

Bendigo Sports & Classic Car Club Inc.

APRIL 2024

*PO BOX 1172,
Kangaroo Flat,
3555*

Website:

bsccc.weebly.com

This is the official monthly newsletter of the Bendigo Sports & Classic Car Club Inc. (Inc. No. A0010849), A club dedicated to the enjoyment of sport/ classic car ownership, the maintenance and preservation of the marques. The BS&CCC is affiliated with Motorsport Australia

Red Plate Signatories:

New registrations/
scrutineer

Graeme Jenkins

Renewals:
Graeme Jenkins

Sarah Hickman

Wendy Cowling

Rob Cowling

Pressoe's Rambles - Graeme Jenkins



Hi all members

Let me start by saying how great it is to have members jumping out of their seats to volunteer for the running of club events, this is fantastic because then we get different ideas.

As you will read in the newsletter, we had four different events for the month of March including camping at Moonambel, a run to Hepburn Springs, Wednesday run to Echuca and lawn bowls in Bendigo, so there was plenty of choice for all to pick something to attend. Well done to all organisers.

I attended the Eddington Sprints last weekend and though numbers were down, there was some very interesting cars and bikes there. Four of our members were competing and all seemed to have had a successful day out. Lance Peterson didn't compete this year, as he cut his fingernails too short on one hand, I'm sure he will be back for Mt Tarrengower, later in the year.

We have a new venue for our AGM this year, which we will discuss at our April meeting.

So, it looks like the club is going very well and we are heading in the right direction, so well done to you all.

On behalf of the committee, we wish you and your families a very happy Easter.

Graeme.



IMPORTANT NOTICE

Membership Renewal – 2024/2025

Note: BS&CCC membership renewal for the 2024/2025 year will only be accepted from April until June 30th.

As adopted in the club 'model rules', renewal fees will not be accepted **unless accompanied by the current renewal form**, fully completed in a legible manner.

The 2024/2025 membership renewal form - SEE BELOW.

The relevant membership renewal form plus a cheque or money order payable to *Bendigo Sports & Classic Car Club Inc.* for the annual fee can be posted to the secretary of the club:

- \$65.00 - for MEMBERSHIP RENEWALS AND NEW MEMBERS

Wendy Cowling, Treasurer, Bendigo Sports & Classic Car Club, P.O. Box 1172, Kangaroo Flat 3555 to be received, no later than 30 June.

Alternately, the membership renewal form plus payment (**correct amount please**) annual fee can be submitted to the treasurer at the May and June meetings.

*NOTE: The renewal fee can be paid by Electronic Funds Transfer (EFT) but the form **MUST** be either posted, handed to Wendy at a meeting, or scanned (not a photo) and emailed to wendycowling50@gmail.com. If paying by EFT, you **MUST** put your name in the 'Reference'.*

Failure to renew membership by June 30th could see your membership terminated.

Please observe the following when paying next year's membership fee:

All members must fill out the 2024/2025 Club Membership Renewal form (*no exceptions*).

All information requested must be completed even though your details may not have changed from the 2023/2024 membership year. (*A separate hard copy file is generated for each individual membership year, and it is this information alone that informs the database*).

All information must be written in a legible manner.

For those of you who have cars on RED PLATES, each car's club registration must be included. (*It is not the job of the membership secretary to have to chase these up*).

For those of you who have an email address, please ensure that the address is correct. (*If at any point your address changes, it is up to you to inform the membership secretary of any changes*).

Incomplete forms may not be accepted, so please take the time to fill the forms out as requested observing the above guidelines.



Bendigo Sports and Classic Car Club Inc.

P.O. Box 1172, Kangaroo Flat 3555

Club Membership Renewal

2024 / 2025

Date. ___/___/___

Member Details:

Surname: _____

Given Name/s: _____

Partner Details:

Surname: _____

Given Name/s: _____

Contact Details:

Residential Address: _____ Post Code: _____

Postal address: _____ Post Code: _____

Phone: _____ Email: _____

Mobile: _____ Please tick if you would like your newsletter by email.

Vehicle Details.

(Please list separately and importantly, supply vehicle registration if vehicle has Club Permit plates.)

Year.	Make.	Model.	Reg. No.	Club Plates

Membership Fees.

NOTE: Fees will not be accepted unless accompanied by this renewal form fully completed in a LEGIBLE MANNER. Please make chq. / money order payable to: Bendigo Sports & Classic Car Club Inc. Membership fees must be received NO LATER than June 30th.

NOTE: Principal member MUST attach your club membership card to the top right hand corner.

Annual Fee: \$65.00

Total Paid: \$_____: 00 EFT. Cash. Chq. Money Order.

Office Use Only.

Data Base Updated. Membership Number Allocated. Member Number: _____

Red Plate Register Entered. Partner Number: _____

Badge Ordered/issued Newsletter Editor Notified. Receipt Number: _____

Member Card Issued.

Drive, Dine, Discover

PLEASE NOTE; PASSED AT AGM - IN FUTURE ALL RUNS WILL START FROM ALL SEASONS CAR PARK, McIVOR RD. This is a better parking option with a safer exit..

Sunday Runs may be OPTIONED as a breakfast OR Lunch run.

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CLUB CALENDAR 2024

(CE) = Club Event

Events for April 2024

- Tue 9th (CE) Club meeting 8pm at **Kangaroo Flat Sports Club** / Dinner 6.00pm
- Wed 17th (CE) Lunchtime run 11am All Seasons **Bruce / JanieTonkin**
- Sun 21st (CE) Early morning run 8am All Seasons **Kath / Brendon Harris**

Events for May 2024

- Tue 14th (CE) Club meeting 8pm at **Kangaroo Flat Sports Club** / Dinner 6.00pm
- Wed 15th (CE) Lunchtime run 11am Seasons **Geoff / Gail Dealy**
- Sun 19th (CE) Early morning run 8am All Seasons **Ernie / Gayle Jenkins**
- Sat 25th to 26th Winton Historics

Events for June 2024

- Tue 11th (CE) Club meeting 8pm at **Kangaroo Flat Sports Club** / Dinner 6.00pm
- Sun 16th (CE) Early morning run 8am All Seasons **Volunteer needed**
- Wed 19th (CE) Lunchtime run 11am All Seasons **Volunteer needed**
-



Events Reports

Labour Day Weekend Trek 2024 to Moonambel Recreation Reserve.

Words / Photos: Marianne Healey



Our group of 14 endured and survived the high temperatures over the weekend

Trish Maxwell organised lunch at Blue Pyrenees Winery, where we enjoyed large Tapas plates accompanied with wines and water.



Alan Healey bonding with one of the locals



After lunch, we returned to camp for shade and a breeze. As usual when a group gets together, there is an incident. A certain male member, tripped when alighting from his caravan. Just a graze to his head. Alcohol was not a contributing factor!

Sunday, we headed to Summerfield Winery and Bakery for coffee and cake, where we returned for lunch.

After lunch, we headed to Taltarni Winery for tastings, where we were entertained by a three-piece band, which was quite good.



Summerfield - wood fired pizzas



Ian Wilson -Entertaining

Many bottles of wine and liqueurs were purchased over the weekend. Even with a weekend of mid 30-degree temperatures, it was an enjoyable weekend, with good company.

All but one caravan returned home on Monday.

Later, Alan and I visited Mrs. Bakers Still House, to taste handcrafted gins and liqueurs with a grazing plate for lunch.

St. Patrick's Day BY ROSE DAVIDSON (EDITED)

St. Patrick's Day—observed every March 17—is packed with parades, good luck charms, and all things green. The event started as a religious holiday, but over time it's become a celebration of Irish culture.



St. Patrick St. Patrick might be the patron saint of Ireland. Patrick was born in Britain in the fourth century and didn't arrive in Ireland until he was 16 years old, when he was sent to work in the country.

IMAGE DAVID CLYNCH

After he arrived, Patrick became interested in Christianity and started teaching others about the religion. He is said to have converted many of the country's residents to Christians, and now St. Patrick's Day is celebrated on the day Patrick supposedly died.

However, according to legend, Patrick used a *three-leaf* clover, or shamrock, as part of his teachings. Even though it's possible for a shamrock to grow a fourth leaf, a four-leaf clover is just considered a symbol of good luck.



PHOTOGRAPH BY ULKASTUDIO

Another legend says, that Patrick chased all the snakes out of Ireland. The problem? These creatures never actually lived in the country. In fact many animals found throughout Europe and North America don't live on the island of Ireland—the ocean keeps the critters away.

TODAY'S TRADITIONS



Every year officials turn the Chicago River green in honor St. Patrick's Day and the many Irish immigrants who helped settle the city.

PHOTOGRAPH BY KEN ILIO, GETTY IMAGES

Some people also think sporting the color will bring good luck, and others wear it to honor their Irish ancestry. No wonder green decorations can be seen all over—the Chicago River in Illinois is even dyed green each year to celebrate the holiday.

Leprechauns are actually one reason you're supposed to wear green on St. Patrick's Day - or risk getting pinched! The tradition is tied to folklore that says wearing green makes you invisible to leprechauns, which like to pinch anyone, they can see.

Someone has been kissing the Blarney Stone!

Ed.

Sunday 17th March ST. PATRICK'S DAY

Words: - Graeme and Gaye Jenkins

Photos: Roger Huthnance



Words: Graeme / Gaye Jenkins

Photos: Roger Huthnance



"St. Pats Day Shenanigans"

We had a fabulous day for our St Patricks Day gathering with about 25 "keen in green" participants.

The sun was shining and the birds were whistling and it was " *top of the mornin*" as we headed off to Mandurang, over to Sutton Grange, on to Chewton, then on to Guildford via Irish Town and Vaughn Springs.

We stopped and checked out the amazing big tree then continued on our way and ended our journey in Hepburn Springs.



We had ourselves a fashion parade and everyone strutted their stuff. A few of our club members were sporting Irish tattoos and some of the ladies were sporting a lovely green hairdo. We had green socks, green bow ties and green undies.....



Great Sunnies-Wendy





Chief Leprechaun - Barry Dole

Kath Harris / Di Dole

The detail and effort put into all of the outfits was amazing and congrats go to everyone, but the stand out winner of the day was Di and Barry Dole, well done guys.



We also had a wee leprechaun who had brought with him 3 buckets of gold , so we tossed him to see how much gold he had hidden in those buckets.



Katrina Jobe with her dead-on accuracy won the loot.



Lots of green sponges, lemon slice, lamingtons and cupcakes and a wonderful cake in the shape of a clover, complete with green cream

Super involvement from everyone and a yummy morning tea ☺



After we had eaten and played and talked about all things lucky, we headed home, some via the Chocolate Mill, Mount Franklin

Thanks everyone for making the effort and a great day

May the luck of the Irish be with you 😊

Gaye.

Wednesday 20th March - Rob and Wendy Cowling – Echuca Holden Museum

Words: Rob Cowling

Photos: Roger Huthnance / Brendan O'Donoghue

We had a great turnout of 17 cars and 33 participants, assembling at the All Seasons, in beautiful autumn weather, to head to Echuca; and for those wished, to visit the National Holden Museum, before it closes permanently on 14 April.

We took the tourist route to get there via Axedale, Toolleen, over the range through Chainman's Bend (a better drive from the other direction) to the Rochester – Heathcote Road, and headed to Rochester.

What a great valley that road takes through with lots of vineyards along the way. It's even better in the winter and spring when everything is green.

This is an emerging Route de Vin - hectares of vines dotted along the valley, with many vineyards and views of Lake Corop as a bonus, along the way.

Ed.



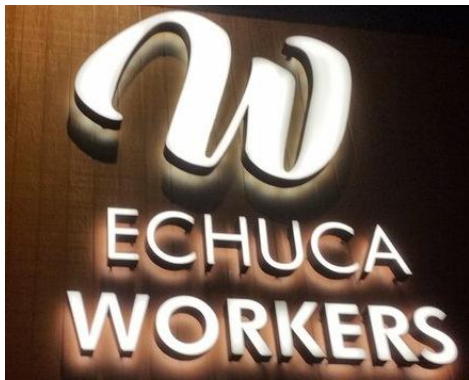
After stopping for a rest stop at Rochester, we proceeded straight up the highway to Echuca, for lunch at the Echuca Workers Club. I think everybody was very happy with their meals. After lunch, some went to the National Holden Museum, some went shopping and some went home.

The museum is great and well presented and has a great video presentation of **Holden's** through the years.

This video had a little humour added to it by the actor Graeme Blundell with him updating his Holden periodically and showing off his new pride and joy.

It's sad that the current owners didn't, or weren't able to sell the business, so that it could continue.

However, a lovely day was had by all.
Rob and Wendy



Fish and Chips



Roast





The visit to the Holden Museum exceeded my expectations, because there were so many interesting and historic vehicles and artifacts on display.

Some examples: FJ Holden Army Ute, complete Holden Commodore Independent rear wheel suspension, Holden FC hearse, various prototypes, styling bucks, engines, mechanical parts, posters, memorabilia - which for a small museum, encapsulated Holden's history assisting visitors appreciate the contribution and depth of Holden, as part of the Australian motor industry.

The launch of the first Holden in 1948, was a vision by government, which built on the shoulders of a nascent secondary industry, which evolved in Australia, during WW2 - building aircraft, weapons, trucks, boats, munitions, etc. for the war effort.

Because of the scope of this visit and a reflection of a lost industry, which had great social impact on the lives of so many Australians, including industrial skills, employment and mass vehicle ownership, I intend to put together a more comprehensive separate to follow-up. Ed

Ed.

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BSCCC EXECUTIVE 2023 /2024

President	Graeme Jenkins (Gaye)	0435 532 822	gayeandgraeme@gmail.com
Vice President	Chris Beale	0408 312 778	kathy.beale@bigpond.com
Treasurer	Wendy Cowling	0412 991793	wendycowling50@gmail.com
Secretary/Public Officer	Sarah Hickman	0400 074 518	sarah.hickman37@gmail.com
Newsletter Editor/ Webmaster	Brendan O'Donoghue	0438 395707	bautotravel77@yahoo.com
Members Secretary	Rob Cowling	0417 484 973	robcowling.rc@gmail.com
Events Coordinator	Diane Dole	0434 785 558	di64@me.com
Permits Advisory Officer	Graeme Jenkins (Gaye)	0435 532 822	gayeandgraeme@gmail.com
Motor Sport Australia Rep.	To be advised		



Bendigo Sports & Classic Car Club Inc.

An Ordinary General meeting of the Club commenced 8:00pm. **13th February 2024**

Chairperson: Graeme Jenkins **VP:** **Secretary:** Sarah Hickman **Treasurer:** Wendy Cowling

Membership: Rob Cowling

Graeme welcomed all present to the meeting.

Present: As listed in the attendance book.

Members are asked to print their names in attendance book.

Apologies: As listed in the attendance book.

New members or Guests:

Wayne and Joanne Denbrok XC Falcon from NSW

Previous Minutes: Minutes from the last meeting.

Moved: Allan Healey Seconded: Ernie Jenkins

Financial Report:

Bank Balance: \$8515.81

Financial report attached.

Fraud on account \$7.22 December

Moved: Brendan ODonoghue Seconded: Marianne Healey carried

Correspondence: -

AOMC newsletter Quambatook pull poster

List of members names and mobiles to all members

Membership Secretary: 95 fully paid members-

Event Reports: Graeme Jenkins

Sunday 18th - Roger Huthnace – 0800 start at All Seasons

Wednesday 21st - Les Dingfelder

Ride to Newbridge 2nd March \$10 per car. Camping available.

Sunday 17th March - Graeme and Gaye Jenkins

Wednesday 20th March - Rob and Wendy Cowling – Echuca Holden Museum

23rd March Eddington Sprints

All events are the 3rd Wednesday of the month and the 3rd Sunday of the month
Queens cliff Rod Run – Les Dingfelder went

General Business Bare foot bowls

Moonabel weekend organized by Marianne Healey suggestions for dates

High country weekend – Roger looking at numbers

New venue for AGM and Xmas party – suggestion RSL, St Anne’s Winery

Closed at 825pm **NEXT MEETING 12/3/2024**



Bendigo Sports & Classic Car Club Inc.

An Ordinary General meeting of the Club commenced 8:00pm. **12th March 2024**



Chairperson: Graeme Jenkins **VP:** Chris Beale **Secretary:** Sarah Hickman **Treasurer:** Wendy Cowling **Membership:** Rob Cowling

Graeme welcomed all present to the meeting.

Present: As listed in the attendance book.

Members are asked to print their names in attendance book.

Apologies: As listed in the attendance book.

New members or Guests:

Ron Poyser 1st meeting – 1905 Cadillac 1908 International buggy, 1911 Talbot, and numerous Holdens. Bruce Fenton and Dianne -Panel van

Previous Minutes: Minutes from the last meeting.

Minutes from the last meeting. Sent out via email with members contact list from Sarah

Moved: Brendon O’Donoghue Seconded: Graeme Meager

Financial Report:

Financial members is actual 91 not 95

Bank Balance: \$7941.19

Financial report attached.

Fraud on account \$7.22 December refund

Moved: Alan Healey Seconded: Leo Hassett carried

Correspondence: - Mailbox renewal-Refund of scam-
Contact list – check details and update if needed

Membership Secretary:

91 fully paid members-

93 members now Badges handed out – some remaining to hand out. Send an email letting them know.

Event Reports: Di Dole

All events are the 3rd Wednesday of the month and the 3rd Sunday of the month.

Sunday 17th March – Graeme and Gaye Jenkins 8am from All Seasons BYO Morning tea (green) best dressed and best dressed cars.

Wednesday 20th March - Rob and Wendy Cowling – Echuca Holden Museum 11am All Seasons Lunch at Workers Club. then to museum

Saturday 23rd March Eddington Sprints – the usual suspects will be involved

Wed 17th April- Bruce and Janie Tonkin

Sun 21st April- Kath and Brendon Harris

Wed 15th May – Geoff and Gail Dealy

Sun 19th May – Ernie and Gayle Jenkins

East Bendigo – 23rd March barefoot bowls \$25 pp 530-730pm Numbers to Di ASAP. Can pay on night.

Roger will organise trip to High Country later in year

Ride to Newbridge 2nd March Camping x3 members around 300 cars and market stalls food stalls. Moonabel weekend – went well. 14 people survived the heat. Blue Pyrenees for lunch. A graze to head from a trip down the camper stairs. Lot of wine purchases were made. Thanks to Marianne and Alan Healey for organising.

Dahlia and Arts – no one interested in putting cars into this

Phillip Island Historical racing – Minis and Cortina's on display amongst others

24th March – All Holden Day at Showgrounds

David Brown – Vic roads had cancelled his permit back in last May. Policeman advised that it wasn't registered. It wasn't properly completed when entering the payment by VicRoads. Check club rego through the Vicroads portal.

General Business

New venue for AGM and Xmas party – suggestion RSL, St Anne's Winery

Be aware of thieves – they are out and about. Lots of vision of attempts

If charging scooters etc - don't do in the garage due to likelihood of catching fire.

A number have been reported in the media - with substantial damage to a number of dwellings.

Closed at 833pm. **NEXT MEETING: April 9th @ 2000**



Treasurer's Report

Feb 2024		
	Balance b/f	7991.19
Income		
New Membership	0	
Memberships	0	
AGM	0	
Advertising	0	
OCT Rally	0	
XMAS Party	0	
Sundry	7.59	
		7.59
Expense		
Newsletter Costs	50	
Consumer Affairs	0	
Motorsport Aus Renewal	0	
CAMS Subscription	0	
Bank fee	0	
AGM	0	
OCT RALLY Expenses	0	
XMAS Party	0	
Vic Roads - Trailer rego	0	
Australia Post - Post box	0	
Events	0	
Badges & Engraving	0	
Member Cards & Env	0	
Meeting room hire	0	
Office Supplies	0	
		50
Debit Card Expenditure		0
Debit Card Income	7.59	
Achiever Account	Balance	7941.19
Debit Card Balance	532.21	
Debit Card Bal+Achiever a/c		8473.40

FROM THE EDITOR



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Contributions to your newsletter are always welcome, as I am constantly looking articles, technical information and photographs, brochures are welcome.

I can assist with the scanning / processing / editing.

Send to : bautotravel77@yahoo.com or give me a call 0438 395 707.



How good to see 22 year old Australian, Oscar Piastri achieve a 4th place in the recent Aust. GP. in Melbourne. He may go far.

Congratulations to Channel 10 for a comprehensive coverage - extremely well anchored- along with the wisdom, insights and humour of Guenther Steiner, who was the Team Principal of Haas Formula One Team from 2016 to 2023, also joined by Damon Hill ex F1 Champion.





What is Panzerotto?

A panzerotto is a savory turnover, that originated in Central and Southern Italian cuisine, which resembles a small calzone, both in shape and dough used for its preparation.

From the region of Puglia, panzerotti is a fried pastry filled with mozzarella cheese, tomato sauce, and oregano. You can also enjoy a range of other fillings.

For background - which is a beautiful story of a mother / son, both fairly recent immigrants to Australia and the melding of this traditional Italian food to suit Australians.

<https://www.youtube.com/watch?v=obnGnwjcyS8>

I enjoyed a Panzerotto of feta and spinach - yummo!



Also purchased Black Garlic from Daylesford Area



Paella

Memory lane.....

Suzuki Cappuccino



The Cappuccino was designed to meet Japanese Kei car regulations, which meant that it had to have a small engine and be short in length. Despite its small size, the Cappuccino was a surprisingly fun car to drive, thanks to its nimble handling and peppy engine.

The Suzuki Cappuccino is a two-seater, rear-wheel-drive Kei car roadster that was produced by Suzuki from 1991 to 1998. It is a bit like a miniature Mazda MX-5 Miata, but with a turbocharged engine and a removable targa top.

The Cappuccino was primarily sold in Japan with a limited number released in the UK, but it has become a cult classic among car enthusiasts around the world. It is a relatively rare car, but there are a few examples for sale in the United States. If you are looking for a fun and unique car to drive, the Suzuki Cappuccino is definitely worth considering.

Here are some of the key features of the Suzuki Cappuccino:

Two-seater, rear-wheel-drive roadster /Turbocharged 657cc engine /Five-speed manual transmission /Removable targa top /Weighs about 725 kg (1,598 lbs) /50/50 front/rear weight distribution en.wikipedia.org

Suzuki Cappuccino BSCCC Members David / Jacqueline Vemer

1992 EA11R model.

Purchased: Oct/Nov2022

Completed; Feb 2024.

There are a few vehicles that invoke an involuntary reaction of an ear to ear grin every time you see them, mainly due to their diminutive size and brilliant stand-out styling; an original Mini, a Mk1 Bugeye Sprite and for the modern era perhaps the Suzuki Cappuccino.

The Suzuki Cappuccino is primarily a Japanese Domestic Market (JDM) car that was never really designed to be exported, although around 1,100 out just over 28,000 were exported to Britain during its 7 year production run from 1991 to 1998.

It belongs to the *kei-jidōsha* (**kei**) class that places restrictions on vehicle size and performance in return for lower tax and registration fees. At the time of manufacture, the regulations required a maximum length of just 3.3m and width of 1.4m. Engine size was restricted to 660cc with a maximum power output of 47kW.

Being designed during the era that Japanese manufacturers were pushing the technological boundaries with bonkers machines like the Nissan Skyline GTR, Toyota Supra and Mitsubishi GTO, the Cappuccino was never going to be just ordinary transport for the masses.

Its greatest party trick being the three-piece removable aluminium roof that can be packed and stored in the boot. The designers included a glass rear window and roll bar that can retract into the bodywork behind the rear seat (eat your heart out MX5).



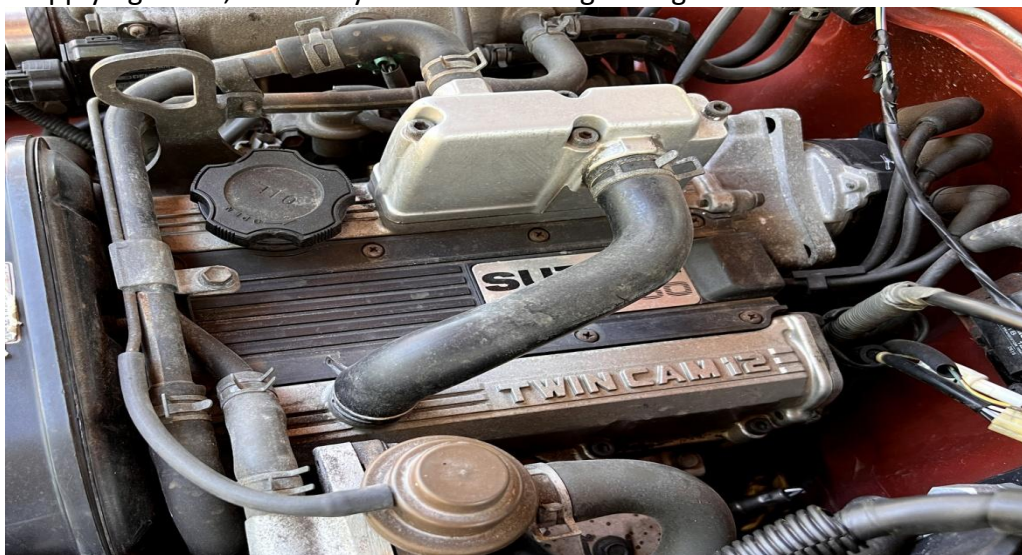
Three removable roof panels mean that the car can be used as a closed coupé; T-top; targa; or, on retraction of the rear window and roll bar, a full convertible. Roof panels stow in the boot (taking almost all the luggage space), and the rear window/roll cage assembly retracts into the body behind the seats. Unlike many convertibles of the time, the rear window is glass and wraparound, with demisting elements.



In order to make the most of the limited power available from its 3 cylinder turbocharged engine, the Cappuccino is fitted with aluminium body panels including the bonnet, boot and front guards tipping the scale at a petite 700kg.

The turbo engine is a delight and pulls all the way up to 9,000 RPM although maximum power occurs at around 6,500RPM, when the turbo is at its best. Being a 90's turbo, it comes on strong above 3,000RPM and gives a satisfying rush of power, enough to shift the car from 0-100kph in just over 11 seconds.

To add to the silliness of the whole affair, a little green light on the dash indicates when the turbo is supplying boost, not that you notice whilst grinning like an idiot.



The Cappuccino is powered by a turbocharged, three-cylinder, 657 cc DOHC engine. (just under the 660cc maximum displacement allowed for a Kei car).

The DOHC 12-valve, inline three-cylinder engine is turbocharged and intercooled. Power output was a claimed 64 PS (47 kW; 63 hp) at 6500 rpm, so as to not exceed the maximum power allowed for Kei cars.

Front-rear weight distribution is claimed to be 50/50% when both seats are occupied. Layout is front mid-engined and rear-wheel drive. The bonnet, roof, roll bar and lower front guard panels are aluminium.

The initial Cappuccino featured all-wheel disc brakes and rear-wheel drive. Later versions in Japan had an early production iteration of speed-sensing electric power-assisted steering and aluminium double wishbone suspension. Production began in 1991 and ceased in 1998. The Cappuccino's closest competitors of the time were the Autozam AZ-1 (which used the Cappuccino engine), Honda Beat and the Daihatsu Leeza Spyder. (The Autozam AZ-1, Honda Beat and Suzuki Cappuccino were together called the Sporty Kei-Car's ABC.)

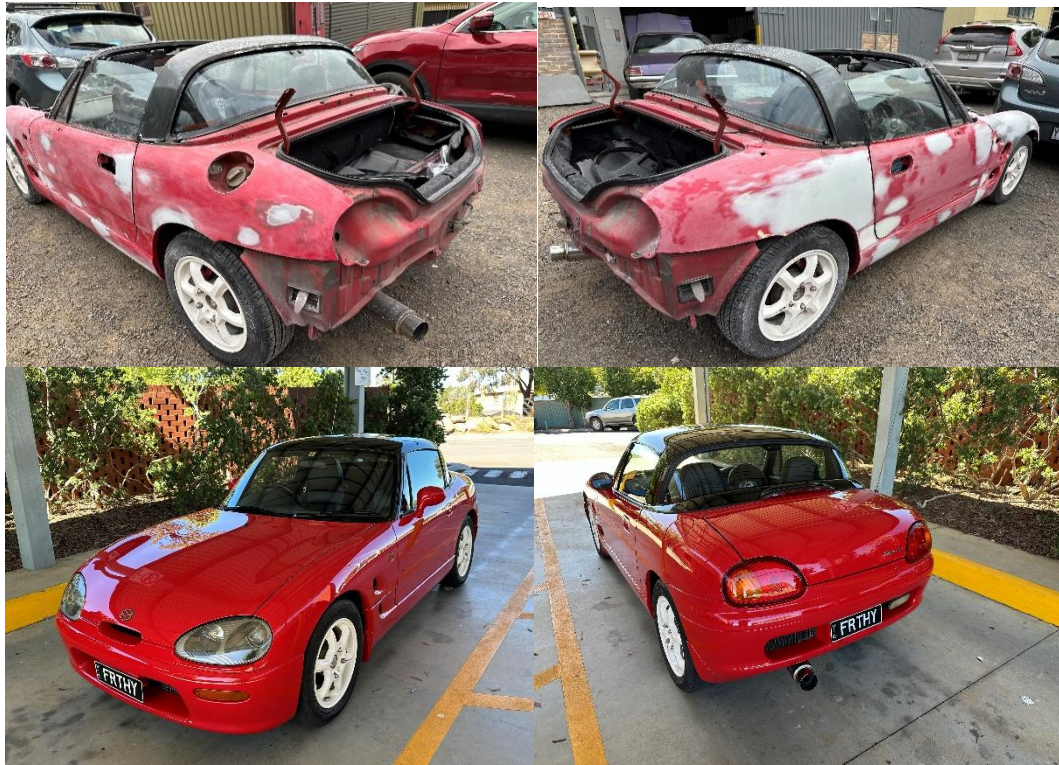


Being so small and low, it feels like a rocket ship and this is a car that demands to be driven quickly, no point wasting such a great turbo. Handling from the double wishbone multi-link suspension is somewhat sublime and with almost perfect weight distribution, tight twists and corners produce even more juvenile grinning.

You would expect a certain amount of cost cutting in the light car segment, but the little Suzuki comes

packed with features like air conditioning, power windows, power mirrors and leather seats. Later models were equipped with power steering, but I suspect this ultimately distracted from the spirited drive. The interior is a little cramped with minimal storage options and the boot space is all but consumed with the aluminium roof when stored. A small price to pay for such a fun experience to drive.

Our particular example was purchased sight unseen from an auction in NSW, fittingly for such a car, on a whim for a fun, light summer cruiser. As with all things automotive, the project turned out somewhat more complex than originally intended. The car arrived and whilst reasonable mechanically, the body was in need of a complete tidy up. This was aptly performed by Chris Martin at Martin Smash Repairs and Restorations.



Being a JDM import, the vehicle required VASS certification before registration and sourcing an engineer proved difficult, time consuming and frustrating, taking over 9 months to complete the process.

Mechanically, the vehicle required very little apart from a change to ADR compliant seat belts, replacement of the brake hoses and confirmation of ADR compliant features required of the day i.e. side intrusion bars in the doors.

Unfortunately, due to such a small production run, a lack of export markets and the Cappuccino being a one-off design in almost every aspect, parts are somewhat difficult to source and generally take a long time to procure.

The faulty speedometer took many months to procure a reasonable second hand unit from a dodgy international Facebook Marketplace seller which could then be stripped for parts to make one functioning unit from the original.

After 14 months, the finished car is an absolute delight and somewhat of a head turner. It has appeal across the spectrum to both young and old.

The typical refrain is that people know what it is but have never seen one in the flesh. The car was always intended to be a fun summer cruiser to be moved on after the end of the season, but we have really become quite fond of this quirky little rocket and it's often the first choice for family members as the daily runabout or taken just for a smile inducing drive for no particular reason. It's likely found a permanent home in the collection.

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27/2/2024 As arranged, David came out for a photo-shoot, interview and a bit of a fang.



After a considerable time having the Cappuccino back on the road - David just can't wipe the grin off his face.

He's besotted!



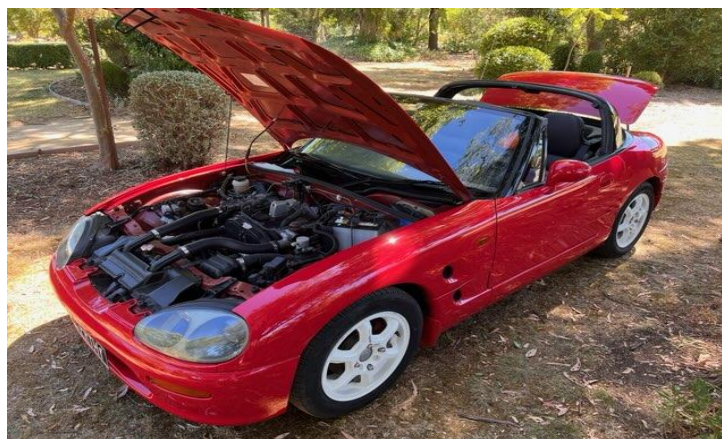
What a charming, gorgeous, cute little jigger - with its well resolved styling and seriously embedded engineering. It's just exquisite - it's also a bit like a cute little pet - ***you feel like patting it.***

The little jewel of a turbo engine pings to 7000 rpm in no time, **accompanied by lovely burble from the exhaust.**



The 5 speed manual gearbox is sweet and tactile, steering and road holding are spot on - a well integrated sports car, that makes big boys smile. The quality of the local paint work is stunning.

Jacqueline uses the Cappuccino on a daily basis - she is hooked also.



My thanks to David for the opportunity to drive and enjoy such a unique fun car and making my day. Ed.



	AUSTIN-HEALEY SPRITE	SUZUKI CAPPUCCINO
Sold/number built	1958-61/48,987	1991-97/28,010
Construction	steel semi-monocoque	steel monocoque
Engine	all-iron, overhead-valve 948cc 8v 'four', twin SU H1 carburettors	all-alloy, dual-overhead-cam 657cc 12v 'three', intercooled turbo, electronic fuel injection
Max power	43bhp @ 5200rpm	63bhp @ 6500rpm
Max torque	52lb ft @ 3300rpm	63lb ft @ 4000rpm
Transmission	four-speed manual	five-speed manual
Suspension	independent, by double wishbones (f), live axle, quarter-elliptic leaf springs (r)	independent, by double wishbones (f), double wishbones, multiple links (r); anti-roll bar f/r
Steering	rack and pinion	power-assisted rack and pinion
Brakes	drums	discs, vented (f), with servo
Weight	1466lb (665kg)	1497lb (680kg)
0-60mph	23 secs	11.3 secs
Top speed	83mph	83mph
Price new	£679	£11,995
Driving	★★★★★☆☆	★★★★★☆☆
Practicality	★★★★★☆☆	★★★★★☆☆
Character	★★★★★☆☆	★★★★★☆☆
Value	★★★★★☆☆	★★★★★☆☆
Usability	★★★★★☆☆	★★★★★☆☆
	total 37	total 38

COURTESY CLASSIC AND SPORTS CAR JULY 2011

'THEIR LILLIPUTIAN DIMENSIONS ALLOW YOU TO DRIFT ON THE LAWFUL SIDE OF THE WHITE LINE'

Speaking as Spridget owner, the only honourable thing to do is admit a declaration of interest. Otherwise it would be tempting to waffle on a bit, fudge it and then gift it to the Frogeye. Yet the more you drive a Cappuccino, the more familiar it feels. Not merely in its intentions or even its dimensions, it goes deeper than that – there are so many Spridget influences that this has to be the closest pairing here.

There's the driving position – pedals off to the right, wheel slightly to the left. A right-hand indicator stalk. There's even the same shimmy of scuttle-shake. Dynamically, the déjà vu continues with lots of grinning and directness, but the benefit of progress makes the little Suzuki more refined, faster and, thanks to its clever folding hard-top, arguably more practical.

Even the cars' backgrounds aren't a million miles apart. The Suzuki grew from a proposal unveiled at the Tokyo Motor Show in the late '80s, which was intended solely for the Japanese Kei-class market, with the aim of recreating a sporting image for the firm. Suzuki Motor Co and Suzuki GB later modified the Cappuccino to comply with the UK's National Type Approval

– and 1110 cars would be officially imported.

The Sprite, meanwhile, can be traced back to 1956 when, following the success of the brand-building exercise that was the Healey 100, BMC's Leonard Lord spoke to Donald Healey about a new mass-produced entry-level sports car.

The big difference is in the engineering: the 'Frogeye' would use the conservative underpinnings of the new A35 with a few alterations (rear quarter-elliptics and Morris Minor rack). Not so the Cappuccino, which sports aluminium double wishbones, speed-sensitive power steering and a tiny marvel of an engine. Packing three cylinders, twin cams, 12 valves and an intercooled turbocharger, the 657cc gem develops 63bhp. Suddenly the Frogeye's specification and 43bhp 948cc pushrod 'four' look their age.

Paul Treby's Cappuccino's five-speeder isn't far behind the MX-5's for speed and precision – that's how good it is. Its tiddly triple hollers and sniggers when the turbo kicks in at 4000rpm. As it tickles the 8500 redline, your ears are wooed by a distinct lullaby – a duet of a serrated scream backed up by a whistling and sneezing blower.

The Lilliputian dimensions make both of them perfect for storming British country roads, allowing you to drift on the lawful side of the

white line – but the Suzuki has the edge, ably backed up by a first-class set of stoppers. Of the two, the Cappuccino rides better and is roomier.

Paul Batts' Frogeye benefits from a Ford Type 9 five-speed gearbox and a 1275cc engine. Sweet though a stock Frogeye is, drum brakes, a 948cc A-series plus a humongous gulf between second and third gears all conspire to make reaching 60mph a teeth-gritting challenge.

The Frogeye probably vies with the Morgan for least practical daily transport, because it lacks an attached hood, locking doors and external boot access. Also, if you have the shoulders of a steam boiler, then you can look out of scale driving one – like a duck egg teetering on an eggcup.

So have I been converted by the Cappo? Nearly. The power steering is direct if a touch clinical, but it is not as feelsome as the Sprite's unassisted rack. The Suzuki also lacks the Sprite's stripped-down purity. Drive a Sprite and you do question the validity of modern cars' gadgets, grip and bulk, because this incontrovertibly proves that to have a great time in a sports car all you really need is less – not more.

Thanks to Paul Treby & Andy at Club Cappo; Paul Batts & Ed Braclik at Frontline Developments

Misc.....

EARLY E.V.ADOPTER- *Eric and Lyn Wust's Great Grandchild - Hayes.*

Hayes is 14 months old and yet to walk - however - he is an early adopter of an Mercedes-Benz AMG electric vehicle.



Practice Laps of House



Off to the Track

Electric Car Experience

Words: Rob Cowling

Photos: Rob Cowling / BYD

I like the idea of an electric car and have driven Brendan's Tesla, which was great. I thought I should get more experience with hiring a car, so, Wendy and I were in Queensland on the Sunshine Coast, for a week to visit our son and family.



We took the opportunity and hired a BYD Atto 3 with the hire company, SIXT. Not only was it cheap to hire at \$43 per day, plus insurance, but, it also comes with free charging, as long as you charge at a **Chargefox** facility.

Incidentally, to hire a Tesla was the same price. The BYD is a nice sized SUV but very different to driving the Tesla. Tesla is more of a sporty experience, whereas the BYD is more of your normal SUV experience, to put it simply.

Another variation between a Tesla and the BYD is in its functionality controls. The Tesla is predominantly controlled via a touchscreen, whereas the BYD is a combination of touchscreen and many normal buttons/switches that you would find in a normal ICE car.



The Tesla, I'm sure, would require more homework before hopping behind the wheel compared to the BYD.

Regenerative braking is one of the key features of an electric car. With the Tesla, you can have total control of the car, including coming to a complete stop, simply using the accelerator. With the BYD, it is a combination of deceleration using accelerator pedal and, for more aggressive braking, the foot brake must be used. However, when the foot brake is used, regeneration is still happening, to charge the battery. For very aggressive braking the mechanical brakes take over, but you don't notice that at all.

The BYD has all the bells and whistles that you would expect, including surround cameras for parking and Adaptive Cruise when driving as well as lane control. The adaptive cruise is great on the open highway.

In town, it was meant to be turned off, but a vehicle merged in front of me and all of a sudden, the brakes went on, which was ridiculous. Also, at one point on the open road, a car coming in the opposite direction, was probably a little close to the middle and, the car suddenly reacted, which was also ridiculous. The adaptive cruise however, is of course, on many new ICE vehicles today.



The car provides a very comfortable ride, including the seats and the suspension, and, because of the low centre of gravity due to the batteries, it handles corners very well.

We tested the car for handling on a very windy steep incline to pay Montville a visit for a cup of coffee, as one does, but we did chew through a bit of power getting up there. However, the beauty of an electric car is that you restore some of that power as you come back down and it was great to see the battery charge and the range increasing, as we descended.

A couple of gripes:

One was to be expected, and that is of charging. You have to plan for charging, particularly, in this case, when the free charging was with one company only, **Chargefox**.



However, it was very easy to use with the credit card provided by **SIXT**. The charger I used was not a supercharger, so additional planning is required to maximise your time. E.g. I used that charge time for my daily walk.

An other gripe was the cruise control, which seems to be far more complex than need be.

One more gripe, a voice kept telling me "you are over the speed limit" and it wasn't Wendy; very annoying.

Because the car is quiet, one does tend to increase speed unaware.
Overall though, it was a great experience and a quiet experience, strangely quiet.
Exceptionally quiet around town and still quiet on the open road, except for a little bit of road/tyre noise.

Wendy didn't drive the car, but from her point of view, she found the car very comfortable to ride in. The only negative from her was that she didn't like the car taking control of the driving through adaptive cruise etc, as it wasn't a smooth experience.

She said she would much prefer me to be in control, rather than the car.

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