

October 2011

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Mascot

The Magazine
of the
Midget & Sprite
Club



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Also see the Club Nights section on page 4 for new areas and contacts.

Compiled by Richard Flynn (richard.flynn@live.co.uk). Please advise me of any changes, errors etc.

MEMBERSHIP RENEWAL: IF YOU EXPERIENCE 'MASCOT' PROBLEMS UPON RENEWAL, PLEASE CONTACT THE MEMBERSHIP SECRETARY OR THE TREASURER STRAIGHT AWAY. The Committee

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October Editorial

Not for the first time, I'm in a bit of a quandary about which direction I take with my Frogeye. The time has come for something to be done about "Gaps" bonnet (as can clearly be seen on the cover of this month's magazine). Not because of its shape, which has always been a little suspect (hence the name that has been bestowed upon the car) but because it is now getting to the point where there is more rust than metal. I can clearly see the look on people's faces when I arrive at car shows, their expression often says "Please don't let him park that thing over here next to my car, it could be contagious!"

I'd been toying with the idea of a lightweight fibreglass front for some time, having always had a soft spot for Ashley bonnets, while also realising that the one thing that makes the Mk1 Sprite a Frogeye is its facial expression with its two wide eyes and silly grin.

The front end with its lack of sleekness is what people remember most about the car.

However, a chance conversation on the internet, led me, a couple of weekends ago, to hop into the Renault and take a trip to Holland. It transpires that I have bought myself what I believe to be an original early sixties Speedwell bonnet. There is no doubting its sleekness. In fact it is very similar in shape to Speedwell bonnet on the record breaking streamliner, which is featured on the centre pages of this month's magazine and is almost identical to the one on the Speedwell GT which also broke records on the Leige – Antwerp Autoroute (coincidentally, I passed Antwerp on the way to collect the bonnet).



The new Speedwell Renault Scenic

So what do I do? Fit the rare, sleek and undoubtedly attractive Speedwell front or replace my rusting "Frogeye" front with a similar shaped fibreglass one. Perhaps I'll have both and interchange them from time to time. Who knows, I may even wash it from time to time.

Did anyone else notice the October copy of *Classic & Sports Car* magazine? – There is a feature on Midget 50 and of the nine cars and owners featured, 6 are MASC members! – Bob Clarkson, Jean-Claude Bargain, Neil Thomas, Andy Bourne, Mark Tossell & Andy Cross. How many of them knew? Obviously none as they would surely have mentioned it to me. Perhaps they were all just shy.

Please let me know if your car is going to be or has recently been featured in a magazine, advert or TV show as I'd love to highlight it in *MASCOT*.

Have a great month and look out for a sleek Sprite heading your way soon.

Gary & Gaps

PS. Don't forget your drip trays for the AGM.

The deadline for articles and reports for inclusion in next month's magazine is Friday the 14th of October.

The statements and opinions expressed in each and every issue of the *MASCOT* are not necessarily the considered views of the Midget and Sprite Club. The views expressed by the editorial contributors, letter writers and advertisers are their own and do not necessarily reflect the view of the Club. The Midget and Sprite Club accepts no responsibility for the results of following contributor's advice, nor does it necessarily endorse the services or products offered by advertisers.

Cover image: "Some bloke in a rusty old car" Copyright Nick Cook www.nhcphotographic.co.uk

"Its Goodbye From Him" **John Platt Membership Secretary**



John with his nephew James in the Midget at Donington

I was "encouraged" to take on the membership role some five years ago by the then chairman Bill Mohan who was becoming increasingly concerned with complaints from members that they were not receiving the service from the club that they deserved.

The existing treasurers were not communicating with anyone and things had reached an all time low. Amongst the many problems identified was with the Bank Order system as we had been sending MASCOTS to many who were only paying out of date subscription rates and had not been instructed by the club to change their Banker Orders as only they could do so. We quickly took the obvious offenders off the mailing list and wrote to each inviting them to let us have more money. Some did but many disappeared for good, which dramatically reduced our numbers but at least we knew who our real members were!

There followed a period of consolidation and we now have a consistent membership of 750 full members per month.

It is now time for me to move on and I am delighted to announce that fellow Heart Of England Group member Stuart Watson has put

his head above the parapet and will be taking on the role of Membership Secretary from 1 November 2011.

Stuart comes from an IT background and has already implemented many improvements to our routine. It had always been one of my ambitions to introduce a computer generated membership card to replace my handwritten efforts and after many expensive quotes from professional systems, Stuart has introduced our own cards which those of you recently renewing are now experiencing. This together with his system to send out renewal notices to those of you on email has resulted in savings for the club.

I have enjoyed the many communications from you all over the years whilst sorting out the inevitable glitches that do occur, but I know that you will also support Stuart by renewing on time (please!), notifying address changes (please!) and email changes (please!) as they happen. I thank you all for your support and the assistance I have had from the active committees that I have served with and now look forward to giving the Frogeye some much needed TLC.

John Platt

Club Nights

- 1st Tuesday **Essex Area** – Now meet at **The Bell**, Beckenham Road, Tolleshunt Major, CM9 8LL. For further details contact Jane Gates Tel: 01255830 509 or email: jgjanegates257@googlemail.com
- 2nd Tuesday **London Area** (Congestion Zone) – Meet at **The Ace Cafe** at 7:30pm. together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garylazarus@blueyonder.co.uk
- 1st Wednesday **Devon Area – The Dartmoor Lodge Hotel**, Ashburton, TQ13 7JW 1930 – 2200. Please contact Dave Price for details, 01805 603133, daveprice@daveprice.plus.com
- 1st Wednesday **South Staffs & Birmingham** – Meet at **Whitacre Ex-Service & Social Club**, 66 Station Road, Nether Whitacre, Coleshill, Birmingham, West Midlands. B46 2EH, 8.30-8.45pm Contact: John Collins, Tel: 07970 213084 email: green_mx5@hotmail.com
- 1st Wednesday **Oxford Area** – Meet at the **Blackhorse Pub**, Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Grahame Gibbins at grahame_gibbins@unipart.co.uk
- 1st Thursday **Notts/Derby border Area** at the **Sitwell Arms** at 30 Wood Lane, Horsley Woodhouse, Derby, DE7 6BN from approx. 8.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 ilc@bgs.ac.uk
- 2nd Wednesday **Heart of England, covers Worcs, Warks, West Midlands and surrounding areas** – Meet at **The Green Dragon**, The Green, Sambourne, Redditch, B96 6NU, at 8.30pm as usual.
- 2nd Wednesday **North West Area** meet at **The Kilton**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
- 2nd Wednesday **Bristol Area** will meet at **The Rose and Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Terry Horler on 01454 881770
- 2nd Thursday **East Anglian Area**. Previously the Cambridgeshire Area meet at **The Ferry Boat**, at Holywell, 8pm
- 2nd Saturday **Yorkshire Area** – meet each month at **Ye Jolly Farmers Inn**, Dalton near Thirsk YO7 3HY – please note new fixed venue – more information at <http://yorkshiremasc.blogspot.com/>
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE 7.30pm
- 3rd Tuesday **Scotland** – Meet at Holiday Express, Keith Street, Hamilton 8:00pm. Contact John Pardo on 01698 814791
- 3rd Tuesday **Surrey** – Meet at **The Blue Ball**, Walton-on-the-Hill, 7.00pm onwards. Contact Mike Gorman, mike@birchwood44.freemove.co.uk Tel: 01737-552256
- 4th Thursday **Sussex** – Meet at **Selsey Arms**, Coolham, RH13 8QJ from 19:00. Contact David Southcott at dandsouthcott@btinternet.com
- 4th Thursday **Hampshire** –New Venue! Now meeting at **The Fox and Goose**, Greywell, RG291BY. Please ring Terry or Harriet Langridge on 01252 626063 for details.
- 4th Sunday **Kent Area** – Meet at **The Angel**, Addington Green, West Malling, Kent, ME19 5BB at 12:00 for lunch. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm except on Bank Holiday Mondays when it will be the Bell Inn at Yatton Keynell near Castle Combe, 6.30pm. Contact Andy Cross on 01225 743554 or e-mail andy@cross743.freemove.co.uk

- Last Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Chris Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton-sub-Hamdon. 8.00pm
- Last Thursday **South West Wales** – Venue changed. Please contact David Hill for details of new venue, Tel: 01239 811307 or email david@hill.be
- Northern Ireland robertholmes25@hotmail.com. If enough interest, will arrange a meeting.

Club Website

www.midgetandspriteclub.co.uk

Members only pages Password: Monza

Events

From Richard Flynn & Webmaster Richard Mumford

October

15th East Anglia Bowling and Meal in Pidley 1700 details from Nigel and Dianne (01954-789503)

Sunday 23rd MASC AGM 2011, Coventry Transport Museum Millennium Place, Hales Street, Coventry CV1 1JD
024 7623 4270. 1:30pm for 2:00pm start

November

Friday 11th To Sunday 13th Join Heart of England group at the Classic Car Show at the NEC. Details from John Platt on 01789 488321 or email john@platt2085.freeserve.co.uk

26th East Anglia we are all going to the dogs (Greyhounds that is) Contact Dave Dixon (01733-222810)

December

Thursday 1st to Sunday 4th This year the Midget and Sprite Ladies trip will be to the lovely city of Rome. The dates are Thursday 1st to Sunday 4th December to give two full days for sightseeing. The approximate cost will be £240 for a 3 or 4* city centre hotel (sharing twin rooms) and flights from Gatwick.

All ladies are welcome, but please let me know by 31st August if you wish to come so I can book as early as possible to keep the price down. You are probably safe from segways, go cars or other dangerous activities this year as there is so much to see in Rome ... unless of course I happen to come across something interesting!

Helen Ward helen.ward@ahvla.gsi.gov.uk

11th East Anglia Christmas meal (Sunday lunch) details from Dave Dixon on (01733-222810)

New Members



Eddie Brown's Fire-breathing K Series MkII Midget

We extend a warm welcome to the following new members

4491	Andy Leonard	Avon	Frogeye Sprite
4492	David Lipowski	Strathclyde	Midget Mk 3
4493	Anne & David Knight	Northamptonshire	Midget Mk 3
4494	Hans Frost	Sweden	Midget 1500
4495	Eddie Brown	Hertfordshire	Midget Mk 2
4496	Peter Blockley	Wiltshire	Midget Mk 3 RWA
4497	Michael Howlett	Ayrshire	Midget Mk 2
4498	Anon	Essex	Midget ?
4499	Bruce Lachlan	Hampshire	Frogeye Sprite



Debbie and Colin Martin's Sprite with their friend Brian in the passenger seat



Bruce Lachlan and his daughter Caroline in his Mk1 Sprite



Hans Frost's Swedish Rubber Bumper Midget

Andy Leonard's Frogeye



Michael Howlet and his MkII Midget



David Lopowski's (Ex Carson's) Mk3 Midget



Peter Blockley's Mk3 Midget
And Peter himself



Results of Nominations for Committee 2011/12



Following on from the request for nominations to the committee in July's *MASCOT* the club received 10 nominations for this year's committee. As you will be aware since the formation of the limited company there are up to eleven committee positions in total and an election is only required if more than eleven nominations are made. This means that we can announce that the committee for 2011/12, taking over the reins from the old committee at the AGM on the 23rd October, will be made up of the following members;

Name	Position
Dave Dixon	General Member
Geoff Hunter (D)	General Member
Stuart Watson	Membership Secretary
Richard Flynn	General Member
Natalia Flynn (D)	Finance
Mark Hall (D)	General Member
Jim Willis	General Member
Gary Lazarus (D)	Editorial
Tim Saunders (D)	General Member
Philip Sellen (D)	Company Secretary

The members of committee with a (D) beside their names have agreed to act as Directors of the company for the coming year.

Two members of this year's committee have not put themselves forward to stand again; Alan Anstead and John Platt. The committee, on behalf of the club, would like to thank them both for their support during their time on the committee. John has fulfilled a particularly time consuming and important role, acting as membership secretary since joining the committee back in 2006. His dedication and enthusiasm for the club and his post has been a real bonus for the club as John is often the first contact prospective and new members have with the club. Our new membership secretary Stuart Watson has big shoes to fill!

MASC AGM 2011

Coventry Transport Museum

Millennium Place, Hales Street, Coventry CV1 1JD

024 7623 4270

Sunday 23rd October 1.30pm for 2.00pm start



This popular venue is again where we will be holding our AGM this year. If you haven't visited the museum, you are strongly advised not to miss out on this jewel of transport history. In addition to marvelling at a wonderful collection including more than 240 cars and commercial vehicles, 94 motorbikes and 200 cycles over the ages, you can also join us at this year's Annual General Meeting to hear your committee report on the activities of the past year as well as meeting the new committee.

You will have the opportunity of joining the line-up of Spridgets on Millenium Place but remember to bring a drip tray to place under you car.

Make it a date in your diary; we look forward to seeing you there.

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In an incredible act of generosity, Drew and Trish Fiddes have donated their 1967 MG Midget to Leuchie House, and it could be YOURS for just £25. We are raffling the car between now and 29 October 2011, when the draw will be held at a fundraising ball at the MacDonald Marine Hotel. A fantastic 2nd prize of a limited edition set of David Cohen pottery (see here: <http://www.pitclaygallery.com/davidcohen/>) is up for grabs, and a 3rd prize of a luxurious weekend in the MacDonald Marine Hotel (<http://www.macdonaldhotels.co.uk/marine/gallery/>)



2nd prize
David Cohen limited edition pottery

3rd prize
a luxurious weekend in the MacDonald Marine Hotel



With tickets just £25, and every penny directly benefiting leuchiehouse.org.uk, this is a raffle not to be missed! Please donate, WITHOUT GIFT AID (as competitions are not eligible), and include your full address so that your ticket can be sent to you.

Leuchie House, an independent charity, is undergoing something of a transformation, developing the facilities that guests are able to enjoy. The £700,000 Appeal to secure the future of Leuchie's services for those individuals and their carers living with the devastating effects of long term disability has passed the £420,000 mark, which is an enormous achievement. Every penny of the funds raised goes directly to Leuchie services. Your support enables Leuchie to continue providing the highest possible standard for guests and their carers, and maintain the relaxing yet stimulating environment that makes Leuchie so unique and enjoyable for all who visit.

www.justgiving.com/LeuchieHouse

Or by contacting Drew Fiddes on
07774 156004

Thank you!

Leuchie House is a registered charity. Scottish Charity No. SC042249 and lottery grant 019-11.

Letters

First year with the new Midget

Hi Gary,

I'm afraid I have not got to any organised Spridgely meeting yet, but have none the less enjoyed the year so far with our Midget.

I taxed it from April, and after a few local runs to settle things down (you may remember it needed a little re-commissioning following a lay-up), Pauline and I had a day out to the coast at Swanage in early May, it was a nice day, sunny but not too hot. We were able to leave it parked on the side of the road with the hood down while we went for a good walk and lunch etc. Nice to come back and find people admiring it. We did notice when we got home though that for an hour or so we still had the buzz of the wind in our hair and the noise of the exhaust in the same way that years ago you come home from a nightclub or disco and lay in bed with the music still beating in your ears!



Pauline in the Midget

A couple of weeks after this I went to Poole Quay on an "Open top sports car" Friday at Poole Quay with our younger son Daniel. This too was a fine evening, noticed a couple of other Midgets and Sprites there, one Frogeye had an opening boot lid which looked original – is this a recognized modification or a very clever piece of metal work? I include a photo if you can make out the details.

We enjoyed our fish & chips on the front looking around the cars, all tastes there from us, to Cobras, Triumphs, Porsches, etc, to a Vauxhall Tigra!



Mike Westrop's booted Frogeye

Other than these two 100 plus mile journeys we have used the car regularly for local runs out, usually attracting attention and interest from people walking by on our return to the car.

I enclose recent photos of a trip to Stourhead Gardens, a local National Trust property.

On a different point, I notice on reading the article in last month's magazine, pages 26 & 27, Les is talking about his son Daniel driving his Sprite to and around Silverstone. I would be interested in details of his insurer as I have been unable to find a sensible price for my 18 year old son with a full licence, 18 months no-claims and his own policy for the same period. By sensible I mean less than £2,000.

Regards,

Adrian Mills

New member's rebuild

Hello Gary and readers,

Just thought as a new member I would introduce the two young men in the photo, well young at heart and as our wives say also in mind, on our first ever restoration project.

Until we retire, we can only work on the Frogeye on a Friday. But then it's not every week unfortunately so progress is slow. (Two years so far, a love hate relationship).

When I bought his car it had two bird's nests in the body work and everything seemed to have ceased up (bit like us two really). But as time has gone on and the car has started to

Membership fees



Colin &
Brian

take its shape and get back a little pride, we seemed to get a renewed spring in our step. Mind you at the end of a long day working in the garage we do start to feel our age with aches and pains, but nearly always have a smile on our faces. We hope to go to our first club meeting in May 2012, well with a strong wind and lots of liniment.

Today we met Peter Taylor and his wife who were great to have a chat with and who were full of knowledge. Thank you Peter for the two rads which I will test soon hopefully.



For those who have good observation, yes that is an old electric hospital bed that the car is sitting on. What a great help in the garage to push and pull to where you want it. Will sign off now, but hopefully will keep you posted of our progress.

Best wishes

Debbie, Colin and our mate Brian

Gary, hello,

The issue of membership and fees, mentioned by Ray Darch in his Somerset area report for September, deserves consideration.

To me personally, 29 quid a year is excellent than value for money. *MASCOT* is a very well produced magazine on good quality paper, with interesting articles, and keeps all members in touch with each other, all for the cost of four gallons of petrol. I would be more than happy to pay £2 a month just for the photos of Midgets. I put the issues in the binder, and when the weather (and other things) gangs up on me I can cheer myself up looking back through the months.

The MG Owners Club fees are currently – £5 to join, and £36 annual membership fee. It is an excellent organisation and I guess their membership is pretty large. But their magazine *Safety Fast* no better than *MASCOT*, and that is not intended as a criticism.

However the matter has been raised so needs thinking about. Firstly I reckon we have to face the fact that most of us are knocking on a bit, and probably a fair few are in love with a car they would have liked to own in their youth. But young ladies and families, mortgages and tight money stopped that. and one day we shall all be dust, and those that follow us will probably feel the same about the MX5, (I would like to think it would be the modern MG sports car but, you can't get at the works so easily) so we are likely a dwindling breed, sad but I fear true.

If you remember mine is a Banham Frogeye (Sprint) and we have a club/help website etc. No membership fees but no magazine either, and although we have 200 plus members only a few are really active, and we don't get together either.

There is an on-line magazine from the USA, *Sports Car Digest Weekly* sportscardigest.com Which is free and I guess that sort of thing could be considered, although I would regret loosing the monthly *MASCOT*.

If our membership does gradually decline I'm afraid that is down to passage of time.

Hope you get plenty of response Gary,

Regards

Maurice Stacey

My Old (and New) Spridgets



*The new
Frogeye 2011*

Motor Club at the then recently completed Hampshire Centre in Bournemouth – the first out of town shopping development Bournemouth had then seen. Do you think that clubs could use store car parks for events these days – sadly not – too much health and safety I would guess. I cannot recall the results that day but I am sure I did not win! Used as a daily driver the car eventually went to a new owner who perhaps had a greater tolerance of rust than I and the MOT

In the August MASCOT readers were invited to submit 'old photos' of Spridgets which they previously owned in their youth. I joined MASC about a year ago and at that time I did not have one! But involvement with the Dorset MASC Group and fond memories of my Frogeye in my youth set me on a course of new ownership – and I now at last have my 'new' Frogeye.

My original Frog was a 1959 model VXO 563 in Primrose Yellow with the stud fitting across the windscreen for the hood. The car always leaked like a sieve and picking up my 'new' Frog I encountered torrential rain when driving back to Dorset and I was impressed – it only leaked into the passenger foot well. As someone said when I was talking to them – "you must have a good one then!"

The photo of me driving the yellow Sprite was taken in 1970 when I entered a driving contest event organised by the Bournemouth



Frogeye 1970

did. If it is still about the current owner might like to know it has 'competition' history!

Over the subsequent years various interesting cars came and went until by 1998 my wife Carole was running a beautifully restored Inca Yellow 1500 Midget UYV 610V that giving way

*Carole and the
1500 Midget in
1999*



to a new MGF shortly after. The Cherry Red Sprite VEA 766 (at the top of the page) I have now obtained is exactly what I wanted – a solid driveable car which I will enjoy as a daily driver locally and which is not so pristine that I will worry about it every time I leave it in a car park.

Already after only one week and 200 miles the smile is locked on my face – and brings one to others.

I hope this may be of interest to readers.
Happy Spridgetting, kind regards, John

John Gully
Wimborne, Dorset

If you have any old images of previously owned Midgets & Sprites, why not send them into MASCOT with a few words. editor@midgetandspriteclub.co.uk

An Invaluable Asset for Spridget Owners on the Internet



Have you ever sat there wondering how does that work? or, where does this go? or, surely someone else must have done this before? If so, then you are not alone. I am please to announce to those not in the know a great service available to all with access to the internet. It's called ... MG Cars Enthusiasts' Club and the address is:

www.mgcars.org.uk

There is a wealth of knowledge available to all and the best part about it is ... it's free. I use the bulletin board, or BBS daily, and it really feels like one big club with fellow owners literally around the globe.

The screen shot (above) shows the home page with the various selection available to chose from. To join go to 'Member Only' and go from there. Shown here are the three links I use daily on the BBS. Please note that other marques of MG are also included and there are identical areas for other makes as well included the one that shall not be named but begins with a T...

*Midget and Sprite General
Midget and Sprite Technical
Midget and Sprite Events*

Here are a small selection of topics being discussed at present. Post your own queries and sit back and what for the advice to come in:

*Tan seats
My Hood has shrunk
Just bought a 1964 MG midget
Titan manifold on eBay – you're kidding, right
Photos from St. Louis All-British Car Show
New design of hard top how to set up a
gymkana ... parking lot racing ??
Lenham for sale in the Netherlands
Sprite hard top
Frogeye in Burford. Someone here?*

After a recent area meeting it became apparent that some members were not aware of this website and all that it offers. For those out there with access I highly recommend a visit. For those out there who cannot attend monthly meetings this may be a way of getting in touch with other like-minded people. I am unable to vouch that all opinions expressed are correct but rest assured help is but a click away. Go on – you know you want to!!! Happy Spridgeteering.

Dave Price

John Venner-Pack

Jane Venner-Pack



John Venner-Pack in 'VP7'. Image copyright Jane Venner-Pack

John Venner-Pack died peacefully on 21st June 2011 aged 91. John raced a Sprite in 1959/60 and had a particularly successful at the Goodwood Members meeting 24 Sept 59, being 1st in the 1000/1200sv race and 1st in the Handicap race.

In 1960 he was entered by Team Speedwell and was part of the Speedwell team that set records with a Sprite on the Anterwep-Liege Auto route in April 60 (see *Autosport* 22/4/60 p533). His races that year included the Trophee Auverge at Clermont Ferrand with Len Adams & Keith Spellman.

He made two Formula Junior outings, on 2 April at the Oulton Spring National meeting in the Team Speedwell Cooper-BMC, finishing a more than respectable 5th behind Jim Clark, Trevor Taylor, Mike Mckee and Henry Taylor, and ahead of Mike Spence in a similar Cooper. However, two weeks later he crashed at the Goodwood Easter meeting in the Junior.

Finally came a crash at the August Bank holiday Monday International meeting at Brands, in the Sprite, which seems to have ended his racing career.

MASC at Donington National MG and Triumph Show Sunday 16th Oct. 10am-3pm

This will be the first MG event at the refurbished Exhibition Hall at Donington Park, with the hope that it will become an annual event for this organisation. MASC stand to be hosted by Notts+Derby area.
website link: <http://www.classicshows.org/donington161011.php>

Ian Cooke

Notts+Derby area rep., ilc@bgs.ac.uk





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A Tale of Three Midgets

(and three condensers!)

So, when did it begin? Well as a child I think, often the case I suppose. Not through my parents, not even through a relative, family friend or neighbour. Just through seeing them, going for a walk or wait for it ... going to the dentist! The beginning of what you may well ask? A relationship? Career? A life changing experience? Well, as you may have guessed Midgets (and of course Sprites too)! But being born a few months after the Sprite ceased production the Midget was a far more frequent inhabitant of the roads.

I can think back and clearly remember heading off on day trips to the Derbyshire Peak District and passing Kenning the MG dealer near Matlock, with its rows of MG's outside, or at least that's how I remember it. When visiting Black Rocks in Cromford I recall seeing a row of MG's parked up on a club outing. One car in particular stood out as being the one for me, the smallest, most desirable, the one I wanted – it was of course a Midget, a Tahiti blue 1500. So what about the dentist? What indeed – a memory of torture, pain or unpleasantness? No ...well probably so, (my apologies if that is the profession of your choice) but of Midgets, the car one of the dentists drove. I think he had a succession of new shiny Midgets until the end of production finishing with an Inca yellow T plate car always parked in front of the waiting room window. In fact over 10 years later he was still driving to work in it.



That is something that I would have liked to do, purchase a Midget from new and run it for years but as they ceased production shortly prior to my 8th birthday it was never to be.

So my 1st car at 17, what could it be? Yes, a Midget. Finding one was not that easy – mainly due to my budget of diminutive proportions I suspect. Although back in '89 demand did seem to exceed supply by a significant level. After frantically flicking through the pages of Auto Trader every Friday (resulting in black fingerprints around the house) various visits to look at very poor cars armed with Lindsey Porters Guide to Purchase and DIY Restoration were undertaken. Other visits resulted in narrowly missing out on better examples that had been quickly snapped up before my arrival armed with the afore-mentioned book and a PhD in enthusiasm.

Well eventually a deal was done. A Midget with a Sprite grill was purchased, ok not the greatest example in the world, country, region, county or even town for that matter, but a Midget never the less. A 1275, AJV324L, (Is it still around?) in something similar (but quite different if trying to match paint) to Racing Green. Despite the registration, the car was actually a square rear wheel arch vehicle of earlier manufacture that had started out in life on the beautiful island of Jersey. (Maybe this tenuous link would allow me to buy a place there without a few million?) The DVLA records provided its original 'J' number from a couple of years earlier than the 1972 date of registration as a 'new' vehicle on the mainland.

Through the DVLA I managed to contact the first UK mainland owner who sent a photograph of the car to me. Apparently he had seen the car a few years previously painted bright



green. It may have been used at some point as a clubman's racer, or by someone who thought that it was. Competition valve springs, K&N filters and telescopic rear dampers had been fitted years earlier. It was also complete with a spare front grill that was the correct surround and badge, but with a welded mesh centre. It needed work, too much work to undertake outside on my parents drive, but it was an introduction to Midgeting. OK the bottom of one of the rear wings was missing, as the filler had broken off, the floor had a very large patch and basically would have been great for a re-shell. The only time it let me down however in my ownership was when it ran out of petrol in the middle of the High Street – not embarrassing at all. It did highlight another problem, the sender unit in the fuel tank was stuck. Easily solved by using a long plastic tube as a dip stick!

Less than a year on it was sold with a view to extending the budget to enable a better example to be purchased. Despite giving the car a run to check it before being collected by the new owner, he got in, started the car, and engaged reverse – nothing! The car sat there, reluctant to leave the drive. Luckily apart from a small cash reduction he did not appear too concerned that he would have to park in a position that facilitated a 'U-turn' to change direction. Anyway the four forward gears worked. (Well it popped out of 4th occasionally!)

On to Midget number two, this was in a totally different league. A 1500 JRB680V in Russett Brown, (well I actually like the '70's colours – it is a '70's car) purchased in late '89 with approximately 41,000 on the clock. (Hopefully still around?) Now this was very original and despite popular opinion I found the 1500 an excellent car to drive. At this time I also

competed my Dad's MG Metro in concours events. Now the 1500 went on holidays, day trips, MGCC and MGOC events, covering many happy miles without ever missing a beat. Only ever desiring servicing, polishing, waxoyling, the odd touch up, new leaf springs and a front suspension rebuild. Well it is the one I should have kept, although when I came to sell 10 years on and a mileage of about 66,000 she was ready for panels and paint, for cosmetic reasons as was totally sound. Maybe I should have had the restoration done, maybe used her as an everyday car again but due to the high mileage covered for work, being kept outside and having become a horse owner, she was doing only minimal mileage. I had not ventured out for a few months prior to the sale, and if I had I think that I would still be the owner.

Midget number three was purchased seven years later in '07 for sunny days (sorry day as it has rained ever since – yes the run of bad summers were my fault) and to play with in the garage. If I get any free time between my job, partner Colleen, (who passionately hates the car having driven it once concluding that it had no brakes) and daughter Alice who is autistic and enjoys open top motoring. Finding the right car despite a dramatically increased budget and flexibility in terms of model was far harder than expected. Admittedly I am very choosy in terms of condition and personally like cars to be to original specification, but even so, many cars were viewed across many miles. They included Frogeyes, an Austin Sprite and Midgets ranging from Mk 1 to 1500's. I often found the heritage shell cars the worst due to poor paintwork, dents in the shell, or having been put together incorrectly often with parts missing! Several I noticed suffered from the spot welds on the rear wheel

arches running onto the edge of the wing. But as I say I am picky.

Maybe there could be some merit in having a few volunteers around the country that could have a quick look over local cars for sale if a potential purchaser covers expenses. It could be added to the Mutual Assistance Directory maybe? Not to vet the car formally in any way but just to report back honestly to a potential purchaser what a car is like, maybe take a few detail digital photographs just to see if it is likely to match a purchasers requirements prior to a long drive?





Well, then it happened. I drove by chance within 4 miles of my village to Southwell, Nottinghamshire where Sherwood Restorations are based. They are certainly not the cheapest classic car specialist but do only sell quality cars many are well out of my price range such as Aston Martins and E Types. There in front of the showroom stood a Midget Mk II in Old English White FYO353C. The full photographic restoration carried out a couple of years earlier by Halls Garage of Bourne was of such good quality a deal was struck.

According to the BMIHT Certificate originally the car had been Tartan Red and built in April 1965 prior to being despatched to University Motors in London and registered in the November. DVLA records show the colour was changed to white between '92 and '97. From new until the late '90's the car had resided by the sea in the Plymouth and Falmouth areas, so has coped well with the sea air and the beauty of Devon and Cornwall. Rather a long way from the supplying dealer in London. In fact the first two owners kept the car for 25 years between them, although the dates of change are missing. Does anyone remember the car?

Over the last couple of years I have cleaned the car up a bit and had her tuned on the rolling road by Peter Burgess, in Alfreton, Derbyshire (01773 520021) of tuning and gas-flowed cylinder head fame. This has significantly improved the cars running and allowed the throttle to fully open. Peter has tuned the previous cars for me too and always sets them up how the car likes to be set, rather than statically by the figure quoted in the book.

I have to say she has let me down once already. Luckily I turned back due to a misfire and ended up stranded only one village away. Although one village too far! The RAC were



not quick in attending but did keep me well informed of progress. They could not find the fault (and neither had I) so a second wait had to be made until they could arrange for the vehicle to be recovered. A large bill later the faulty part was convicted and replaced. Yes it was only about 3 months old too – the condenser obviously one of the faulty batch that is around. It is rather annoying though that there were faulty condensers being supplied that resulted in a day waiting around, walking home with my daughter and a 3 figure bill being paid for a £3 part that was new to start with! I had replaced it as the one on the car when I had purchased her was faulty too, so I am on my 3rd in just under two years! The moral being just because a part is new it does not mean that it is not at fault, in fact it looks as if it is more likely to be!

Hopefully next summer will bring plenty of good weather and Spridget miles for us all. An event or attendance at something in the Newark area would be good too if there is enough interest. If anyone knows any more history about the cars, please let me know.

Peter Harley

Member: 3956 Peterh@derwentliving.com

MASC joins Southern Counties Austin Healey Club at Brooklands



Healey's on the famous banking at Brooklands

Surrey MASC member Steve Casson is also events co-ordinator for Southern Counties Austin Healey Club. He owns a "big" Healey as well as being part way through a construction of a Sebring Sprite replica. Steve kindly invited MASC members to join in with the AHC 50th Birthday Party at Brooklands Museum on 3rd September 2011. A new addition to the Museum site is the Cobham Bus Museum.

On the day some seventy-five cars assembled in front of the clubhouse, in the sunshine, about a dozen of which were Sprites predominantly Frogeyes. The test hill was open for those willing to accept the challenge of the 1 in 3 incline test. There was a pride of ownership contest and a raffle whereby I got the impression that had you bought a ticket then you got a prize – and what super prizes.



Spridgets at Brooklands

Although Steve was not alone in organising the event he deserves a 'pat on the back' for his efforts and a 'thank you' for extending the invite, and welcome, to MASC members whom were included in the final photoshoot upon the historic banking that remains of the famous race circuit.

Alan Anstead

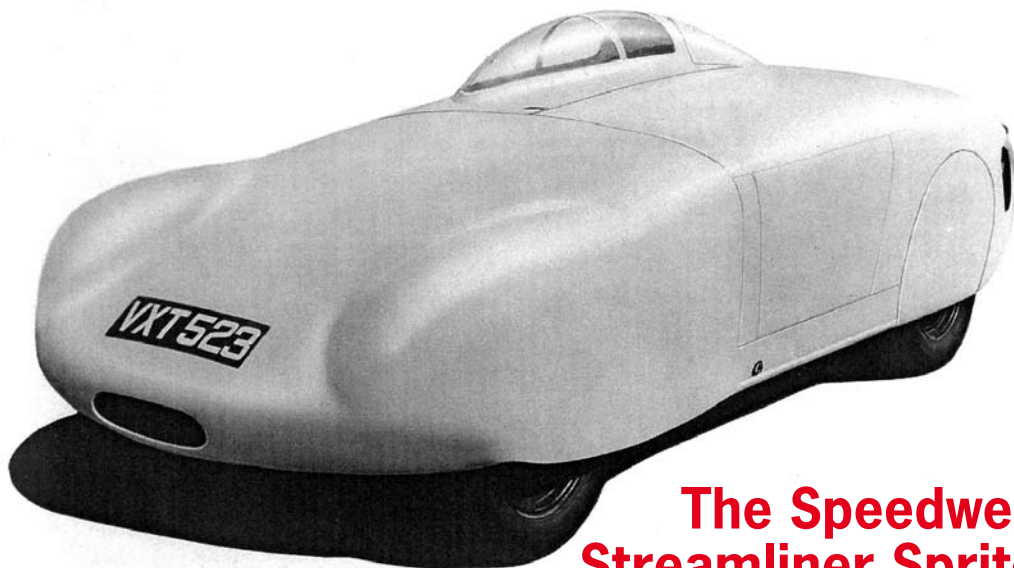
And in Steve's own words:

Healeys @ Brooklands

What an array of Healeys from racing 100Ms to concourse 3000s, Speedwell Sprites to wonderful 100/4s. The collection was breathtaking. The event, Austin Healey Clubs Southern Counties 50th Birthday Party at Brooklands, home of British motorsport. Nearly 100 Healeys descended on Brooklands on Saturday 3 September to Celebrate the Club's 50th Birthday.

The weather was perfect with wall to wall sun. Attractions included a blast on the Test Hill, proving too steep for some, whilst others attacked the opportunity with perhaps a little too much vigour. Notable cars in attendance were ex Works 3000mk1 TBL 155 and Hardy Engineer's pristine original Speedwell Sprite. The day concluded with Bill letting me take the Speedwell for a spin around the car park. Visitor's choice for favourite went to Graham Hawthorn's immaculate 100M. All too quickly the day came to an end, perhaps to be repeated next year.

Steve Casson



The Speedwell Streamliner Sprite

Lotus had broken an 1100cc Class G land speed record at Monza in 1956 with a Climax powered Lotus XI driven by Stirling Moss. The bodywork for that car had been designed by Frank Costin and built by Williams & Pritchard.

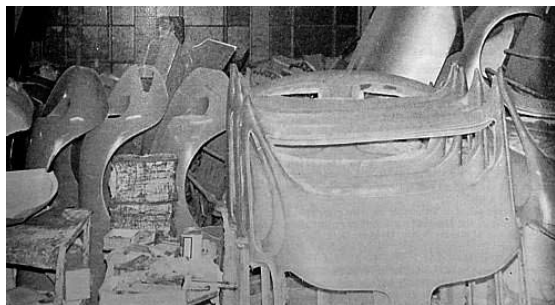
There was a very close relationship between W&P and Frank Costin. W&P were Britain's premier racing coachworks, and Costin was an aircraft designer from de Havilland who in his spare time enjoyed working on very aerodynamic car designs. In the mid to late fifties Frank was Lotus' favourite designer and W&P were, in effect, Lotus' bodywork team. They had worked very closely together on key aerodynamic designs from the Lotus VIII to XI, and were also jointly working on projects for Lister. This was a relationship which continued throughout Costin's design career, with W&P building around 16 of his designs.

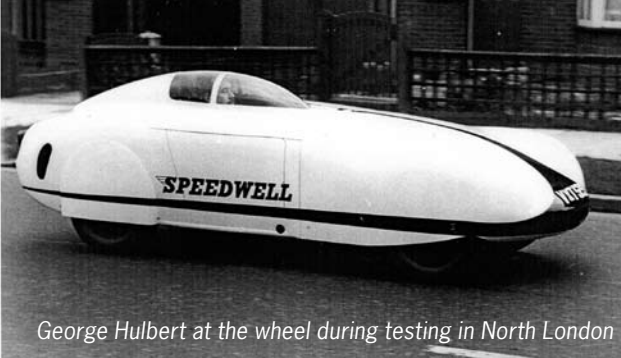
Speedwell were a well known tuning company formed in 1957 by Len Adams, Formula 1 driver Graham Hill, George Hulbert and international rally driver John Sprinzel. In the late fifties, Speedwell approached Costin and asked him to design some streamlined bodywork for the Austin Healey Sprite. This resulted in the alloy bodied Speedwell GT Sprites, with the Monza nose.

Most of these Speedwell GT bodies were built by Classic Motor Crafts, rather than W&P who Costin usually worked with, possibly due to

W&P's other heavy commitments to Lotus and Lister. At that point "outside work" was already causing a raised eyebrow or two with Colin Chapman at Lotus, who required total commitment to his projects as a priority.

However, it is believed that the prototype alloy Monza bonnet was made by W&P, given they were Costin's usual first port of call on such projects. Certainly when a GRP version of the Speedwell Monza bonnet was launched in Spring 1961, W&P were involved in the production of the GRP fronts, possibly as nominated sub-contractors to Classic Motor Crafts. By 1962 both Len Pritchard and Charlie Williams were shareholders in Speedwell and had tied up the manufacturing contract for the GRP Monza front. As this photo taken late 1965 / early 1966 in the storeroom at First Avenue, Edmonton shows, not only were they producing the GRP





George Hulbert at the wheel during testing in North London

Speedwell Monza front, but stacked up on the right hand-side are Classic Motor Crafts' famous Bermuda hardtops, of which W&P had just manufactured a batch, presumably under sub-contract:

By 1967 W&P had acquired the full rights to the Monza front, which company records and invoices show they then marketed as their own, possibly in settlement of monies due. Records also show that they also remained active shareholders in Speedwell until it went into administration in 1969. The original Monza bonnet moulds made by W&P survived with Fibresports (who acquired it from W&P in 1973) until circa 2008 when it was destroyed in a factory fire.

Back to the story of the Streamliner. In late 1959, after a super-charged teardrop-shaped Sprite had achieved a Class G land speed record of 146.95 mph on the salt flats at Utah, Speedwell decided to have a go at a land speed record for an unblown Sprite. Costin was called in to design the car, and W&P were contracted to build it. The car kept the Sprite basic chassis and scuttle height. A one-piece alloy Monza-style front was crafted with headlights faired in and

with front wheels covered. The rear wheels were covered with alloy spats, and rear fins smoothed off. The screen was removed, an alloy tonneau added over the passenger seat, and an alloy headrest and plexiglass canopy added, in the Lotus XI 'Le Mans' bodywork style (incidentally, Len Pritchard's favourite body). The rear was cut-off Kamm style. The dimensions were carefully crafted and matched to George Hulbert's frame, who was to drive the car.

Testing took place around the London's North Circular Road, a favourite Costin test route with his Lotus work, apparently with Costin riding in the boot area of the Sprite to take measurements, and the body was adjusted to minimise drag.

Mechanically, George Hulbert put together a Speedwell "Clubman 70" balanced 980cc A-series engine on twin Amal carbs with modified valve gear, and the car had a 3.7:1 rear differential. Running on a mix of methanol and nitromethane, it put out around 92 bhp, and Costin's calculations were that a top speed of 128mph might be achievable.

On 13 April 1960, the Streamliner and John Venner-Pack's Speedwell GT "VP7" (see page 16 of this month's MASCOT), with a similar engine to the Streamliner, but run on "five star" pump fuel, were driven over to Belgium for a Belgian Class G (under 1,000 cc) record attempt. The Antwerp - Liege auto route was closed on one carriageway and the RAC Belgique set up their measuring equipment. The Speedwell Streamliner was driven by George Hulbert over a flying kilometre on 10 runs, and taking the best 4, achieved a land speed record average of 132.206 mph (212.765 km/h). The Venner-Pack Speedwell GT, driven by Graham Hill, over 4 runs achieved an average speed of 110.903 mph (178.482 km/h).

The RAC Belgique official record cards clearly show the land speed record to belongs to George Hulbert, and given the official requirements it seems unlikely that Graham Hill would have been allowed to "have a go" with the Streamliner part-way through the record attempt. With the car bespoke to Hulbert's frame, Graham also probably would not be able to fit into



TENTATIVE DE RECORDS.

Nom du Conducteur: **George F. Hulbert.**

Tentative faite à **Arvers** le **13 avril 1960.**

Marque du véhicule: **Austrie.**

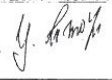
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	TEMPS:				17	55					20	37					17	44					17	40						
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	Miles/heure			118,929			Miles/heure			77,139			Miles/heure			127,897			Miles/heure			128,559			Miles/heure			132,286		
1 Km.	Arrivée:	5	47	07	05			5	45	07	53			6	07	19	33													
	Départ:	5	40	50	70			5	44	44	40			6	07	02	48													
	TEMPS:				16	05				17	09				16	30														
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	Miles/heure			132,283			Miles/heure			130,891			Miles/heure			130,362			Miles/heure			132,283			Miles/heure			132,286		

Les commissaires SPORTIFS:


Les commissaires TECHNIQUES:


Les CHRONOMÉTREURS:


it very comfortably with canopy attached. However the Speedwell PR machine appears to have fudged the point somewhat, with subsequent press releases, advertisements and magazine articles in the UK extolling Graham Hill's record 132.206 mph record – Graham as a successful Formula 1 driver being far more high profile and newsworthy than George.

Coincidentally John Sprinzel had recently left Speedwell and Graham Hill was in the process of acquiring a majority stake in the business. It is interesting that in subsequent interviews given by George, there is no mention of Graham slipping into the Streamliner to "pull the cat out of the bag" with a final record breaking run, and indeed the figures reported in various articles telling such a tale don't stack up with the official records. George Hulbert's widow subsequently confirmed this view of events to Tom Coulthard during his research for "Spritely Years".

In the summer of 1993, the Speedwell Streamliner came into the hands of Mark Boldry, now technical advisor to both the Midget and Sprite Club and to the MG Car Club Midget Register. At the time Mark was running a classic car dealership near York, and was selling the car on behalf of a client who ran an engineering business producing Bugatti, Bentley supercharger and early Benz

George Hulbert's record courtesy of RAC Belgique



Graham Hill's streamlined flying machine

THINK of the name HILL, and you think of speed. On Sunday Dunsfold Hill won the Hungarian Grand Prix. It was his first Formula One victory as he follows in the tracks of his famous father, Graham, a former World Champion of the sport whose motor racing exploits made him a legend.

Yet in this unique car, in 1950, Graham Hill set one of the fastest-known land speed records, and one which still stands to this day. Over the distance of a 'Flying Kilometer', in Belgium, Graham Hill achieved an average speed of 132.206mph for a 600' under 1.20000.

And now this historic vehicle is at rest at a garage near York - and it is for sale.

The Speedwell Streamliner is the only one of its type ever made. It was built by Frank Costin, who designed many of the early Lotus cars, and based on the body of a 'drag-racer' Sprite.

The front streamlined section is created from a single piece of aluminium.

The car is powered by a modified four-cylinder Sprite engine - and if a new owner wanted to take the risk, it has an MCV and is road-usable.

The asking price for a car in which Graham Hill set a speed record which will be broken in £28,000.

The Speedwell Streamliner is at Station Garage, Stockton-on-Tees, where anyone interested in the car should see Mark Boldry.

York Evening Press August 1993 – article reproduced with kind permission of The Press, York (sorry about the poor quality)

parts. Mark had the car for a few months and got the car running. Mark says:

"... It was very much like driving a Sprite, although it was very contained, a very tight cockpit. It was very driveable, it drove very normally, and I thought "is this a record breaking car?" – it just seemed very Sprite-like. The engine may have not been in a good state of tune and I believe it was back on SU's, which may have accounted for it. Given the connection to Graham Hill I contacted Damon Hill to see if he was interested in buying it, but he didn't want it – maybe his Dad really didn't actually drive it!"

The local newspaper came out and ran a story on the car. Sadly they do not still have the colour photographs used in the clipping above. Note Graham Hill continued to be credited with George Hulbert's record. The car didn't sell and was returned to its owner.

Later in 2004, whilst at the Le Mans Classic, Mark as a driver was paired up with a Japanese gentleman on a scenic tour of the circuit in an MG Midget, and they got chatting about various historic Midgets and Sprites. To Mark's surprise, it turned out that the gentleman was the then current owner of the

Streamliner. It is believed that the Streamliner was involved in an accident circa 2007/2008 in Japan and its current condition and fate is unknown. If you have any more information about its current state or ownership, please get in touch.

W&P subsequently went on to work with John Sprinzel on several Spridget projects including the archetypal "Sebring" bodywork in both alloy and GRP, and a hatchback Midget GT, in addition to producing their own design of Sebring GT range of GRP bodywork from 1967 to 1972.

Tim Saunders
Williams & Pritchard Register

Ed adds: At the time, the record braking runs were big news in the motoring press. Along with Speedwell themselves, many of the parts manufacturers were keen to let the motoring public know of their involvement in the project. Companies such as K.L.G. Spark Plugs (part of Smiths Industries), Castrol Oil and Vandervell Bearings (whose owner set up Vanwall F1 – and whose car bodies were also designed by Frank Costin with W&P build input) took out their own full page adverts to highlight the success of the Speedwell Streamliner and the Speedwell GT Sprite. These examples are all from "The Motor" which came out on the 27th of April 1960.

April 27, 1960

The fastest Sprites in the World!



↑ This Speedwell Streamliner clocked 132.200 m.p.h. over the flying mile.



↑ This Speedwell G.T. Sprite clocked 110.800 m.p.h. over the flying mile.

At Roth Airport National Records
Performance in official conditions

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April 27, 1960



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April 27, 1960



132 m.p.h. on CASTROL!

An average of 132 m.p.h. over the Roth Airport. That was the speed of the Speedwell Streamliner "Sprite" on the 1/4 mile flying mile on April 27th. And see to prove what the Speedwell Sprites can do in the Speedwell G.T. Sprite.

Castrol Motor Oil was used in the engine. Castrol Motor Oil was used in the engine. Castrol Motor Oil was used in the engine. Castrol Motor Oil was used in the engine.



Castrol

April 27, 1960

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101 Uses of Newspaper



Spot the difference, Basil Fawlty and Jim Fawlty



I read somewhere about 100 uses of newspaper, I bet they did not include the one of our Bristol MASC members Jim White used to adjust the bonnet of my Midget.

The K series that I acquired came with a four pin lift off bonnet; it may be easy to access the engine at the race track but it is difficult to lift it off on your own, imagine lifting a large flat sheet of metal at the side of a motorway. I decided to put the bonnet back on hinges as I am not planning to race with it.

It was a bit of a struggle to align the bonnet up to the edges using the standard hinges. There are two columns of louvres pressed out of the bonnet to cool the K engine, I believe during the pressing process, the bonnet was stretched asymmetrically. Terry Horler manufactured some special packers to raise and align the bonnet as best we can. After over an hour, the two side edges were parallel with correct height but it was still too low in the middle of the bulkhead edge; the bonnet was 'biting' the edge every time I closed it.

I spoke to Jim at work about the problem while he was taking a tea break reading a newspaper. Without a word, Jim stormed out

with his newspaper rolled up heading towards my Midget outside. I thought he was going to do a Basil Fawlty beating the Midget with the newspaper. Before I could stop Jim, he lifted the bonnet up, stuck the rolled up newspaper between the bonnet and the bulkhead and slammed the bonnet shut. He did that a couple more times then went back to his tea. To my amazement, the bulkhead edge now aligned perfectly, the bonnet opened and shut without touching on any side!

Jim later explained that is a trick he learned over 30 years in the trade of panel beating. With the correct thickness of semi-rigid material like a rolled up newspaper, careful placement and correct use of force, panel imperfection can be dressed out without extensive body work or special spacers being needed. I think he was fed up with my moaning and got lucky! On a more serious note, if you want to try this, please take care to do it gradually and check frequently. Jim has been working as a trained panel beater in the automotive and aerospace industries for over 30 years; just the correct use of force would take the mind of a well-trained Jedi.

Alan Lo

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Yorkshire Area Report

September's meeting at Ye Jolly Farmers on a day of variable weather was well attended with regulars Rob & Jenni (in their Series 2 Landrover for a change), Dave in Dinky the Mk2 Sprite, Peter & Leonie in their 1500, Pete in Ariel the Mk 3 Sprite, Ken in Marmalade his MGB, Sarah in Daphne, Tim in Sebrina, and John & Carol who were sans Spridget. As ever the homemade pies, halves of tasty real ale, and company were excellent.

Pete had to get back to Wakefield and was one of the first to set off after lunch, but unfortunately Ariel ground to a halt just outside of Topcliffe, so the Yorkshire MASC rescue brigade set out en mass (with assorted breakdown tourists) to give him a hand.

Suffering what was clearly an ignition problem, over the next hour a new rotor arm, condenser, and spark plug were fitted at the roadside along with points being opened and carb dashpots being topped up. All of this resulted in getting the car started, but as it was still running very rough, Pete got it into the village and safety of a pub car park for recovery. A valiant team effort by all. Ariel now has electronic ignition!

We haven't had much feedback on the idea of a second mid-week meeting somewhere in

the general vicinity of Wakefield, although we do have a volunteer to organise it from next spring if anyone would attend. So if you would support this, please email us.

Our next meeting is on Saturday 8th October from 12:30 at Ye Jolly Farmers Inn, Dalton, near Thirsk YO7 3HY. Keep up to date with what is going on at <http://yorkshiremasc.blogspot.com>

Sarah & Tim



Like bees to a honey pot

August in Kent & Surrey



At Herne Bay, MASC members with a Dutch Frog outside Mascot bakery

After five years as Surrey's MASC Rep, at this month's meeting, I have handed the position over to long term MASC member Mike Gorman. Mike has been with Surrey Area longer than me (circa 1993) in fact he must have joined MASC in its very early years as his membership number is 141. I shall continue, for the time being, as Kent rep.

Nay & Col turned up without their Midget but Col was able to update us on the progress that he has made on his fuel injected, turbocharged, A series engined Spridget. Ashley Hinton was another defaulter, coming in some German rear engined brand, but brought along the latest item that he is manufacturing an early Spridget dip switch floor mounting bracket. Let off this time but I hope he will lead by example next time our new rep, appearing somewhat surprised and shocked at his promotion, left his Austin Sprite at home. Sorry Mike but there is no 28 day "cool off" period. The job is yours! Steve "Phi Phi" Casson came in the larger of his Healey's, top down, and cap reversed in true Etancelin style (Philippe Etancelin December 29, 1896 – October 13, 1981 was a French Grand Prix motor racing driver noted for wearing his cap reversed). Sue & Jim Judd arrived in A.H. Sprite with Tim & Helen in a Frogeye. John Clark paid a visit accompanying me in the Sebring Coupe which is running in a new camshaft & piston rings.

August MASCOT brought the news that Sir Stirling Moss had retired, at the age of eighty one years, from competitive motor sport.

From the era when the likes of racing drivers Stirling Moss, Peter Collins, Tony Brooks and Mike Hawthorn were competing in Grand Prix. A local, Welling in Kent, garage owner's son was a rising star. Stuart Nigel Lewis Evans was born in Luton, Bedfordshire on 20th April 1930. His first formula one race was the 1957 Monaco GP where he finished fourth in a Connaught behind Juan Fangio, Tony Brooks and the bespectacled American Maston Gregory.

Stuart then drove for the Vanwall team which for 1958 comprised Moss and Brooks with Stuart as number three driver. Unfortunately after a couple of podium finishes, at Spa Belgium behind Brooks & Hawthorn, after a coming together with the yellow painted Ecurie Belge Ferrari of Belgian Gendebien, (where for the driver's parade lap both Peter Collins and Graham Hill were chauffeured in Mk1 Austin Healey "Frogeye" Sprites) and Oporto Portugal, behind Moss & Hawthorn, and a pole position at the Dutch Grand Prix Zandvoort, Stuart crashed during the Moroccan Grand Prix, held at Casablanca. The engine of his Vanwall seized and sent him into the barriers where his car burst into flames. He died in hospital back in England days later on 25th October 1958.

It is said that his funeral service, held nearby at Christ Church Bexleyheath, was the largest the town had ever seen.

The garage, then owned by Stuart's father, and where Stuart lived, then trading as Lewis Evans Motors still stands in Welling Kent but is



back time. The battery was flat and the car would not start. Sebring Coupe it was then.

I was quickly followed, at the Angel, by Neville & Pam Plummer in their IOW Frogeye. As it was so lovely we decided to eat outside at one of many tables with parasol. Our orders were quickly met as Mel & Barb then John Clark and Gavin Rowles arrived in their Spridgets. But as we ate the heavens opened. We ate as the rain fell but sheltered by the parasol. However Barb retreated inside to eat as the rain began to fall much harder. Then all followed inside as Ron & Marilyn then John Larrington arrived. Martin Ingall arrived shortly thereafter but on foot as JJO his Sebring rep had failed some few hundred yards along the road.

Fortunately AA was on hand to assist. A few checks revealed a dead dizzy. Unfortunately Martins engine is fitted with a non standard D45 (fitted with electronic ignition) in place of the normal D25 and I had no internal spares. I returned to the pub to find that Ron had a spare D25 set up with points etc. Back again to where Martin waited but I could not get the D25 to provide a spark. AA2 was called turning up in his bright yellow van, in a very short time. AA1 explained to AA2 what had been attempted and AA2 then set about a repeat performance but to no avail for he had no rotor arm to fit the D45 and much puzzled, could not get a spark from the D25 even after a change of condenser and so JJO hitched a tow home.

John Clark is to organise a Kent Coast Run for Sunday 16th October starting at Faversham then passing through Seasalter; Herne Bay, Minnis Bay; Margate; Ramsgate; and ending at a pub, at Sarre, around 1330hrs for lunch. Contact John for more detail: jrclark@sky.com and to let him know that you are attending as the pub will need to know numbers.

Alan Anstead, Kent Rep



*W.J. King formerly
Lewis Evans Motors*



now W.J.Kings. A few roads around the garage still pay tribute to Stuart Lewis Evans.

This year's Cranleigh Classic Car Show, Surrey, on 21st August 2011, and my last as Surrey Rep, was blessed with good weather. Thirteen cars formed the club stand bolstered by two non members. That was soon put to rights with Hants gaining a new member and Surrey another – as soon as the paperwork is done, that is! MASC members from Hants, Sussex, Surrey, & Kent displayed their cars and each county had its MASC sail fluttering in the most welcome breeze – Green for Surrey, Red for Hants, Pale blue for Sussex & Dark blue for Kent.

Tim & Helen in their Frogeye, David Anness in his Mk3 Sprite, and Col & Nay in their 1500 Midget paraded in the arena each car crew in turn being interviewed about their ownership of their vehicle.

And thence, on Sunday 28th August, to Addington, in Kent, for the monthly Kent Area meeting. Looking out what did I see? A beautiful sky with not a dark cloud to be seen. A lovely day for a drive through the country lanes in the Frogeye. Unfortunately I have neglected it lately and it was pay



MASC line-up at the Cranleigh Show



NW Area Report

Preston to London and back with a 948. Image courtesy of Bill Mohan.

First of all an apology, this report will be quite brief as I have left it to the last minute (again!) – well actually it was late; sorry Gary!

August bank holiday was the Oulton Park Gold Cup race meeting. I didn't go and have not yet had chance to speak to anyone yet so no feed back. A report will be in next month's mag. All I do know is that it rained again.

Weekend of 10th / 11th September was the transport festival at High Legh garden centre. Fraser and Mark were there on the Saturday then myself, David, Alan, Ian and Jane were

there on Sunday. Diane drove down separately as we had two of the grandkids with us. This was a relatively small event, only its second year, but pleasant enough albeit a bit cold. At least it didn't rain as was forecast.

On 13th September I woke up and thought sod it, I think I'll pop down to the Ace Café to meet up with Gary and friends. So booked the afternoon off work and set off 'darn sarth' to London.

Five hours later I arrived at the Ace Café. Met up with Bill Mohan who had travelled down from Birmingham, very nice to see

him again. Finally met Gary for the first time, plus Matt, MASC member from Bucks and Phil and Rhonda who were visiting from Australia. Shorter journey home, only 3.5 hours. Tried to follow Bill but I couldn't keep up! Finally got home at 12:30am. Had a great night, thanks Gary and pals.

Finally, October club meeting will be quiz night hosted by our resident quiz master Ian 'Bamber' Jones. Well that's it for this month, sorry if I've missed anything. See you at the Kilton on 12th October.



Sprite owner and racer Phil Cuthbert, visiting from Australia

Les

Hampshire Happenings



August Meeting

This was one of our best meetings for a long time. Don't get us wrong, they are always enjoyable and usually well-attended but this time we had a bumper crop – 19 friendly folk in all. It was good to see John & Ellen again and to hear how their restoration project is progressing, the last time we saw them was on our Lincolnshire holiday back in June. We were also able to welcome Chris & Phil and we hope they will become regular visitors; it may be our witty and scintillating conversation or the pies that keeps their interest, but either way it will be good to see them again.

Summer Barbie

Thirteen people and four dogs met at Alf and Lyn's last Sunday afternoon for our Summer BBQ. Sadly Gloria & Ian had to cancel again this year – hopefully it will be 'third time lucky' next year; both for Gloria & Ian to enjoy our charming company and for us getting a pudding! Happily Lin & Rolf bought an extra pud so disaster was averted. Unfortunately, or fortunately (depending on which way you look at it) we were having such a good time that we forgot to take some photos but take our word for it, it was a great afternoon – thanks Lyn, Alf and Andre for your hospitality.

Goodwood

It's that time of the year again! The Goodwood Revival. Vic and I made our annual pilgrimage to this event. This year we had arranged to meet up with Ken and Marian outside of Tesco's, close to the circuit but by a strange bit of luck we arrived in the car park at the same time, so set off from there. As usual the Revival is a fantastic spectacle

and as there is so much to see we split up, but regrouped for lunch and tea. This worked well and I think we all saw most of what we wanted to see. The weather was perfect, and a good time was had by all.

Tilford Show

This is probably our third visit to the Rural Life Centre for the penultimate show of our summer season's activities. Aside of the cars there is quite a lot to see around the site where buildings, tools and equipment of a bygone age are exhibited in a 'hands on' and interactive way. Although it was chilly the sun shone and we thought we had got away with a dry day when suddenly Fortunately the rain was short lived and we finished the visit and the drive home in sunshine.

Midget & Sprite Night

Please give Lyn a ring on 01189 832 467 or email her at pie@midgetandsprite-hampshire.info if you know you are coming. Lyn will then order your food if you want to take advantage of the £6 Pie Night special, but even if you are ordering from the menu or not intending to eat at all she will make sure enough seats are reserved at the tables. However if it is a last minute decision, please don't let this deter you from coming. We try and sit down to eat at around 7.30pm and then usually hang around nattering until 10.30ish, of course some arrive later or leave earlier so it would be good to see you even if you can only pop in for a short while.

If you have any contributions for the web site or photo's from the events please forward them to Barry:
info@midgetandsprite-hampshire.info

Barry



Heart of England Report



no one missed the location). Our group of Spridgets and other Marques then processed into the grounds of Pershore Abbey for the Plum Festival .This is an annual event and has a large attendance of Classic cars and Commercials, as well as Farmers Market, Italian Market and many stalls dotted around the Town with entertainments to suit all tastes. This event is getting more popular each year and really is worth attending (although the 200 steps to the top of the Abbey Tower are not for the faint hearted!)

First off we had John Platt's Cotswold Capers, on 14th August, (14 plus cars meeting at Aston Cantlow village hall -drivers to be briefed by John and to enjoy an excellent spread from Ann's catering department. Then proceeding through 50 miles of lanes of the Cotswolds to Bourton-on-the-Water Motor Museum for a browse around. Followed by a scenic drive of around 46 miles to the Swan Inn, Birlingham for a buffet and natter- less Geoff and Janet whose clutch master cylinder push rod had snapped!)

Fly to the Past Sunday August 21st saw 7 cars making a very early start to arrive at Oxford Airport for 9.00am. The deal with the organiser was that we would get in for free provided we dressed in clothes appropriate to the age of the cars, which of course we did. We chose Roy 'Syrup' Cole the best dressed man for his Elvis look-alike, and Mo 'Bacon' Wood for her very trendy Mary Quant number. The weather was fine with a good display of World War II aeroplanes, including Hurricanes, Mustangs, and Spitfires, as well as acrobatic and formation flying and wing-walking. Disappointingly, the scheduled flight by a Vulcan Bomber was cancelled due to a fuel leak. It was an interesting day out enjoyed by all.

Bank Holiday Monday saw my Midget speed to the rendezvous of Pershore Station, here Tim Storrer and Yvonne were waiting to greet us as we all arrived (and to ensure

Our final event was Shackerstone Family Festival (near Nuneaton) this was a two day event over 3rd and 4th September. Kate and I arrived in the Midget, to be greeted by John and Ann in their 1976 Classic Caravan (and a welcome cuppa after the chilly drive, hood down of course!). We were soon joined by Mo and Phil, Stuart and Rose and Mike and Benita, in their Spridgets. This is terrific show, classic cars and vehicles, steam engines, a beer festival and also a large collection of working Canal boats on the adjacent Ashby Canal, with the Battlefield Line preserved steam Railway on the other side. Exhibitors getting a discounted train ride! We assembled at John and Ann's caravan for a stunning display by the Battle of Britain Lancaster and Spitfire, followed by the Breitling Wing Walkers Aerial Antics! The evening entertainment saw Mike and Benita strutting their stuff at the disco and soon followed by Mo and Phil, John and I sitting it out (due to the effects of Wobbly Bob beer and Old Rosie cider respectively!!)

Sunday we were joined by Peggy and Alan with Alan East Jones arriving with a fuel problem in his Frog. Six of us enjoyed a Sunday lunch at the Local Hostelry, followed by the afternoon display from the Rockin Horse Productions (horse riding skills and comedy). Finally a spectacular Aerial display from The Aerostars Yak Display Team with tea and cake from Ann's catering!

Andy Bourne



East Anglian Report

Another busy month in excellent East Anglia, although not on the scale of super Silverstone (by the way a big thank you to all those who emailed me to say what a great time they had, it's really appreciated, it's brilliant to get feedback especially the positive kind).

The first brilliant event was the "minimally diseased pig treasure hunt" (no that's not an anagram), we arrived at Caxton gibbet on the dot of 14:30 (our designated starting time) having been held up at road works for 20 minutes, to see a brilliant line of topless Spridgets gleaming in the sun however Hubie and Sally were running late having fallen foul of the same contra flow. Dave, Graham, Maggie and Mary passed the time by indulging in a little pre event wife swapping, while our evil tormentors were patiently preparing piggishly perplexing paperwork packs.

When Hubie and Sally arrived we completed the disclaimer ritual to appease the mighty gods of indemnity and set off at decent intervals having been told to be at the finishing pub by 18:00. The usual marvellous treasure hunt mayhem ensued with people meeting up in the strangest places and trying

to mislead the opposition, all great fun. Now there was a rumour that mighty Mick Hall (he of the rubber bumpers) had set out with the same piggy papers some days earlier and still hadn't returned, and as it happened Pat and I were making very slow progress. You could say some of the clues were a bit of a pig, so at 17:40 we opted to obey the instructions and head for the finishing pub. Amazingly we were first home, we sat for an hour or more in the evening sunshine waiting for the next car and then for the others to trickle in. Needless to say that we hadn't had the time to amass the quantity of points that some of our latecomers had accrued although we had covered the least miles in the shortest time, however despite my suggestion that a point should be deducted for every minute after 18:00, I was overruled.

We all pigged out in the pub (I don't think anyone had the pork though) before the ritual humiliation (sorry I mean results and prize giving) sadly team MENSA didn't win (although we received an appropriate bottle of Brains) our winners were Hubie and Sally with Mark and (you must be) Jo King just one point behind. A huge vote of thanks is due to our tormentors Chris and Mary for organising the event and providing us with agricultural knowledge and a fun day out (not to mention putting us off pork for life) and to Maggie for providing the most creative answers. Next was the fascinating (one time secret) nuclear bunker down in Essex however since I don't have the time and space to do it justice, more about that next time.

See you all at the Ferry Boat and beyond.

Dave Dixon





Notts/Derby Report

*Midget meets
Viva meets TR*

September 11th we attended the Bicker Steam Threshing & Classic Car event at the small village of Bicker just off the A52 near Boston. Started off from Nottingham at 8.30, the weather was being kind to us (Ian Cooke & myself) tops down all the way there & back. We waited at the classic car showroom just east of Grantham where we had time to view their cars for sale before we were joined by a friend of mine who was driving a Singer Gazelle (dhc) (we do not hold this against him). We then travelled the last 20 miles together in convoy on a very pleasant drive. The show is a very village affair with vintage tractors, steam engines, a selection of music organs, stalls selling local produce, static steam engines driving wood cutting and threshing machines, a dog training exhibition and of course a fine selection of classic cars. We had a very relaxing day, lots of sunshine and good home-baked food and met a lot of friendly people. All classic car participants received a nice memento by way of an engraved whisky glass (somewhat more upmarket than last year's

mug!) Another good day out with the midget to chalk up in my memory.

Alan Goose (Notts/Derby member)

A couple of local classic and sportscar meetings were also attended this month again at Papplewick, with the good weather producing a fair number of cars before the season of meets here ends. Paul took one of his Isle of Wight Frogeyes down to the annual Rare Breeds event at Haynes Motor Museum, and reports a smaller turnout than last year – that's why they call it "rare"?

Next meeting at The Sitwell will be Thursday 6th Oct, from when we will be switching to the 2nd Thursday of each month – 10th Nov. etc. Christmas meal pencilled in for 8th Dec ... watch this space.

Ian Cooke (Notts/Derby area rep)
ilc@bgs.ac.uk



A bit of threshing



A nice mix of Classics

Heart of England Group Cotswold Capers Run

Sixteen cars gathered at the Aston Cantlow Village Hall for the Heart of England Group Cotswold capers run. Mostly Spridgets but also an MGF, Daimler Dart and an Austin Healey 3000. After coffee and home made biscuits from Ann Platt's pantry, the cars set off for the first of two 50 mile legs touching four counties, Warks, Oxford, Glos and Worcs, passing many typical Cotswold honey coloured villages and cottages. There had been many amendments to the route beforehand with roads being closed during the trial runs due to gas pipe lines and resurfacing works. The route was finally settled on the Saturday morning before the run and committed to print with fingers crossed!

I chose mainly single track minor roads that I had used as a navigator on night rallies in the '60s & '70s. How ever did we manage to go so fast on these roads then! The route went via Welford-on-Avon and up the legendary Larkstoke white, through Chipping Campden and Blockley to eventually the half way halt at the busy tourist haven of Bourton-on-the-Water, where we had arranged parking at the British Royal Legion club and to visit its fabulous Motoring Museum.

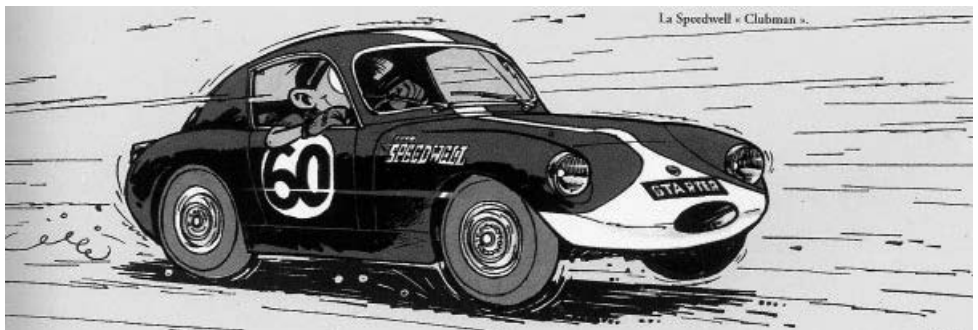
At Bourton we were joined by another four cars that could not make the start for the second leg. Also present was Philip Sellen and Alan Lo who had driven up from Bristol to meet us. We then drove via The Slaughters, Broadway and Snowhill. Unfortunately on the



descent from the Cotswold escarpment Geoff Hunter's clutch gave up the unequal struggle and he became our only retiree having to be relayed home. I am sure he must now be on their Xmas card list!

We finished the run with the exclusive use of The Swan Inn at Birlingham for an excellent cold buffet meal and choice of real ales. Most folk seemed to have enjoyed the run though several admitted to occasionally straying from the intended route. Thank you all your support.

John Platt



The first Area Report from the newly reformed Devon Area

After a last minute email to those parties who had expressed interest in attending the rebirth of the Devon branch I set off to Moretonhampstead with that feeling that not many would be there and that they would be 'a bit odd' if they turned up anyway. The venue was The Union Inn, chosen as I had used it to meet Alan and Rosemary Couch from Heart of England Area who were in the area and offered to meet and explain how they ran their branch and offer thoughts and ideas. A friendly welcome from the bar staff and lovely meal sealed the venue as a base for our future meetings.

As I walked towards the venue I recognised a familiar face, no less than Richard Boobier from Somerset who had emailed me earlier to say he was in the area and could he pop in as well, accompanied by his cousin Bob. A quick glance around the bar showed we had chosen a popular night, and with nothing to go on, any or all of the assembled people could be Spridgeteers. After Richard received a bit of verbal for asking for bitter – the barrel was empty and it needed swapping!! And being firmly told that you can only have food if you are at a table and anyway it's a long wait – we felt relieved when a table became vacant and

we retreated to lick wounds and catch up since Midget 50.

The next to join us was John Collinson who saw my MASC cap on the table and we were four. As talk of Spridgets cut the air the table next to us suddenly realised we all as one. Martin and Janet Sidebotham, Peter and Sue Knightley and Phil Dent increased the throng to be joined soon after by Mike Shaw. The next 2 hours or so were spent chatting, swapping tips or tales of daring do – John for one! – Until I called all to order to sort out where we go from here. A majority decision saw a change of venue to The Dartmoor Lodge, Ashburton. A bigger car park and possibly friendlier bar staff – also curry night on Wednesday's !! If anyone is in the area please feel free to pop in and join us – I hope to be taking Blackie for the journey to south Devon, as I did to this one, but as John was clear to point out there was only one Spridget there for the first meeting. Now whose was it again???

Until next time – happy Spridgeteering.

Dave Price

Tel: 01805 603133

email: daveprice@daveprice.plus.com



HOT NEWS

The next meeting will be at The Dartmoor Lodge, Ashburton, Devon TQ13 7JW. First Wednesday (5th of October) from 19:30.

Myself and the Sister in Law about to go for a 'quick' spin in Blackie. One hour later and the A39 to Hartland and back had been checked once more!!

Scotland Area Report



Spridgets at Dalemain

The past month has been an interesting and busy time for Scottish Spridgeteers and the members of our classic car group.

Carson has sold his Midget. Although advertised nationally in the "Market Place" section of MASCOT, it was purchased by a member of our group. David L has long been a Triumph fan and indeed is keeping his Spitfire and maintaining his membership of Club Triumph. He has however bought Carson's car and taken out MASC membership. Is this a case of "A Foot in both Camps" or the start of a change of allegiance? Watch this space!

Sunday 14th August saw a combined group of MASC/Blackwood Club at Biggar for the show, organised by the Biggar Museums Trust, which is held to commemorate the work of Albion Motors, the truck company founded by a Biggar farmer. As a consequence, the vehicles on display range from heavy lorries, through military and light commercial, cars and motorcycles to bicycles. It is one of the larger shows in Scotland and the quality of some of the exhibits was stunning.

The following weekend again saw a combined club team travel into England for the Cumbria Classic Car Show held at Dalemain House near Penrith. This was the second year we had travelled to this show and it results in us seeing a selection of cars that normally don't travel into Scotland for our shows. This year the organisers had a special display of Spridgets in recognition of the 50th birthday, in addition to a similar arrangement for the E-type.

The end of August was the time for the MASC groups annual weekend away and

on the Friday five cars (1 Midget, 3 Bs and a MX5) headed from Hamilton via Stirling, Lochearnhead, Tyndrum, Fort William and Invergarry over the Skye Bridge to Portree. On the Saturday we did a loop of the north of Skye taking in The Old Man of Storr, Kilt Rock waterfall and the Skye Museum of Rural Life. These were in addition to numerous other "Kodak Moments" taken advantage of in the good weather. The Sunday saw visits to Dunvegan, Castle and the Talisker Distillery. The return trip on Monday retraced our route back to Broadford where we branched off to take the ferry back to Mallaig from Armadale. Hence in the four days we had covered all the main roads on the island and a selection of some of the minor "one-track" roads, From Mallaig it was home via Ballachulish, Connel, Crianlarich and Loch Lomondside. Over 600 miles of motoring in good weather with no mechanical incidents.

Last Sunday was a combined club trip to the Bo'ness Hill Climb. The first British Hill Climb Championship took place here in 1947 and over the years many successful racing drivers have taken part including Jim Clark, Jackie Stewart, Stirling Moss and Peter Collins to name but a few. Unfortunately the track closed in the mid 1960's. However, a group of enthusiasts got together in 2007 to commemorate 60 years since the first meeting and from that has grown the Hill Climb Revival which is now in its fourth year. Spridgets were well represented and performed well on this technical course.

Next Sunday sees the last show of the year at Selkirk.

John Pardo

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Home Counties North West Report

So, after the first part of August, reported on last month, things were a little quieter for the second half of the month. We started off with a BBQ at Maurice and Sharon's home. The Sunday morning weather was little bit of a worry and as I pushed the car out of the garage it started to rain! Now Jen is very understanding of my desire to drive around topless most of the time (the car's not mine!), but setting off in the rain, hood down, is a no-no. So I quickly put the roof up and we were off. By the time we were half way to Maurice's I couldn't wait to get the roof down again as the rain disappeared 5 mins from home. Although the sun struggled to appear properly all day it remained dry all afternoon. 18 visitors enjoyed another excellent BBQ at the Godden's; perfectly cooked meat by Maurice in his sun hat and pinny with Sharon providing all the accompaniments to go with meal. I especially liked the 'afters'! Everyone had a great time; clearly indicated by how long we stayed and I would like to say an official thank

you to them both from all that attended. A cracking afternoon and great to see so many Spridgets in the drive!

A few other events saw a MASC presence during the remainder of the month. A few members went along to the Tewin village car show and had a lovely day in the summer sunshine with over 400 cars. We also had our traditional, cold and windy bank holiday Monday trip to the Knebworth Classic Car show, just outside Stevenage. Not as many cars as in previous years and a modern due to Dave's on-going fuel problems.

We finished the month off with our pub night on Wednesday the 31st with a good gathering at the Chequers Inn, Redbourn (last Wednesday of the month from 6.30 – all welcome!). We even had a couple of Spridgets in the car park, one of them being Dave's as he had finally resolved his fuel problems!

Mark
hcnwmasc.blogspot.com

Ed says spot the area rep mobile



Footman James Classic Motor Show



11/12/13 November 2011

The Heart of England Area Group are once again organising the MASC stand at the NEC, Birmingham in November.

This year we have been allocated an island stand 14 metres x 8 metres to celebrate the 50th anniversary of the BMC Midget Mk 1 and Sprite Mk 2. – We anticipate that we will be able to show 8 cars plus the gazebo.

Cars already confirmed for display include a Midget Mk 1, a Midget Mk 3 RWA, a Midget 1500, The Sectioned Midget, a V8 – 4WD Midget, a Lenham Coupe Sprite, a Frogeye Sprite and a Sprite Mk 2.

See the NEC advert in this copy for details of booking online. Bring your advance ticket stubs to the stand and the club will benefit £1 each commission.

During the show we will be selling our remaining stocks of clothing regalia at half price pending the introduction of a new range.

Please send me your cars and spares for sale adverts on a postcard for our “sales & wants” board which proved very popular last year.

John Platt

johnplatt1275@btinternet.com

Market Place

Adverts to Alan Lo, 23 Charnell Road, Staple Hill, Bristol, BS16 5NE
email: alan@mobuzzing.net Tel: 0117 9572617

FOR SALE: 1958 Frog Eye 948cc in Old English White. Fully renovated during last last winter with many new panels fitted including Engine, gearbox, front and back axle repaired as required. new wiring harness and new upholstery. Many photos available showing the extent or renovation along with receipts of parts fitted. House move forces sale. Please ring **Phil Ogden on 07766282559** for further information.

WANTED: I am looking for a **speedometer** for Mk1 Sprite which requires reconditioning but must have a reasonable dial with marking for the ignition light. Contact: **Geoff on 01785 613189 or geoffl1@virginmedia.com**

WANTED: Rubber Gasket/Sealer – (Holder) ... that is DOUBLE – SPLIT to fit over opening of Factory Fiber-Glass Hardtop Rear Window Glass and also fit over Glass Rear Windscreen to seal and hold it into place and seal it. I have the Hard-Top and the Glass Wind-Screen just need what it takes to install and hold together. **Doug – Alabama USA – dvarren42@att.net**

WANTED: Leaf Green Frogeye Sprite with 948 engine. Contact: **Tom Thompson, TOM@HARFORDTHOMPSON.COM 07941 153096**

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Footman James Classic Motor Show tickets also allow FREE entry into the FJ Classic Motorbike Show AND Top Gear Live (TGL exhibition area only). Club offers apply to Sat 12th/Sun 13th November 2011 only. Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one Family Ticket per member. Club single tickets save £5.00 off the Sat/Sun door price. Club Family tickets save up to £37.50 off the Sat/Sun door price compared to buying individually! Offer applies to advance bookings only. Hand in your ticket stub or voucher to your club at the show and your club gets a commission! See website for all information. All bookings are subject to a single transaction fee. Ticket price includes the official showguide to the value of £7.50. All information correct at time of publishing.

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