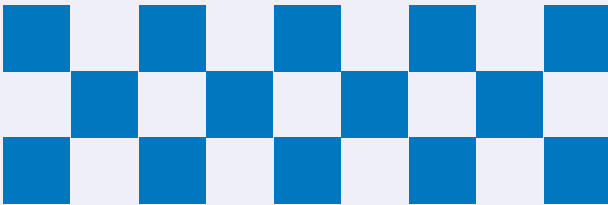


# Mascot



The Magazine  
of the  
Midget & Sprite  
Club

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

### COMMITTEE

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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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# Wheelnut

Well, here I am sat in the office of MASCOT Editor at Innocenti Towers, thinking what shall I write as words of wisdom to launch my First Edition... By now the majority of you will know I've taken over from Mike North as Editor of MASCOT.

Let me begin with a note of thanks to the Retiring Editor for the last six years' issues of a well put together magazine. I just hope that at least this standard can be maintained over the next phase ... it will be a difficult job to improve upon. So I hope you will all join me in thanking Mike for his sterling service to MASC. How the hell am I going to follow that! Mike had got it so well organised. When I was offered the job as Editor I asked how much time it took up. Mike replied "Oh, about 40 minutes a day on average"!!! In just the few weeks I've been in post I know it's taken up a lot more than that – so we must all thank Mike for the tremendous amount of effort he has put in to make MASCOT what it is today. Either that or I'm just not organised! For my sins I have been in and out of MASC for almost 14 years (owning first a Frogeye in the early '90s, followed by an Innocenti 950 Spider and three Innocenti Coupes) and have seen some dramatic changes, particularly with MASCOT.

I don't think you'll see much in the way of change in the magazine in the initial stages, as funds prevent that at present. But what I am introducing is a tightening up of deadlines ... as such, I have already contacted the majority of the Area Reps with their new deadline of the 12th of the month for their Area Reports. The 12th of the month is also the new deadline for any other articles submitted by you guys (and gals) for inclusion in the following month's edition of MASCOT. In order to have a chance of making the next issue, please ensure that all articles and photographs are emailed to me before the 12th of the month. Please also remember to send file attachments as 'Word' files and jpegs for photographs. Sorry to be keen on this subject – but it will help both myself and Jane, our contact at Quorum Print Services, to continue to produce MASCOT efficiently and smoothly each month. It's YOUR magazine and is only as good as the articles in it – September in particular, and to a certain extent October, are still two busy months on the Calendar ... when you can see those long Autumn and Winter months looming – deteriorating weather, dark nights etc ... and people just want one last chance to get in their Spridgets. So keep those articles coming!

Ciao

**Barry Lowe**



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

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# Club Nights

- 1st Monday **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 & 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** – October 5th, Venue to be decided, please contact Anita for details. Meetings from 7.30 pm onwards, food available. Call Anita on 01423 862738 or 07720 725429 email spridget.girl@ntlworld.com
- 2nd Wednesday **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 Stange on 02890 401726 or mobile 07769 705497 or email barrystange@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 **Home Counties North West** for members in Herts, Meetings Bucks, Berks, N. London or anyone interested! Please contact Chris Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103
- Occasional **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 October,  
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## Events

From David Hill and Webmaster Toby Anscombe

### Events organised so far for 2006

#### October

Sunday 8th

Yorkshire Area Conker Run. Starting in Thirsk, taking in the Clevedon Hills, Saltburn, North York Moors, Helmsley and finishing at Byland Abbey. £7 per car. For route plan contact Tim Saunders, 07968 261990 or [mothysaunders@hotmail.com](mailto:mothysaunders@hotmail.com)

Sunday 22nd

Midget & Sprite Club AGM. 2pm at Gee & Co., Birmingham. Details were in last month's MASCOT but please contact Bill Mohan, our chairman, if you can't find them.

Friday 27th

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](mailto:dandcwright@ukonline.co.uk)

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

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

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

## Mutual Assistance Directory

Oh NO! Summer's nearly over. As I write this, it is chucking it down and windy too. Not weather for taking the Midget for a run. As always, I have not been out as much as I would have liked but next year.... Actually, next year should be better for us as we are moving home and downsizing. So I won't have to spend time in gardening, mowing the grass, painting, trimming the hedges (over a km) etc. etc. Great, roll on 2007 except that I shall be a year older! I do hope that you have had a great summer with your Spridget and are looking forward to the winter break to do things to your pride and joy.

Don't forget, if you don't carry your copy of the Mutual Assistance Directory and you would like a copy you can download it from the members only section of our website. However, if you do not have access to the web or don't know someone who does, I will print off a copy and send it to you. Please remember that it is constantly updated so to be up to date, download it at least every month.

**David Hill**



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# Letters to the Editor

## Congratulations

Hi Barry,

Congratulations on becoming the new MASCOT editor, I hope you get the full support of the committee and members which you so richly deserve – your job is safe, nobody else wants it!

I have just been reading a report on this year's Goodwood Revival Meeting. It is all very well for the Earl of March to request that the crowd attending wear period costume, if the weather turns wetter, dryer, cooler, hotter, etc. he can just nip back to H.Q. and change, whereas Joe Public has probably a two mile walk from his car to the entrance, and has to juggle, cumbersome clothing and period accoutrements, such as the truly diabolical shooting stick, a plaid rug, binoculars, or a wicker picnic hamper. It's o.k. for the chaps, – nobody can tell if they bought their tweeds and brogues last week, or several decades ago – but the ladies have a much more tricky time especially when it comes to footwear. I have to admit that if we grace the occasion again, it will be in lightweight modern clothing!

Shell wrote to us recently – what an honour – apparently we now belong to the V Power Club, whereas before it was just good old reliable Optimax, we don't appear to have used any yet, so cannot report any differences in performance. Speaking of fuel, has anyone anything good or bad to say about Tesco super unleaded? I use it in my daily drive, but baulk at the idea of putting it in the Midget.

**Anna Rak**

P.S. Looking forward to hearing more about your Italian quartet.

## Classic Motor Show

Hello Barry

The Warwickshire Group of MASC are again organising the club stand at this year's Classic Motor Show at the NEC Birmingham on 27-28-29 October 2006. Our display this year comprises Stuart Gunn's fabulous V8 FWD Midget, a sectioned Midget prepared by BMC for dealer display and Martin Ingall's Sebring replica fresh from its debut at The Circuit des Remparts race in France. We welcome any MASC members at any time during the show and Chairperson Bill Mohan will be on the stand at 1.00 pm Saturday to meet members old and new. See the add in MASCOT for details of how to book cheap tickets which will also benefit the club.

**John Platt**

# Rambling thru' September

**B**y the time we see this in MASCOT the votes will all be in and counting underway for the incoming committee.

I won't count chickens; just wish the best of luck to the candidates. And Mike has moved on for his hard earned rest leaving Barry in the hot seat. How's it feel Barry, warm enough? (this is my first ramble for Barry, I'm quite nervous!) The incoming committee members

will need as much help from you as well as from we old-er hands. Tell us/them what you want from us, it is our job to run the club for you.

As for the summer, hasn't it been a cracker? Lots to do all over the country and I hope you all were able to attend as many events as you had planned for. Lara has run very well for me since the spring rebuild on her clutch, might be time for a respray before the next spring



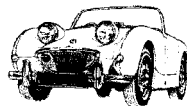
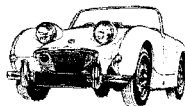
outing. Not that she won't be a busy little car throughout the winter, 'cos she will.

Her next club outing will be for the AGM at Gee and Company in Holborn Hill in Birmingham, will we see you there? 22nd October at two o'clock. I hope that lots of you can come along. If you cannot make it

(Shame! Shame!) but would like something discussed please forward details to Terry Horler or me and we will put it on the agenda. Minutes of last year's AGM are available from both of us too.

'Til the AGM, bye!

**Bill Mohan**



## Kent and Surrey Sections Le Mans Classic Tour

July 5th–11th

Wednesday 5th July 2006 found me up, and out of bed early, in order to meet John Larrington for our drive to Newhaven.

John arrived at our appointed rendezvous point, at 0500hrs, with the top down on his Frogeye. Setting off, the Heavens opened with thunder and lightning for good measure. John 'braved it out' to Newhaven whilst I stayed warm and dry in my Sebring Coupe rep.

At Newhaven we met up with Dave Southcott (MG Midget) and Mike Gorman (Austin Sprite). Mike was accompanied on this trip by non MASC member Simon Bishop.

A four-hour boat ride took us to Dieppe and then in convoy we drove to our destination. Following the directions of a Sat Nav we arrived at the village of Parcay Le pins at 2300hrs whereas the longer journey from Boulogne using an old fashioned Michelin map only, normally, takes seven hours but that's progress for you. Our rented farmhouse at Parcay gave us a base some 45 minutes car ride from the circuit at LeMans.

We were staying in a rented farmhouse for a week sharing a courtyard with seven Morgans, of varying types, and a Series 1 Lotus Elite. The Morgan crew were still up, with our hosts, enjoying the night air with some beers

and wine which they offered freely to toast our arrival.

On Thursday we met up with my ex-pat friends Mick and Denise Blazeby. Mick and Denise are experienced motor racing marshals who have taken up their pastime again having emigrated to France. They had recently marshalled the LeMans 24Hr and were to marshal the coming Classic event on a post on the Mulsanne Straight. They had booked a table, for our evening meal, at the Hotel De France at Chartre Sur Le Loire. This Hotel / Restaurant used to be the 1950s base for the Aston Martin Team (Winners in 1959. Drivers: Carroll Shelby and Roy Salvadori). Signed photographs of previous Le Mans entrants adorn the walls as do Geo Ham cartoons.

Friday we convoyed to the Circuit to watch practise and explore the paddock and infields wherein were parked many interesting classic cars and sports racers. The Dutch Healey Club and Healey France had a very large gathering of various models. Brian Wheelers 1968/9 Austin Healey Coventry Climax replica was on display a credit to his workmanship (The original is currently for sale in Australia).

We met up with MASCOT Editor – Mike North and his friend but missed several other friends who left notes in, and on, my parked car to let us know they were about.



The actual Le Mans Classic racing took part from 1600hrs on the Saturday until 1600hrs on the Sunday. During this time John Larrington, and I, spent much time unsuccessfully trying to get to Marshalls point 70, on the Mulsanne Straight, to meet up with Mick and Denise Blazeby who were marshalling there. Unlike the Le Mans 24Hr the Classic is several races, for various classes of classic racing machinery, throughout a 24hr period, not one long race. After the storm of the first day the sun had come out, with random showers, and it seemed that neither John, or I, were to see much racing as every time we sat down to view we dozed off in the sunshine. The night racing was missed due to the call of a good meal and a comfortable bed. We returned to watch the remaining races on the Sunday but further attempts to reach Mick and Denise, a search for a windscreen for Mike, and the ever present sun luring us to sleep conspired against us. We returned to our farmhouse

base where our host had arranged for us to witness (on TV) France lose the World Cup to Italy whilst partaking of a Bar-B-Q.

Over the weekend David's MG had thrown up a stone and inflicted a direct hit upon Mike's Sprite windscreen causing it to shatter so Monday found us near Saumur purchasing, and fitting a piece of acrylic with Gaffer tape where the windscreen had once been. Mike's car was also suffering an intermittent ignition fault causing the engine to randomly stall. David went off to do some shopping, in the afternoon after lunch, whilst the rest of us enjoyed the swimming pool at our base before an enjoyable evening buffet provided by Mick and Denise at their home in the little village of Genneteil. Tuesday was taken up with our return journey.

The next Le Mans Classic is in 2008. Anyone care to join us?

**Alan Anstead** (Surrey and Kent Sections)  
mailto: alan.anstead@bopenworld.com

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

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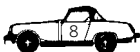


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# Goodwood Revival

**Moss drives a consistent race at Goodwood in the wet to come 11th in PMO while BXN seizes its gearbox and rolls**

*(Words by Martin Inghall [www.sebringsprite.com](http://www.sebringsprite.com))*

What a fabulous grid for any historic Sprite buff – 15 very special Sprites or Midgets in all their various guises, including an Ashley, a Lenham, two Speedwell GTs, no less than four WSM Sprites, the Ecurie Ecosse car, the ex-John Milne MG Jacobs Midget, an ex-Paddy Gaston works car, Paul Woolmer in the alloy bodied BXN, Jack Wheeler's Sebring, not to mention the two Sprinzel Coupes: PMO200 driven by Sir Stirling Moss, and its sister car S221 by its current owner Chris Clegg. For John Sprinzel who made the long trip over from Hawaii despite health problems there was the added pleasure of seeing 2 SLR Morgans start from the front row (SLR = Sprinzel-Lawrence Racing). The presence of John's former racing comrades Jack Wheeler, Peter Jackson, Douglas Wilson-Spratt, Cyril Simson, and Stirling Moss all helped to make this a great occasion.

We were not so lucky with the weather – heavy grey skies with frequent showers and strong winds. The track was pretty slippery throughout the race. THE START: As the flag fell Van der Kroft's Morgan pulled ahead of Hulett's WSM and Tommasi's Ashley GT, leaving Ahlers' SLR some little way behind. Then a whole crowd of Sprites with the occasional Abarth, Sunbeam or TR thrown in. However Ahlers soon picked himself up and took the lead with Tommasi chasing him. This



PMO 200 (courtesy of Jonathan Whitehouse-Bird)



Speedwell GT 1959  
(courtesy of Motography@fsmail.net)



S221 Sebring  
(courtesy of Motography@fsmail.net)

became a race-long duel with the Ashley sneaking into the lead at one point, then losing it at Madgwick, picking up the pieces after dropping to 3rd or 4th, then pursuing his goal once more. Meanwhile lots of smaller dices were going on throughout the field. Moss changed places with Barry Sidery-Smith in his Le Mans Twin-Cam MGA several times, eventually getting the better of him. Paul Woolmer in BXN had the misfortune to have his transmission seize which sent the car off the track and into a roll. Paul emerged fortunately unscathed but the alloy coupe was fairly crumpled, this on lap 2.

However, the fact that Stirling brought Woolmer's other car, the restored PMO home





*After the roll  
(courtesy of Jonathan Whitehouse-Bird)*



*1963 WSM Sprite  
(photo courtesy of Motography@fsmail.net)*

in 11th place should have helped to restore his good cheer. Martin Davidson in Jack Wheeler's restored Sebring 7080AC started 17th on the grid but gradually pulled up to 8th, while Chris Clegg in S221 made an even bigger gain, rising from 22nd to 9th by the finish.

Bertini in the metallic blue Speedwell was clearly suffering from a lack of front-end grip the car getting away from him more than once, so that he fell back from his 3rd row start to 13th by the flag. David Wylie in the other Speedwell was the first of the Sprite contingent home finishing 5th overall – well done! By this time Tommasi had managed to squeeze by the SLR again going into the final lap only to throw it all away when he went off at Woodcote Corner.

Hulett's WSM was next Sprite home, then Willis who brought the smart little Jacobs up to 7th place, but Tony Wilson-Spratt's WSM MGB sadly expired just before he could take the finish line. Richard Skipworth was at the wheel of the restored Ecurie Ecosse Sprite



*The Ecurie Ecosse Sprite (photo courtesy of  
Motography@fsmail.net)*



*The Ecurie Ecosse Sprite 1413WD and the  
Healey Motor Co. Sprite MEG 199  
(photo courtesy of Motography@fsmail.net)*

(featured in the October issue of Classic & Sports Car magazine) and although he had only a 998cc engine he managed to finish ahead of the two special TRs.

Stubbings' Lenham pulled up from 23rd on the grid to 15th place while Elwell retired his Sprite after 11 laps though he had been going well up to that point. Jim Lowry had had an off in practice and the car expired after the opening lap of the race, and Miller's WSM also failed to finish. The two Morgans were the ultimate victors but Sprites dominated the race and made for a very exciting spectacle.

## Alan Anstead Meets with John Sprinzel

I went, with John Larrington, to the Goodwood Revival on the Friday, for practice, where we met up with Surrey member Chris Harding. I had, loosely, arranged to meet John Sprinzel (originator of the Sebring Sprite). Whilst chatting with a mechanic working on the recently restored Sebring Sprite PMO200 I found myself standing next to John Sprinzel. John Sprinzel is an ex sprite racer/rallyist and originator of the Sebring Sprite. John Larrington did not miss a photo opportunity snapping me whilst we were having a long conversation with the celebrity. Mr Sprinzel was kind enough to autograph copies of the book *Spritely Years* for



John and I. We managed a short conversation with Douglas Wilson Spratt designer of the WSM Sprites and Midgets. Next on the list was Jack Wheeler (ex Sebring Sprite Rallyist) a brief chat before advising his mechanics on an ignition timing problem (I always thought race mechanics were something special but this meeting dispelled that myth).

## Home Counties NW at Silverstone

So at last Sunday 30th July had arrived. It was the last day of my two weeks holiday (and 650 miles in the Frogeye!) and what a way to finish it off. It looked damp outside the window when we got up, but undeterred we set off for Silverstone and met up in Winslow with other HCNW members, Ian and Steve and Tracy. There was also an outside chance of meeting with Chris and Pat and Mick and his Pearl.

Our rendezvous was fine and a phone call told us that Chris and Mick were just around the corner. However, as I am sure Chris will have reported, he didn't quite make it. With strict instructions from Chris to leave him we set off to Silverstone. I love the drive to Silverstone, it's only 40 mins from home for us and it includes a bit of cross country driving and a few quicker roads – plus, I am going to Silverstone, which still excites the small boy in me.

We weren't the first to arrive as others had stayed close by and were keen to get there (not the Cambridgeshire chaps who couldn't drag themselves away from the full English!). On arrival we set about erecting the HCNW area Gazebo. It was a real team building exercise with members from nearly every area assisting. Now this gazebo proves the old saying "you get what you pay for". There was a reason it was reduced to a tenner in a well-known catalogue shop. After Chris had

attempted a test build he was forced to get out his schoolboy maths books to work out the triangulation for cutting down the roof to get the cover to fit. He had also expertly fashioned a dowel to replace a missing pole. It was made to look much worse by comparison with the "for best" gazebo which was far superior and put up next to it.



In total we had 23 cars in attendance. Everything from 5 Frogeyes, plus a Healey Frogeye, through all the models, I think, up to and including the 1500. There was plenty of interest from the public and we had a couple of new member enquiries. Next year maybe we could have a bit more info about the club on show to invite people in, some photos from our many outings and a bit more blurb (have I just given myself a job Chris?). It was good to meet up with fellow members and put names to faces, particularly for those I have "chatted" with on the Midget and Sprite BBS.



To be honest I didn't see much racing this year. Too many cars to look at and owners to chat with – plus the HCNW contingent did get rather caught up in the Funfair. We are just a bunch of big kids really! The carousel, the dodgems and the scary chairplane (that is the real name for it) kept us all entertained.

Very quickly, or so it seemed, the evening came and we had to pack up and set off home with our red noses, necks and knees. I managed to prove that you can fit two chairs and two gazebos in the back of a Frogeye, but only just. Same again next year Chris?

**Mark D. Hall**

### **Silverstone 2006 R.I.P.**

Well, there it was – gone. Silverstone 2006, which has lived with me for the past six months, is just a bundle of memories and several thousand digital images in your cameras. I gather, from much appreciated comments via phone, e-mail, bbs and word of mouth that it was enjoyed. Certainly, the time that I spent there I found plenty to interest, excite and inform me.

Thank you to those who attended and swelled the numbers on our parking lot. It was all arranged as a club event and the considerable number of cars on our patch, and the diversity of their points of departure on the day, showed that we are a pretty lively organization. That said, there is no reason why, next year, we shouldn't require a much larger piece of Silverstone ground.

The activities that interested various club members took advantage of all that the event offered. The pits and paddock were visited by many, the racing watched by almost all, the club site visited and used by a large number and the fairground enjoyed some fairly senior children. Those that I observed were wise enough to remove their club caps while on the dodgem cars but one was seen flying through the air with a horrified look on the face (no name no pack drill) advertising the intrepid MASC spirit.

There was drama of varying degrees which livened the three days. Andrew arrived on Friday with a dodgy petrol pump and an SOS was sent out for a replacement which arrived in time on Sunday. Mark B was involved in a dramatic rebuild job of the PA MG that he was racing. Where do you get major structural

pieces for a car like that? One was located and procured, involving a 150 mile round trip plus the borrowing of a part from a prized Cream Cracker MG on site. Peter, a brand new member, went home on a borrowed wheel.

I hope that you all had a more satisfactory trip each way than we did. We were just entering Winslow at 8.30 on Sunday morning, on our way to Silverstone, when there was a bang, a fistful of revs. and precious little forward movement. Yup! A half shaft. We had nearly reached our rendezvous with three other cars in our group – one was travelling with us (the elusive Pearl) and two more came along soon



after – but they all had to leave us to await the AA. Now this AA patrolman was some Knight of the road. He was obliged to take us to a safe place so he towed us the 10 miles to Silverstone (on a short rope!!!). There he deposited us in the main car park. He then arranged that our pick up should be at 3.30. So we got to see a lot of the action and saved fuel on the way home. Thank you AA. I believe that I was not the only one to go home this way. I wonder if the other unfortunate will confess?

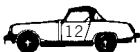
**Silverstone Classic 2007 is on July 27th, 28th, 29th. Is it in your diary?**

**Friday** was an enjoyable day. Only three cars on the site, but that was typical of the whole place and it was easy to go anywhere and do anything without being jostled. Anita and Mark were there together with Andrew of the dodgy pump. Much of their concern, though, was with the preparation of the PA MG.

I am pleased to say that there was quite a lot of visitor interest in the club.

**Chris Jackson**

**P.S. This is a message from the whole HCNW group – 'Thanks, Mike, for all your years of hard work as Editor'. It could be said that you are leaving in Triumph!!**



# Croft Track Day – 8 August 2006

We arrived at the circuit in good time to 'sign on' and have the relevant documents checked. It was then time for the briefing, which in my case went in one ear and then straight out the other due I'm sure to the butterflies and mounting excitement I was feeling. The track time was split between the Lotus Club, Midget and Sprite Club, and a group of various MGs representing MGs on Track.

Soon the Lotus lot were off (very quickly) for their first session. Then it was our turn (after the mandatory noise test), following the pace car for a few laps gradually building up speed, we were then released and left to our own devices. I was desperately trying to remember what I had forgotten in the briefing and found this session quite an eye opener. Too soon our session was over and it was back to the pits (cue beaming smiles from everybody). I watched the other assorted MGs roar down the main straight (well some of them) and waited for my second session, which I had with one of the course instructors. He guided me round the track and even managed to get me to 'nail' tower (an awkward right hander) after a few attempts. After my instruction I felt a lot more confident and on the third session I really gave it some pastie getting quicker and quicker, although still couldn't get 'tower' quite right! Clare drove in the fourth session with an instructor and obviously took note of what he said and managed all the dodgy corners including the afore mentioned 'tower'. I took



*Croft pitlane*

the opportunity to see how it was done by sitting in with Mark in Anita's standard Midget. This was to be the most terrifying twenty minutes of my life as we slid round corners at breakneck speeds with KCY amazingly not flipping over (don't know how fast we were going round corners because I had my eyes shut). It was during this 20-minute white-knuckle ride that I realised just how hard you can push these little cars, although I would feel a bit safer with a roll bar!

To summarise, it was a fantastic day and everybody seemed to enjoy themselves immensely judging by the excited banter and beaming smiles. Clare and myself certainly found the instruction very beneficial, and would recommend it to everybody (apart from Mark!). I certainly realised just how good my Midget is and how much more I need to improve as a driver to enjoy it to its full potential. A massive thank you to Anita for organising a fantastic event, can't wait to do another one.

**Tony Whitmore**

## What's in your Garage?

One incomplete restoration but progressing steadily and at vast expense— just short of £8000 so far. The other car is complete and running well—1275 motor, LCB, and single HIF6 from MG Metro complete with inlet manifold, Kent 256 cam and 3.7 diff. the speedo runs 10mph slow, but speed is easily gauged from the rev counter at 17.5mph per thousand revs. Doesn't stop you getting 3 points and £65 worth of flash on the M25 for 51mph in the roadworks section!! It cruises very nicely at 3000rpm and equally a 4 or 4500 when needed. Trip to Burgundy last September on N roads (no motorway) topless there and back and 44mpg Epernay (Rheims) to home, North Worcestershire comfortably accomplished from a 10am start time. Not enough space for wine though.



# Zandvoort HARC GP Meeting – 9/10 September

(or 3 men in an A35)

On Friday afternoon Mark, Matt and I squeezed ourselves and our bags into Mark's A35 and headed for Hull to catch the ferry to Europort. We were heading to Zandvoort to watch the FISC-EuroTour series for Midgets and Sprites, but before we got onto the ferry a Customs Officer pulled us over for inspection. What is suspicious about 3 men in an A35 heading for Holland?



*Mark's A35 and Arie's Midget*

The overnight crossing was uneventful (apart from accusations of snoring) and by mid morning we had met up with Arie de Best who led us for the last few miles to Zandvoort circuit. The circuit was hosting the HARC GP Classic with races for Classic Formula Ford, MGs and Triumphs, Morgan Motor Company Challenge Cup, the Youngtimer Trophy, Historic Saloons and GTs and, of course, the FISC EuroTour.

The FISC EuroTour had an entry of 24 Midgets and Sprites that would be competing in three races over the weekend. Qualifying and race 1 were on Saturday; races 2 and 3 were held on Sunday. All but two of the cars had 1380cc engines; the exceptions were a 1275cc Mk1 midget and a 1000cc Mk1 sprite.

One of the best vantage points was at the grandstand in the centre of the straight where you had a view of the long straight and the

entry into "Audi-S". You could then turn around and see the exit from "Tarzan", the entry into "Hugenholtz" and the long sweeping curve up to "Rob Slotemaker" and "Scheivlak"



*Hugenholtz Hairpin*

After Saturday's racing we had been invited by Arie to stay overnight at his house where he was also celebrating his birthday with a BBQ. This was our first introduction to Speklapjes, and very tasty they were too.

On Sunday morning we were back at the circuit at nine o'clock in time to watch race 2. Race 3 wasn't until 12:40 so we had time to grab a coffee or two and watch some of the other races.

At mid afternoon Arie took us on a scenic route to the motorway that would lead us back to Europort. We did lag behind Arie's K-Series Midget at one point when we had to slow down so we could take photographs of a windmill.

We had sunny weather all weekend; saw some great cars and some great racing.

Many thanks to Arie de Best, Pieter Bakker, Andrew McGee and everyone we met from FISC EuroTour for their hospitality.

[www.harc.nl](http://www.harc.nl)  
[www.fisc-europe.org](http://www.fisc-europe.org)  
[www.circuit-zandvoort.nl](http://www.circuit-zandvoort.nl)

**Andrew Harrington**



## The Frog – Part 3

All in all, every day was an adventure in the Sprite and I was not about to throw it all away as I believed then that there were many more fun days to be had.

The Sprite was not going to be fixed while it was parked up in the garden though so I had to hatch a plan. A very long plan as it turned out that started with the building of Garage Number one.

Planning on this scale also drew upon a lot of day dreaming about how to get the car back on the road. I had met a chap who reeled on about how much better his Frog was after he had put an 1100 engine into it, only needed to swap the back plate or something he said. Seemed a good idea to me. I'd always thought the cars out on the track at Oulton Park looked good wearing their wide wheels and planned to get the two missing front ones when I could. Of course that stupid Ashley Bonnet had to go. I would get a Frog one so that it could be given the happy face it so needed.

This story could get dangerously close to "How I rebuilt my Healey" and as it stretches over 25 years even the hardest Mascoteer would be forgiven for quietly closing the pages and going off to the pub. I will try and be brief.

In the intervening period Elaine and then Heather joined the family, now both in their twenties, they still remember playing in the Frog as it sat in the garage. I'd say it was a sleeper but the word is saved for cars that have all the right bits. I had plenty of time to list all the parts the car didn't have but the shorter list is of what it had.

Of course I should have expected all this from a car that had its first V5 log book filled with names before I took the last box. I went and moved house too so had to surrender the book for a replacement. All that history gone and so many people to blame for nicking bits of the car. Vital Frog bits too.

The benefit of hindsight is a wonderful thing for I must add my name to this list of vandals. At the time I came to strip the engine the reason for the out of balance characteristics

became very clear. The crank shaft had cleaved itself in two just inside of the flywheel. An amazing thing if you have never had the experience and I had actually had the engine running like that! I still have the short end of the crank. No not a memento – it's a handy little anvil for hitting things on.

But I went and threw the block away. Why oh why I know your asking, me too, all too often now. It was another expert who said it was knackered, a term we technical people use a lot, especially when making feeble excuses.

I gather those Ashley bonnets are a bit of a collectors item these days, well truth to tell I had little room for the thing in the Garage and sent it to the local tip. Oops. Well I would never have put it back on the car anyway and today I have enough trouble explaining to people: "no it's not a kit car", I'm grateful not to have to explain away any continuing association with Ashley.

To close the gap in time between then and now its sufficient to say I spent a lot of idle time reading about Spridgets. And, before you say anything, I'll bet you have too.

A time came when I had told so many people about the car and made so many claims that I was going to rebuild it that I could not avoid the task any longer. It was without doubt an eventful decision given that I had no earthly idea just where to start but start I did and I will not bore you with the sordid detail nor the excruciating length of time it has taken. Well I rather think of mine as a continuing project, I don't in fact expect to ever really complete the car. There will always be something else to fix. I have a list.

What does remain are those people you meet in the course of your adventure. I went to "welding for beginners" at a local comp. That was fun. The very best night was the time I took the old petrol tank in to patch. You know what's coming. The tutor had kittens, he wanted me to fill it with water! No way. I assured him there was nothing in there it'd had 20 years to evaporate. He still took to the back of the class when I lit the torch. Tank's back on the Sprite though and I moved up to a restoration class.



I can recommend these classes not so much for the learning process but more for the assemblage of like minded car enthusiasts (nuts) who populate the evenings. All manner of machines are fixed and, I'll use the word lightly, skills attend. The most valuable activity was a sort of "haven't you fixed that thing yet" banter. This process kept a level of pressure upon me so that I had to give reports and bring more bits in for debate and derision. But good company to be in when you need encouragement and did I need encouragement.

The very best opportunity came through the college when an offer to donate an MG Midget was made. If you saw the place you can understand that they didn't need another banger in there. I was asked if I wanted to take a look. A particularly good chap had, like myself, kept his car in hope of fixing it one day. His health failing he knew he had to let it go.

Me, I'm looking at the 4 wide wheels and oh no, it's the 1098 with the big crank, see how all that reading paid off. The body was very very sad. A sum less than the part exchange value of the engine sealed the transaction and I was in business. Of course you have to wait 20 years for these little events to coincide with your plans.

In the next 20 years I expect my plans to coincide with a steel bonnet, Healey hard top, supercharger etc, planning I find is far more positive than just day dreaming.

## Alan's Workshop

Following on from my article on fitting new quarter elliptic rear springs to a Mk1 (Frogeye), Mk2 Austin Healey Sprite, or Mk1 MG Midget.

If replacing original springs with up-rated springs supplied by Moss then the rear ride height may be deemed to be unacceptably high akin to an American Hot Rod. Moss claim that the springs will settle over time. The ride height may be lowered by 1.375 inches by placing wedges between the spring and the chassis. I have used those supplied by Peter May Eng  
www.petermayengineering.com  
Tel: 01384-422424

The result, well the Midget very nearly ticked all the items on my missing list. Well all the big important ones. A small amount of blood, sweat and tears would follow before the terror of the open road.

It's one thing recalling bravery of the past but quite another facing the prospect of driving a collection of bits and pieces you've bolted together yourself today in that traffic. I'm having some nervous moments, 30mph God I never realised I could frighten myself and stay inside the speed limit. It's like learning to drive all over again.

And in a final twist George's mate Ian brings over some Frog parts he didn't need (no it's a long story) including a tonneau cover. Now I never had one so I try it for size and it fits fine but wait a minute, why is the centre "lift the dot" on the dash on the wrong side of the mirror? Well would you believe it, 35 years and now I find I have a left hooker. The first owner was in the RAF and must have bought the car overseas on its return it had that later Mk II dash fitted and was registered in 1961.

As promised, there in the morning post, a voltage regulator from those nice lads at Welsh MG (sponsorship maybe?) and the red light has gone out. Me too for a quick blast before the pub.

**Mike Upton**



Those supplied by Peter May locate, by means of a hole, onto the spring clamping bolt thus being non adjustable but also

securing it in place without the risk of movement. Other types are adjustable and look similar to a musical tuning fork.

**Alan Anstead**

Surrey and Kent Sections  
mailto: alan.anstead@btopenworld.com



# Cambridgeshire Report

This has been a great summer for Cambridgeshire MASC, with great events in stunning sunshine, loads of topless Spridgets and a great deal of fun. The final planned event of the year (at the time of writing this) was the ever popular Little Gransden Flying Day. We were joined by the rest of the group and a couple of recent acquisitions (great to see you Chris and Dominic) and John, sporting a fetching tan in his wonderful open topped red Midget on its first ever MASC event.



*Off to Great Gransden*

Chris showed us the back way (local knowledge is a wonderful thing) and we soon arrived at Little Gransden, after a bit of chaotic parking and traffic control we had established our presence (10 cars in all). The event was a stunning mix of brilliant classic vehicles and aircraft, with brilliant air displays and trade stalls, (it was worth going just for the brilliant sound of those world war two planes and the fantastic nostalgic atmosphere) all in aid of children in need. One high spot was that well known MASC character and ex Editor of MASCOT Mike North came to join us at the event, thinly disguised as a Triumph enthusiast (nice interesting car though Mike). We all had a brilliant day in our traditional MASC sunshine before heading for home around 5pm.

After the last official Cambs MASC event of the year the summer heatwave seemed to give way to dismal weather and Pat and I were far from ready to give up on the summer and so decided another Sprite adventure was needed

to reactivate the sunshine (the sun always shines on the Spriteous). So it was that we set off topless for Portsmouth, St Malo and the wild west of Brittany, on a dismal Saturday against a forecast of heavy rain in the south with nothing more than our MASC membership as a talisman against the weather. Then out came the sun and we were soon in Portsmouth and the tucked up safely on the night ferry to St Malo. We rolled off the ferry about 9am (after a good breakfast) into slightly overcast but warm weather, we were soon on the Rance barrage which provides the energy for one of the world's first ever tidal power stations, it's a kind of dam and bridge with turbines built into it.

We crossed Brittany diagonally from St Malo all the way down to Frogeye cottage in Plouhinec (near Audierne); this is a journey of 160 or more miles (assuming Pat nav is working properly). We had a good trip the rest of the way to Frogeye cottage (which is nearing completion) and brilliant weather and a great time in France with temperatures in the late twenties and early thirties most of the time and the sea still warm from the July heatwave. The only hiccup was breaking down on the A3 on our way home from Portsmouth, we came home on a low loader courtesy of Footman James having lost the use of cylinders 3 and 4.

Getting back to the general report, we arrived Spriteless to the Mad Cat to be greeted by a handful of topless Spridgets (well done guys), whose pilots eventually forgave me for my inappropriate transport (when they heard about our breakdown).

We had a general chat about this and that, I put my Sprite symptoms before the collective wisdom of our group and the consensus was head gasket blowing between cylinders 3 and 4 (more about that next time). Christmas meal is set for the 10th of December (to be confirmed) we are looking at some possible Spridget-less events for the off season (bowling, karting, ghost walks and that sort of thing). Please let me know if you are interested.

**Dave Dixon**



# Home Counties North West



I met a recently lapsed MASC member on Bank Holiday Monday, at Knebworth. He had dropped out because there was nothing going on in his area. But there was! He was unaware of the definition of HCNW, I think, so here it is. We cater for members living in Herts, Beds, Bucks and North London plus anyone else who pops in. If this area encompasses you and you are interested to join us, then please drop me an e-mail and I will put you on our contact list. Our activities include road runs, pub lunches and participation in other groups' activities etc. Being a widely spread area we have not tried to arrange evening performances but tend to stroll out on a weekend. Having said that, we did have an evening meal at a centrally located pub and have joined a couple of "on the common" evenings. We shall do some homework during the dark months and produce a programme for next year. There will, hopefully, be a final road run in October.

The lapsed member is rejoining!!

So what have we done recently? We were represented at Little Gransden air show along with the Cambridge group. O.K. - one of us was there. As air shows go this is a cracker. A well organized programme of flying displays from the totally impossible stunts to the heavily nostalgic fly past of the Avro Lancaster. I am sure that Dave will be giving a fine description of the day. Let me just assure you that if you were not there you missed something well worthwhile.

The following day, Bank Holiday Monday, was day two of Knebworth classic car show, and we took the gazebo (no1 gazebo) and a couple of banners to adorn the site. The gazebo was eventually struck before it blew away! This exposed a motley crew to the excited fans. Lily and Vic (200), Mark, myself - plus Mike and Sue in their hot Farina A40, Dave and Jenny (the lapsed member) in their MkIV AH Sprite, harvested from the throng of mixed motors spread over the landscape, and Dave and Chris in their Austin Sprite. Dave is looking for a genuine boot lid badge for his car. No mention of Healey is allowed. Can you help?

Three of us entered the ring and had our cars described to an enthralled crowd (or were they asleep?) Gaps were inspected, specifications dissected and Triumph Spitfires rejected as not as good as a Spridget. John, the commentator, is one of us.

Returning to our base I espied a familiar figure (who is it?) chatting up our Lily. I'd seen this fellow the day before in deep consultation in the Triumph camp. Couldn't get near for listeners! Removal of the cap revealed the recognizable pate of our ex Ed. Met him at last and we all demanded an introduction to his new mistress. Yes! It has all the bells and the kitchen sink. Enjoy yourself Mike.

That's about it. When this is in print we will have done a road run and pub lunch around Tring. Don't forget the NEC.

**Chris**



# Scotland Report – The Summer Climax

Jings what a busy month it's been, no wonder bees hibernate in the winter! It all started with our annual hook up with Les Anglais (or is that Diane Anglais??) at the lovely Nent Hall for a dose of Cumbrian car mania, four-poster beds and plain good company. The scorching summer may have broken, but fun of meeting up wi t' northerners was as sizzling as ever – only Ricki's ebullience was absent and missed.

We then had our most teeming natter ever – there were fewer people at the last Robbie Williams concert than turned up to celebrate Mitedom....ok so some were our band of brothers from the Spitfuel brigade, but I mean -15 folk and 2 dogs – that's more than the population of the outer Hebrides! We were all abuzz at the prospect of our first ever stall at a classic event.....and so the day of the Chatelherault annual meet dawned wetter than a frog's nose, but soon brightened as with 8 cars (5 Mites and 3 Spits) and the MASC banner on loan from the lovely Anita and gazebos galore we were easily the most prominent club – see the photo as proof.

Well done to new fella Gary in his debumpered 1500 and Dave A in his red 1275 for swelling the numbers and to the redoubtable Betty 'n' John for arranging it all. The day flew by....not unlike the air display, was that Biggles or Carsoni in the Tiger Moth???? But this tumultuous month wasn't



over yet as Craig's Tour de Torphichen took place with 5 cars – sleepy head Lor and I joined half way through having slept in celebrating Scotland's magnificent win against the doughty Faroe Islands! The dark clouds were almost as huge as the cakes that Craig detoured to get at the galaxy famous Kilncadzow bakery – seriously the Clangers and ET have visited to buy strawberry tarts the size of an old 78 record...mmm! Carson looked like an ostrich swallowing a pygmy (midget?) as he wolfed down an éclair that would have doubled as a barrage balloon. The rest was anticlimax ... even the Mites in front of Mary Queen of Scot's palace at Linlithgow, with Betty's MASC banner – but we took a piccie anyway! And so now the long winter nights in the garage beckon ☺

## Lincolnshire Report

Further to the May report – just a few lines to let people know our group is alive and kicking. Meetings are held on the first Thursday of the month at the White Hart at Lissington near Lincoln. Everyone is welcome.

The weekend of the 10 June saw us going by the scenic route to Matlock Bath. Unfortunately we were the only non-Spridget car, as ours is still in bits in the garage. Pete and Mary, Tim and Jill, the other Brian and Jill, plus ourselves went by cable-car to the heights of Abraham for a lovely day out. We sampled the delights of the cafe (twice) and

went underground in one of the caverns. The sun shone, the wind blew and we had a super time. Strolling around Matlock, we gazed in awe at all the Harleys which were parked up there. Then after fish and chips, we decide it was time for us to roll home.

Since then it's been the holiday season, but now we are looking forward to our next gathering.

Until then ...

**Sue and Brian Jeffery**



# Kent Report

## August Meeting

Sunday 27th August 2006 was warm and sunny for the Kent Section meeting at the Moat Public House, Wrotham Heath, Kent. Where, one member asked, is the moat from which the pub title derives? Who knows? We pushed three picnic type tables together to be able to eat and drink outside on the grassed area whilst observing the arrival of the cars.

I was the first to arrive in my Frogeye – running in a recently rebuilt engine. Ron Edwards rolled in from South London in his Sprite.

Ron had brought a photograph, taken many years ago, of a Sebring type Sprite. Sebring guru – Martin Ingall, arriving in Sebring Sprite rep, (see [www.sebringssprite.com](http://www.sebringssprite.com)) was unable to identify the car in the photograph but asked for a copy so that he may investigate.

Neville and Pamela Plummer brought an 'Isle of Wight' Frogeye. Paul Coveney and Jane Pierce came in a tin top but were excused being en-route to another engagement.

Frogeyes were represented by David Brenchley, Ralph and Celia Whitmarsh and John and Di Larrington whilst Gavin Rowles brought the only MG Midget present.

Neil Anderson dropped in from Chicago having come to the U.K. in order to research the purchase of a Sebring Sprite Replica and wishing to include, in his busy itinerary, an English Sprite Club meet.

The next Kent meeting will be on Sunday 24th September 2006 at a location to be advised.

**Alan Anstead**

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Tel: 01322-384050 (ansafone)*

## South Staffs and Brum September "Do"

### Small but perfectly formed meeting

Malc came back from Essex after his long work-away and joined us at the Green Man but sadly, not in his car. The detachment to Essex did put a crimp in his plans to get the car up and going, but work usually dictates doesn't it? Only a few of us in Spridgets this week but it was nice to see the other chaps even without them anyway.

Roll call: Trev, John 1 and John2, Steve and Malc and Geoff and me! Missing a few obviously, but hopes for more in the Autumn evenings.

We drove to the meeting with hoods off but parked up with them on and since the rain held off we could drop the hoods again for the journey home.

"We" were Geoff and I, as we usually make the return trip together. None of the others travels the same roads that we do, so it is usually us at the end of the evening.

Geoff will be joined this weekend by Les Robinson from North West area on the now-annual Spridget's trip to The Sun Bay Hotel in the South Hams of Devon at Hope Cove. It is a pity that more of last year's happy throng were not able to join them but I have high hopes for the next time round. This is always a fun event with a drive around the lanes and resorts of the South Hams. I hope we have a write-up from Geoff next month, I hope it entices more "first timers" to take the Devon Trip with us too

Last year we stopped at the Torcross Tank Memorial in Start Bay to the brave soldiers who took the war back to Europe in 1944. Where Johnny, the proprietor of the Sun Bay is planning this years trip to is anyone's guess!

Have to go, the editor is asking for copy early so he must be obeyed.

**Bill Mohan**



# Surrey Area Report

The highlight of September just has to be the Goodwood Revival. This historic motoring theatre just gets better and better! Everything inside the race circuit is as it was before 1966, including drivers such as Derek Bell, Jackie Stewart, Alan Jones, Sir Stirling Moss, and bike ace Wayne Gardner all converged from all parts of the world to savour the time warp atmosphere that Lord March and his team is able to conjure up.

If you turn up in a pre-1966 classic, you get to park in what must be the most prestigious classic car park ever, with over a thousand classic cars to view, including a good few Frogeyes and Spridgets, in a wide range of conditions!!

The race programme was packed with historically important cars, Ferrari 250LMs and GTOs, Corvette Sting Rays, Ford GT40s and of course, many Jaguar C-types.

Special mention has to go to the unforgettable experience of no less than 11 diminutive Austin Healey Sprites competing in the Fordwater Trophy, including S221, originally driven by Pat Moss, and PMO 200, driven by Sir Stirling Moss himself.

Special features included a tribute to Phil Hill, American F1 World Champion, and also a celebration of the magnificent microcar, born of the Suez crisis 50 years ago!

The St Mary's Trophy produced some wonderful dicing between the Austin A35 of

Rae Davis, and the Big Jaguar MkVII of Rowan Atkinson.

As a tribute to the World War II flying ace Ray Hanna, a squadron of no less than 8 Spitfires buzzed the crowds at regular intervals.

Sideshows included the breakers yard, in which a car was being built to the design of a young lad from Banstead, with his prize being driven round the circuit in it by Sir Stirling Moss. Complete carousels of gallopers and Austin J40s were kept busy, whilst countless US Army Jeeps ferried VIPs around. In the paddock area, the aroma of oil and grease pervaded the air, whilst 1950s and '60s music wafted overhead! Glamcabs from Carry on Cabbie, racers made from chicken wire, and a Walrus seaplane being restored, provided something for everybody!

Unfortunately I missed seeing John Sprinzel, here from the south Pacific to see Sir Stirling race his old car again 40 years on, but did spot Derek Bell, David Southcott and Chris Harding, so all was not lost!

I passed on a few windscreen cards this month, so hopefully we'll see some more new members at the Blue Ball soon.

You have to go to experience this step back in time, so maybe next year??

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

**David**



# Warwickshire Report

## Enjoying Being Outside-In

This month was the conclusion of our summer calendar, with plenty of shows and festivals to attend. The first event was Jim and Rosemarie's barbecue. This was a grand feat of organisation, to feed 32 people and keep them dry on what became a very wet day. An extremely large marquee mastered the menacing weather. Chairs and tables were borrowed so that all could sit down; Rosemarie cooked turkey, and pork joints with salads and desserts to accompany them. The food was delicious and was the result of at least four days preparation. The company was, of course, excellent. Additional entertainment was provided by regularly draining the canvas roof to prevent the occupants being deluged by water through the air vents. A huge thank you to Rosemarie and Jim for their excellent food, warm welcome, and the doggy bags we were all provided with, to take home even more food.

## Warwickshire at Webbs of Wychbold

The Classic Car Event at Webbs of Wychbold, which offered both the cars and the facilities of the garden centre to interest participants, came next. Eight cars attended this very popular event, which was successful from a club point of view as we had 4 people highly interested in joining us and hope to see them at our next meeting. Our thanks go to Mo and Phil for organising this event and for the unexpected invite to return to their own "Garden of Eden", where drinks and nibbles were served by the water. This was a most convivial conclusion to the day with Jim Willis impressing us with his highly personal description of technical issues involving all sorts of thingies and whats-it's concerning widgets rather than Midgets!! Fortunately, Rosemarie, with her encyclopaedic knowledge of tuning and mechanics in general, came to his rescue. Mo had captured the imagination of the press, prior to the event and showed us an excellent write up, picturing her reclining on the bonnet, or was it looking over the windscreen of her car!!

## Goodwood

Four couples attended the Goodwood Revival, driving down in their "alternative" vehicles: Alan and Rosemary in their Lotus Elan, Colin and Joan in their Lotus Excel, Rosemarie and Jim in the Austin Healey 100-4 and Chris and Sheila in their Daimler Dart. Having set off from our hotel with hoods down, we had the umbrella erect before arriving at the event, with our prime objective being to put the hoods up due to the heavy and consistent precipitation, with the occasional downpour. Despite this, the racing was excellent with a gladiatorial battle between a 2 litre Morgan and our favourite Sebring Midget of a mere 1340 cc, making our day. Unfortunately, the Midget lost grip and came off the road, but to that point was equal to the Morgan. It was unfortunate that the necessary weather protection hid the historic costumes, which detracted from the people watching exercise.

## David and Linda at Coventry

The following day was the Coventry Motoring Festival. Dave Colclough has to be admired for removing his engine to replace his clutch, which had disintegrated on his return journey from our last club meeting. Although this was his first engine removal from the Frogeye, it



soon became his second when the initial replacement failed. However, with all this practice, the issue was resolved in time for the event. Linda came home with the bacon and kindly used it in butties, inviting us all for breakfast at their home, prior to the event. This event charges for entry, but with 500 cars it does not seem to put people off. The main event is the run, which was punctuated by several accidents, non-classical in origin, around the course, and Chris and I found our return greeted with lots of applause from the stands and realised that this series of events, not speed, had made us one of the first to return having been 166th to leave. The run is well advertised and the roads are lined with people having parties in their front gardens as they wave to the passing cars. It is great fun and the route was a very pleasant drive, mostly in the countryside, which surrounds Coventry.

### **A Hill Climbing Frogeye and Shelsley Walsh Picnic**

Chris and Alan attended Beaulieu to stock up on rare parts and tools at the Autojumble. The final event of the month was the annual trip to



Shelsley Walsh for the Midland / Paul Matty Lotus Hill Climb Championships and this year there were two Frogeyes competing. Stuart and Sybil co-ordinated our initial gathering at the Little Chef in Droitwich and, then, led us to the event in glorious weather. The cars were both spectacular and extremely fast, with average speeds up to 130 mph. For lunch, we had a picnic by our cars and after the event finals enjoyed a pleasant drive home in the sunshine, a fitting conclusion to our summer.

**Chris and Sheila**

## **Yorkshire Report**

### **September Meeting**



We went north for September's meeting to The Greyhound at Hackforth, between Bedale and Catterick. Unfortunately Barrie, whose choice this pub was, was away working in Edinburgh. As usual Arthur had arrived early and had been for a short tour of the area in his Frogeye taking in nearby Hornby Castle and deer park. Martin and Gail had also taken

the scenic route in Doris the A40. Arthur took his Frogeye over to Martin's recently to compare the single carburettor setup for bonnet clearance. Martin's Frogeye now has the engine and box in, the chrome work is back and the tacho and speedo have been overhauled. He has also done a disc brake conversion. Good to see Roger and Caroline again back from their holiday in Canada. Andrew didn't have far to come in his Frogeye for this meeting. We haven't seen Geoff and Hilary for ages so it was great to be able to introduce them to some of the newer folk. Their green Frogeye is looking as good as ever and was soon joined in the car park by John's Cherry Red one. Andrew and John were soon chatting about their experience of the track day at Croft. Tony and Clare couldn't come in the Midget as Tony has just had a knee operation and was finding it difficult moving at all. Tim L and Mick arrived soon after. Tim has sorted his garage sufficiently to start



working on a Spridget. Mick is also making some progress on his Midget. Simon and Sarah and Nick and Josie joined us too.

Simon's Sprite is having an engine and gearbox rebuild, a replacement windscreen and repairs to the front of the wing he keeps denting on rallies. He is off on the Classic Marathon Rally again, this time it is in Slovakia in early October. Nick has been doing bits and bobs on his Mini. Mike N popped in on his way home from collecting 2 Laser dinghies. We missed seeing him and his Midget at the Le Mans Classic but he has been a bit busy with the TVR Club recently. He has at last arranged a date to do his Elvington skid day. He is going to do it in the Midget after all and says he'll think about doing a track day with it next year.

## Other

Mark and I had an enjoyable 2 days at the Goodwood Revival despite the rain on Saturday. Highlights included seeing lots of special Sprites and one mighty Midget in the exciting Fordwater Trophy race and having an impromptu multi-area meet with Jeremy and Sarah from Hampshire and Alan and John from Kent.

The Yorkshire website is no longer accessible but there are plans to launch a new one soon.

Tim and Sarah have organised another Conker Run for Sunday October 8th. Starting in Thirsk at 9.30am it is a one-day event. Phone NOW to book your place 07968 261990 or email [mothysaunders@hotmail.com](mailto:mothysaunders@hotmail.com)

**Anita**

# Hampshire Ramblings

## Steam and Vintage Extravaganza at Kemble Airfield

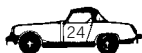
Late PM sunshine on Friday 5th August and we driving through the lovely Oxfordshire countryside on our way to meet up at the show in Gloucestershire. All goes well and we arrive on the outskirts of the site only to find the road closed due to an accident. So after a 6-mile detour we finally arrive and get settled in time for Andre to light the barbie.

Our four Frogeyes were enthusiastically received and we were asked to drive round the arena in line abreast, not as easy as it would first appear.

A very good show with loads to see and do but for me the highlight was Saturday night when seven or more Showman's engines were pulled up by the helter skelter, the gallopers and the beer tent – with all lights blazing.

## Fairford Traction Engine Rally

It's Friday again and we're off to another weekend show. Unfortunately we discovered on arrival that the camping field had only recently been vacated by a herd of cows. (Anyone for Frisbee?) We eventually managed to clear enough space for our caravan, three tents and the new gazebo. The fourth tent was occupied by two soot encrusted urchins answering to the names Peter and Matt and was pitched in the miniature engine area so that they could tend to 'Gertrude', Harriet's





joined by John and Vic in their sunny yellow Frog at the Kings Arms pub in Hursley. We pitched our tents in the sunshine and as we arrived at the line-up we were joined by Alf and Lynn, so our customary 'foursome of Frogs' was complete. (What is the collective noun for frogs?)

Later in the day we were also joined by a new contestant in the 'Frog Lookalike' competition in the form of a Zest. This was a prototype of a new little countrified roadster, which according to its French designer is 'dedicated to jaunting. Moreover, the Zest

very demanding steamy thing, who throws a hissy fit if not looked after in the manner to which she has become accustomed.

The weather could have been better and the rain confined us to quarters (or gazebo) for most of Saturday afternoon and evening. However, we are a creative bunch and can usually be relied upon to invent something to keep us occupied. This weekend's find was a new and tasty snack. – Sandwich one Jelly Baby (in a flavour of your choice) between two Hint of Lime Doritos and enjoy. It tastes better as the evening progresses!!

Sunday was a better day weatherwise and after a last look around the show we left for home in a flurry of cowpat at around 5.00pm.

### **Hampshire Pageant of Motoring in Romsey**

We met up with Terry and Harriet at 7.45am on a lovely Sunday morning at the start of our August Bank Holiday weekend trip and were



*Campsite at Hampshire Pageant*

belongs to that family of popular enjoyable vehicles like the Mini, Beetle, 2CV, 4L and the Méhari.' It looked great fun and it will be interesting to watch its progress

With whoops of joy we quickly descended upon the Auto Jumble stalls and many gleeful comments could be heard from several members of our group. The daytime entertainment included motorbike stunts and an aerobatics flying display and in the evening there was a heated beer tent and live entertainment to be enjoyed. The former was very good and made a change from the usual parade of tractors etc. The latter is best described as an over-exaggeration. The 'heated beer tent' consisted of a trailer the size of a large kebab van selling a limited range of beer and cider and an open-fronted marquee with a few light bulbs hanging on some of the support poles. The live entertainment was a man and his electric organ, fortunately, or not, depending upon your point of view, he was in danger of being drowned out by a big white American jobby that was playing The Who on its sound system.

As usual we found our own amusement and after a very satisfying barbecue John entertained us with graphic demonstration on how to attend to one's personal hygiene with one sheet of toilet paper! An invaluable lesson in view of the fact that most of the aforementioned had run out in the port-a-loos.

All in all, this, our last camping weekend on this year's calendar, was a fitting finale and we are eagerly looking forward to next year's agenda – any ideas?

# SEBRING SPRITE - 410 EAO

## Part 6: In a Spin

Jonathan Whitehouse-Bird  
England

A month or so after my visit to Paul Woolmer, and loaning from him a W&P Sebring bonnet and Healey inlet manifold for remanufacture, Brian Archer of Archer's Garage, rang me to say that he had successfully obtained a mould from the bonnet. However, he followed this by saying that Paul's original had accidentally been destroyed. Apparently, certain areas of the genuine bonnet had reacted with the mould during the manufacturing process and bonded solid. The only option had been to break up the original in order to remove it and at least save the mould.

Needless to say, I felt awful! I telephoned Paul to apologise for what had happened. Understandably, Paul was most upset, and the only consolation I could offer was that his generosity had made it possible for the W&P Sebring bonnet to be reproduced again. For this I remain indebted to Paul Woolmer. Thankfully, the recasting of the alloy Healey inlet manifolds (also arranged through Brian Archer, and subsequently added to a list of parts available with his Sebring replica), passed off without a hitch, and I breathed a sigh of relief.

Prior to the disaster involving the bonnet, I had borrowed WJB 707's alloy coupe roof from Wheeler & Davis Ltd, and journeyed down to Potters Barr to visit Len Pritchard. Had I have known about the problem with the bonnet at this stage, I would have thought twice about loaning the roof. However, my fears would have been

quickly dispelled upon meeting Len and looking around his workshop. Located above a restoration company specialising in Ferrari, Maserati, and Bugatti, I stood surrounded by beautifully sculptured, handmade body panels for Lotus, ERA and Ferrari. In another room — again upstairs — was a fully equipped machine shop, with various 'bits' (a scratch built gearbox, including casing) being made for a Bugatti undergoing restoration downstairs.

Len was amazed to see that WJB's roof had survived in such remarkable condition and kept me captivated with tales of Colin Chapman, Donald and Geoff Healey, and of course Sprinzel. Len finally confirmed that just six alloy coupes were created for John Sprinzel, by Charlie Williams and himself. The owners of those cars, built between January and April 1961 and in approximate order of construction, were the racing car show 'prototype,' Cyril Simson's S221, John Sprinzel's PM80 200, David Seigle-Morris' D20, Ian Walker's WJB 707 and Andrew Hodges' 410 EAO. Details of these cars are on the opposite page.

Len estimated that it would take two weeks to recreate EAO's roof, and I left, after a fascinating day, feeling privileged



46 RCN during 1962, following its rebuild as the 'prototype' W.S.M. Sprite.

to have met the person responsible not just for EAO's bodywork, but many other important cars in automotive history. Exactly a fortnight later I returned to pick up the new roof, this time accompanied by Tom Coulthard. Both new and 'old' coupe tops sat side-by-side in the workshop and matched each other curve for curve. Len's ability to create something so beautiful from a flat sheet of metal defied belief. The finished result was incredible! Len himself was equally enthusiastic and said how much he had enjoyed recreating the roof. He then explained his method of working, which involved the use of paper templates and more importantly, acute observation skills. This meant studying the shape of each section of the roof — nine in total — for a considerable length of time, then walk-



Left: The moulded glass fibre W&P Sebring bonnet, courtesy of Paul Woolmer. Right: The 'new' replacement alloy roof for EAO.

## Alloy Coupes

Just six alloy coupes were created for John Sprinzel by Charlie Williams and Len Pritchard. These cars, built between January and April 1961, are pictured here in approximate order of construction.



1. The Racing Car Show 'prototype' — thought to have been painted black, appeared to have used an existing Speedwell G.T. windscreen, and displayed on the John Sprinzel Ltd. stand 'wearing' the registration number PMO 200. This car did not subsequently appear in competition and its fate is unclear.



2. Cyril Simson's car — S 221 — painted B.M.C. Steel Grey with Iris Blue section across bonnet front (added after Sebring event in Florida).



3. John Sprinzel's car — PMO 200 — painted B.M.C. Steel Grey until August '61 at which point resprayed Alfa Red. Featured the only alloy W&P Sebring bonnet to be produced. This coupe was built-up using Sprinzel's black '60, R.A.C. Rally car.



4. David Seigle-Morris' car — D 20 — painted B.M.C. Steel Grey. Formerly the B.M.C. 'works' Ashley bonneted Sebring (Old English White) registered WJB 727, driven by Pat Moss on the '60 R.A.C. Rally.



5. Ian Walker's car — WJB 707 — painted B.M.C. Steel Grey with Alfa Red section across bonnet front (added approx. May '61). Former B.M.C. 'works' standard bodied Sebring (Old English White), driven by Pat Moss on the Corsica Rally. Sister car to WJB 727.



6. Andrew Hedges' car — 410 EAO — painted Healey Ice Blue, with metallic dark blue over-center stripe widening towards grille aperture. Campaigning during '61 as part of Scuderia Light Blue. First registered as GUY 603 as a standard bodied Sebring (Iris Blue), in the hands of Thomas 'Gay' Wilson, who sold the car to John Sprinzel Ltd., in April '61. Conversion to a W&P alloy coupe completed by May '61.



*Reproduction Healey 3-spoke woodrims steering wheel is the work of Peter Seaman.*

ing away, taking the flat sheet of alloy (purchased to shape using the paper templates) and working it on a rolling wheel. Len went on to say, "I return to the section I'm copying only once, at which point I should be able to guarantee the panel is 99% accurate. When Charlie and I worked at Rolls-Royce, 'that'll do' wasn't good enough — the work had to be perfect. Each panel we made was inspected by a foreman, at four different stages before being fitted."

Both new and 'old' roofs were loaded into the van I'd hired. I thanked Len for his help and promised to return with EAO once the restoration was complete.

I did return before this however — some twelve months later — to assist in the restoration of S 221, on behalf of Colin Percy, when a further roof was made by Len, to replace the car's existing Berlinetta style top. Two new alloy rear panel sections were also produced at this time using EAO's surviving example as a guide. S 221 utilised one of these out of necessity, and I wanted the other as a 'spare'. I remained determined to restore and reinstatate the original rear panelling as part of EAO's rebuild, despite

its poor condition. Len also made a replacement alloy fuel tank for EAO, once again using the car's original item as a guide.

Midway through 1993 — approximately two and a half years after discovering EAO — I had reached the stage where I could now delete from the Sprites 'missing parts list,' the alloy coupe roof, alloy fuel tank; glassfibre Sebring bonnet and Healey Motor Co. Ltd., alloy inlet manifold. A number of other parts were still in the manufacturing pipeline. These included, the alloy framed sidescreens, borrowed from S 221, the Healey Motor Co. Ltd., lightweight glassfibre seats and Gietling type pedal box (original badly corroded) — using the genuine items from EAO as a pattern, and the front and rear screens for the roof — courtesy of WJB 707. I had also managed to borrow a new, unused Healey three-branch exhaust manifold, which was standard fitment on all five W&P coupes. This was sent to 'Mike the Pipe' (Mike Randall of Wallington, Surrey), who produced three copies, the recipients being Tom Coulthard, Sebring Sprite fanatic Martin Ingall and myself.

*Right: Paul Hawkins adjusts the SU carb's on S 221. The alloy framed sidescreens can clearly be seen in this shot taken before the 1000 km event at Nurburgring in May 1991.*



There still remained a small number of other parts requiring remanufacture, for which I had no reference, other than the odd photograph. One such item was the Healey Motor Co. Ltd., wood-rimmed steering wheel, a popular period accessory, but now extremely rare. Over a period of time, splintering of the laminated mahogany rim resulted in most, if not nearly all examples, being thrown away. EAO originally had one of these fitted as part of its conversion, but this too had ultimately been replaced. As



*The Healey oil cooler in situ on Tom Coulthard's Sebring WER J34 and as fitted to EAO.*

the main focal point of the car's interior, I desperately wanted to reinstate the correct type of wheel. Peter Seaman from the A.H.C. owned a genuine standard bodied Sebring, but had rebuilt it as a replica — including a legitimate re-registration — of the Warwick road test car, 5983 AC. Fitted to this car — yes, you've guessed it — was a Healey Motor Co. Ltd., woodruff steering wheel! I asked Peter where he had found the wheel, and mentioned that I hadn't seen one before now, other than in period photographs. "I didn't find it — I made it!" exclaimed Peter.

"I copied it directly from the remains of the steering wheel fitted to WJB 707, over at Brian Wheeler's place." I was speechless!

I had already commissioned Peter — an engineer by trade — to copy the alloy framed side-screens borrowed from S221, remanufacture the unique Girling pedal box (incorporated as part of the change to disc brakes) and also re-condition EAO's Girling brake calipers. I therefore enquired as to the possibility of adding a steering wheel to the list. At first, Peter declined due to the inordinate amount of work required, but after drumming up orders for another five,

and the possibility of supplying the wheel as part of Brian Archer's replica project, Peter agreed to a small run of six. A die was made of the wheel boss and six castings duly run off. These were sent to Moto-Lita for the correct diameter splined hole to be added. The flat three-spoke section was copied direct, using WJB's original as a template, slots were then machined into the spokes and this, along with the wheel boss, was finally polished and lacquered. All that remained was to add the mahogany rim — six separate pieces — as per the original design. Peter's attention to detail was second to none, and the end result was indistinguishable from the genuine article. Likewise, the other parts Peter made or reconditioned were of superb quality and will add significantly to the overall visual impact of EAO's restoration.

Steadily, with the accumulation of both



One of the recent Healey manufactured with an original Sprintzel version.

information and parts, the whole Sebring project now began to take shape. Few mysteries remained relating to EAO's specification, detailing and background, although I still had to find EAO's second owner — Les Arnold.

During the summer of 1993, I contacted Stuart Radzofski, the then owner of 46 BXX (ex-Peter Jackson, remember?) I asked if I could view his Sprite and possibly bring along Peter, to reunite him with the car he hadn't seen since 1962. I knew from looking at some of Peter's photographs that BXX

(continued on page 28)

## Sebring Sprite

(continued from page 21)

had been further converted from a Sebring bonneted car, into the first — some say prototype — W.S.M. (Wilson-Sprat McManus) Sprite. A fire caused by a fuel leak destroyed the '61 Peel Coachworks alloy rear, so the car was re-bodied again by Peel's, as an all alloy coupe with space-frame rear, during 1962. What I didn't realise until I talked to Stuart Radzofski, was that BXX was the red W.S.M. (shown racing in the hands of Richard Higgins), featured in Chris Harvey's book, *Sprintzels*.

A 'reunion' was arranged with Tom Cralford, Peter Jackson and Paul Woolmer (coincidentally a good friend of Stuart and regular competitor with BXX) and of course myself, meeting at Stuart's house, to look over the car. At this point BXX remained very much as it had been when raced by Peter. The only real differences were that the car was now painted red — instead of Old English White — and featured wide-crowned steel wheels rather than the original wires. Peter had a great time reliving his time spent racing the car and pointed out many of the Sprite's unusual features. Stuart then had a rummage around in his garage and returned with a few items he had removed from the car and replaced with modern equipment. One of the parts unearthed was something I had spent a great deal of time trying to find — but without success!

The object in question was an original type of oil cooler, as supplied by both Speedwell and the Healey Motor Co. Ltd. I immediately seized the opportunity to borrow this extremely rare item, in order to get a copy made — although this was later to prove more difficult than I had first thought. We rounded off a memorable day as we sat in the local pub, looking through old photographs and talking motorsport.

Over the next few weeks I hawked the oil cooler around various radiator specialists, asking if they could help with remanufacture. All said that it was an impossible task in the core — visually similar to that found in the standard Sprite radiator, i.e. a gilled core — had to withstand oil pressure of +60 p.s.i., and was apparently no longer available. Then by chance I came across a leaflet promoting Serck Marston's 'Classic Car' radiator rebuilding service and paid them a visit. They were incredibly helpful and ultimately had to make the whole thing from scratch, including the core. I was delighted with the end result and could now delete another item from EAO's 'missing parts list.' As the months passed, I once again visited Andrew Hedges in order to unravel a couple of mysteries relating to EAO's specification, and followed this with a trip to Cambridge to meet Don Moore, the builder of EAO's competition engines.

More next time...



46 BXX during 1962. New space-frame alloy coupe bodystyle by Peel Coachworks Ltd. Thought by some to be the 'prototype' W.S.M. Sprite.



# SERVICE PARTS LIST

**From the Editor's  
Library**

**Austin Healey Sprite – Service  
Parts List**

**AKD 829 BMC 1960**

**Ring bound Light blue cover**



# Converting to ventilated front disks with 4 pot calipers – Part One

This is not a debate of the pros and cons of brake upgrades. Brakes are an extremely sensitive subject in the pub or on the MG cars BBS, everyone has an opinion and most are probably valid!

Why would you want to upgrade your brakes? The standard Spridget setup, if in good condition, is perfectly adequate for road use, and if you can lock the fronts as it is, what's wrong with it?

Under spirited use, the standard solid disks can suffer from brake fade. If your pads get very hot, they can also glaze over – mine certainly did after a trackday and haven't been as effective since.

The ventilated disks will reduce brake fade and may eliminate it completely. I have also heard very good reports from use of the 4 pot calipers, one benefit is more even pressure onto the pads thanks to twice the number of pistons. You can buy ready made "big brake kits", but these cost £300+, and you don't have the satisfaction of doing it yourself.

This upgrade requires machining of the disks and hubs, and relieving the caliper with a grinder. If you aren't happy managing that, this conversion may not be for you.

I have just completed this conversion and the car will be mobile again shortly, as I also rebuilt the engine at the same time, so can't offer a report just yet. Still, here is a shopping list if you fancy it:

1. A pair of ventilated front disks from an early Metro (i.e. the '80s one). Any auto factors will be able to get you some. They cost around £25 per pair.
2. A pair of Metro ventilated 4 pot calipers. There are 2 versions: some are the solid version with spacers to get the extra width, some are proper vented versions with no spacers. Used ones crop up on eBay all the time for less than £50, although if they are straight off a broken car budget for a rebuild; a

seal kit and 8 new pistons can be £60-£80. On the other hand, new or reconditioned calipers are about £120 per pair and are anodised, with new bleed nipples and dust covers etc. I went this route, as I knew they would be in top condition. The calipers are cast iron and to be fair are quite heavy; you can get aluminium ones for about £100 each if you want to be posh.

3. Hoses: The calipers have 2 fluid holes in them; one each feeds the upper/lower pistons. Essentially what we have to do is split our single feed into two to serve the two holes (braided hoses are the way to go here).

One way is to feed a single main hose to one hole, and use a small 100mm connecting hose with banjos either end connecting the two holes. The hole with 2 banjos needs a double length banjo bolt (see picture).



Another way is to feed the single hose to a 3 way union attached to the stub axle (use the bolt hole which mounts the dust cover as you won't be re-using this), then copper pipes to the caliper.

A word of caution here: you can get conversion kits intended for the Mini, but these have large female ends where it fastens to the inner wing (as opposed to male on the



Spridget) and will necessitate drilling a new larger hole and changing the unions on the copper brake pipe. These kits don't use the double banjo method; rather the main feed ends with a through bolt which goes through one of the banjos of the connecting hose into the hole. This is a neat method, but I found that the hose coming out of the caliper at 90° fouled on my telescopic shock absorber conversion, so I couldn't use this method. Be careful what you buy.

If you use the connecting hose with double banjos, you should be able to reuse your original braided hoses if you already have them. I have discovered all the above problems by experience and ended up with 3 sets of braided hoses! This hose business sounds complicated, but a bit of thought will see you right. If you know of a local business, which can make hoses up for you, take the old hoses and calipers along to make sure all the fittings are the correct type, and it will be a painless process.

4. Pads. Again, always a subject of discussion. Standard pads are easy to source; for "fast road" use then Mintex 1144 pads have a good reputation (approx £45), or EBC Greenstuff (£25) are popular. The latter are supposed to be renowned for low dust, although there are conflicting reports on this. Beware that if you fit Greenstuff, I have been reliably informed that you shouldn't fit any other pads on the same disks at a later date due to the pad leaving a residue on the disk, so this might limit experimentation. All pads will come with a wear sensor which you could wire up to a dash light, or simply snip the wire off.

This is by no means an exhaustive list, just a couple of options, and no, I'm not on commission from Mintex or EBC!

**Matt Wrigglesworth**  
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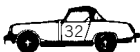
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