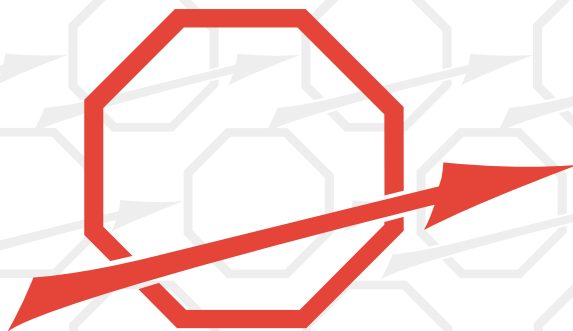


MASCOT

THE MAGAZINE OF THE MIDGET AND SPRITE CLUB



Ed hands his office keys back to Chairman Bill at his last committee meeting, Silverstone Classic, 29th July (next to Arie's Dutch Midget)

ISSUE NO. 270

SEPTEMBER 2006

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



Well the day has finally arrived, Ed is writing his last editorial. Yes this is it, savour it, cherish it and rejoice in it as it means that next month you will have a new Ed with new ideas, new energy and new stories to tell. Yes, we found a brave volunteer, his name is Barry Lowe (of Innocenti fame!), details in the listings. We all welcome him to the committee and MASC towers (be nice to him!) ☺

As I write this I have cleared my desk, emptied my locker, handed back my management toilet key, my car park pass and security are waiting for my door keys. Not long now then, but maybe enough to say a some thank yous and mention a few highlights from the last SIX YEARS (yes really, 6 years).

First: the thank yous. Jenny Smith, remember her? *Mascot* editor before me, took the magazine from photocopied news sheet to the modern publication you see today. Jenny first encouraged me and then guided me as I took my first tentative steps into the world of publishing and committees! Talking of committees I have served under three club Chairpersons (2006 PC speak), two data handlers, two each in Market place, trade adverts and Regalia. However Terry Horler, Nigel Williams, Pauline and Brendan have been staples in my MASC life. I extend my thanks to them all for dealing with my tantrums, paying my expenses, running the back office and staying put long enough to contribute! Last but not least, Chris Nevard who during my early years was on the committee and gave much technical and practical support to the editorial office.

Who else, obviously the area reps who tirelessly submit over 50% of *Mascot's* content month after month whilst also running the club at grass roots. A superb bunch of people, many of whom have become personal friends over the years. Special thanks go to David Wright and the Surrey members for no other reason than they are my mother group. They have all extended their friendship when I was a new boy, supported me through the loss of my Frogeye, encouraged me in my editorial role and will now find work for me in my retirement (Next year's area tour☺). However I reserve my last words for David Hill who has served for only a couple of months shy of my 6 years, worked unseen and selflessly in the background running *Mascot* listings and MAD side by side. More importantly, he is continuing...The guy is a hero!

Memories? Too many to mention really, but here are a few. My first issue (phew), Brooklands 2000, 208 Midgets and Sprites! MAD, New York Nick, Webmonster, Poly Wrap, The Heap, Seen abroad, Nov 2001 cover car (!) Bodger's corner, Carson, Frog Art, Ray English, Phoenix Project, Dragonflys and Arleys, Frogs at No 10 (June '05), Reggie's Saga of a Sprite and many many more, too many to mention in the few lines remaining to me.

Finally, a word of thanks to Jane at Quorum Print Services who was there when I started and is there as I leave. Over the years Jane has corrected me, guided me, put up with me, covered for me and saved me on more than one occasion. Thank you Jane! I'm done, thank you all especially those that I have failed to mention by name in the limited space available to me for your support and contributions over the years. If you are as generous with my successor as you have been with me then *Mascot's* future is safe and secure.

Mike North, Retiring Editor

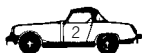
All articles and photographs for the magazine must be received by the first of the month preceding publication. Articles submitted for publication should be e-mailed to the editor if possible or on disc accompanied by hard copy. Members should be advised that pictures will be returned the month after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

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



Club Nights

- 1st Monday **London Area** (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 **Wiltshire** – Meet at **The Forresters**, Leigh, near Cricklade.
- 1st Wednesday **South Staffs and Birmingham** – Meet at the **The Green Man**, Middleton Village, 8.30-8.45pm
- 1st Thursday **Lincolnshire Area** – Meet at **The White Hart**, Lissington, nr. Wragby. 8pm. Contact Brian Sumner on 01507 328128 brians@redimps.com
- 1st Thursday **Notts/Derby border Area** (note change of day) at the **Sitwell Arms** 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 **Yorkshire Area** – 7th September – The Greyhound Inn, Hackforth, Bedale, DL8 1PB. Meetings from 7.30 pm onwards, food available. Thursday 5th October – TBACall Anita on 01423 862738 or 07720 725429 email spridget.girl@ntlworld.com
- 2nd Wednesday **Warwickshire** – Meet at **The Green Dragon**, The Green, Sambourne, Reddich, B96 6NU, at 8.30pm as usual.
- 2nd Wednesday **North West Area** – meet at **The Kilton**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
- 2nd Wednesday **Bristol Area** will meet at **The Star**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Alan Lo on 01179 572617 email: alan@mobuzzing.net
- 2nd Thursday **Cambridgeshire** – Meet at **The Mad Cat** pub in Pidley Village, midway between Huntingdon and Chatteris, 8pm
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole 7.30pm
- 3rd Tuesday **Central Scotland** – Meet at **The Garfield Hotel**, Stepps, East Dunbartonshire. 7:30pm in the Lounge. Check first with Carson on 0141-245-6327 day or 013606-22334 evening.
- 3rd Tuesday **Surrey** – Meet at **The Blue Ball**, Walton-on-the-Hill, 7.45pm onwards. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
- 3rd Thursday **Northern Ireland** – Venue to be decided. Please contact Barry Stanage on 02890 401726 or mobile 07769 705497 or email barrystanage@aol.com
- 4th Thursday **Hampshire** – Meet at **The Poacher**, South Warnborough. Note Change of Venue. Please ring Terry or Harriet Langridge on 01252 626063 for details.
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton-sub-Hamdon. 8.00pm
- Occasional Meetings **Home Counties North West** 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 **Kent Area**. Please contact Alan for the next meeting details. Contact Alan Anstead, Tel: 01322 384050.



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Club Website

Members Only pages for September User name: spridget Password: heaven

Events

From David Hill and Webmaster Toby Anscombe

Events organised so far for 2006

September

Friday 1st

Goodwood Revival Meeting, Sussex. Warwickshire Area and Saturday 2nd 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 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

October

Friday 27th
to Sunday 29th

Classic Motor Show at the NEC. Warwickshire Area will be there. Details 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

Area Reps please let David Hill (email: 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.

Mutual Assistance Directory

Hopefully, you have all made the most of all the events happening near you over the summer and also hopefully no one has had the misfortune to break down! If you have and a fellow member was able to help out, please let me know. I was contacted by a Dutch Spridget owner who had a problem whilst touring the UK and although he was not a member (yet) we were able to help him. So, it does make sense to be in the Directory. 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



August Rambling Around

Hi everyone, have we had a great heatwave so far? I know I have, dashing everywhere in The Midget instead of the hard roofed beastie. Been magic it has, I've loved it. I hope you all have made the most of it, from all reports it seems you have. After reading the item from the Great Carsoni I feel a need to put a lot of minds at rest. It is **not** my intention at any time to recommend replacing the "Proper *Mascot*" with an electronic version, **never was**, make no mistake on that. Every month I wait with bated breath for the postie to drop the magic plastic baggie on my doormat and just like all of us I can hardly wait to rip the bag off it and breathe in the life from the little book inside. The ongoing tales of life in all corners of our club is what I live for and I couldn't do without it. And I myself prefer the doings of members to those mechanical what and wheres, even though I send the occasional one of those in for the Editor's approval. People are what make our club special. I asked on the "toy", as Carson calls it, because

it was a quick way of canvassing opinions but even I can see that twenty or thirty responses from there do not cover the desires of 600 plus folks out here. Asked to get opinions, I did so! That will not cause any change. The new Editor will have his own ideas about what does need changing, we must wait and see.

I spent a very happy day at Silverstone with more than twenty other cars and their crews, well done Chris for organising it all. Sterling efforts from all concerned. *(Cue mutterings of pompous old geezer!)*

We've had a large number of new folks join in the last few weeks, June to July I don't actually have enough space for my favourite bit, listing them by name. But please be assured that you are all very, very welcome. If any of you want me to introduce you to your own local area meeting please let me know, I'll do whatever it takes!

It'll be election time about now, please use your vote to strengthen the club.

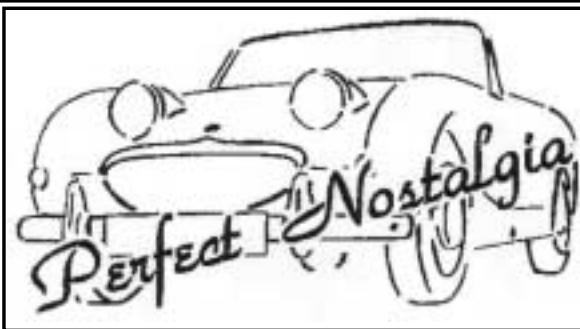
Your vote – your club!

Chairman Bill

D J Grove Restoration

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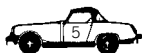


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rebuilt, original
Speedwell rebuild,
modified race Sebring
construction
Car supplied for Ch4
TV filming



Mike North HM

The committee take this opportunity to thank Mike North, editor of *Mascot* from edition number 207 (December 2000) to the present, for all his hard work, commitment and professionalism that he has demonstrated as Editor. On the surface, the job as Editor is well defined but Mike has shouldered many other responsibilities along the way, especially as the well oiled machine sometimes loses its sump plug! As such, Mike has always dealt with each little gremlin with professionalism, or is that a large stick?

Mike has also been very active within the club, attending as many meetings and events as possible, even though he no longer has a Spridgley thing to do so. Which brings us back to the heading – MIKE NORTH HM. The committee has awarded Mike Honorary Membership for the period of one year in recognition of his services to the club. A decision which we feel sure that you will fully agree with. So it is with grateful thanks from your fellow committee members for all your hard work toward the club and our very best wishes for the future.

Follow That

With Mike relinquishing the Editor's chair, we are very pleased, and relieved, to announce that we have a volunteer to take over. Barry Lowe, well known Innocenti importer and collector of rare books, has placed his name on the nomination form. Barry is a long time member of MASC, originally with a Frogeye

but now quietly filling the moors of Yorkshire with Innocentis. We trust that you give your full support to Barry and every assistance to ensure that *Mascot* continues in the right direction. Barry is keen to get started and has some ideas. But be assured, the committee have rejected the idea of changing the name to *Mascoti*.

So What Is The Right Direction?

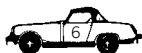
In the August edition, Carson expresses his concern that the direction of *Mascot* is being decided via the "toy" (I assume he means the internet). As a long serving committee member, I can assure Carson and any other member that share his fears, that any policy decisions concerning *Mascot* can only be made via your elected committee. As the editor of *Mascot* has always been a committee member, then the Editor has always been party to club policy. Although it is the members that make *Mascot* what it is by providing the material each month, the Editor has the veto to prevent "unsuitable" material from appearing. The Editor is there to ensure that the club delivers as good and as well balanced a magazine that it is possible to achieve in line with our resources and club policy. If you have ideas, views, fears whatever, concerning the direction of *Mascot*, then the committee and these pages are the best place to air them.

Terry Horler

Seen abroad

This Sprite with a very sexy curved luggage rack was spotted on the Spridgettreffen 2006 in Germany. For more photos look at the website of the German Spridget Register www.spridgets.de
Arie (Holland)

Ed says: I now count two members with phones!! ☺ (thanks Arie)



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Surrey Area Report



from all of us to Laura and Chris for hosting again, especially as Laura had only flown back into the UK from Japan two days before!

And so to the Blue Ball for August, and good to see Reggie in his plush new Rover 75 – a collector's car already! Photos were circulating of the Classic Le Mans trip, at which there seem to have been so many MASC groups all converging. Spare parts were being delivered between owners, including the boot lid from Chris to Reggie, so all are now better equipped! Julie and John's Frog is now running under its own steam,

And so to the Summer event of the year for Surrey – the Annual BBQ at Pagefield Cottage, Outwood, chez Laura and Chris.

What a fantastic event – the weather was perfect, 23 classic cars appeared, including some friends from Kent – Darren and Tracy from Orpington, with 2 Frogs, one of which was decidedly on Steroids, and Ralph and Celia with their Frog.

Great to see Bob Borchardt again with his quite remarkable MGA 1600MkII, looking superb as ever, and Tony of Healey Marine boats fame.

Laura and Chris's Healey Sprite boat, looking pretty in its new yellow paint job, ready for fitting out, was suitably posed behind the 1949 Series I Land Rover, complete with Series II rear seats to carry all the children around the village, or so the rumour goes! Kirk and Hazel brought Kirk's Riviera Blue Sprite – longest journey since 1968 I reckon, looking pretty good, and complete with quick release grille! It was great to see Reggie again, and his original one owner MkII Sprite, all MOT'd, and as much loved as ever.

The Barbies, the tubs of cool ale and fizz, the delectable company, all made for an idyllic summer afternoon, where else but the Garden of England could this be? So, a very huge thanks



Ed's TR crashes the BBQ



and has a birth certificate thanks to Terry Horler. Quite a plethora of shows coming up in August, with many folks going to different ones near to their home. Linda and David were promoting the MGOC's open meeting at Shoreham Airport on Monday evening 21st August.

Goodwood Revival appears already on the horizon again, and a number of us will be there on each of the days, so keep your eyes peeled if you're visiting.

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

David



David – king of all he surveys

South Staffs and Brum in the August weather

You know you've a bad back ...

... when getting in and out of the Spridget with its hood up almost makes you use another car.

Well OK, not really but it wasn't fun getting in inside the garage on Wednesday night, partly open door and close confines of the wall alongside.

It started to rain lightly just before I set out so up went the hood for a change.

I knew we were having a visit from a member from Wolverhampton and his wife and I wanted to make a nice welcome for them. In fact Bob and his wife had been at the Green Man since the early evening having had a meal there while they waited. Bob was there chatting with the lads before I made it.

It is an embarrassment to be too tardy. However I think Bob will be back, nice car Bob.

Since we were not heading for London and the Ace Café the following week and Warwickshire where we decided to visit them instead, as we often do.

I heard that Bob Tooke from London was working at Tamworth that day and invited him to their place for a pint.

When Bill2, Geoff and I arrived on the car park I spotted a familiar Frogeye tucked away in the corner. In addition to Bob from London they had also attracted London's Congestion Zone Supremo (and highly skilled pole dancing guru) Mr Gary Lazarus* to their fine little retreat in Sambourne.

We'd had a swift, dry drive across to them, cross-country via Henley in Arden and Redditch and it was marvellous to meet up with Bob and Gary in such fine company.

A pity we hadn't been able to field a larger contingent, but with the holiday season three South Staffers and two from London was very good.

Another fine evening and Bill, Geoff and I had another great drive home.

* NB Mr Lazarus has the enviable record of being described BUT un-named twice in the same issue of *Mascot*, did you realise who had the faulty condenser then?

Bill Mohan



Hampshire Area Report

July has been a busy month for us as you can see from the following reports on our travels in and around the Hampshire region.

Bloxham



Just one weekend to recover from our trip to LeMans and Hampshire are off again, this time to the Banbury Steam Fair at Bloxham. There were four Frogs and a steamy tractor (Gertrude) a lady with attitude! We were thrilled to discover that our Frogs were featured in the programme. A lovely half page photograph taken the previous year. After a hot, dusty but thoroughly enjoyable two days we struck camp and headed for home – but not for long.

Woodcote

The clouds parted and the sun came out as we arrived so we had a beer to celebrate while pitching tents etc. John and Vic arrived on Saturday morning completing the usual four Frogeye line up.



Unfortunately the wind and rain returned with a vengeance on Saturday night and Terry woke to find his tent trying to smother him where he lay. The wind continued to blow throughout Sunday and as a result we are mourning the

sad loss of both gazebos – resigned to the (non-existent) bins on the way out.

We would like to thank the show organisers for placing the water and toilet facilities at the opposite end of the field to the camping area. Not only did it help with the fitness regime but alleviated the need for a shower! Very thoughtful.

Quotes of the weekend – “Look at that lovely pair of Bristols” and “There’s an inflatable balloon going over”.

Horndean

We pitched our tents in anticipation of another sunny weekend.



Unfortunately the ‘Powers that be’ had other plans and the heavens opened just as the show was getting under way. Thankfully our spirits weren’t dampened in the deluge, apart from Barry and Jenny, who were forced to take shelter under the Country and Western music stall and emerged an hour later having lost the will to live. They were revived by the proceeds of a trip to the local supermarket and several happy hours were spent swapping stories around the barbie’ (nothing new there then).

Sunday dawned to cloudy skies, but they soon cleared and the sun came out once again. We were joined in the line-up by two more ‘Frogs’ from the Austin Healey club – six colourful Frogs in all – lovely!

Consensus of opinion – “turned out nice again!”

Best advice – “If you are going to drop your torch down the chemical toilet, leave it switched on, it’s much easier to find” Thank you John.



If you would like to see more about us, who we are and what we do, then visit our website at www.midgetandsprite-hampshire.info

Jenny



Scotland Report



It took me longer to drive to the famed Dutch MG Octarun last year than it did to drive the Mite 140 miles from my hoose to the nether regions of the Mull of Kintyre – excluding the ferry trip of course. Naturally the slashing sea lochs of the Scottish West coast were a bit more of a barrier than the oceanic highway across the N.Sea, but 4.5 hrs seems ludicrous – especially as my club mates will attest, I don't hang around!

It was worth it though to drive the magical roads to Makarahanish with enchanting views across to Gigha, Jura and Islay – spoiled only by those vile sops to energy efficiency, the electric windmill. Why can't they paint them green to blend in??? Carsoni was to join us on this jaunt to see a Spitfire (aero version) and Sea Fury (idiot's Typhoon) at the Campbeltown air show. Most fun tho was just getting there and back on wee ferries across azure lochs. As you can see from the phottie a Mite will fit on the only lifeboat on the Portavadie ferry, so I parked adjacent – just in case a Titanic scenario developed, although there was more chance of the Chancellor

cutting tax on fuel than of us hitting an iceberg this summer!!

This fabulously relentless season of top down motoring continued the following weekend in the diminutive and far more accessible kingdom of Fife where Keith and Juliette laid on an exacting run around the whole peninsular, which rewarded with gobsmacking roads and a lipsmacking lunch. We bumped into the MGTF club at the start off point and could almost differentiate them from Hyundai Coupes. In actuality it was a Midget and Spitfire Club run as David's red shed had attracted Doug in his primrose Mark1 and David(2) in his much more lairy Mk3. And what a treat they got – most visitors to this jewel of a place tread the well worn path to St. Andrews. We did 150 miles along the Forth and Tay rivers will a stop at pretty Cellardyke for lunch in a walled garden.all a bit too exciting for Carsoni – or was he feigning sleep just to avoid John's tales of woe about his saggy springs!!

We did get wet on the way home – foolishly stopping to put up hoods instead of just



driving faster!! David just slapped his tonneau over his head and it had been so long since John had used his wipers that they ceased working all together!! In fact the last time it rained the Dutch were visiting..although sadly Arie de Best (George's Dutch half brother) was not with them. Fear not Arie – we love the Edam entente and look forward to your visit

next year and have arranged for you to sit the same refresher course that we give Carson before every run. It's called What an Accelerator is For! Next stop the annual Anglo – Scottish Hadrian's Wall run. We Scots are so gregarious, we'll rally with anyone willing to stand us a dram ... even the French!!

Anon (They forgot to sign it again. Doh!)

Nw Area Report – September 2006

Hadrian's Wall run 5th / 6th August

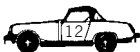


This was our annual meet up with the Scottish boys and girls. There was a good turn out with ten cars in total. The English contingent consisted of myself and Diane (Mk 2 Sprite), plus Andrew and Rachael, Peter and Dorothy, Neil, Chris and Mark all in Frogeyes. From the wrong side of the border was Carson and Linda, Bob and Loraine, Betty and John all in Midgets plus Keith and Juliet in an MGB roadster and David and his dad in a Triumph Spitfire.

Our accommodation for the Saturday evening was the Nent Hall Country House Hotel near Alston. We met there for lunch on the Saturday after which we went on a drive that took us in a loop along the roads south of Alston, about 50 miles in total. On the way back we stopped off in Alston for a mooch around. Back at the hotel it was time to hand out the quiz sheets. This has become a tradition now where we play for the honour of winning the much prized 'Bolshie Boy Challenge' trophy. As usual there were prizes for highest individual score, lowest score and of course the trophy itself. This is the third year of the competition and so far it's one all. Scotland won it the first year and the England won it last year – however I did hear a rumour that

they let us win, is this true or are they just bad losers? So what was the outcome for this year? Well, individual prize went to Scotland's Betty and John (again!). Initially it was a tie with Scotland's David with the final result decided with a tiebreak question. Now I'm not one to cast any doubt on their intellectual ability but for next time there will be a ban on Internet usage and mobile phones! Booby prize for lowest score went to our very own Neil, well done. The prestigious 'Bolshie Boy Challenge' trophy was yet again won by the Scottish rebels. A very resounding win it was too with all their individual teams scoring higher than the English teams. So it was with great pleasure that I presented the trophy to Bob.

Last year the Scottish heroes hosted the event up at Moffat. Here Bob made a special award to Peter and Dorothy. He was so impressed by the way they took on the Scottish persona for being individuals and doing their own thing. This was ably demonstrated when on the Saturday they drove off not bothering to stay with the rest of us. Well this year Bob wanted to reinforce this Scottish trait and decided on the Saturday to show two fingers to us all and disappeared off into the distance. This gave an opportunity not to be missed so at the prize giving he was awarded his own special prize



which symbolises his individual 'braveheart' attitude. I'm sure he will use it with honour.

For the Sunday run we headed north of Alston and towards Hadrian's Wall. Up through Haltwhistle then along the B6318 which more or less follows the wall. We stopped off for some photos by the wall then headed up towards the Kielder forest. Unfortunately Carson had to leave us there. He had a slight water leakage (the car not Carson) and wanted to return home to prevent the situation getting worse. By the time we got near to the Kielder reservoir the rain had started and was getting quite heavy. We made a stop for hoods up, apart from Bob of course – only sissys put their hoods up. Up to this point the drive had been at quite a leisurely pace much to the displeasure of Bob. He was muttering something about me driving like a Dutchman! Anyway, we carried on finally stopping at Newcastleton for lunch. It was here that we said our goodbyes and headed off home.

Altogether an enjoyable weekend. Nice hotel, wonderful roads but most importantly lovely people. I'm looking forward to our next encounter.

August club night

For this we had planned a local drive. We were to meet at 7:30pm (yes I know I only got there at 7:55pm). I left home, late as usual, in nice sunshine. By the time I got to the Thelwall viaduct it was lashing down. As I was driving top down, by the time I arrived I looked like a drowned rat. It was still raining so we had a conflag and decided to abandon the drive. This was a shame as we had a brilliant turn of seven cars, including new member Andy(?) with his Arkley. Shortly afterwards of course it stopped raining but I think we made the correct decision. We will now have the drive on September club night, subject to weather. Please be there at 7:15pm.

Finally, some sad news. Long time club member David Gould passed away on 22nd June. He had a sudden stroke from which he never recovered.

So on that sombre note I will say goodbye and hope to see you at next months meeting – don't forget 7:15pm start.

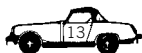
Les

Dutch Report

My summer holiday in the UK was great! My good friend Jochem and I went to the UK in his black MGC GT where we would pick up my Midget. Let me tell you this: with the tropical conditions we had you do NOT want to drive a black MGC GT. It got extremely hot in there which was a great excuse to stop as much as we could and have a drink. We stayed at several B&Bs where we were warmly welcomed with our hot (literally) British sports car. Of course some of them had classics too like one had a Jaguar E type Mk1 (couldn't drive it anymore because of medical reasons but just couldn't part from it) and another couple owned a MGC-roadster which ended up with testing whose MGC was faster, you know: boys and toys. We can proudly say that Jochem's C was faster but we do have to admit the other C had much better (lighter) road handling. He and his half dutch wife were very friendly and so was their very very beautiful daughter. I became weak and wanted to stay longer to get

to know her better but then I reminded myself I was on a mission: picking up my Midget!!! And so we did.

After we picked up my Midget we celebrated this with, yes you guessed right, a stop and a drink (see photo). Don't you agree with me that almost every pub/inn in the country looks so great you just want to stop at every one of them? From south England we went to south



Wales and from Croescoch/Porthogain we followed the coast to north Wales. What a beautiful route to drive with lots of castles, twisty roads, small fishing villages and nice beaches. From Harlech we wanted to drive through Snowdonia and then return to England to spend the weekend at the Silverstone Classics but Jochem's C didn't want to. Broken half shaft! And I thought they only break on Midgets. This was the end for Jochem's trip and he and the car were shipped back to Holland.

My Midget and I followed our run to Silverstone where we were welcomed by chairman Bill, Yorkshire Anita, V8 Stuart, Editor Mike and many others of the Midget and Sprite Club. It was great seeing Sir Stirling Moss race, seeing Sir Jackie Stewart and Damon Hill and hear and see all these loud cars race. I still think Stuart's V8 Midget made the best sound of the event though. On Saturday evening a small group of masceteers, Anita, Mark, Andrew Harrington and myself, had a very good time in a local pub.

On Sunday I met loads of other fellow MASC members like Ian, Mark, Steve, Gary L, Chris Jackson and many more. We started the morning with building Mark's £10 gazebo. Do you know how many MASC members it takes to put up an average size gazebo? It's too humiliating to give the answer but we had lots of fun doing it and I bet it was very amusing for the other car clubs to watch us.

It was a wonderful day again and saw many objects of beauty and desire (see photo). Thanks to everybody I've met at Silverstone and Chris Jackson especially (for organising

and tickets reservation) for making it such an unforgettable weekend and hope to be there again next year (and Chris, I still owe you a cup of tea).



Back and safe in Holland I read on the Midget and Sprite BBS that the Dutch boys are meeting at the classic racetrack at Assen on the 19th of August, fantastic! And only just a week from now the annual Dutch Spridgetrun will take place at Overdinkel where Carson and Bob from the Scottish MASC clan were the first foreign celebrities to attend this event a couple years ago. On the 9&10th of September we will visit the spridget competition races at Zandvoort and see Yorkshire-area Andrew McGee race among other English and Dutch drivers. Go Go Andrew! Cheers everybody

Arie

Home Counties North West

We've been somewhat retiring in our group activities recently. Everyone has been dashing hither and thither on their own engagements.

Tracy and Steve went to Le Mans and have added a few lines here about their journey. Mark and Jen disappeared to the Cotswolds and Pearl has been in hiding. But, Lily and Vic, Pat and I and Ian did do a toddle. Ian will relate the details later.

There was, of course, Silverstone which brought Pearl into the daylight. With the late addition of Peter we were able to take 8 cars to Silverstone although one of those was a Morris 1000 convertible and my car only reached the main gates (more of that in my SS report) I argue that the Morris is a distant cousin so was entitled to be there. The alternative was for Maurice to take his Sprite elsewhere so that he could be with his friends in their Morris, or is that Maurice?



We are pleased to welcome a new member to the club and to our group. He is Peter Yates and he made his first appearance at Silverstone where several people were kind enough to try to help him with a deflating tyre. In the end Ian lent him a wheel to get home on.

This brings me to a point of statistics. Do we have a record in HCNW group by having the youngest MASC member, Peter at 18, and the oldest member, Lily at 28 (reversed) in our midst? On the same lines can anyone beat the sum of the ages of Lily, Vic and their Mk11 Sprite: which is 200?

The Ace has been attended by some of our members both in July, when Cambridge were there, and August to meet Warwickshire. A good time was had by all. On July 25th I managed to get to Harpenden for Classics on the Common. A mighty turn out on a very warm evening! It is really amazing how many well preserved (and some other) classic cars there are. Where are they most of the time? Not out and about as much as we are, it seems.

August's *Mascot* hit the mat and burst from its envelope with the energy of some of the contents. Bill's big bang and Carson's crashing comments are powerful stuff. Carson, you often lose me in your flow of words but Scottish Rambler was clear from start to finish. In reply to your reference I am not in the know but, like you, I am wary of change without hearing both sides. In the news recently there was the story of the RNLI who dropped a year's old tradition in response to ONE objection. Or the newcomer to the village who has Health and Safety stop the Church bells which have rung for hundreds of years. Because things are old they are not necessarily redundant. Hey, that sounds a bit like the nuts who keep classic cars. Join the club. Support the club. Keep the club.

Chris Jackson

Woburn Abbey 16th July

Another very warm July day saw the Odds and Sods group head off in convoy across the dusty savannah of the north west home counties in search of wildlife and excitement (well somewhere safe to park up for our picnic lunch anyway). Summer holidays, other

legitimate commitments (and perhaps rather hasty last minute arrangements?) had their toll and our numbers were whittled down to three cars. With such a dangerously vibrant and exciting combination of car colours it meant that Lillian and Vic's Sprite (green) had to keep Chris and Pat's Sprite (red) and my orange Midget from driving together for fear of offending anyone not colour blind like myself.

Heading off at the crack of dawn from our customary starting point in the car park of a large grocery store in Hatfield we headed off west through the towns and villages of Herts and Beds. For some strange reason there was rather a lot of braking from my fellow Spridgeteers when going past some of the speed cameras, I can't think what all that was about?

Soon we encountered our first wildlife driving past the lions at Whipsnade and stopped for a while to take in the breathtaking views over to the west, from the hills just below the zoo.



After a short while we descended onto the wild plains of Bedfordshire and again wove our way through the villages before reaching our final destination at Woburn Abbey, perfectly in time for lunch. Unfortunately we were not expected for lunch, but made well with a pitch in the picnic area.

By this time the heat was getting quite oppressive, so we parked under the large oak trees in the grounds of the Abbey (despite the warnings that due to the dry weather large branches could fall off and crush us). I was soon made to feel very inadequate with my supermarket sandwiches produced from a carrier bag, as my colleagues produced an



entire campsite setup from the voluminous boots of their vehicles. Despite this I was perfectly happy to sit on my grubby blanket while the others set up their table and chairs, camp stove, wine glasses, Champagne, strawberries...

All in all it was a very relaxing, pleasant and civilised day, with everyone including the cars behaving impeccably.

Ian Hooper

Tracy and Steve do the Le Mans Classic 7-9 July 2006

As we headed down to Portsmouth, with the Midget's roof down and the gentle summer breeze blowing in our hair, it was looking to be a fabulous weekend for the Le Mans Classic.

It was my first visit to Le Mans, although Stephen had travelled to the Le Mans 24hrs last year, and thoroughly enjoyed it. We had booked our passage on board the Portsmouth to St. Malo overnight crossing, where after loading and finding your cabin, you can enjoy a wonderful French meal in the à la carte restaurant, as the sun started to set we were sipping wine as we passed the Isle of Wight.

After a good night's sleep, we made our way to the car decks, the ferry was a mass of Vintage and Classic cars, with their owners all struggling to fit their baggage into the tiny boot space these cars had to offer.

Our drive took us via Le Mont-St-Michel, where the clouds started to lift and the sun made her appearance, with tops off (the cars!) and the shades on we headed towards Le Mans after lunch. The French roads are marvellous and such good quality and the French people very friendly and interested in the Classics.

On our journey we were lucky enough to witness the Tour de France in progress, what seemed like hundreds of support vehicles drove past us, as we were held at the side of the roads patiently waiting for the race to pass, and then from over the top of the hill, a sea of bikes just fell down the other side at a phenomenal speed and were gone in a matter of seconds.

Our accommodation was the superb Gite La Belle Fontaine, which was surrounded by

fields of sunflowers; the view was truly breathtaking. On the Saturday the racing begins, the Classic is arranged slightly different from the 24hrs Le Mans, the cars were organised into six groups depending on age and each group raced three times in the



24hrs period. We chose the Dunlop curves as our viewing spot, which turned out to be a good choice, as we saw the cars approaching the curves (which are on a slight incline) and we witnessed many a driver losing it and ending up in the gravel. One unlucky driver came a cropper and flipped his Lotus Elite a number of times before it came to a stop, a few heart stopping moments before the driver was rescued and walked away from the scene, with only his bank balance broken.

That evening we joined the French in a small restaurant in the Town of Mayenne to watch their football team lose the World Cup to Italy. Our return journey took us via the harbour town of Honfleur, where mussels and frits were the order of the day. Our ferry trip departed from Caen, where the dock was once again full of all sorts of wonderful vehicles. One unfortunate soul in a MG Midget from Manchester had arrived with a broken windscreen, and was picking our brains on where he could pick up a replacement in the south of England, to allow him to return northwards – I do hope things turned out okay for him. However, our MkIII Midget covered the 800 mile round trip comfortably in her stride and we hope to encourage some of the members of the Home Countries North West to join us next year.

Tracy Badham





Cambridgeshire Report or HTJ sees stars

So far it has been a stunning summer with record temperatures and brilliant MASC events. We have had an immense amount of fun and still have one excellent event to attend at the end of the month (more about that next time). Nigel has suggested that we run a couple of non-Spridget related events in the off-season, maybe karting or bowling, I think it's a great idea, so let me know if you are interested and we will put something together.

Getting back to the here and now, we have had a great time since the last report, Firstly at the brilliant Silverstone event put together by Chris Jackson (thanks again Chris you gave a lot of people a great day), Pat and I could only make it on the Sunday and so unfortunately only got to see a fraction of what was on offer. About thirty or so cars were in attendance on Saturday and Sunday so there must have been forty or fifty different MASC cars in attendance through the weekend. Chris had arranged not only a huge discount on the entry fee but a designated MASC area in the centre of the track (rubbing shoulders with all sorts of other exotic machinery) and unlimited access to everything. I have to admit that normally I am not hugely into motor racing but at this event the racing was only a small part of what was going on. The races I did watch

were unbelievably exciting especially one between dozens of famous formula one cars from the fifties and sixties, on standard treaded rubber, all being driven enthusiastically and competitively at very high speeds, with all the spills, spins and thrills that this was bound to create.

It was amazing to see millions of pounds worth of exotic historic racing machinery close up in the pits, poke about under the bonnets, even sit in the driving seat, take some photos chat to the owners and drivers and then watch them thrash round the track pushed to their limits and return battle scarred and bruised back to the pits. It almost seems wrong in some ways to subject such historic vehicles to this type of punishment, but then on the other hand it makes a great spectacle and is what they were built for, the bend it and mend it attitude probably keeps these cars in far better fettle than any static museum exhibit. Apart from the racing there were loads of associated stalls and shops selling car parts, books, clothing, models, tools and equipment and so on, not to mention the parachute display, celebrity photo signing (with people like Stirling Moss and Damon Hill) and hundreds of wonderful classic sports and racing cars on display. On Sunday it was a little cloudy but still sunny, dry and hot enough to need sun





bacon rolls. We were soon joined by Mick from Nottingham in his stunning light blue Frog and another Dave and Mick with another splendid Frog and our only local 1500 Midget. So it was that two Daves, two Micks and a Pat finished putting up the gazebo and banner on our very prominent and well located stand. We were soon joined by Sally, Hubie, Rob, Nigel, Diane, Brian, yet another Mick, Peter, Roy, Jo and

cream. The only down side for us was the torture of negotiating the Northampton ring road which is so badly designed and signposted that everyone I spoke to who used it had gone wrong, still most of us had a pleasant detour through Stoke Bruerne. Before leaving the subject of Silverstone I think Chris deserves a special mention for managing to attend the event on Sunday despite having suffering a broken half shaft on the way and Anita for stepping into the breach to keep things going until Chris arrived (great MASC spirit and team work guys, well done).

Next was the BMC Rally, which had been advertised in the local Peterborough papers and by some fluke was published with my name and telephone number as a contact for information. Now I had booked an area for MASC at the Rally but certainly did not organise the entire event, however having attended this excellent event for several years I was able to answer most of the thirty or so telephone queries I received over the weekend. A spin off of this first fluke was that after the event I received phone calls from two local papers interviewing me for follow up articles about the event, so I was able to ensure a good plug for MASC in both papers, one of which finished up on the front page (even though I was grossly misquoted and we did get called the Austin Midget and Sprite club).

The event itself was brilliant (as always), we arrived early since the venue is very local to us, and proceeded to start setting up the gazebo, while downing mugs of tea and hot

Dominic and a few others whose names escape me (well I did use our excellent prominent position to spy out any stray Spridgets and capture them for our stand. We had 14 cars in all on display, from prize winners to rolling restorations and everything between with most marques represented. There was a lot of interest in our stand with seven or eight membership forms and copies of *Mascot* being handed out to interested parties. It was a brilliant hot day with lots to see and do and thoroughly enjoyed by all.



The Rally was so well received that it resulted in two of our potential new members (Mick and Dominic) turning up at the Mad Cat the following Thursday, but best of all John turned up without his hardtop. Now there are those kindly souls among us who think the HTJ thing has run its course and maybe they are right, but what a result!

See you all at the Mad Cat.

Dave Dixon



Warwickshire Report



Frogs to the fore

Sixteen cars attended the Silverstone Classic Festival. In only its second year, it is being compared to Goodwood and could, certainly, be considered for the MASC Annual Event. Chris worked hard on the Frogeye to ensure the engine was running smoothly and, finding a damaged lead from the distributor, thought our problems were resolved. We met at the Warwick Southbound Service Station and headed down the motorway to the Banbury exit, taking country roads to the circuit, arriving in good time for the days event. Without any discussion, the Frogeyes parked at the front of our site with the rest behind. It was noted that if we had been members of another well-known club nearby, the Frogeyes would have been sent to the back, if not out of sight. Many thanks go to Chris Jackson for organising the weekend for the club and making such an interesting day for us, with the opportunity to meet members from other groups. We will leave details of the event for others to describe, as I am sure it will receive attention elsewhere. As a group, we all enjoyed the day and would be pleased to repeat it another year. Chris was still not happy with the engine, however we led the way home, taking a gentle route to the Red Lion at Long Compton for an evening meal. Chris went into reverse to back into a parking place when there was an ominous crack, as described by Jim and Rosemarie who were close behind, and nothing happened. The car could not even be pushed. A large van, which edged its way past us, must have thought us very unhelpful when we did not move to make his passage easier. With Dr Dave's help, the half shaft was soon removed to allow the car to be pushed into a parking space. It was a

terrible place to break down with only the public bar for refuge, and we had only just managed to finish our meal when Green Flag arrived. Our cars seemed to have developed several problems this month, and I often wonder whether a more stress free hobby might be more appropriate!! It was very sad to see MV winched onto the tow truck for the first time.



Spridgets at the Ace

On Tuesday, 8th August, 11 cars assembled at the same service station to follow John Platt along country roads to the Ace Café for their Classic Car Evening. It was good to meet Ray and Philippa again and to see Gary and Bob from the Congestion Zone Area. We returned along the M40 making the homeward run a lot faster with hoods down despite a couple of showers. It was a great evening. Next month, we look forward to Jim and Rosemarie's barbeque, Webbs of Wychbold Classic Event, the Goodwood Revival, the Coventry Festival Run and Shelsley Walsh, making a very busy end to the season.

Our monthly meeting was well attended, although there were a few regulars missing this month, as they were away enjoying themselves elsewhere!! We met Gary and Bob again, who qualified for the distance award, joining us from London, along with Chairman Bill and the regulars from South Staffs who are always welcome. We seem to be getting very cosmopolitan.

The final outing of the month was John and Ann's mystery trip, which remained a mystery right up until the day. We met at Aston Cantlow Village Hall for coffee and croissants, supplied, and served by Ann. We were very pleased to meet Bastion and Caroline from Holland, who joined us for the day, so it was





Up hill and down dale in Oxfordshire

an international event. John's instructions for the route reflected his rally navigational skills, and were clear and simple to follow, so no one got lost. In fact, for the first time, everyone set off at their own pace and some even rushed to be at the next stop first! The weather ensured we started with hoods up and several cars had windscreen wiper trouble, due to lack of use this summer. The route took us along country lanes and across the Burton Dassett Country Park with views across the countryside. We stopped for



Warwickshire goes on the buses

refreshments at the very quaint Falkland Arms and then continued to our mystery venue where we knew we would be taken for a ride! It turned out to be the Oxford Bus Museum and Morris Cowley Museum, where we rode as passengers on one of the restored buses, as well as having lunch and viewing the exhibits. From the museum we travelled through more of the Cotswold Countryside, stopping only for a look at some camels, not an animal you expect to see in our fields! We finished at the Gate Hangs High for dinner and Hook Norton beer. It was a superb day and our thanks go to Ann and John for their excellent organisation and choice of venues.

Chris and Sheila

Yorkshire Report



Silverstone Classic 2006

Mark, Andrew and I attended all three days of this event. A big 'Thank You' to Chris Jackson for organising the stand and tickets. We enjoyed meeting old friends and making new ones.

On Saturday Mark, Andrew and I arrived just after 7am as Mark was due out in the first race practice of the day. I stayed at our stand to meet Laura and her Dad from Worcester in her Frogeye and Peter from Maidenhead in





Left – Chris and Healey drivers discuss Shorrocks



his Midget. Peter had emerged from his tent that morning to discover one flat tyre. Naturally, the spare had been removed to make way for his camping gear. The arrival of the South Staffs and North Birmingham and Warwickshire contingent was a sight to see. Lots of Spridgets driving in convoy past the entrance to our difficult-to-find pitch with me jumping up and down and waving frantically to try and attract their attention. With more Spridgets on the stand it was a lot easier for Nigel & Diane and Hubie & Sally from Cambridgeshire to find us. Arie arrived in his K-Series Midget with 2 models of the Le Mans Sprite for me. Mike North visited our stand at lunchtime for a Committee meeting with Bill and me. Chris Yates was seen talking a load of Shorrocks with the Healey Drivers Club, or was it the other way round? Andrew discovered that it was Dave Parker's Midget parked at his B&B in Le Mans. Stuart's V8 4 wheel drive Midget attracted a lot of attention. Ian from the Yorkshire Area was one of the many visitors to the stand. It was an excellent turnout with over 20 cars on our pitch. Sorry I didn't get to meet everyone there that day, but I had to keep dashing off to help out with the problems with the MG PB Mark was 2nd driver of in the last race of the day.

It was good to see Peter and Dorothy from the NW area on the Sunday when they visited the stand and to hear about their new Frogeye.

August Meeting

The August meeting was only just arranged in time as July was a very busy month for me. We met at The Fountain Inn, Ingbirchworth near Penistone. Mark and I drove my Sprite

down in convoy with Tim and Sarah in Holly. A small turnout for us, only 16 people, but we did manage 8 cars. Ann and Pete with their Mkl Midget, Martin and Gail in Doris the A40, John and Janet with their MkIV Sprite (now with mended clutch), Ian in his RWA Midget, Arthur and his yellow Frogeye and Robert and Christine in their lovely Frogeye in green. Mark met Robert a few weeks ago when he bought some spares from him. Nigel and Sue were there too, but their Midget is currently off the road. Tim and Sarah brought their Le Mans Classic photos with them for us to enjoy. Martin brought us up to date on the progress of the Frogeye rebuild. The Spridgets were admired, in particular by two teenagers and two university students who asked us lots of questions about the cars.

Other

The track day at Croft Circuit was thoroughly enjoyed by all the drivers, passengers and spectators who attended. The day went very quickly and so did all of us. At least a couple of spinners, but luckily no damage. Lots of worn tyres by the end of the day to prove how hard we were trying, and one or two mechanical issues to be addressed in the coming weeks. MGs on Track are keen to organise another track day at Croft next year, so look out for details and get booked on.

Thanks to all who came to the BBQ at Mark's parents. Nick and Josie organised an excellent Treasure Hunt and new MASC member Carlo had the chance to meet other Spridget folk. The rain held off until about 6pm after which we all got very wet.

Anita



Great Western Rally 2006



Team MASC Bristol

Sadly, due to venue arrangement problems, the 20th GWR could only be a one day event instead of the traditional two days. As disappointing as this was, the Road Run held on Saturday the 15th of July was a great success. Around 40 cars arrived at the Three Magpies, Sells Green near Devizes for the start of the 70 mile run. The weather was near perfect which ensured that all soft top vehicles could be used as they were intended to be. This year, the theme of the run was the local railways, or to be more precise, the railways that used to be local. In fact, the only railway track that we did see on route was that of the Swindon and Cricklade preserved railway at the very northern tip of the route.

MASC was well represented with at least six Spridgley things taking part, The Frogeye of Colin Dimbylow and the two Frogeyes of the David Lunsom team. Non-Frogeyes being Alan Lo – Midget Mk1, Phil Sellen – Midget Mk11 and Terry Horler – Sprite Mk IV. Quite unplanned, the latter 3 forming themselves into Team MASC Bristol for the occasion. After a thorough (which turned out to be – not thorough enough) examination of the Road Book, we set off in convoy to try and maximise our clue hunting potential. The route took us northwards to the Swindon and Cricklade Railway for our first stop off point and clue searching session. We were welcomed by the Red Arrows flying overhead

(or that could just be that the nearby Fairford Military Air Tattoo was being held on the same weekend), still we would like to think that it was just for us! Our visit to the railway didn't leave time for a ride on the train, we were far too busy searching for the answers to the clues and photo match questions. We had to leave with just one item unanswered and proceed southwards to Bremhill for the second head scratching session. The route followed as much of the old railway system as was practicable with the Road Book giving a highly detailed description of what there once was and what is left to see today.

Our team attack of Bremhill seemed quite successful but as we knew from previous GWR Road Runs, some crews miss nothing. Unfortunately for Team MASC, we weren't one of those crews again this year. With the announcement of the results by organiser, Steve Neathey, our combined eyeball and brain power failed to meet top level. However, we certainly did well enough not to bring the name of MASC Bristol into disrepute! Neither did any of our Spridgley things let us down so no epic roadside repair stories to relate!

It was a thoroughly enjoyable day, an excellent route, wonderful countryside and in perfect Spridgley thing weather. Organiser Steve Neathey did a magnificent job in writing the Road Book and setting the questions. Again, all who took part were presented with a photograph of themselves as they started the run from under the Rally gate – Team MASC Bristol appearing hereabouts. Hopefully, the Great Western Rally will return to being a full two day event in 2007.

Terry Horler



Spritely Extras



by a very welcoming assistant director, who informed us that after inviting many clubs, we were the only car not to be hired for the day. There were 8 other cars involved in the shoot one of which was a MkIII sprite owned by Dave who is employed by the production company to maintain its fleet of modern cars used on set. He also organized the hire of the other cars present on set.

Most of the cars were off on an action shoot in a local shopping precinct when we arrived so we drove the frogeye up to the front door of Knowesley Hall as directed.

On its own the car looked tiny, completely swamped by the grand stately home behind it.

At our March meeting it had been mentioned that Chairman Bill had been contacted by a production company asking if members had cars available for use as background props at Knowesley Hall in an episode of "In the City" a spin-off from the teenage soap opera Hollyoaks. At the time we all agreed that sitting around all day with nothing to do might be a bit boring and some people already had prior commitments so we decided not to attend as a group.

However when I got home my wife Rachel thought that it would be a wonderful way to spend the day, rubbing shoulders with young attractive actors, and as it was the day of our wedding anniversary who was I to say no. So a phone call was made and now we were expected on shoot. A choice of timeslot was given 7am or 9am (difficult choice)

This just left the small matter of getting the Frogeye out of mothballs after the long winter period followed by a never ending period of wet weekends (yes it still rains in the North and no we don't have hosepipe bans!). So after the small task of fitting a new battery, big struggle fitting new windscreen and rubbers (thanks Peter), check ignition system, check fluids, tighten handbrake and a good wash we were ready to roll.

So the morning of the Saturday 22nd of April arrived, fresh with glorious sunshine and a hint of fluffy cloud. Top down and off we went, we arrived at Knowesley Hall at 8.55am greeted

Shooting was delayed due to technical difficulties but this was no big deal as the catering van was still on site and they used a double decker bus with tables fitted as a dining facility. So tea and coffee was

the first order of the day. When the crew and cast turned up time was spent lining the cars up so that they would look good on camera. Rachel had disappeared at this point; on her return she gleefully informed me that she had just kissed Marcus Patric (Ben the fireman)





one of the leading actors and what a wonderful day this was turning out to be.

The next wish of Rachel's came true as they asked us both to be extras in the opening scene. My job was to lift the bonnet of the Frog while Rachel looked on with interest (something she found quite hard). I then had to distract the driver of an AC Cobra (replica) with my magnificent engine, while his wife was distracted by one of the young hunky actors. Given the option of paying attention to his glamorous wife or my shiny 948 it was understandable that this was a realistic storyline.

After many rehearsals, waiting for clouds to clear the sun and a couple of takes the scene

was in the can. We had photos taken with more of the cast Leon Lopez – Ex-Brookside, Philip Oliver – Ex-Brookside and an actress whose name I can't remember (Answer to the Ed if he publishes her photo) some of them also had their photos taken in the car. Lunch was provided on the bus and cash for petrol home (They obviously didn't realize how small the fuel tank is on a Frogeye).

The day started to drag a bit after lunch and we declined an offer to be extras in a later scene, letting the Frog have all of the glory to itself. We finally left at 5pm; the film crew were carrying on until at least 9pm with an interior shoot in the Hall itself. It was interesting to note that when we left at 5pm the footage filmed for use was only 3 minutes and 20 seconds! We were also reassured that the footage of the car would not end up on the cutting room floor as it was the opening scene and integral to the storyline of this episode.

Thanks to all of the production staff for a very welcoming response and especially to the make up girl for rubbing sun cream on to my baldhead when she noticed it starting to glow!

Andrew and Rachel
North West Area

The Frog Part 2

For those of you that thought last month's instalment had a ring of déjà vu, you were right ☺. Here is the missing bit...

I should perhaps set out some of the problems that came with the car, those I sort of overlooked or more accurately did not appreciate. As you all know (clever people) the Mk1 Sprite has a mechanical rev counter. Mine never worked. In hindsight that's easily understood as the dynamo was an A35 special not one of those fancy screw thread-ends ones. I'm still looking for one by the way.

For some reason the horn button assembly was absent and a Heath-Robinson button on the dash sufficed. The back cover and the bezel are, as you all know, rather rare. But I've found these Ha! Just need that pencil thingy that connects the two bits to the wires.

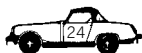
For some modern reason my ignition key works the starter motor, so I don't need one of those old fashioned starter pull switches. Well

why would I, there's no hole to fit one. And the light switch is a switch in a proper hole in the dash. Now that's odd.

In fact the dash is odd, it seems to be in fact a later model dash so no MGA light switch/ignition set-up now why would that be I think? Oh it's got to be one of those late models runs using up bits in the factory to finish off the 47,999 built – maybe mine's the 48000th. You know I'm wrong.

Those A35 engines go for ever though don't they. Well no not really and I've been using this Sprite assemblage as everyday transport for three years when I learn a truth. Once said by some sage that a machine is working at its optimum in that moment just before it breaks. A Jason Button moment.

The morning after, trying to start an engine renowned for its ease of starting, I persevered. You can start anything if you have that mechanical gift. a can of easy start. It ran too although it had the most amazing lack of



oomph, was seriously out of balance and letting the clutch in or out made alarming sounds and little in the way of motive progress.

A black day, we laid the car to rest in the garden. I know, they rot there, please don't wince now it gets worse further on. Well Linda had had enough we had to buy an ordinary car. A what? Now you can cry. But, I pleaded, we'll not get any money for the Sprite. Not even £50 quid and I can't drive it to a dealers. No we will have to cut our losses and find a cash deposit.

So we went out there and then and bought a mini. That was over 30 years ago and many things have happened since and in between. The little green light of the battery charger is telling me that current is flowing into and charging the battery.

Total Recall

I'm thinking I've got to buy a new voltage regulator as the charging lights still bright green and the ignition light remains alarmingly red. Well we've been through worse than this I think.

Taking the Sprite off the road hit me harder than I thought. I'd used it every day for three years and by then it would be usual to trade in for another motor. If mine had been running maybe that's what would have happened. Why I kept it is something that I will try and explain, if only for my family who sometimes think I need a little more medication.

You may recall I bought the Sprite not really knowing anything about the car. As far as I knew Sprites were badge engineered MGs – so I got that wrong from the start. It's surprising looking back just how powerful an influence MG had and I for one had always thought the Sprite was a copy of the Midget.

When I finally realised I had the little Austin Healey Sprite that all the rest were based on I started to think I had a gem. Rough cut I'll admit.

Diving the car back in 1970 was very different from today. For one thing at 22 I knew no fear and for another the cars of the day were a little tamer than today. '70s driving, well yes. I can remember one day heading out on the Northwich Road attempting to pass a Granada and dropping into 3rd drew alongside the

driver, why I ended up racing him is beyond me now but at the time I thought I could do it. I couldn't of course and he shot off down the road.

The roads around Cheshire are a joy for Spridget Drivers and I would recommend them just as much today. There was a draw-back however driving an Ashley bonneted Frog, for on-coming traffic never quite knew what it was. This was frustrating if I passed another Sprite/Midget for Spritely custom was to wave. I gave up. Today anyone in an old classic waves. Back then there was a pecking order.

Of course in our memory the summers were longer than they are today, even with Global Warming, I can recall a run to take my 'pal of the Strombergs' over to Winsford where lay a holy grail of a scrap yard. He was so taken with the fact that we were travelling with the top down that he stood up! Holding the screen rail he hollered for all his worth. Its nice to witness conversion. How many times have you taken someone for a run and the grin on their face tells all. You just know they want an open top sports car.

There are some fine driving roads in Lancashire too, although my mind always goes back to one evening on the Wigan Road, without cap or whippet, I ran out of petrol. Linda was not happy. My trusty bamboo cane dip stick had some how failed me. Oh I forgot to note the car never had a working fuel gauge, I gather this is not uncommon. The prospect of removing the fuel tank -v- dipping the level always fell in favour of the latter.

Two lads on bikes came up asking what kind of car it was, I had to ask in turn where the next garage was. Too far but they took my petrol-can and a fiver and came back with petrol and change. So Wigan's okay with me.

On another day I was overtaken by a familiar back wheel, I sort of sank to a halt and was quite impressed with myself for not only having a jack and wheel wrench but had the presence of mind to keep the hub caps on so all four nuts were still there. I can attest to the fact that the Sprite handles remarkably well on three wheels. Although I haven't tried without a front one yet.

Mike Upton

To be continued



SEBRING SPRITE – 410 EAO



S 221 - re-registered 184 F6J - photographed in 1991 and as purchased by Colin Pearcey.

Part 5: Building on a Lead

by Jonathan Whitehouse-Bird
England

During the meeting, between Andrew Hedges, Tom Coulthard and myself, Andrew revealed that he sold EAO towards the end of 1961, but not as a result of advertising it through John Sprinzel Ltd. While travelling home from an event, back to his flat at Adams and Eve Mews, London — with the Sebring on a trailer — Andrew was followed for a distance of about seven miles. On arriving at the flat, the person driving the pursuing car, a Mr. Les Arnold, approached and enquired as to whether the Sprite might be for sale. A deal was made on the spot, Andrew and EAO parting company a short time afterwards. I asked Andrew if he knew of Les Arnold's current whereabouts, and was met with a negative response. The only information he could provide was that Les was driving a 'black cab' and co-owned a 26-strong fleet in the city. He was also a member of the Southern Counties Healey Club.

I obtained a few more contact numbers from our meeting, in the main these were people involved with EAO such as, Don Moore who built two engines for Andrew, B.M.C. 'works' driver David Seigle-Morris — owner/driver of one of the W&P coupes, registered D 20 and Bill McCowan, who shared the driving with Andrew in EAO at one or two events. Before

contacting any of these people, I managed to track down — with the kind co-operation of Coy's auctioneers — the W&P alloy coupe Sebring they had sold during 1990. The person who had bought the car, was none other than Colin Pearcey, former saloon car champion and collector of classic racing cars. As well as the Sebring (the ex-Cyril Simson car, formerly registered S 221), Colin also owned at that time, a number of B.M.C. 'works' cars, including one of the lightweight M.G.C. G.T.'s — RMO 799F.

Out of the blue, Colin telephoned me one Sunday morning, and invited me along to his house to take a look at the Sprite. As mentioned in an earlier chapter, the car was now registered 184 F6J, but over the years had been re-registered a number of times. Once sold by Cyril Simson during 1961, it became JT 51 in the hands of Peter Clarke, this was then followed by 8 RIK (presumably 8 RK, but with an added 'I'), for Rick Cadel's ownership during the late sixties, finally ending with 184 F6J in the late 1970s. As the first available opportunity I went to see what had

since been 'S 221.'

One of the reasons for wanting to see the car, was to obtain reference to assist in the rebuilding of EAO. Colin's car was the only W&P alloy coupe known to have survived complete and relatively untouched, although I knew, from photographs taken of the car in 1962, that the original W&P coupe top had been replaced with 'Berletta' style bodywork. This came about as a result of a practice accident at the '61, Nurburgring 500km event.

When I arrived at Colin's house, I was ushered around to the garage complex and introduced to 'S 221.' The car was now painted in a rather bright shade of blue, but otherwise appeared to have altered little externally, from the photographs I had seen taken of it in the early sixties. I soon positioned myself in the driver's seat where such famous names as Stirling Moss, Paul Hawkins, Sprinzel, to name but a few, had once sat before. In March 1961, Sprinzel had taken this car — along with PMO 200 — to Sebring, FL, and had enlisted the driving skills of Stirling Moss and his sister Pat, to drive both cars in the 4 hour event. Stirling was down to drive S 221, but a problem with clutch slip in practice resulted in a swap with his sister, and so drove Sprinzel's PMO 200 in the actual event. This race marked the international debut of the Williams and Pritchard built, Sprinzel alloy coupe, and



Paul Hawkins, John Sprinzel and S 221's owner Cyril Simson, following the Sebring 12-hour S 221 was driven by Hawkins and Simson for this event.



Rick Cadel in S 221 during the mid-sixties. At this point the car was dark green with yellow stripes.

both cars looked resplendent in B.M.C. Steel Grey paintwork. For the recent Stirling finished fifth in class and Pat seventh, despite acute clutch slip.

It all seemed so intangible now, thirty years on, as I looked around the cockpit. A few of the original period items had disappeared, such as the Healey wood rim steering wheel, the small fabricated metal dash-board; the centre console for the switches and the Healey lightweight glassfibre seats. All these having been replaced with more 'modern' items. The only dramatic change lay with the restyled 'Berlinetta' alloy bodywork which, I felt, did not look as attractive as the original design. Although structurally sound, 'S 221' was now looking a little down at heel, the result (prior to Colin's ownership I may add), of neglect and unsympathetic treatment. At some point the car had received a very poor respray — probably to 'treat it up' for resale, but nevertheless 'S 221' proved an excellent source of reference. I took plenty of photographs and Leves came away clatching the original alloy framed sidescreens and a 'Healey Speed Equipment' nameplate. Two of these plates were fitted to all W&P coupes, one to each sill threshold. Colin kindly allowed me to borrow these items, in order to get exact copies made. These were the first of many things I eventually borrowed from various sources, in an attempt to reinstate those parts that were missing from EAO.

One of the most important items I had to reinstate on EAO, was of course, the alloy coupe roof. Insisting on strict accuracy, the only acceptable way forward for me, was to get the person who did the work back in 1961, to do it again. I had heard that Len

Pritchard was still working these days a week, making new bodies for Lotus Elevens, so I wrote to him at his home address (obtained when I had purchased the W&P nameplate), asking if he would undertake the recreation of EAO's alloy roof. A few days later the telephone rang — it was Len Pritchard. He said that he would be delighted to help, provided he had something to use as a guide. I therefore made a quick telephone call to Brian Wheeler at Wheeler & Davis Ltd. As luck would have it, the roof from WJB 707 (the W&P coupe undergoing restoration there), had not yet been put back on the car, and depending on whether or not I could get the owners approval — I could borrow it.

Another phone call, this time to Steven Bowen living in Holland, WJB's owner since 1968. He had no objection, so it was 'all systems go!' I then rang Len Pritchard, to say that I had a genuine W&P alloy roof for him to use as a template, and a date was duly arranged for the work to begin. It looked now as though EAO's alloy bodywork would be returned to its original specification, and more importantly, a level of continuity would be maintained with the original designer and creator carrying out the work. Having managed to secure the services of Len Pritchard, I could now turn my attention — some twelve months after purchasing the car — to sorting the remainder of the bodywork.

Due to severe neglect, EAO was found to be in a rather sad condition, and I was faced with an incredible amount of work to restore the car to 'as new' condition. Although I wanted the rebuild to be completely accurate and reflect the cars 1961 appearance and specification, I didn't necessarily want an "eat your dinner off the underside" end product, as pursued by zealous enthusiasts. Not that



Selecting 4-hour race in 1961. Stirling Moss in PMO during a pit stop. His sister, Pat, drove S 221.

I have anything against this, it was just that I felt a more sympathetic approach was needed, as EAO, built as a racing car, would not originally have had an absolutely perfect finish. The only exception to this, would have been the meticulous attention to detail in its mechanical preparation. The restoration of the car's bodywork was one aspect of the rebuild I couldn't tackle myself, so the services of a professional were definitely required. With something so rare and valuable as EAO nothing could be left to chance. The task needed to be handled by someone who could empathise with both the subject matter and my aims, coupled with an eye for detail and the necessary skills to handle thirty year old alloy. The question



Thirty years on! S 221's interior in 1991.

was, who to trust with the work? It was to be several more months before an answer was found.

During the interim, I began my search for EAO's second owner, Les Arnold. Anyone I talked to regarding Sebring's was asked the question — "Do you remember Les Arnold?" Most said that the name rang a bell, but could help no further. I also turned my attention towards replacing another part of the Sprites bodywork — the bonnet. The original W&P glass fibre Sebring bonnet from EAO was too badly damaged to consider using, and with no 'genuine' replacement forthcoming, nor likely to be, the only solution seemed to lie in the creation of a new item. I again approached Brian Archer, of Archer's Garage, to see if he had made any plans regarding a bonnet for his Sebring replica. His only option at the time, was to produce a mould from the original bonnet of WJB 707, but unfortunately this itself was not in a very good condition, and had been fitted with a power bulge, along with an air scoop for the carb's. Hoping for a better bonnet to materialise, Brian had taken the matter no further. I resigned myself to a long wait!

Meanwhile, I obtained the phone number of another former Sebring Sprite owner of the early sixties — Peter Jackson. Peter's car was built to Sebring spec' during 1961, and in addition to the Girling disc brake and wire wheel conversion, featured Peel

Couchworks alloy rear panelling, a W&P Sebring bonnet and Healey glass fibre hand-top. Registered 46 BXX, this car took part in two classic 'Team Sebring' victories during 1961. These were the 750 M.C.'s — Six Hour Relay at Silverstone and the 500 km. event at the Nurburgring.

In this latter event BXX scored an incredible third place overall, with EAO close behind in fourth (this said, BXX did have the added benefit of an 'illegal' deep-loop head fitted to its Formula Junior engine).

I arranged to meet with Peter to find out more information for the 'Sebring Sprite Story', and arrived at his home armed with all the articles, photographs and technical information, etc., that I had accumulated over the preceding months. Of the many people I had so far met in connection with Sebring's, Peter was to be the most informative, and I soon became mesmerised by his numerous anecdotes and feats of memory. Again, I came away with lots of photographs to be copied for my ever increasing collection. As a result of my meeting with Peter, I was able to obtain the phone number of BXX's owner at that time — Stuart Radnofski — a Canadian living just outside Cambridge. However, before I had the chance to contact Stuart, I received a phone call from Tom Coulthard, who had earlier been



The Berlinetta-style bodywork, fitted in 1962 by Peel Couchworks, replaced the 'original' W&P body following an accident at the Nurburgring 500 km race in 1961.

in conversation with a Mr. Paul Woolmer from the Austin Healey Club U.K. Paul had in his possession a Sprite which, according to the previous owner, had been used in competition, although its identity had been lost, along with the cars registration document. Tom roped me in to visit Paul and inspect the car, in an effort to try and help him work out what it could be.

On arrival, and before looking over the Sprite, Paul first showed us a number of items that he had removed from the car during a partial stripdown. Among them were a pair of all alloy doors — identical to those fitted to EAO — and a genuine Dowdall Healey Motor Co. Ltd., inlet manifold (two separate alloy castings linked by a steel balance pipe). On seeing this latter item my eyes lit up! I explained that this type of manifold was 'standard' fitment on all five W&P alloy coupes, and the two cars I had already seen (WJB & S 221), lacked this very desirable item. Without hesitation Paul allowed me to borrow the manifold, so I could arrange for new castings to be made, primarily for EAO. After a couple of hours spent



Left: The stripped out interior of S 221 during 1961. Healey glass fibre seats, 3-spoke wooden steering wheel, small dash and Speedwell instrumentation, were standard fitment on all W&P alloy coupes. Below: 46 BXX racing at Brands Hatch during 1961.



chatting and studying lots of photographs, we went outside to take a look at the car. This had been covered by a tarpaulin to protect it from the elements, and once removed, I again found myself wide-eyed in disbelief.


Fitted to the car was a genuine W&P glass fibre Sebring bonnet. Even more remarkable was its virtually unused, perfect condition.

Tom and I were unable to identify Paul's car on the day, but it had obviously been used for rallying — rather than racing —

Right: Peter Jackson, BKN and the winning livery from the 6-hour relay race at Silverstone.



owing to the nature of the modifications carried out. (It was to be several months before Tom linked Paul's Sprite to Stan Anon, a rally driver of the early sixties, the registration number of the car being — 4444 DA). Before we left, I mentioned to Paul the problem I was faced with in replacing EAC's smashed bonnet, and also, that Brian Archer needed a good example to mould from in order to complete his Sebring replica project. Once again, Paul unselfishly offered the use of his car's bonnet without question, and I arranged for its collection a few days later via Brian Archer.

Things were going well, almost too well! More next time... 



Above: The 'end of the road' for 46 BKN in its 1961 guise. A small electrical fire resulted in this and right on a rally stage. The fire engine crew could see the smoke, but couldn't find the car in the twisting lanes of the Welsh countryside.

Ed says: please see issue 264, page 22/23 for credits and disclaimers.



Battlefields Tour June 2006



We have been members of the club for about a year now, and have 'Phil' our 1500 MG Midget, Phil has just been rebuilt with a new engine and converted to a five speed gearbox, the job was completed just in time to accompany Alan Anstead and two of his friends on a battlefield tour trip over to France and into Belgium. We met at Dover, Alan was in his Sebring replica and his friends Larry and Ray came in a Triumph Spitfire. Unfortunately Alan's co-pilot and navigator couldn't come at the last minute so that turned us and Tom Tom the sat nav into navigators. The journey into France started off well until we took a detour into Saint Omer for lunch, Tom Tom had a fresh route planned for our continued journey which came as a bit of a shock when he sent us through towns we hadn't planned. Tom Tom was great except for the fact that when driving in 6 lanes you don't quite know which lane he wants you to be in, we certainly went the scenic route to our hotel, and at one point drove into a gypsy caravan park! (road layouts have certainly changed since Tom Tom's planning) but as Alan kindly pointed out 'we are in no hurry' We stayed in a small town called Seclin, which had a McDonalds and a few superstores (much to our disgust no pubs!)

On Friday we drove up to the town of Ypres just over the border into Belgium, the weather was fantastic and the cars behaved themselves impeccably. Our cars were abandoned up a side street and we met our tour guide to become proper tourists out for the day in a minibus, the tour was based around visiting the cemeteries of the war in that area around the years 1914-1918 we

visited about 7 sites, all in all, which held thousands and thousands of bodies of various nationalities, quite sobering really and very strange to see it first hand. Our first visit took us to The Flanders field site, where of course we saw a poppy. We also visited a German grave site, totally different to ours, yet still quite beautiful, very hard hitting to hear that over 40,000 bodies were together in just one grave... We mingled with the dreaded school children and visited a trench site which we were allowed to wander through, they had found all sorts of things in the area and they were all on display in the museum, it was a great touristy tour. The rest of the day was spent in the town of Ypres, we had a superb lunch, visited the town museum, and raided the local chocolate shops! At 8pm we had the Mennen Gate Ceremony, every night at 8pm they hold this to remember the people who were never found, for some reason this time they had a longer ceremony with a band and soldiers marching, this was extremely touching to think that even after all this time they still remember the people who never came home. We left Ypres for the journey back to our hotel, once again relying on Tom Tom, he had plans of his own and decided to take us home by the shortest route, although a bit unnerving at the beginning, it was fantastic, we went through tiny lane after tiny lane, round twists and turns some even had grass growing in them, he faltered once in nearly sending us over a corn field, but soon re-routed when we decided against following his instructions.

The next couple of days we drove locally and visited some local towns, the cars were as good as gold, we met some nice people and had some great food.

All in all a great little break, thanks to Alan for instigating and arranging the tour, we hope to do something similar next year.

Nay, Col and Phil



Alan's Workshop

Replacing Mk1 Austin Healey Frogeye Sprite Quarter Elliptic Rear Springs



Greasing rear spring

The Mk1 and 2 Sprites together with the Mk1 MG Midget have quarter elliptic rear springs. The springs are made up of layers known as leaves. Originally each spring had fifteen leaves but now, I am led to understand, replacements have but nine leaves.

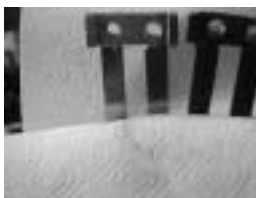
The rear of the spring is attached to the back axle by a shackle pin which passes through the back axle mounts. The shackle pin is supported by a metalistic bush which is enclosed within the spring shackle.



Modified and original

The forward end of the spring is mounted in the body of the car in a spring hanger box. The spring is held in that box by a U-bolt which is visible within the rear wheel arch and two bolts which pass through the body work forward of the aforementioned U-bolt then through the spring and into a clamping plate.

If it is necessary to replace the rear springs it is possible to have them repaired and reset instead of purchasing new. This is not a job to be entered into lightly or with an odd assortment of poor quality spanners as the securing bolts may not have previously been touched on a car heading towards its half century.



Modified and original reverse

Take the rear wheel off and support the car body and have a jack beneath the axle to take its weight. Think safety! Undo the U-bolt the shackle pin and the two bolts under the vehicle and remove the spring. Sounds easy and if everything undoes nicely it is. The two bolts on the underside are usually a problem which needs a good fitting socket and a long prise bar. Don't force them but ease them gently. An overnight soak with penetrating oil may help. Undo them a little and tighten them a little working them more undone with each effort.

Re-assembly is the reverse but first clean the debris out of the spring hanger box. Examine its condition. If all is well spray or brush some waxoyl in the box to assist preservation.



New spring fitted

Clean the bolts. I would run a tap along the thread to clean it but if all that is available is a wire brush then clean the threads with that. Clean the threads on everything – U-bolt and shackle pin. Tap the threads in the clamp plate. If using a new clamp plate file or grind its profile as shown in the attached photo. This makes it fit easier within the spring hanger box as the sides of a new replacement may foul. Countersink the threads to assist penetration when offering up the threaded end of the bolt.



Waxoyl in spring box

Now, some do and some don't, some say you should and some say you shouldn't. I now de-laminate the springs and smother the leaves in moly grease. Re-assemble making sure that the bolts will still pass through the two holes in the spring. Run a drill through these holes to take off any irregularities. There is but one bolt that passes through the spring which acts as a locator on the underside (its head locates the spring by way of a hole half way between the U-bolt and the two underside bolt holes on the underside of the car). Once this bolt is tightened cut off any excess thread as this can impede the spring entering the spring hanger box. Rest the clamp plate in the correct position on top of the spring. The moly grease will help to hold the

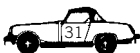


plate temporarily in place. Pass the spring into the spring hanger box. Support the greasy spring (it may help to wear a glove) whilst feeding a bolt up through chassis and spring into the clamp bolt. It may be helpful if someone can be found to support the spring thus enabling multi-tasking without getting your hands dirty. This is the fiddly bit and can sometimes sap the patience as everything appears to want to go in its own direction but persevere and two bolts should eventually engage in the clamp plate. Fit the U-bolt but do not tighten.

Align the shackle with the rear axle mount and push home the shackle pin. Note that the shackle pin head is not circular and that the flat engages against a raised piece on the axle mount. Tighten the front end nuts and bolts and lower the vehicle before tightening the shackle bolt. Check the tension of the previously tightened nuts and bolts and now, once the road wheel is fitted, all that remains is for the other side.

Alan Anstead

Surrey and Kent Sections. Mail to: alan.anstead@btopenworld.com

Ilkley Innocentis

Here is our latest acquisition – the third Innocenti Coupe. This one is hopefully the last to complete the 3 Italian flag colours in which they were produced – green/white/red ... tricolore We've just returned from an eventful but exciting 1800 mile round trip to go and collect it from Milan ... more on this later as we're both snowed-under at the moment. So there are now as many Coupes in this country as there are Spiders! 3 of each at the last count. In the meantime, to whet our readers' appetites, here attached are a couple of shots of the green car – still on its Italian plates – MOT and UK registration to follow. Good luck with your choice of classic vehicle – list writing is OK (as you know that's how we came to get into Innocentis) ... but you've got to decide sooner or later! Ciao from Yorkshire



Barry and Jill

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Mike 01225 863115 (Bradford on Avon, Wilts)

Single Axle Box Trailer The M&SC club trailer is being sold, as it is no longer required. The trailer is a rugged single axle box trailer in good condition with integral lights and brand new spare tyre. The load compartment is 2160 x 1440 x 460 mm and comes complete

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