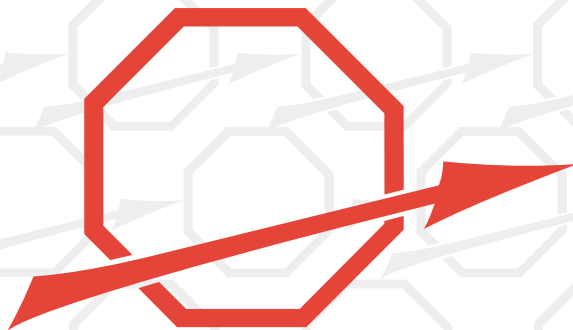


# MASCOT

THE MAGAZINE OF THE MIDGET AND SPRITE CLUB



*Surrey's Chris and Laura on the area tour, Gaydon, May 2006*

**ISSUE NO. 269**

**AUGUST 2006**

[www.mgcars.org.uk/midgetspriteclub](http://www.mgcars.org.uk/midgetspriteclub)

# THE WHO, THE WHAT & THE WHERE of THE MIDGET & SPRITE CLUB

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Also see the Club Nights section on page 3 for new areas and contacts.

Compiled by David Hill. 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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# Editorial August 2006

Excellent classic car month! Made new friends with my Triumph TR4, met old friends at the Uxbridge Classic Auto Show, attended (by the time you read this) the annual Surrey BBQ and to top it all off, attended The Le Mans Classic. So all in all, a fabulous month.

The highlight of the month, in fact any classic car year must surely be the Classic Le Mans (Chris and Laura's BBQ excepted of course ☺). In only its third year, it's held bi-annually, the Classic is already said to be outstripping even the Goodwood revival. This particular journey started two years ago when we attended the Classic in 2004 on the Sunday and agreed we would return in force to the next event. Fast forward to July 2006.

First problem was a surplus of riches. THREE invites to tours to the event and another two to meet up with people down there! Alan Anstead had put a crew together from the Surrey Area, The Triumph boys had planned a raid to which their 'new boy' was invited and of course I had already arranged and booked our own mob, Valve Bounce Tours to attend. Couldn't very well bail on the tour that I had booked. So ironically, for the first time in many years that I actually own a classic, I leave it locked in the garage in North London! Still you can't let a mate down so I set off for France in Ian's mint Elan Sprint (very nice).

Now as you know LOTUS stands for 'Lots Of Trouble Usually Serious. Well in our case we can substitute superficial for serious. A failed spade connector on the back of the dynamo caused the charge light to come on as we came down the ramp into France. Not a good start, but easily fixed as is the failed horn, cigarette lighter, rear off side light and rev counter !! We get there in good form and in company with two rather special MGs. Wow, what an event, the place is rammed with classic cars from the UK, France, Holland and Belgium plus assorted other EEC countries and of course the USofA.

The grids were fantastic and the racing a time warp. However, I could just as easily have recommend just sitting in a café in Arnage and soaking it all up. Fantastic! So on a high I decide to look up Surrey's finest and we meet for a very welcome beer and chat up by the ACO stand. Later I was to hear that Mike Gorman's Midget lost a screen (toughened not laminated, a lesson learnt !!). Question: where do you buy a windscreen for a '60's classic Midget in France on a Sunday? Answer: You don't ☺. Mike had the local DIY store cut up a Perspex sheet, fashion a screen and he drove half way across France and home to Surrey in the rain (no wipers). Worthy of Biggles himself!

Well, that's it for another month, enjoy the weather and the rest of *Mascot*. Remember this is my *penultimate* editorial and issue, BUT we have a brave volunteer (more next month), however a reserve would be nice so drop us a line. Regards to all

**Mike 'Ed' North, Editor at Large**

PS: Apologies for rolling over episode 5 of 'Sebring Sprite 410 EAO', too many full reports, will try for next month.

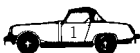


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**All articles and photographs for the magazine must be received by the first of the month preceding publication. Articles submitted for publication should be e-mailed to the editor if possible or on disc accompanied by hard copy. Members should be advised that pictures will be returned the month after inclusion in *Mascot*. Photos will only be returned if supplied with a SAE.**

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# Club Nights

1st Monday	<b>London Area</b> (Congestion Zone) – Meet at The Mulberry Bush Pub, Southwark (200 metres or so East of the London Eye) 7:30pm. Also generally meet at the Ace Café on 2nd Tuesday together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garylazarus@blueyonder.co.uk
1st Wednesday	<b>Wiltshire</b> – Meet at <b>The Forresters</b> , Leigh, near Cricklade.
1st Wednesday	<b>South Staffs &amp; Birmingham</b> – Meet at the <b>The Green Man</b> , Middleton Village, 8.30-8.45pm
1st Thursday	<b>Lincolnshire Area</b> – Meet at <b>The White Hart</b> , Lissington, nr. Wragby. 8pm. Contact Brian Sumner on 01507 328128 brians@redimps.com
1st Thursday	<b>Notts/Derby border Area</b> (note change of day) at the <b>Sitwell Arms</b> near Horsley Woodhouse from approx. 8.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 ilc@bgs.ac.uk
1st Thursday	<b>Yorkshire Area</b> – August 3rd. Venue to be decided, please contact Anita for details. Meetings from 7.30 pm onwards, food available. Call Anita on 01423 862738 or 07720 725429 email spridget.girl@ntlworld.com
2nd Wednesday	<b>Warwickshire</b> – Meet at <b>The Green Dragon</b> , The Green, Sambourne, Reddich, B96 6NU, at 8.30pm as usual.
2nd Wednesday	<b>North West Area</b> – 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	<b>Bristol Area</b> will meet at <b>The Star</b> , Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Alan Lo on 01179 572617 email: alan@mobuzzing.net
2nd Thursday	<b>Cambridgeshire</b> – Meet at <b>The Mad Cat</b> pub in Pidley Village, midway between Huntingdon & Chatteris, 8pm
3rd Monday	<b>Dorset</b> – Meet at <b>St. Peter's Finger</b> , Lytchett Minster, Poole 7.30pm
3rd Tuesday	<b>Central Scotland</b> – Meet at <b>The Garfield Hotel</b> , Stepps, East Dunbartonshire. 7:30pm in the Lounge. Check first with Carson on 0141-245-6327 day or 013606-22334 evening.
3rd Tuesday	<b>Surrey</b> – Meet at <b>The Blue Ball</b> , Walton-on-the-Hill, 7.45pm onwards. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
3rd Thursday	<b>Northern Ireland</b> – Venue to be decided. Please contact Barry Stange on 02890 401726 or mobile 07769 705497 or email barrystange@aol.com
4th Thursday	<b>Hampshire</b> – Meet at <b>The Poacher</b> , South Warnborough. Note Change of Venue. Please ring Terry or Harriet Langridge on 01252 626063 for details.
Last Thursday	<b>Somerset</b> – Meet at <b>The Lord Nelson</b> , Norton-sub-Hamdon. 8.00pm
Occasional Meetings	<b>Home Counties North West</b> for members in Herts, Bucks, Berks, N. London or anyone interested! Please contact Chris Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103
Occasional Meetings	<b>Kent Area</b> – Please contact Alan for the next meeting details. Contact Alan Anstead, Tel: 01322 384050.

# Club Website

Members Only pages for August

User name: spridget Password: heaven



# Midget & Sprite Club Members

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# Events

From David Hill & Webmaster Chris Nevard

## Events organised so far for 2006

### August

- Sunday 6th Dorset Area are attending the MGOC 1020 Picnic at Athlehampton. WWII theme. Details from Ian Swinden, Tel: 01202 623002 or email: Eswinden@aol.com
- Sunday 6th Yorkshire Area Track Day at Croft Circuit with MGs On Track. One 15-car group reserved for MASC. Details: Anita on 01423 862738 or 07720 725429 email spridget.girl@ntlworld.com
- Sunday 6th BMC Rally at Ferry Meadows near Peterborough. This is the main MASC East Anglia event for 2006. 600 classic cars, 30 autojumble stalls, guaranteed sunshine and a designated MASC area for about 30 Sprigdetts. Just turn up on the day or contact David Dixon, Tel: 01733 222810 or email: e-dave@ntlworld.com for discounted tickets and limited edition commemorative brass plaque.
- Sunday 13th Warwickshire Area's "John's Mystery Tour". Details from John Platt, Tel: 01789 488321.
- Sunday 13th Surrey Area are attending the annual Furzewood Autojumble and Frolic. Details from David Wright, Tel: 0208 642 4789 or email: dandcwright@ukonline.co.uk
- Saturday 19th Warwickshire Area's Barbeque at Jim and Rosemary's. Details from Jim and Rosemary Willis, Tel: 01572 402804.
- Tuesday 22nd Ace Café MG and Rover Revue. Details from Ace Café on 020 8961 1000 or www.ace-café-london.com
- Thursday 24th to Sunday 27th Ian from the Dorset Area is going to the 9th International MG Meeting in Berlin. Can anyone join him? Maybe passenger spaces available (the Midget will be on a trailer). Call Ian on 01202 623002 or email: Eswinden@aol.com
- Saturday 27th to Monday 29th Hampshire Pageant of Motoring at Broadlands, Romsey. Dorset Area will be there. Details from Ian Swinden, Tel: 01202 623002 or email: Eswinden@aol.com
- Saturday 27th Cambridgeshire Area are going to Little Gransden Flying Day, classic cars and aircraft. Don't miss this one! Meet at Caxton Gibbet Services at 09:30am. Contact David Dixon asap for limited free tickets and details, Tel: 01733 222810 or email: e-dave@ntlworld.com. Must be booked in advance. Home Counties North West are going to be there, please liaise with Chris Jackson, 01707 261567 or e-mail chrispat@holwell8.freeserve.co.uk
- Sunday 28th Join North West Home Counties at the Knebworth Classic Motorshow. Parking under MASC banner plus hundreds of cars and club stands, autojumble and other stalls. All for £2 per vehicle for reduced price tickets if booked 28 days in advance. Contact Mark Hall, 01296 660103 or e-mail markdhall@aol.com

### September

- Friday 1st & Saturday 2nd Goodwood Revival Meeting, Sussex. Warwickshire Area Members please liaise with Chris Yates, Tel: 01608 665066. Surrey Area members please contact David Wright, Tel: 0208 642 4789 or email: dandcwright@ukonline.co.uk
- Sunday 3rd Coventry Festival Run. Warwickshire Area are attending. Details from John Platt, Tel: 01789 488321.



Sunday 17th Annual Vintage and Classic day at Turweston Airfield, Northants. An informal gathering of people fascinated by things mechanical! Details. If enough interest we could have our own stand. [www.vintageaircraftclub.org.uk](http://www.vintageaircraftclub.org.uk) Home Counties North West will be there, there will be a road run up to Turweston. Contact Mark Hall, 01296 660103 or e-mail [markdhall@aol.com](mailto:markdhall@aol.com)

### October

Friday 27th Classic Motor Show at the NEC. Warwickshire Area will be there. Details to Sunday 29th from John Platt, Tel: 01789 488321.

### December

Wednesday 13th Warwickshire Area's Christmas Dinner at The Green Dragon. details from Chris and Sheila Yates, Tel: 01608 665066.

Tuesday 19th Surrey Area's Christmas Dinner. Details from David Wright, Tel: 0208 642 4789 or email: [dandcwright@ukonline.co.uk](mailto:dandcwright@ukonline.co.uk)

Area Reps please let David Hill (email: [david@hillnet.clara.net](mailto:david@hillnet.clara.net)) have confirmed dates for new events asap.

### **Remember there are Club Night Natters throughout the year and that area events are also open to members from other areas!**

Please also note that the above lists only M&SC events or events where we have a presence or an interest. General classic events are listed in the classic press.

## Ramblings from the Chair

Well here it is, July already and I don't feel that I have had as much of an impact as I was hoping. It is coming up to election time soon and I still haven't seen the audited books from Pauline and Brendan and they don't answer any of my letters, telephone calls or emails. Can you tell I'm unhappy about this? I still get letters and emails asking why some people's memberships haven't been processed too, a friend who had to send payments twice then found that his "lost" cheque had been banked by the club is still waiting for his second cheque to be returned.

Still, at least I am happy and pleased to welcome twelve new members who joined via the secure web site! Hi to Christian, Alan, Elizabeth and Tim. James too and Graeme, Kristian, Ken, Michael and Robert not forgetting Gavin and Andrew.

I am sorry that any of you that joined the old fashioned way haven't had a mention but I don't get automatic updated lists of paper based new members, so cannot give you a personal welcome. However you are all very welcome and I hope that you will seek out the local area groups that operate near your

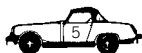
homes and get into the lively scene. Most of our area groups have very busy summer trips and visits to enjoy. If you would like, I will send a message to any group you would like to visit so they will be expecting you and can roll out the red carpet. Just email me or write a letter, my address is in the magazine.

As I get notification by email of new memberships off our website I am able to update our records and enter email addresses which wasn't done before. I wish to be able to advise of renewal dates and changes to events at the last minute via the web. Great to use the tools available to the modern world and far cheaper than stamps and stationery, too. I would like to advise all who need to renew that can, to use the website for this.

Still enough of the trivial stuff, let's concentrate on the good stuff. We are having a great summer at last and God designed us to be able to enjoy Spridgeting, so get out there and make the most of it.

And don't forget to tell the editor, whoever it shall be, what you did, where and with how many others of us. Make me jealous, please!

**Bill**



# Your Club Needs You

## Entire Committee Lost in Freak Traffic Jam

Well, not quite, but it could happen. It's that time of the year again when we invite you to consider taking up a committee position. The entire team get their pension figures in September and we have yet to see how many will sign on the dotted line. If you think you have what it takes to have your name on the contacts page of *Mascot*, now is the time to come forward and make your interest known.

We have lots of interesting jobs on offer, they all pay the same (nothing) and you get to attend committee meetings and meet all the other names on the contacts page. (I'm really not making this sound very attractive am I?) OK, lets be truthful, there is a commitment, all the present committee should have been committed but someone lost the reports, it does take up a bit of time, but it's nothing too onerous and can be very satisfying when a plan comes together. (I live in hope of).

Take a look at the contacts page for the list of positions (Not the Karma Sutra – *Mascot*!) To see what is on offer. Constitutionally, all committee members stand down but can

re-offer themselves for re-election but this does not preclude anyone from putting their name forward for any of the designated jobs or as a general committee member.

Nomination forms are ready and waiting but must be returned before the end of August in time for us to meet the necessary deadlines. Please feel free to contact any of the present committee to find out what is involved in being a committee member of the club.

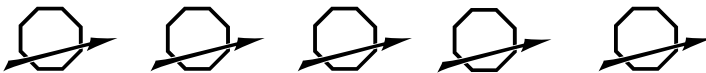
Please give this some serious thought, most of the present committee are very old and can only move very slowly. We need some young, enthusiastic whippersnappers, preferably with First Aid and CPR training to ensure the club survives.

For further info, please contact any committee member and for a nomination form, please contact Terry Horler.

YOUR CLUB NEEDS



YOU



## Mutual Assistance Directory

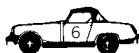
All those who wished for hot sunny weather, stand up please! Well, you certainly have got it! As I write this, it is about 32 deg in **West Wales!!!** This is most unusual and although I like warm sunny weather, this is a bit too much. The Midget seems to like it and hasn't been complaining. Bit too warm to take the dog with us though. Pity as she loves the Midget with the top down.

Hope that you are having a super summer with your Spridget and that the balmy days will go on until November!

Don't forget, if you don't carry your copy of the Mutual Assistance Directory and you would like a copy you can download it from the members only section of our website.

However, if you do not have access to the web or don't know someone who does, I will print off a copy and send it to you. Please remember that it is constantly updated so to be up to date, download it at least every month.

**David Hill**



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# Classic Car Action Day Report

16 Mascars gathered at Castle Combe circuit on Saturday the 17th of June for this year's Classic Car Action Day. This was the best turn out from the club for many a year. In truth, one of our Spridgley things turned out to be a Cobra replica as John Ruderman's Midget Mk11 decided it wanted a rest and the Cobra just happened to be "handy" at the time. The rest of the team behaved themselves and all turned up in a variety of Spridgley examples from Frogeyes to 1500s.

As usual, Don Francis was first on the scene with Zetec engined Frogeye and keen to try out some new suspension changes and a lower ratio diff: However, the Frog kept Don baffled most of the day with odd noises emanating from some rotating bit or other. This was finally traced, late in the day, to one of the Frog's oversized Vauxhall discs rubbing on a track rod end. Colin Gale in his IOW Frogeye did well to keep Don in his sights out on the circuit, Colin is unsure if his 1275cc is modified but it certainly did very well behind Don's Zetec Frog. Also into the transplant game was Barrie Smithson with a K-series in his Midget. Chris Yates accompanied Barrie but is looking forward to bringing his supercharged Frogeye next year. We also had good representation from the branch that isn't the Congestion Zone branch. Sorry guys, I think this is an easier title than to list the areas you really cover. Steve, Tracey, Chris, Patricia, Mark, Jen, Ian and Louise were making a week end of it by attending Castle Combe on the Saturday and doing another "White Horse run" on the way home on Sunday. The usual Bristol Area Mascers were also enjoying the day whilst Andy Cross turned up late in the day in a decidedly non Spridgley thing. In all, 12 Track passes were requested by members this year, and, I am very pleased to report – no mishaps.

We all had a chance to drive the circuit again this year, those not wishing to overstretch their right foot on the lapping sessions, had the chance to join the "Classic Touring" ensemble. This proved a very leisurely 2 laps with rather a lot of stopping and starting. Good stuff if you have never seen your way

around the circuit before but just a little like the drive home from work for me.

Certainly, the organisers have done a good job this year in reducing the waiting time for cars going out onto the circuit for the lapping sessions. They have also better matched groups and clubs out on the circuit for each session. Hence, the Mascers were kept together for the two sessions that were allotted us. I also think that they have been successful in reducing the number of vehicles that are not really what one may think of as Classic and Sportscars. A sore point which has caused comment in the past. Indeed, I have had to chase off some modern nondescript autos from our allotted space in previous years.

I am sure that all who came thoroughly enjoyed themselves, whether enjoying the lapping sessions or just watching the action or variety of Classic and Sportscars in the paddock, there was no shortage of things to look at. For my part, it was great to have 16 cars (plus Andy) on the Masc stand. Really looking forward to next year, no doubt you are too?

**Terry Horler**

*Ed says: Thanks Terry, sounds like a great day out ☺*

## What's in my Garage?



*Ed says: a different approach to stacking vertically! Derrick Rowe's solution to a two car garage.*



# Yorkshire Report



## Harewood Show

Sunday 18th June looked like it was going to be a lovely warm day. Martin and Gail were already on the pitch in their A40 Doris when Mark and I arrived in the Atlantis and the Sprite. Got the banner up and attached some photos from last year's Daffodil Run and this year's Roses Run to a display board to encourage folk to come and pick up a copy of *Mascot*. Richard and Sharon and David and Mandy arrived next. Richard's MKIV Sprite had only had its restoration completed that week just in time for an MOT. He has done an excellent job. David was in his son's 1500 Midget. Jeff and Amanda came along in their RWA 1973 Midget. They bought the car earlier this year and are just beginning to use it a little more now that the weather has improved. It was great to see Nigel and Diane from Cambridge in their Frogeye, up visiting friends in the area.

We welcomed Gary and Lucy who brought their newly acquired Frogeye. They had been

looking for one ever since last year's show and found it through Auto Trader. Ann and Pete came in the MKI Midget and this time we had a chance to have a good look at the great job they have done of the restoration. It was Holly's first outing with the club since her respray and it was good to welcome Tim and Sarah back to the Yorkshire Area after a few months away. Roger and Caroline and Claire and Ian soon had the picnic and wine out. Ken and Pat and Tony and Clare travelled down together from the Leyburn area. Tony only got his car back from the garage the night before. He hadn't time to swap the hard top for the soft one. Seeing as the weather turned rainy it didn't really matter. I had hoped Ken might bring his Lenham Sprite but he and Pat opted for the Midget, as there is more boot space for the picnic chairs etc.

Nick and Josie came along too and it was a lovely surprise to find that Arthur's wife Pat had come along with him. Pat said it's because the Frogeye is a lot more comfortable



now it has new shockers and new seats. We were joined by Paul with his Isle of Wight Supersprite Frogeye. This is one of only 11 produced with a K series engine, and he has another one at home. Also joining us was another Midget from a Leeds based MG Club. They couldn't find their club stand so asked if they could park with us. We swapped club details and maybe we'll meet up again in the future.

All in all an excellent day despite the weather causing lots of folk to leave earlier than usual. Great to meet new people and to make new contacts.

Next Meetings (7.30pm onwards – food available)  
Thursday 3rd August – TBA –  
Barnsley/Sheffield area  
Thursday 7th September – TBA – any ideas?

## Events

Sunday 6th August – Track Day at Croft Circuit near Darlington  
Saturday 12th August – BBQ at Stockton on the Forest, York  
Please contact Anita for details on 01423 862738 mobile 07720 725429 or email [spridget.girl@ntlworld.com](mailto:spridget.girl@ntlworld.com)

## Yorkshire Natter

Gail and I arrived at the Needless Inn at 7.30 pm and parked Doris next to Matt and Lizzie's Mini (Matt has been doing a lot of work on his Midget recently) – they were already in the restaurant eating. Shortly after our arrival, we heard the familiar sound of Shawn's Midget arriving and went out to greet him. It will probably be his last Yorkshire natter so I took a pic of him with his car, which is soon to be packed in amongst the family goods and chattels for shipment to Oz. On looking around the car park, we saw that Arthur had also arrived and was sitting with Matt and Lizzie so we had the makings of a meeting!! It was a beautiful, warm evening so we all sat outside, looking across the fields.

Soon after, Mick arrived, closely followed by Nick Morley, who brought photos of his Frogeye which he rescued from a forest and is now trying to get her an identity – Mick

suggested he should get a heritage certificate and write to DVLA for assistance. We were soon joined by Tim L and George Firth (who brought his 1969 MkIII Midget which he has owned since 1970). Nigel and Sue turned up in their A40 so we had a look at that and Nigel and I discussed suitable mods for



rallying. We lost Shawn and Matt for a while as Shawn, (typical fireman) spotted billowing smoke coming from the direction of the M62 so they went for a nose and reported back that the motorway was blocked and there were blue flashing lights as far as the eye could see.

## Anita

Tim made Mick green with envy when he told him about the K Series motorsport engine he got for a song on eBay – anyway, having prevented a strangulation (or worse) we got on to Spridgety things and Arthur told us all about his run out in the Yorks and Lancs Pennines on the previous Sunday. Apparently, the beautiful weather he had been enjoying changed when he was in the Todmorden area. Torrential rain ensued and Arthur spent over an hour parked under a railway bridge for shelter, whilst the rocks and gravel were being washed out of the adjacent fields! Eventually, he "escaped" and made for the high ground, getting home safely. Good job because the area was flooded to a depth of 5 feet by the end of the day.

Gail and I were excited to share the news that our Frogeye bodyshell will be ready for me to collect on Monday 17th July so I hope to be able to report some real progress at the next few natters.

**Martin Ellis**





# Home Counties North West Report

What a sunny month June was! All of us in the HCNW area were doubly pleased as we set off for our first area weekend away on the 17th. Tracy and Steve had done all the planning; a cross country trip to meet up with Terry and friends at Castle Combe for the Classic Car Action Day, an overnight stop and on Sunday a scenic drive through the Cotswolds spotting White Horses. All the rest of us had to do was turn up.

And turn up we did. Jen and I in the Frogeye, Chris and Pat in their Sprite and Ian (on his own due to other family commitments) in his 1500 joined Tracy and Steve in their Midget. As a very widely dispersed group a meeting point is always hard to pick but, like a bad gangster movie, we agreed to meet up on a quiet industrial estate just off the M40.

The trip to Castle Combe was a winding journey through pretty villages and a very busy Abingdon, where we managed to take a wrong turn in the road works and get split up. We did eventually arrive at Castle Combe, with just one or two unplanned scenic detours, and met up with the other MASC members. It was good to meet the other members. I am sorry that I didn't get to speak to many of you; I put it down to nerves due to the track time that was to come.

Ian, Steve and I were booked in for the last track session of the day. At the set time we squeezed into our helmets and went off to

the noise check. All of us managed to hold our revs at 4500rpm long enough to pass the test (well Ian passed!). The time went so quickly. All the talk of braking points and clipping apexes went out of the window. Being the three slowest cars on track it took all our concentration to keep an eye on the other cars. At the end of the session three grown men jumped out of their cars feeling like Alonso and grinning from ear to ear! I think this could become a regular trip.

Our overnight stop was at a very comfortable B&B, Manor Farm in Corston. An enjoyable pub meal in the village pub and more than a couple of drinks for some of us! With clear heads after a proper farmhouse breakfast, including fresh un-pasteurised milk, and a



little bit of spanner work, we set off on our very well planned trip in search of horses.

Tracy and Steve's route took in five White Horses and we managed to see them all; Cherhill, Alton Barnes, Pewsey, Marlborough and Uffington. Tracy produced well prepared route notes with a brief history on all the horses so we knew what we were looking at. The route even allowed for a good pub lunch at the Horseshoe Inn, Mildenhall, where the Landlord opened the top "field" for us to park in. It proved a test of our ground clearance and we all managed to get in and out, just! It was a great route with a good mix of narrow lanes, testing hills and quicker roads. We only had one tricky situation when we met a large lorry pulling a trailer in a narrow lane. He must have been a Spridget fan, because he

reversed down the hill to let us past. Unheard of! We finished off the afternoon with a final stop at a farm tea shop in Uffington, where routes home were planned. We left in convoy and made our weary way back to the Home Counties. Looks like Tracy and Steve have set themselves a high standard for next year! Someone mentioned Ireland.

Next big event is Silverstone, which Chris has been trying to co-ordinate. It should be a good weekend with plenty of cars booked in for the MASC area. On 27th August we have, with the Cambs, a trip to Turweston Air Show, contact Chris for details, and on the 28th August we will be going to the Knebworth Classic Car show, contact me for details.

**Mark**

## SS&NB in the warm evening air and "Down that London"

**O**n a fashionably warm summer evening this one was a turn up for the books. As members turned up we stayed in the car park and never even found ourselves a mass table, as we normally do. All evening we milled around, chatting and looking at the finer points of each other's Spridgets. We were joined at odd intervals by other pub users and had a fine set of natters (what a funny definition that is!) with each other.

On my arrival we were joined by my predecessor Jonathan Whitehouse-Bird, who declined my gracious offer to let him take over the branch write-up. Oh well, 'twas nice to see him again. Gavin and Dawn brought their old dog a'visiting too.

Steve's yellow Sprite has a badge in its windscreen with "Sprite and Midget Group" proudly emblazoned on it, Jonathan was able to let us know the history behind this precursor to the club we are so proud of now, fascinating stuff. Even more so because even though I've seen it lots of times I didn't really "SEE" it.

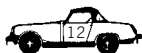
The following week Geoff, John Collins and I had arranged to run down to the Tuesday Night Classics at the Ace Café event.

Unfortunately John had no choice but to cry off so Geoff and I went on our own. Geoff had a customer to meet first so we set off at different times. I didn't leave until 15.30 but it took 30 minutes to get away from Birmingham so it was 1600 onto the motorway.

A gentle run down the M42/M40 had me arriving at the Ace at ten to six to find Geoff and Nick from London waiting for me with Stuart Robson. They had saved me a prime parking place just in front of the doors to the Caff. Loads of fine classics were boosted by the attendance of Frogeyes and Spridgets from various parts of The Midget and Sprite Club. Five lovely cars from Cambridgeshire amongst others, led by their intrepid leader Dave Dixon as well as a fine assortment of cars from London and including Essex Area's Lee Reed's Ford powered Midget.

Not from the club as far as I am aware we were happy to chat with Ken from Gloucestershire in his Healey Frogeye. This amazed me because of its registration number, 943 HAC, just 400 higher than my first Hillman Imp at 543 HAC.

Geoff and I had a famous fry up for "dinner" and after an extremely happy visit with loads



of new friends we set off back up the M40 for home having seen Spridgets become the majority cars in the car park.

A great ride home with a huge full moon a'rising in my rear view mirror and staying there during the whole drive home as the motorway curved round to the north. Home just before one o'clock and many happy

memories, it seems that Warwickshire are going there next month, I hope they have as good a visit. A great atmosphere, probably a good job I don't live near there...

**Bill Mohan**

## Bristol Area Report

After the storm that cancelled our May evening road run to Norton, it was fingers crossed that we may fair better for the June club night run. This was especially disappointing to Colin Gale who had come all the way from Shepton Mallet in his IOW Frogeye for the May run. The weather was fine when he left home but suddenly turned nasty on route to the Star at Pucklechurch. Taking shelter in a filling station to erect the hood, Colin now discovered that he did not have the sidescreens in the car! Undaunted, Colin returned for the June run, which happily, turned out fine. Joining us for the first time were Phil and Julie Boynes in their de-rubber-bumperized 1500 Midget. Its alloy wheels allowing a peek at rear wheel disc brakes, lots of other interesting mods that normally only the cat's eyes get a look at too! Kenn Payne also joined us for the first time in his HAN10 Sprite whilst TH in the multi shades of red Frogeye and Alan Lo in the "Oldest Midget in the village" made up the rest of the runners. Alan was displaying the latest item of expenditure on his Midget, a shiny exhaust tail pipe trim. As good as it may look; its inward turned lip did nothing for performance. As Mk1 Midgets only have a 46.5bhp (that's 46.5 Brown Hamster Power) to start with, any loss is serious. Not only this, it rattled – but not for long. We had gone but 8 miles when the rattling stopped, and all 46 hamsters were turning the wheel again. The shiny bit had fallen off, never to be seen again. Reporting this at our destination, the Vine Tree at Norton, we should all have felt very sorry for Alan and expressed our condolences. But no – we all fell about laughing. Sorry Alan, Masc. Bristol is not noted for its sense of compassion, just its warped sense of humour. Actually, Alan has

now become hardened to this. Full of pride in driving his Midget to work, much to the admiration of all at AIRBUS and everyone who sees it en route, the Midget got rather big-headed (or is that hot-headed) and blew its gasket. Being towed out of work in front of the entire workforce, then through the busy streets of Bristol, and finally in front of all the neighbours, Alan is now impervious to the pointy fingers, jibes and ridicule that owning the oldest Midget in the Village undoubtedly imposes. (It was alright to relate that wasn't it Alan?)

We met up with Ian Rider at the Vine Tree, Ian's Midget also having a bad day as it rendered itself a non runner. Fortunately for Ian, the wicked Bristol sense of humour is not extended outside the group. (But we are working on it!)

Weather, malfunctions and healthy hampsters willing, we shall have another run from the Star at Pucklechurch on our August club night. As always, please contact Alan or myself if you are thinking of coming along. We start off soon after 8.00pm and we wouldn't like to leave anyone behind.

Other than that, we enjoyed a very good day at the Classic Car Action day at Castle Combe. All the above were present plus a new exhaust pipe trim with an outward turned lip on a certain Clipper blue Midget. If this one gets caught in the breeze, it will probably take the entire exhaust system, manifold and cylinder head with it too.

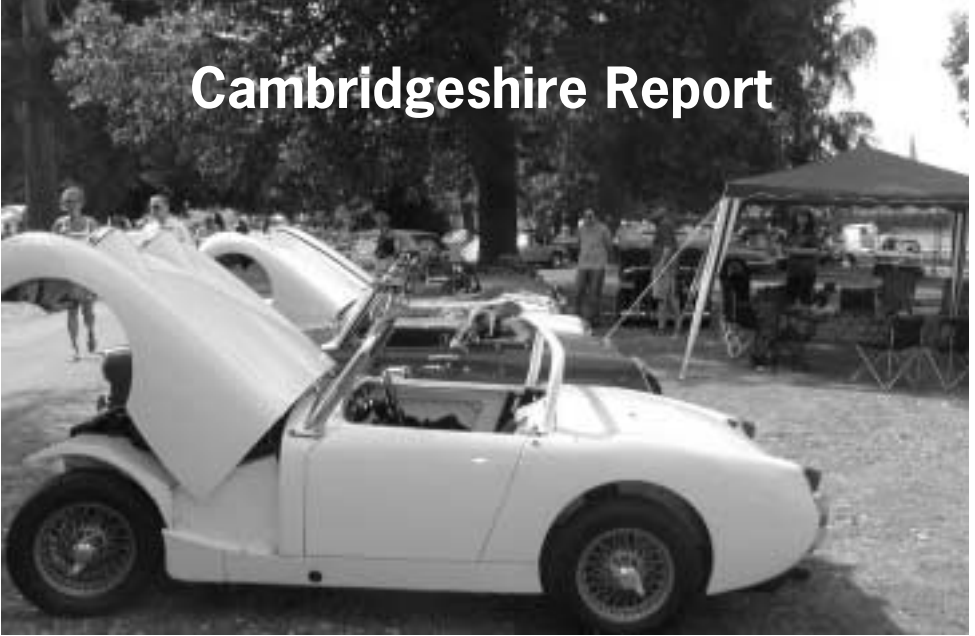
Whatever, you are assured that I will only report the facts.

**Terry Horler**

*(Area scribe 'cause no one else wants to do it despite my attempts to get the boot)*



# Cambridgeshire Report



We had a great couple of weeks in France and put another 1500 marvellous topless miles on the Sprite, we stayed in the wonderfully named village of Plogoff which in the Breton language is called Plougou (I kid you not). We spent our time driving the Sprite along brilliant empty roads, through lovely countryside to stunning empty beaches to lay in the sun or swim in the crystal clear Atlantic before consuming fabulous meals and wine in the many great restaurants (sorry running out of superlatives), and further exploring more of this wonderful part of France. All this between trips to Frogeye cottage to check on progress, choose tiles and exterior finishes, plan the electrical layout and other such details. The walls are up, the upstairs floor is in, the roof is on and

the windows and doors are in, it almost looks complete from the outside. The building already looks attractive and has a pleasant ambiance to it, we are delighted and excited with the progress and the fact that the realisation of our plans seems to be turning out better than we dared to imagine. The Great Hall, my name for the upstairs living room (we designed the house upside down with the main room upstairs to take advantage of the sea views) had two strategically placed windows pointing at the sea, but now it's built we have discovered sea views from five of the nine upstairs windows with panoramic views of the surrounding countryside from the others. I feel a Cambs trip to France may well be on the cards for next year.



Getting back to the report proper (I could bang on about our little house forever at the moment) we set off for the Ace Café on a wonderful sunny summer's Tuesday evening led by Hubie and Sally, picking up the rest of the Cambs crew at Nebworth before a brilliant if not a little cheeky manoeuvre to graft our five Sprite convoy into the nose to tail traffic queue on the A1. After a short delay we had a brilliant run to the Ace. I think there were about ten MASC cars present including our own, and it was great to see Geoff, Bill and the London gang for a beer and a chat at such a great venue, surrounded by a hundred or





more great classic cars. The sight, smell and sound of this place is just brilliant on a hot summers evening with all sorts of machinery around to look at, brilliant!

Next up and hot on the heels of the Ace was the Thursday Mad Cat night, I didn't expect too great a turn out (in fact some people asked if the Ace was in place of the Mad Cat night) since we had so much going on in July but was actually very pleasantly surprised (thanks for your support guys). Nigel, who turned up on his bike (which was almost as loud as Graham's frog) on the way home from work definitely deserves a special mention, as do the crew of our one and only green frog (definitely the most appropriate colour for a frog). It turned out to be a night of general chat about Sunday's event and the effectiveness of dishwashers for cleaning wire wheels (are wire wheels dishwasher safe) and the usual sort of thing. Appropriately the Mad Cat was serving Mad Dog bitter, not a bad drop of beer either on such a pleasant evening.



Next up was the Kimbolton charity classic (I can't believe it, that makes three Camb's events in six days, no wonder there's a heat wave) this is a great event with all kinds of things going on, from a fun fair to classic cars (about seven hundred and fifty of them hidden among the trees) not to mention the Owls and Shire horses and all manner of stalls (they even had a pig and very tasty it was too). We arrived quite early after a great run in the sunshine, to be greeted by Dave who helped with site planning and the erection of the hospitality suite (gazebo). We were soon joined by the rest of the local crew (including our green frog) nine cars in all including the 1098 four seater (great to see you again). We finished up with a great collection of frogs and Spridgets pretty much covering the range from early frog to 1500 Midget (could have done with a MK I Midget, where were you HTJ when we needed you). Come to think of it I'm not sure HTJ would have survived the 30 degree temperatures in his plastic oven. We even had Rob's lovely Austin Sprite (one of the few, but no match for Diane in her Ferrari) in our ranks, (it's alright I won't mention the inappropriate rear springs Rob). Rob even managed to win a an Austin Sprite boot badge on eBay (after four years of trying) while sitting in our gazebo, I am amazed anyone still has one. We had quite a bit of interest in the club from several potential new members, including a semi-professional Sprite fan with a collection of 14 assorted Sprites including some very famous and unique examples one of which is a genuine Sebring once driven by Stirling Moss now fully restored and about to be put back in to full race trim ready for Stirling to drive it again at the Goodwood revival. Watch the mainstream motoring press for details, but you heard it first in *Mascot*.

Other great machinery at Kimbolton was a collection of Jaguars including a couple of XK 150s a MKVII in very nice order (you don't often see those), a great collection of Morgans, More Triumph Stags than I had ever seen in one place before, three of those wonderful bulbous Triumph roadsters with the boot seats and huge chrome headlights in fabulous condition and loads of Lotuses.

See you all at the Mad Cat.

**Dave Dixon**



## Dutch Report

Well boys and girls, you've had to wait a whole month for the answer on the question I asked in last month's Dutch report. Can Arie fix his Midget quickly enough so he can go to the German Spridgettreffen?. The answer: No! My Midget couldn't be repaired in time, boohoo... So there was no German run for Arie and his Midget this year, but I will be back eh-h-h I mean I will be there in 2007! Therefore I treated myself to a quick visit to MG Silverstone in that weekend. There I met Anthony Cutler (he runs the K Spridget register) who has and still is very helpful to anybody wanting to know more about K-conv. Of course I couldn't resist buying some stuff from some of the traders. Not that I needed anything but it's always nice to buy something relating to your car, you all know what I mean don't ya? After a 9 hours trip back and despite I was in my van and not midget I could still say it was a brilliant visit to the UK.

As I'm writing this it's only 3 days before I'm back in the UK with my Midget for a 1 week holiday. Going to do Wales again so everybody out there: Watch out for low flying



Dutch MGs! This brings us to a very delicate situation, the very good relations between the Scottish and Dutch Spridgeteers. After last month's Scottish report and their comments on Dutch driving I sensed a disturbance in the force. Evil must have taken over the Scottish reporter when he wrote that the Dutch are the best lovers but slow drivers. He is right about us being the best lovers but certainly not about all the Dutch being slow drivers. I think this calls for a visit to Scotland in 2007 or 2008 (during the big Masc Spridget run?) and kick some dress-wearing sissy boy's-ass. Or we just drink a couple beers and have some bitter balls and forget everything that was written hey Bob?

Back to my holiday again, the last weekend I will be at Silverstone Classic and hope to meet a lot of you there. And on the 26/27 of August is the biggest Spridget Run/meeting in Holland in Overdinkel at the Dutch/German border. If anybody wants to know more about this event or any other Dutch Spridget activities mail me at [ariedebest@planet.nl](mailto:ariedebest@planet.nl) or call me mobile at 0031(0)622467633. Anybody from Holland who wants to have an informal get together, let me know. Cheers.

**Arie**

## North West Area Report

On 2 July we had our Lancashire run, rescheduled from June. Four of us took part, myself, Andrew, Neil and Peter and Dorothy. Peter came in his new Frogeye, 1430 cc plus Weber etc – very fast!

We met at Tracy's garage just off M6 junction 28. The plan was to meet here so we could fill up with fuel before the drive. Unknown to me however was that it closed a few days before for building work. This necessitated a slight detour to find an alternative garage.

Andrew got stuck in a traffic jam on the M6 so arrived later than planned only to find his starter cable had become detached from the solenoid. We tried to fix it but to no avail, this meant that every time we stopped he needed a push start.

So, we finally set off with the sun shining. The route took us through Hoghton, Salmsbury, towards Ribchester and into Waddington. From here we headed to Slaidburn where we stopped for lunch. From there it was on to



Newton, Dunsop Bridge then through the Trough of Bowland, returning through Longridge and Ribchester. We finally stopped at Salmesbury for a farewell drink. At this point the clouds had started to gather and thunder was rumbling in the distance so we said our farewells and set off for home. Andrew and I got caught up in some torrential rain and got soaked; somehow Neil managed to miss it. Don't know about Peter and Dorothy, they might have been lucky as they went in a different direction. On the whole it was a very enjoyable day out.

Club night we were back at the Kilten having changed venue for the two previous months. We had four cars including the first sighting of young Les's midget. Weather was good enough to sit outside which is always nice.

For August club night we are having a short run, starting from the Kilten. The plan is to meet up at about 7:30 pm ready to set off at 8:00 pm. Haven't a clue where we are going yet, but Andrew has volunteered to sort out a route. I forgot to mention last month but we

have a TV celebrity amongst us. Andrew and his car will feature in an episode of Hollyoaks, scheduled for August I think. He and Rachael spent a day at Knowsley Hall where filming took place. This however is not just any old episode, oh no, this is a late night showing which apparently is quite raunchy! Have you ever seen Hollyoaks? This is on early evening and is a favourite of school children. How times have changed. I remember when I was a lad rushing home to watch the Lone Ranger or Robin Hood – no kissing or that kind of soppy stuff here thank you very much! The sexiest thing on TV then was watching Valerie Singleton on Blue Peter, it's amazing what she could do with an old bog roll and a piece of sticky backed plastic. And where did they get that glue that seemed to stick just about anything? Life seemed so much simpler then, I wonder what changed? Just getting older I guess, but thankfully not grown up!

Well that's it, another month gone by. See you on 9th August. Hi Ho Silver, Away...

**Les**

## “Three Frogs and a LeMans” Hampshire Area

Tuesday – The advance party of Harriet and Terry and the Budgens got down to a fairly clean field just south of Le Mans at sevenish. On the way the escape committee (comprising of Linda, Alf and Andre) tried to make a bid for Paris but soon realised the error of their ways and returned unharmed.

Another 'team building exercise' of Erect the Gazebo was completed twice, to the satisfaction of the management (Harriet). Beer was drunk under duress as the music kept some of us awake till dawn, then in H & T's tent the alarm set for the previous morning had to be both hunted down and killed.

Wednesday saw us doing the Great British Raindance – we bought a barbeque – and it rained all day and most of the night! To while away the sleepless hours Terry entertained Harriet by sitting (buck naked) on the floor of their tent, mallet poised above his head, waiting to give Arthur the Cricket a playful tap.

Arthur however, did not want to play that game and continued to play hide and seek every night thereafter!

Thursday – Barry and Jenny turned up at 12 – then after the tent erecting ritual the 'Frog train' went shopping to the Super U in Arnage; air conditioned and selling bottled ice! Night practice saw us getting our tickets and finding the new earthworks (viewing bank) at Tetre Rouge. The changes meant less mountain climbing and better views.



*Directions please*





*Out for a meal*

Thursday night was party night so the hourly firework displays were much appreciated. Unfortunately when sleeping in a tent, (unless your name is Andre Budgen) there comes a point when the heat becomes unbearable and regardless of the amount of sleep you haven't had, the tent needs to be vacated. So with Terry and Harriet off on the Pitwalk, Linda, Alf, Barry and Jenny went to St Saturnin to look at some cars. More performance cars than classics, but hey it was enjoyable. Jenny approved of the cake stall, so all was not lost!

Friday night saw our star performer do a turn, cartwheels mostly, but some dancing and a beautiful pirouette to finish! (Name withheld to protect his blushes). The moral of this story – regularly check legs still in working order by fetching your own beer.

So after the sun ran us out of our tents on Saturday morning (hangover optional!) We tried to go to the supermarket to replenish the beer stocks (Jenny only wanted water!). We gave up in Arnage after a French woman nearly sacrificed herself to get us on our way round the roundabout, where it was discovered 3 into 1 doesn't go! and ended up in Allennes. On our return we had to stop and get directions. Fortunately, having stopped outside a Sorting Office we were shown the error of our ways by an English speaking Postie.

One of the luxuries of driving a Frog is that people don't grimace when you ask for help, they smile!

We decided as it was a motor race and that the start was imminent, we would have a spot of lunch, then wander up to watch the race. Plugged in to Radio Le Mans, an hour later the Audis had been crowned the victors by most. Makes for a rather boring race, even if it is the start of an era of powerful, fast, economical and quiet racing cars.

Sunday – As always there is a lot of toing and froing to watch the race, the most popular time being Sunrise – (only day of the year for me!). It was a hot race that had been won from the start but some of us made it up the track for the fight between the Aston Martins and the Corvettes. (Sorry John, but as the Panoz have gone back to their old engine it did sound better than the Corvettes.)

We legged it back to the tent (quick wash and change into clean (?) clothes) and a Frog tour of Mulsanne for a meal. Andre was stuffed in the back of the Budgie's Frog and the Police (proper kepis) opened up the road for us. We did wonder about trying for the record 'up the straight' but decided not. Eat drink and be merry, for tomorrow you get back on a ferry. And so to England, sat on this ferry writing this, it all seems so many beers ago (and probably was).



*Bliss – no washing up*

So, already thinking about whether or not to return next year – it's a bit like childbirth, after a while you forget how painful it was and can't wait to do it again! We will presently dock in Portsmouth before all going our separate ways. Oh well, Thursday night is the meeting....

**Harriet Langridge**

[www.midgetandsprite-hampshire.info](http://www.midgetandsprite-hampshire.info)



# Scottish Posse Ferry to Mull



After abandoning our foolhardy plan of leaving Glasgow at 5 am on Saturday morning to get the early ferry we opted instead for a leisurely Friday night drive and an overnight stay in Oban.

The sun already had its hat on and two Midgets, B roadster and my Spitfire (sorry!) made our way in convoy stopping only for chips in Tyndrum. After a pleasant evening and a couple of shandies in Oban we met with the remainder of the group, bar Bob and Lorraine, to get on the Bo-at (as Carson is want to call the ferry) to the Isle of Mull. Fortunately the Ferry Captain was an avid classic fan with a TR4 and a Superminx and called us all to the bridge, although when I first heard the announcement I thought it was because one of our handbrakes had failed!

We landed in Craignure and drove through some wonderful scenery and gorgeous sunshine to Fionnphort to



meet Bob and Lorraine – making 7 cars in all. We then took another Ferry to Iona- no cars without special permission- not even MGs! The Abbey and Island were worth the visit and it was a good few hours well spent. Then it was back to the cars, some £1.09 petrol from a proper old fashion garage that sold exhaust clips rather than bread!

The remainder of the day was taken up making our way to Tobermory (as featured in Balamory for those with kids or fans of daytime TV), using the spectacular west road around the sea lochs – see photograph. In Tobermory the 14 of us we had a tasty meal followed by some refreshments in a local establishment to finish the evening.

Sunday began with the second cooked breakfast in two days, with special mention to the unbeatable Shetland black pudding! It's not just cars that need good fuel! We met in the colourful main street and drove beside the shimmering sea on single track roads via the white sands of Calgary beach to Oskamull and round to Gruline for lunch. My Spitfire (not as tough as Midgets!) was the only casualty of the day as I decided to speed ahead at one point to recreate the Mull Rally and managed to break my centre exhaust pipe in half. A quick repair with some borrowed materials kept me motoring.

After lunch many of us returned to Tobermory for a wander round the shops. We then boarded the ferry, again spending our journey on the bridge. A pleasant drive home through

Loch Lomond was a fitting end to an excellent driving weekend.



**David Lipowski**



# Surrey Report

The message at the Blue Ball in Surrey at our June meeting was a lot of cars being worked on – John and Julie are pressing on to get their Frogeye on the road for the BBQ, and thanks to Colin, we think we have identified David and Linda’s cause for having a very low exhaust – possibly wrong engine mounts. Good to see Nigel for the first time, with his Frogeye. Ashley was working on his head, again in readiness for the Ardingly Show, and final arrangements were made for the two teams of cars gracing the Club Stand this year.

The Show itself, on 8th/9th July, was well supported by our Area, and is always a treat for the classic fan, with a good traditional autojumble, hundreds of motors, including microcars, military, and of course the Morris Register in force. Pleased to find that Terry was able to bring his rare Dragonfly on the Sunday, and that Ashley’s 1969 Midget was looking “in the pink”.



John and I visited the Brooklands British Sports Car Show on the 9th, and were really disappointed that it was a shadow of its former self, apart from a showing of TVRs, Triumphs and Caterhams, hardly anything else, so perhaps their marketing needs attention?

For members wondering where Reggie has got to, his one owner Mk II Sprite has had some major surgery, and is now on the road. His “other” car became terminal, so he’s now hoping to have obtained back-up transport very soon. Looking forward to seeing you again Reggie!

This month’s main event in the Surrey Calendar is the Furzewood Frolic, chez Chris and Jacqui Harding’s at Turner’s Hill, so if you’ve got autojumble to dispose of, or want to obtain that elusive sprocket at a knock-down price, come along, there’s a whole field available! I’ll be spilling out the contents of my spares boxes at 50p a time!

Keep on Spridgeting. All for now, but do keep in touch.

**David**



# Kent Section

## June Meeting at The Moat Public House, Wrotham Heath, Kent

Football, Motor Racing, The Bromley Pageant of Motoring and countless events and excuses conspired to keep attendance low for the Kent Section meeting, at lunchtime, on 25th June 2006.

We mustered six cars (and a photo album of an incomplete ongoing restoration) to include two Sebring reps, one Frogeye, one rubber bumper M.G. Midget and one Austin Healey Sprite. Making up the six and subject to the most attention, and had there



been such a prize – winner of the furthest travelled, was Lee Reed’s Ford 1700cc



engined, 5 speed, Spridget. Lee had travelled (whilst suffering the vibrations of an out of balance homemade propshaft) all the way from Clacton on Sea, Essex. We sat outside the pub, in the sunshine, eating; drinking and chatting for a couple of hours before disbanding with each going their own way home.

Kent Section meetings will now be regularly held on the FOURTH Sunday of each month (except December and January), at lunchtime, at a location to be advised.

**Alan Anstead**

*mailto:alan.anstead@btopenworld.com*  
*Tel:01322-384050 (answerphone)*

## Warwickshire Report



*Steam and petrol power*



*What about an even older MG?*

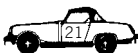
On 25th June members gathered at the Coles' residence for an early breakfast of the best bacon butties in the county. From there, we drove to the Severn Valley Railway Station of Comberton Hill, Kidderminster. It was a 1940's theme for the weekend, with the station set up as it would have looked when war was declared with the sound of Spitfires overhead. The displays and costumes were fascinating and we could have spent much longer there, but with a busy agenda we were soon on the road again with a coffee stop at the Hundred House Hotel. Passing through some beautiful countryside we arrived in Ludlow for lunch and, providing we were equipped with drip trays or carpet to prevent spillage, had special permission to park in Castle Square. After a splendid lunch at De Greys, where we were seated in the courtyard, so that we could enjoy the sunshine. Our journey continued through Bridgnorth to finish with tea and some gorgeous cakes at the Watson's abode. The weather was clear and sunny for the most part, although a short shower

delayed tea a little. As Chris and I passed through a very heavy downpour on the way home, we were very lucky that it did not arrive sooner. Many thanks to Roy and Geraldine, Sybil and Stuart for a wonderful day incorporating, good food, beautiful scenery and pleasant company and Roy's special gift to get us parked easily and freely wherever we stop.

While most of us were exploring Shropshire, Jim and Rosemarie, with Dave and Chris were in Germany and must be congratulated on



*Castle Square in Ludlow*



bringing home a First Prize from the Spridgetreffen. It was borne with pride to our last meeting and Jim's account of events can be found separately.

Our final trip this month was a journey to the Peak District and Yorkshire, with thanks to Chris and Dave Parker for their splendid organization. Unfortunately, Chris and I developed car problems, so returned directly. As this is being written, most members of the team are still on the road. We met on Friday afternoon at Rosemary and Alan's, with Phil and Mo, Mike and Benita making their own way later in the day. Once we left the busy Birmingham area traffic was light, with the exception of Ashbourne, and with clear skies and an ever improving landscape, we had a most enjoyable journey, stopping at the Yorkshire Bridge Inn where we stayed last year.

It was breakfast at 8.00 am next morning with a very full day ahead of us. We travelled between 140 to 150 miles, depending on whose odometer you read. We left the Yorkshire Bridge Inn and travelled through the winding, heavily wooded lanes of the Peak District, then across the open moorland. We had the daunting task of navigating our way through Huddersfield and Halifax, amazingly coming out the other side still together.

Next stop was the the Salts Mill near Saltaire Village, where there was a David Hockney display. There was much to see with the history of the Mill, the Village, a museum of reed organs, and an Italianate Church. With barely an hour to browse, we had to limit our visit, but it was fascinating and a place to visit again. We then drove on to the original home of Emmerdale, Esholt and lunched at the



*The Woolpack*

Woolpack. Unfortunately, an estate car leaving the pub drove into Roy's car and to the driver's astonishment, he suddenly found he was surrounded by a large group of people taking photographs to show that Roy was carefully, and correctly parked. Roy has an Isle of White Frogeye with a glass fibre body, so anyone who knows a good fibreglass repairer, please contact him. From there we drove on to Ilkley and were about to stop and have a walk to appreciate the rock formations more closely, unfortunately the rest of the world seemed to be there, so with nowhere to park, we carried on to the town for a wander and an ice cream. It was in the car park there that a sleeping policeman attacked the underside of Chris' car with some worrying sounds, possibly resulting in the damage, which Chris is currently investigating.

We continued through the Dales and back to the Peak District, driving around the Glossop reservoirs which looked alarmingly empty and back to our hotel for pre dinner, and post dinner, drinks and nibbles kindly provided by Dave and Chris. A lovely day enjoyed in unusually hot and sunny conditions. Perfection!

Sunday began with a beautiful drive along the escarpment not far from the Yorkshire Bridge



*A briefing*



*Tea in the garden*

Inn. The planned route went to Ashford in the Water for a walk around the village, a drive through Bakewell, Monyash, Crowcote to Hartingdon for cheese and leather goods, then on to the picturesque village of Tissington, then on to Ashbourne and home. Our thanks go to Dave and Chris for their careful preparation and planning, which made the weekend so successful.

Our next event will be to join Chris Jackson at Silverstone. We meet at the southbound Warwick Service Station, which we need to leave by 8.30 am. The intention is to head down the motorway to Banbury, then drive across country to Silverstone. We will avoid the motorway on the return trip and stop for dinner in Long Compton. It is also planned to drive to the Ace Café on the 8th August, meeting at the same service station at 2.30 pm, followed by a leisurely drive. John's Mystery Trip is still a mystery to us, thankfully not to him and we meet at Aston Cantlow Village hall for coffee and croissants on Sunday 13th August, when all will be revealed!

**Chris and Sheila**



*The lads and their cars*



*The co-drivers*

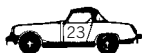
## **Spridgettreffen, Montabaur, West Germany 23–25 June 2006**

Early in the year, we read about the inaugural meeting of the Sprite & Midget Club of Germany being held in the Westerwald area of Germany. Rosemarie and I being avid travellers to Germany, decided to make the trip, along with Dr Dave and Chris Parker to represent *Mascot*. We were soon contacted by Geoff and Janet Hunter from Wolverley who were also attending. We planned our route very carefully, and decided to take 3 days to get there as it was around 500 miles door to door, which is a long way in a standard Frog! Janet and Geoff were unable to travel with us, as we were leaving 24 hours in front of them, so they went alone.

We travelled down to Dover on the 21st June and drove to Arras in France for our first night stop. This was about 250 miles. Then we journeyed from Arras to Trier in Germany, travelling through Luxembourg. The scenery on this day was spectacular. We stayed in a

fabulous Hotel with a swimming pool, which we all jumped into after a hot 8 hour, 210 mile, drive in our Sprites. The next morning bright and early, we set off, along the Mosel valley to Koblenz, and then finally to our destination near Montabaur, where we met up with the other 50 Sprites and Midgets from Germany, Holland and by this time Geoffrey and Janet and Colin and his friends from Essex, making 5 UK cars. We all registered by 6 pm and everyone met up for a drink and chat about the rally, and to get to know our hosts. We retired late!

On Saturday, everyone assembled at 10.30 for instruction and issue of the road book. The organiser, Heinz, spoke very good English, so the non-German-speaking members of the party had nothing to fear! The rally began at about 11 a.m. and consisted of a magnificent drive through the Westerwald region, with questions and tasks to do enroute. Lunch was



provided at a local beauty spot where the co pilots had to change the spark plugs in the cylinder head of a Volvo??? in ultra quick time. The day rounded off with some driving tests and questions about Sprites and Midgets for the more technical amongst us. At 7.30 pm the prize giving ceremony took place, back at the Hotel. There were many prizes given out to the various winners of parts of the rally, with the overall competition winner announced as Jim and Rosemarie Willis!!! This was a great surprise to us both, but we accepted the cup, and prize (a pair of axle stands) on behalf of our team. This was definitely the icing on the cake.

On Sunday, another fabulous drive through fantastic countryside and no one got lost as the lead car, and the end car remained in place throughout, whilst the 2nd car had to show everyone where to turn at a junction, then when the last car arrived, he/she went in front of the last car and so on. We must try that on our next rally! At 2 pm we met for lunch at a restaurant and after that we said our farewell to all the members who drifted off back to their respective homes all over the country. It was a great experience of fun,



*Jim and Rosemarie receiving first prize*

fellowship, and like-minded Spridget owners. The organisers looked after our every need and made us so welcome. The weather was terrific, and Dr Dave, Chris, Rosemarie and I spent the rest of the week touring around the area to top off what has been a superb experience.

The Sprites never missed a beat during the whole 1500 mile round trip. Next year the Spridgettreffen is in Hamburg ... we have already booked our places!!! I suggest you do too.

**Jim Willis**

## The Scottish Rambler

At the last natter, Betty Kerr requested I put forward a signed letter saying *Mascot* should remain as it is and that the area reports do not get reduced to every second month. Betty said she has no interest in technical subjects. Now that's a clear point of view.

Here's one thing I don't like and if it's rubbish and incorrect, it's still what I think! It's wrong to discuss the future of *Mascot* on the toy without it being reported in the magazine. I believe that is going on. Any such spiderman based discussion infers that the future lies elsewhere – based in toyland – based in cyberspace, based on coteried chats arrived at not in print, yet concerning the future of print. It's as though there were multiple MASC clubs in existence, all urgent with ideas that need to be daily modified, for the sculpting of the *Mascot* evolution.

Now I draw your attention to several things. First. The March editorial, para three. Is Mike

North serious? Is this to be a future format? Next. The June copy. Home Counties North West by Chris Jackson. Para four should be read in full. It has a beaut of a chilling line 'Change is often brought about by a sometimes quite small voice calling for new things to suit its tastes' Where does that come from? Unless you are in the know, Chris, you sound as nuts as me. Are you in the know? And finally, our chum Dave Dixon in the June edition, on page eleven, aligns with the March editorial warning.

But, who of us can say? New *Mascot* might be terrific. It might be so good in fact, that it will stop the decline in membership; just as the screening of *Mascot* on the toy made the Club wither. Who is able, who is strong enough to say 'That idea was wrong and it ends now'. But then, this is just a tiny niche car club, built round friendship.

I think that Betty's point of view is shared by us all up here: *Mascot* lets us relate to the wider world of the wee cars and we like that



and we like to read about ourselves and our follies – thanks Bob!

Because we are in an exclusion zone [by geography or whatever] we will always be apart: we could just as easily be in the Scottish Midgies Befrienders Club! Anyway, the purer you are in enthusiasm, the less I think you need club badges at all. 'Bageess? We don't need no stinkin Bageess'. (The Treasure Of The Sierra Madre starring Humphrey Bogart).

Occasionally, Betty Kerr mentions the possibility of a separate club; then quickly

says that she would miss the Scottish reports in *Mascot*, which brings us full circle and this has been my response to Betty's request for a statement of what's wanted which is largely a social report and definitely not a DIY magazine in spanners.

**Carson**

*Ed says: Another outstanding contribution from Carson (PS: I'm only laying out the options to the future as I clear out my locker ☺)*

# 100 years of ACO – Lara goes back

## MASC at Le Mans, 2006

**A**lthough I travelled to the circuit with some friends with their two hi-tech Audi Estates, this year was to be the year of the combined Midget and Sprite Club event.

On the camp site were Gary Lazarus in his red Frogeye, Nick Rowlatt and his friend Doug in Nick's Cherry Scoop Frogeye, Bob Tooke in his Efi 1500 Midget (as seen in Practical Performance Car magazine) and Jeremy Cogman and Sarah in their red Sprite and Toby Anscombe with Rachel in a borrowed BRG MGB since Toby's Midge is undergoing reconstruction at the moment. And of course Lara was there in her role as anchor for a well locked up generator, last year we had a genny go walkabout on our second day in the campsite. On the way south from Birmingham Lara blotted her copybook by burning out her alternator and it took a lot of phoning by Nick and Stuart to arrange for one of our AA friends to bring one to us on the M6 at Corley. Two and a half hours later we were off again, luckily with no further dramatic moments!

Also on camp was a MX5 belonging to another mate Steve, with his brother Shawn. We, as usual, camp on the Houx Annexe site in the centre of the circuit with a view uphill of the famous Dunlop Bridge across the circuit, a short walk from the Circuit Essentials such as bars, shops, pits and the new for 2006 "Village" which has been rebuilt for the Centenary celebrations of the ACO (the French Motoring Organisation which runs the race)

On race morning there was a session of old timers racing as an introductory spectacle, beautiful cars. Old Jaguars, BMWs, Aston Martins and Bentleys amongst many others. I even saw a seventies Unipower racecar. (Mini powered and rather competitive in its day if I remember correctly.)

I'm happy to say that the MG Lola won its class again and that the Aston Martins had another fine race before losing out to their rivals in the Corvettes again at the final hurdle.

As we had travelled to the circuit in small units of one or two cars we MASCCers (except Jeremy and Sarah) decided to make our way home on Sunday afternoon via a small town in Normandy recommended by Jeremy and Sarah.

We like to break up the dusty stay with a hotel break enroute as we were using different methods of cross channel passage to return home.

We stayed in Bagnolles-sur-l'Orne, which is a lovely lakeside spa town and after booking into our Hotel there were seven for dinner at the Café de Paris.

After a fine meal we were treated to an impromptu pole dancing performance, which fairly impressed visitors and townsfolk alike. The identity of our star performer shall remain a secret (until some other observer spills the beans) but suffice it to say, he was not !!



The Audi/Mazda contingent took a ride to a different Hotel in Lisieux and it seems spent hours in the pool, sybarites!

We Spridgeteers had a fantastic time and will, we hope be repeating the visit next year when maybe the all conquering Audi diesels (yes!) will have a harder task from entries being mooted from Peugeot and Porsche. We shall see, we cannot take away Audi's glory but their cars just don't sound like Race Cars! Dashing around preceded by a smooth hum, one doesn't get the sound signature to warn a photographer of an impending picture opportunity... Still Henri Pescarolo gave them something to work against and was there at the end, somewhere!

The glories of Sat-nav (Toby's) had been involved in finding our way to Bagnolles on Sunday evening and were again used to navigate the main group back to the motorway to Calais, Nick and Doug actually leaving us after breakfast for their trip via Cherbourg. This unfortunately took us back to the

motorway via Rouen, which as most Le Mans-ers know is a painful bottleneck during daylight.

Just after the city and back on the toll road we were held up again for ages as traffic had to filter slowly past a burnt out VW campervan by the roadside, whose owners were sadly picking through the ashes looking for salvage. Their misfortune may have had the effect of cancelling out the effects on the toll times of Lara's very high-speed dash for the Chunnel port though. It did make me very near to the travel-deadline time though, certainly not allowing me time for a visit to the large local supermarkets for holiday wine supplies, a potential problem which was overcome by a visit to the In-port Superstore at the terminal. Phew.

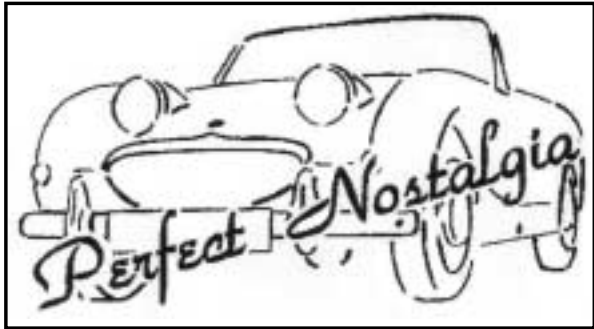
A boring ride on the tunnel train got me back in the UK at around five-ish and I arrived home tired and dishevelled just after nine in the evening.

**Bill Mohan**

## **D J Grove** **Restoration**

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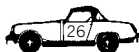


For friendly expert advice from an ex F1 engineer and Sprite and Midget specialist, with a longstanding reputation in concours, race preparation (i.e. Goodwood Revival), complete restorations, servicing, chassis rebuilding, and obscure parts traced.

**Frogeye, special body, Speedwell and Sebring Guru**

### **STOP PRESS!**

In the workshop,  
2 Frogeye chassis  
rebuilt, original  
Speedwell rebuild,  
modified race Sebring  
construction  
Car supplied for Ch4  
TV filming



# Seen at Silverstone MG Club Race Weekend

*Brave Ed went to the MG Car Club event at Silverstone in the TR4 ☺*



*One of Tim Fenner's turn Key K series Midgets*



*Le Mans Class winning MG*



*MGA twin Cam OIRO £12K  
(needs some finishing) ☺*



*Nice Sebring coupe pretending to be  
a MG for the day!!*

## The Frog – Part 2

**2953KZ**

Well it's sitting in the garage now while I wonder what to do about the ignition warning light shining brightly when I rev the engine. One of those moments when you fall out with an inanimate object as though it was a human being. To stop sulking I think, "well it's running, it's got its MOT and it's legal". Oh and George has just dropped off a battery charger so life's fine.

Of course the frog and I have had many fallings out and reading our magazine I realise this is what we all seem to do with our cars

although I am truly an accidental Spridget buff (anorak).

I'd been running round in a re-sprayed British Racing Green Minivan with yellow wheels when I thought, "I've got to have one of those Mini Coopers", they really did go like stink. My brother-in-law had a red one with a white roof, just what any newly 21 year old must have. Well that's what I thought, of course the man from the Prudential thought otherwise. He was a regular at our house and had insured my early ventures into motoring and



he was not about to increase his risk of a big claim by quoting cover for me.

In his defence he offered another way I could go up market and still get cover. Why not take a look at one of those MG Midgets he said. Now there was an idea.

A friend of mine was driving an MGTC Midget but quite frankly it was both thrilling and depressing at the same time. He had just found dry rot in the frame and taken the poor thing to peaces and with it looking like a pile of matchwood I decided I'd have to look at a better model.

Good lord there's no way I can afford one of these MG Midgets. All the ones I see advertised are over a grand. No maybe I'd have to reconcile myself to the Minivan. Not quite the babe magnet I'd planned. Then there it was in the good old Echo one Friday night ( I get all my best cars from this rag) an Austin Healey Sprite. Of course I've no earthy idea what to expect for £250.00 but it's worth a look.

Over to Birkenhead with my dad driving, now he'd had some classic stuff but that's another story. A red MK1 although I didn't really care. It had a bonnet like an E-type so I was sold. When I got it home I was chuffed, it had a turn of speed better than the old van a cockpit like a fighter plane and, whoa, that view across the bonnet.

It wasn't long before I discovered the handling was very different. If I went into a corner like I did in the Mini I would loose it and so my relationship with the car began.

When I raised the fibre-glass bonnet (one of the 'Ashley Specials' so the man who sold me the car said, what would I know?). What did I see? No XK aluminium covers, no triple SU's, it was an Austin A35! And I didn't need to read the history of the marque to know. I'd had one before the minivan and knew quite well that the mini was better than an A35. Of course the single brass topped SU was a dead giveaway and I'd been robbed.

So I'm driving a sheep in wolf's clothing. Time for serious alterations and I've got no time to waste on incidentals. How about a pair of Strombergs on an Alexander manifold suggested one pal, why not. Well for one thing the inboard dashpot started to hammer a crazed hole in the bonnet. Apart from me not

being able to balance them – ever! Have you actually tried to use one of those balance kits with the little bouncing ball in the tube. Never mind that the engine is so far out that there's nowhere to hang the thing or keep it steady. I'm starting to understand the logic of the single carb. Balance three? Give me a break!

The last straw for the Strombers came when cruising along I blipped the throttle and it jammed open. It can't half shift when you don't want it to, flying past a Moggi Minor of all things I'm rationalising how to end this small drama. Of course, turn the ignition off. I pull up in front of the Moggi. Never could work out just what the driver was trying to shout.

So I've got to up the power a better way. Thinking clearly now I do some research, well just far enough to fix on one of those stage one heads. There's another Guy over in Birkenhead that can do me one for £25.00. I so do like a bargain, well at 10% of the cars value it's bound to be a good investment, oh yeh.

It looks the part, all shiny and new and I was more than happy to bin that old A35 head (well it looked like an A35 head to me). Crikey that's better, I can spin the wheels in 1st and yes in 2nd. Handling is now becoming a little embarrassing though and those A35 wheels must be the culprits (and I know these are A35 wheels coz there's no holes in them!)

I happened upon a local motor factor who can provide wider wheels, fine but I can only afford two. I can really only afford one but even I know the Police would notice this alteration. They notice me quite a lot really. I'm still embarrassed to tell that emerging from the Mersey Tunnel on that Birkenhead side I was pulled over by the Tunnel Police. The Officer asked me if I had once owned a motorbike? Well yes I said, "a France Barnett". To that he said "well the next time we catch you coming into the tunnel on two wheels we'll fine you"! And I got a speeding ticket 300yards down the road 2 minutes later.

The car really looked good with two 5½J's on the back, well from the back anyway. From the front it looked a bit stupid.

So why, just when I'm on top of things do I lose power? And I mean lose power. I'm



drawn inexorably to that head. Why do you always think you've done it wrong? Taking the head off all seems fine but, low, what's that ring doing there just under one of the middle exhaust valves. I'm getting good at naming car parts now you may note. Yes I know you have all been there. Stepping up to the counter of your local, friendly, parts specialist. Only to be ridiculed by a snotty git in a brown overall who revels in your total lack of intimate knowledge of widget springs. So you go home and study – just to see if you can catch him out. I know you have. Well I have.

Oh that ring, yes it's a valve insert, or more accurately pop-out. Now where did I put that A35 head?

So for every bad thing that happens, I gather good things happen to balance the cosmos and my good thing was meeting Linda. Linda met the specification for any red blooded sports car type: a long tall blonde with a lot of

patience. Although long blond hair and wind buffeting the back of one's head as the sprite rolls along is not a good mix. My idea that Lin should wear a scarf was not taken too well.

Lin came into this saga just in time, she gamely financed an increasing number of defective items falling off the Sprite, a gear box, front suspension bits (I do know all the words) and a new hood for my birthday.

We actually set off and visited Consett in County Durham in the Sprite, Linda was born there and has family who actually seemed impressed with the car. They probably were truly amazed it got there from Liverpool and of course anyone brave enough to attempt to travel back across the moors in such a contraption must be a truly hardy fellow. Or a nut.

Look out for instalment number 3, coming soon.

**Mike Upton**

## Letters

### French Frog

Couldn't resist this shot of my Sprite getting rather friendly with a somewhat buxomly proportioned model of a Citroen 2CV spotted at the roadside on my 'alternative to Le Mans' motoring holiday in France. Sculpted from 3 bales of hay with a pair of colanders for headlamps the Citroen was advertising a 2CV rally at St Nectaire near Clermont-Ferrand in the Massif Central. I was on the Continent to give the Sprite a final blast of freedom before its withdrawal from service at the end of Summer for major surgery, having been given due warning of widespread terminal rot at the last MOT.

I know that we're not supposed to have fun when we drive these days, but Britain's chronic nannystatitis disease doesn't appear to have reached France yet and their traffic-free roads (Ds in particular) offer unbelievably terrific Spridget motoring. 2,200 gloriously memorable miles in a fortnight have given me a pressing incentive to have the Sprite restored and back on the road as soon as possible for a repeat adventure. Aside from the wonderful scenery, cuisine, architecture, weather, etc., the greatest surprise was the unexpectedly enthusiastic welcome from the natives, who were constantly excitedly acknowledging the car with friendly waves, thumbs, flashes (and down at the Med a hilarious deafening klaxon blast from a WWII military vehicle), etc. Perhaps the period yellow Lucas headlamp deflectors helped trigger nostalgic memories. I'm already planning our next expedition...

**Chris Tunnicliffe**  
Hampshire Group



## Frog History

Here's a little tale I thought might fill a column inch or two. Do I have to choose a title? What about P.O. Spots My Frog? I am the present guardian of YG 1476 a much modified 1961 Frogeye Sprite. I only have details of the last couple of owners since 1997. DVLA can only confirm that the car was first registered 1961 but have no information of the 28 years in the middle. It seems to be a common problem.

Well, I took advantage of a fine spring day this year to have a drive up, down and over a few of the Yorkshire Dales. As you do when you are retired and the sun wakes you up. After my picnic I fancied a quick shandy so I pulled into The Buck Inn car park at Buckden in Wharfedale. I had hardly turned the ignition off when I was alarmed to see another old codger waving his arms and galloping across towards me. Hey, that's my bloomin' car he yelled. My heart sank as I tried to remember exactly whose name was on my V5. However, he quickly introduced himself as Mike and explained that he used to own YG 1476 between about 1965 and 1969. I was delighted to show him all over the car and the Frontline suspension and four discs made a big impression. Of course I insisted he had a blast round his local roads and how he enjoyed revving the Marina engine up those steep hills. I was a bit nervous in the unaccustomed passenger seat but Mike was an ex police driver and made my Sprite talk.

Back at his cottage behind the pub his lovely wife Andrea had the kettle on and a big slab of fruit cake with Wensleydale cheese was placed before me. I did my duty and tucked in. Well it had been a very small picnic... When Andrea saw Mike's face she said, Well, we all know what you want for Christmas, don't we? It felt like Christmas for me. Not only had I filled a little gap in my car's history but made two more new friends too. As we shook hands Mike said, only half joking. Think on' lad, take good care of my car.

**Arthur Jessop**

*Ed says: ... and mind you do (look after it ☺)*

## Press Release

The Vintage Aircraft Club invite your members to the annual Vintage and Classic Day at Turweston Airfield on Sunday 17th September 2006. The event is an informal gathering of owners and enthusiasts for all things mechanical and will include vintage and classic motor cycles, cars, military vehicles, tractors, commercial vehicles and if the weather permits a good selection of aircraft. The gates open about 09:30 with a parade of vehicles around 13:00 the rest of the time is free for you to wander round the other vehicles attending the event or to browse through the stalls or to get some sustenance from the airfield cafe.

Each year we try and feature any marques that have a notable anniversary so if your club is celebrating please let us know so we can arrange to have your marque featured.

Last year was a special event as we were able to get the final public display of the Vickers Vimy (this was the aircraft that has reinstated the three main long distance flights London-Australia, London-Cape Town and in 2005 the Trans Atlantic flight). So hopefully we will be able to have a good selection of aircraft, cars, motorbikes, commercial and military vehicles for everyone's enjoyment.

The airfield is situated 2.5 miles east of Brackley and can be accessed from the A43 just north of the first Brackley exit and is clearly signposted to Turweston Airfield and Whitfield village.

To view pictures from our past events please check our web site at [www.vintageaircraftclub.org.uk](http://www.vintageaircraftclub.org.uk) also we will be updating information for the event, so if there are any changes they will be posted on this site.

Can you please publicise this event to your membership and look forward to seeing you there. So please mark the date on your calendar and we hope to see you there.

**Dr Alan Buckley** VAC Press and PR Officer



# Mutual Assistance Directory – Tow Eyes

A member whose name I shall not mention was en route to my house in his Frogeye when just passing Bluewater his engine died. It decided to “give up the ghost” right on the approach to a roundabout in the most inconvenient and dangerous position. Our friend had the sense to push the car out of harm’s way before telephoning me. It often makes me wonder on the intelligence of modern drivers that when their car breaks down even when in the most dangerous positions (outside lane of a motorway for instance) they just hopelessly sit in the car with the hazard warning lights flashing making no attempt to get the car, or themselves, out of harm’s way.

Anyway help was at hand as I lived no more than five minutes away and was soon on scene with a tow rope. I saw no need to make a repair at the roadside when I could more easily do it in the comfort of my workshop.

Where could I hitch the tow rope? Later cars have a tow eye or sometimes two on the front dumb irons but these were not supplied on earlier models (see photo). Moss list tow eyes as Part AHA6498 @ £5.60. Perhaps a look in the ‘for sale and wants’ section of *Mascot* may reveal our members identity if a tow eye is

shown as wanted. They are easily fitted with two bolts and very useful in a breakdown.

Finding somewhere to hitch the tow rope, in the absence of a towing eye, the car was recovered to my address. The engine problem was quickly resolved with the fitment of a new condenser.

How long should a tow rope be is often a catch question for a tow rope can be as long as you like as there is no maximum length BUT the maximum distance between towing and towed vehicle must be no more than 4.5 metres. Tow ropes over 1.5 metres must be made visible.



**Alan Anstead**

Surrey & Kent Sections

Mailto: [alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com)

## Two Frogs at Home

The green frogeye on the right is mine. The red one on the left is my brother's. It's an Isle of Wight frogeye. Interesting as its the first one ever sold. Its body number is 2 and number 1 was apparently a prototype and never fully built up for sale.

**Steve Murrell**

CZ Area

More on website:

[www.mobiasstrip.com](http://www.mobiasstrip.com)



# Rare Healey Sprite Boat

One of the lost Healeys!



Seen by Andrew Musgrove (N W Area) at the Tatton Park Classic car show in Cheshire, last August. It was for sale, Andrew offered £500 but it later sold for £2000 as a work in progress.

*Ed says: Thanks Andrew. I seem to remember that Chris & Laura, Surrey had one for a while together with its big brother, the one with the MGB engine. So who else has a Healey boat? Letters please, you know the drill.*

## Market Place – July

Adverts to Alan Lo

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

Due to holiday arrangement, please submit your September adverts by 4th August. Thanks, Alan Lo.



### For Sale

**Austin Healey Frogeye Sprite.** 1961 Old English White, Hard and Soft Top with side screens. MOT until June 2007 £5250 Car currently in storage in Somerset.  
**Scott 01476 870321 (home).**

**MG Mk 3 1968 GAN** for spares or repair – many original parts. Reg No. FRO 217G £600.  
**Keith 01923 672917.**

**1961 MG Midget MK1** Tartan Red 948cc Tax and MoT March 2007 Good condition, new brake master cylinder. Original steering wheel, rare Ace Mercury wheel trims. Period hardtop and spares £2,995.

**Mike 01782 515693**  
**Stoke on Trent, Staffs.**



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**Grille Badge-** £20.00 inc p&p

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**Windscreen sticker with Club Logo,** in Black, Red & Silver. £1.00 inc p&p

**Leather key fob with club logo,** in Black, Red & White. £2.25 inc p&p

Midget & Sprite Club **"Buyers Guide"** £4.50 inc p&p

**Sprite 40th Anniversary** windscreen stickers. £1.25 inc p&p

**Poloshirts** (Red, Royal Blue, Bottle Green: Embossed Logo)

Sizes: S, M, L, XL, XXL. Please state size and colour. Each @ £12.00 + £1.25 p&p

**Fleece Jackets** (Black and Bottle Green: Embossed Logo)

Sizes: S, M, L, XL, XXL. Please state size and colour. Each @ £25.00 + £2.25 p&p

**Baseball Style Caps** (Black brushed cotton with a Red Suede Peak, Embossed Logo) Each @ £7.50 inc p&p



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