem rougher at high revs. but their bigger displacements call for fewer excursions to the red sector for maximum performance.

In the gearbox, the Honda again comes out in front having synchromesh in all ratios plus quieter gears.

Shift patterns, with the exception of reverse, are all the same but the stubby Honda lever requires less movement between positions.

The Spitfire suspension comes out in front for

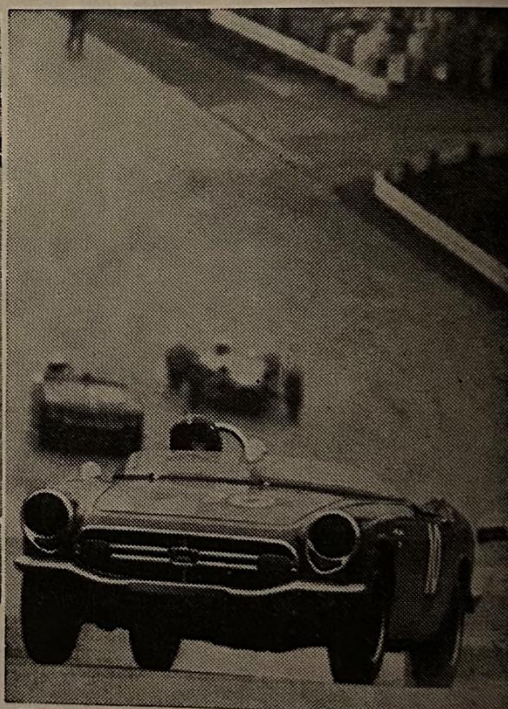


meet **Team Honda...**

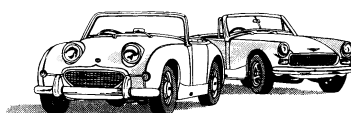
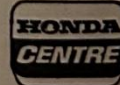
Noel Riley, Ken Brian, Sandra Bennett. Come and join the IN people who meet TEAM HONDA. Talk to these enthusiastic young drivers about this fabulous new Honda S800 and what fun it is to take this hot, growly lightweight out front on track or road.

Ask Team Honda what it's like to have 70 bhp, double OHC, 4 carbies, an all synchro 4 speed box, radial ply tyres — all working for you in a car that passes the ton and handles like your favourite bird.

And would you believe — S800 costs as little as \$2,265 and S600, \$1,990.



For test drive see Ken Brian at Bennett Honda Pty. Ltd., 127-129 William St., City, or Sandra Bennett at Bennett Honda Pty. Ltd., 665 Gardeners Rd., Mascot.



SPITFIRE

LENGTH: 12 ft. 1 in.; width 4 ft. 9 in.; height 3 ft. 11½ in.; weight 14 cwt.; turning circle 25 ft.; turns lock to lock 3¼; tyre size 5.20 by 13 in.

SUSPENSION: Coil springs and wishbones in front; transverse leaf and independent back suspension with swing axles.

BRAKES: Disc front, drum back.

ENGINE: Four cyl, twin carburetors, 1147 cc develops 67 bhp at 6000 rpm on a comp. ratio of 9:1. Maximum torque 3750 rpm.

TRANSMISSION: Four speeds, synchromesh on second, third and top.

SPEED: 97.6 mph maximum; 72 mph third; 47 mph second; 26 mph first.

ACCELERATION: 0-30 mph, 3.8 sec.; 0-40, 6.2s.; 0-50, 8.5s.; 0-60, 12.6s.; 0-70, 15.8s.; standing quarter mile 18.8s.

FUEL CONSUMPTION: 26.2 mpg over 186 miles. Tank capacity 8¼ gallons.

PRICE: \$2198.

HONDA

LENGTH: 10 ft. 11.3 in.; width 4 ft. 7.1 in.; height 3 ft. 11.8 in.; weight 15.1 cwt.; turning circle 29½ ft.; turns lock to lock 2.5; tyres 145 by 13 in. radial ply.

SUSPENSION: Torsion bars and wishbones in front, coil springs, trailing links, live axle at the back.

BRAKES: Disc front, drum back.

ENGINE: Four cyl., twin overhead camshaft, four carburetors, 791 cc develops 70 bhp at 8000 rpm. compression ratio 9.2:1; maximum torque 6000 rpm.

TRANSMISSION: Four speed, all synchromesh.

SPEED: 95.2 mph; 74 mph third; 50 mph second; 31 mph first.

ACCELERATION: 0-30 mph, 3.9 sec.; 0-40, 5.9s.; 0-50, 8.3s.; 0-60, 12.2s.; 0-70, 15.6s.; standing quarter mile 18.6s.

FUEL CONSUMPTION: 26.1 mpg. Tank capacity 7.7 gallons.

PRICE: \$2265.

SPRITE

LENGTH: 11 ft. 5½ in.; width 4 ft. 7 in.; height 4 ft. ½ in.; weight 14.3 cwt.; turning circle 31 ft.; turns lock to lock 2¼; tyre size 5.20 by 13 in.

SUSPENSION: Coil and wishbone in front, semi elliptic springs at the back.

BRAKES: Disc front, drum back.

ENGINE: Four cyl., twin carburetors, 1098 cc, develops 59 bhp at 5750 rpm on a comp. ratio of 9:1. Maximum torque 3500 rpm.

TRANSMISSION: Four speed, synchromesh on second, third, top.

SPEED: 91.1 mph maximum; 70 mph third; 50 mph second; 30 mph first.

ACCELERATION: 0-30 mph 4.3 sec.; 0-40, 6.7s.; 0-50, 9.3s.; 0-60, 13.6s.; 0-70, 19s.; standing quarter mile 19.8s.

FUEL CONSUMPTION: 34.5 mpg over 305 miles. Tank capacity 6 gallons.

PRICE: \$2207.

general running about with a good compromise between comfort and road holding. The Sprite — in extremis — might be better, but any roughness in the surface would upset the Sprite and the Honda more than the Spitfire.

Hitting a bump on the inside of a corner causes both Honda and Sprite to leap delicately to one side. The Spitfire wriggles but holds its line.

At the tyre tearing limit of adhesion the Spitfire's Herald-based suspension let it down, allowing the outside axle to tuck under and the car to swing its tail like a garden gate.

Swing axles with a transverse leaf spring are used in the Spitfire's back suspension — the only independent back suspension of the three. Coil springs and control rods of the Honda back suspension are set firmly and give a short, snubbed ride and the Sprite, with leaf springs, develops unpleasant lean and side-skipping at the tail.

All three cars have wishbones at the front, but the Honda has torsion bars and the Spitfire and Sprite coil springs. Settings of the three are roughly similar — firm — and with the direct steering contribute to the steering wheel joggle over bumps.

Brakes on all three are discs in the front and drums at the back — the Honda's drums being finned for better cooling. Pedal pressures needed are firm for all three and, pushed to the limit, all three lost pedal height although retardation remained good.

This means that while all three would understeer into a corner the Spitfire's swing axles would grip well at first, letting go very much later rather quickly. The Sprite's tail would slide or skip out sooner but progressively as body lean increased and the Honda would lean and skip after the Sprite. Helping the Honda are its radial ply Dunlop SP3 tyres fitted as standard equipment.

The Honda was ahead of the Spitfire on performance. This in turn led the Sprite. But straight figures of acceleration hide the manner of their going. The Spitfire is the most leisurely of the three in delivering its performance.

The lines of the Spitfire I found more attractive than those of the Sprite or the Honda. This will

not hold for the new Spitfire as its bumper has been moved to the centre of the grille, rather like a bone in its mouth, to comply with the United States uniform bumper height regulations.

Summing Up: Honda, Spitfire, Sprite — with the Honda's performance outweighing the Spitfire's added comfort and the Sprite's impressively solid feel.

Jack Brabham
says **MORE M.P.G.**
MORE POWER
with

LUKEY
Mufflers

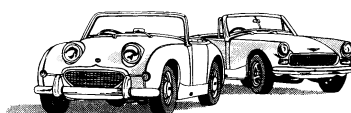
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Morris Mini De Luxe. The car that started the move to advanced motoring. (\$1,689 £844/10/0)



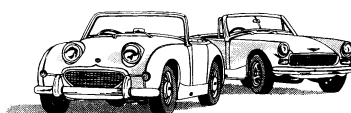
Morris 1100. For the family that is going places. (\$1,999, £999/10/0)



Austin 1800. The car that has been called the car of the century, (\$2,365, £1182/10/0)

BMC—Manufacturers in Australia of BMC Morris Mini, BMC Morris Mini De Luxe, BMC Morris Cooper 'S', BMC Morris 1100, BMC Austin 1800, BMC Wolseley Mk. II, BMC Austin Healey Sprite, BMC MGB, BMC Morris Light Commercials and BMC Austin Heavy Trucks.

*Reg. Td. Mk.



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