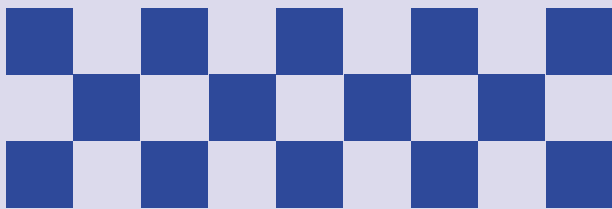


Mascot



**The Magazine
of the
Midget & Sprite
Club**



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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Wheelnut

Happy New Year! Hope you all had a great Christmas and New Year. By the time you get this issue, the first January edition in many a year, all the eating, drinking and general merriment will fast becoming a distant memory (with only the damage to your credit card to look forward to!). Did you get all you wanted car-wise for Christmas? Or did you really need that extra pair of socks or that bright orange jumper, more than the stainless exhaust or set of Minilites you thought were getting??

First I'd like to thank all of you who got articles and photos to me before and up to the early deadline – your efforts were a great help, with the majority being rewarded by being featured in this issue.

In this special New Year edition we see a whole section devoted to technical pieces submitted by Members located all around the UK; together with a trio of very interesting pieces from overseas: one from the States, where member Glenn Surette met Gerry Coker, one from Volker Herzog in Germany together with a postcard from Shawn Moore in Oz.

Thanks also to all the Area Reps who sent in their reports – I realise that this time of year is not great for car meets – but you didn't let us down as always!

Time waits for no man (or woman for that matter!), so please do remember that the deadline for the February issue is only just over a week away! ... midday 12 January.

Take care – only another 3 months or so with salt on the roads!

**Barry
Editor**

Membership No. 1150
editor@midgetand
spriteclub.co.uk



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.

Front cover picture: Dave Dixon's MkIII Sprite in the snow. Dave is the Area Rep for Cambridgeshire.

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** – Please contact Anita for details of next meeting. 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.
- 4th Sunday **Kent Area** – Meet at **The Moat**, Wrotham Heath at 12:00 for lunch. Contact Alan Anstead, Tel: 01322 384050.
- 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

Club Website

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



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Events

From David Hill and Webmaster Toby Anscombe

Events organised so far for 2007

January

- Sunday 7th The Annual London Bridges Run. Brush off the winter blues and join the London Area on this run. Details from Gary Lazarus Tel: 07768 422077 Email: gary.lazarus@blueyonder.co.uk
- Tuesday 16th Combined Surrey and Kent Meeting at the Metropolitan Police (Hayes) Sports Club, Croydon Road, Hayes, Bromley, Kent. BR2 7AL from 19:00 to 23:00hrs in the first floor conference room. Drinks and food available from the members bar. Video show and models display.
- Saturday 27th Combined Kent and Surrey Visit to Classic Cars of Kent for a workshop/private car collection visit with the possibility of a celebrity guest speaker.

March

- Friday 23rd to Sunday 25th International Historic Motorsport Show at Stoneleigh. When booking mention CC275 to get £3 discount off a 1 day ticket and £5 off a 2 day ticket. Club also benefits. See Flyer in January MASCOT.

February

- Sunday 18th Kent Area Monthly Meeting brought forward a week to avoid a clash with the MG Show at Stoneleigh.

May

- Saturday 5th to Tuesday 8th Surrey Area Tour of Shropshire. Sorry but fully booked. Details from Alan Anstead, Tel: 01322 384050
- Sunday 27th Dorset Area are going to MGs at Kingston Lacey, near Wimborne. Details from Bryan Fox, 01202 683842 or email: sueandbry@x877.wanadoo.co.uk

June

- Thursday 7th to Sunday 10th Surrey Area Arnhem Tour. Book early to secure cheaper ferry fares. Details from Alan Anstead, Tel: 01322 384050
- Friday 22nd to Sunday 24th The 15th Goodwood Festival of Speed.

July

- Saturday 7th & Sunday 8th Surrey Area will be at the Ardingly Show (provisional) with the Club stand. Volunteers needed to man the stand. Details from Alan Anstead, Tel: 01322 384050

August

- Friday 31st to Sunday 2nd The Goodwood Revival.

November

- Friday 9th to Sunday 11th Classic Motor Show 2007 at the NEC, Birmingham. Club stand care of Warwicks Area.

December

- Tuesday 18th Surrey Area Christmas Meal. Venue to be decided.

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

When you are reading this, Christmas will have come and gone. Hopefully you had lots of Spridgety pressies.

Did you get out on Boxing Day to all the various events, unofficial and official? I used to live near Wickham, Hampshire, and there was always a large unofficial classic car gathering in the square every Boxing Day. Hopefully it is still flourishing. I am looking forward to the spring and summer and to getting out and about again in the Midget. And, to not having salt on the roads!

Perhaps now in deepest winter, if you have not already done so, you could give thoughts to joining the MAD. If you would like to join,

just drop me a line, email me or register online in the members' only pages of the website. You could just be an answer to a prayer to a member in trouble!

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

Secretarial Scriblings

As unaccustomed as I have become of writing anything for MASCOT at this time of year for a JANUARY edition, I had better get used to it again. It's been a long time since we have had a January edition, probably in August last century if my memory hasn't failed me – oh, it just has. Anyway, it is good to be able to start the New Year off with a MASCOT output to warm up an otherwise cold evening banished to the garage.

Despite this wonderful renewed opportunity, I don't think I actually have anything useful to say other than HAPPY NEW YEAR. Sadly, my 2 Sprites did not leave last year feeling very happy, 2006 will go down as a year of neglect. Sure, I drove them, but as for maintenance, well, sorry Sprites. By some small token of amends and to start the New Year off in a positive manner, I have bought new pedal rubbers for the Frogeye and a new fuel tank for the MkIV. Haven't fitted them yet though! In truth, both need far more than these humble offerings before they smile again. The MkIV has the dreaded first gear death rattle and a rusty rear wing. I have items in stock; I just need to get on with it. However, I do have a feeble excuse. The wing I have been putting off because I know that the fuel tank isn't altogether leak proof, one stray spark could mean no more Sprite and no more Terry. Hence, I have been waiting for a new fuel

tank, which I now have so I'm now looking for the next feeble excuse! I have a couple of 1275 gearboxes which are 'believed' to be in good condition, trouble here is, am I a strong enough believer? Yeah, have faith Horler, get spannering and find out.

Frogeyewise, other than the often mentioned 'multi shades of red' colour scheme, the rest of it isn't too good either. The big ends rattle, despite the crank being within tolerance, new shells and oil pump. The clutch pedal needs the shove of Hercules thanks to mis-matched hydraulics (Hence the need for a new pedal rubber due to over loading). The release bearing often squeals with disapproval, and now my left leg needs a new knee and ankle bearings. In response to the lack of oil pressure when hot, I pathetically replaced the oil pressure relief valve with a ball bearing and adjusted the spring length until I obtained a flicker on the gauge when hot. The strange thing is, when starting from cold, the oil pressure is now down to 40lbs per square imperial measurement of something as opposed to 60 with the 'proper' valve. Then, as the engine warms, the reading rises to 60 whereas, with the 'proper' valve, it would be descending to 40. Strange that! Despite this, hot idle pressure remains at a lowly 20 no matter what. The engine is an early 1275 (12CC-DA-H) type with an EN40B nitrided

crank and thin sump flange crankcase. These early engines were known to be a bit 'iffy', could this be the fate of mine. It sounds fine up to 3500rpm (don't know the equivalent in metric) but from then on, a thousand woodpeckers strike up in harmony. In contrast, the 12CE engine in my MkIV runs sweetly and quietly, they are like quite different cars, oh, they are anyway.

Well, if 2006 was the year of neglect, then 2007 should be the year of the spanner, how's that for a new years resolution? Read the January 2008 edition of MASCOT to see if TH can make amends. HAPPY NEW YEAR.

Terry Horler

Stormy Rambles in December

Wow, as I write this I am recovering from last night at the local meeting. No, not that! I took Lara out topless (as you do when it is a clear moonlit night!) and when we came out to drive home the wind was gusting very, very fast. Even felt it at speed, across the car! Blew through the gaps in my ears! Looks like a fresh winter ahead.

You will be reading this in the first of Barry's new innovations, the January edition, we hope you like it. I hope that many of you have written in with items for him to publish, we mustn't leave all the words to the same few authors, (Me included!) I enjoyed the December one. Jeremy's car looked entirely festive didn't it.

I hope you all had the Christmases you were hoping for too. Happy New Year!

The web-based membership forms have evolved with a few new items to fill in to enable us to streamline the system. If you renew on-line I would appreciate it if you expressed preferences where asked. Thank you. By the way it is easier for the club if you do renew online if you can, but it isn't essential, we still take money?

I read with pleasure Arie De Best's report from the Netherlands, I'd like us to have even more International Reports in the mag, let us all see what you do when out and about. We have been getting more regional messages to show in the magazine, too. That shows that Barry's bold new look is raising expectations so everyone wants to be in it, magic!

Chairman Bill

Letters

Essex

Hello Bill, Hello Barry

I am going to be more active this year in getting an Essex area up and running for 2007 so I would be grateful if you would include the following in the next MASCOT, and Barry a great job you're doing and Bill it was good to meet you at the NEC again.

As you are all reading this the Christmas holiday is done and the good intentions of the new year are in our minds, I hope everyone had a good time during the Christmas break. My New Year intentions are to get an area group going for Essex, I did dip my toe in the water in 2006 with a few meets at some local shows and was very pleased and grateful to those that came and showed their support. During the summer in Essex we are blessed with some very good classic car shows and some wonderful places to take a drive to so the task in hand should be straight forward.

Those that wish to be part of an Essex area group (you don't have to live in Essex) please get in touch and I am open to suggestion on where the first meet can be as it is a big county and I would gratefully accept help/advice on getting things going from anyone. The only catch is a meet will need to be at the weekend as I have a very long working day. I look forward to hearing from you by e-mail: lnreed@aol.com or phone: 01255 424112.

Lee Reed

For Spares

Hi Barry

Club member John Larrington telephoned me yesterday (3rd December 2006). His son Michael had spotted this little hoard whilst he was out, and about, on his bicycle. I met up with John and Michael, later, for a recce after which it obviously required a second visit when the place was open for business.



This small hoard is in a compound belonging to BB Coachworks. Lane End Garage, Green Street, Green Road, Lane End, Dartford, DA27JY. Tel: 01322 284932

Berni, the owner, is willing to sell bits from the Frogeye. There is not a lot remaining except dashboard and gauges, cockpit ali surround, rear axle, wheels, hood frame, seats. This vehicle has no identity and appears to be beyond saving. The partly covered Midget he would like to sell as a resto project with 1500 engine and gearbox.

Whilst enquiring about this hoard I was shown Berni's Frogeye racer. In the workshop being sprayed was a rubber bumpered Midget, now converted to chrome bumper, which after top coating will be fitted up by its owner. Berni will spray in either two-pack or cellulose.

Alan Anstead

Brake Bleeder

Hi Barry

Some time ago MASCOT ran one of my articles, an article under 'Alan's Workshop' banner, on how to fit a remote bleeder to the various A-series makes of Spridget. I now have a digital camera and am able to supply a photo of the modification.

The photo shows a Spridget rear brake flexible hose (the rear being the correct length for this mod) attached to a three way connector (as one normally uses above the back axle to connect the flexible to the copper tube brake pipes). The unwanted third outlet is blocked with a 3/8 UNF bolt and a copper washer. On removing the bleed nipple from the clutch slave cylinder it is placed in the remaining outlet on the brass three way coupling. The black bracket attaches to the two bolts on the bellhousing that bolt the bellhousing to the block. The flexible is screwed into the slave cylinder where the bleed nipple was removed. Once in place there will no more be a need to contort in the drivers footwell to bleed the clutch as it can be done from under the bonnet in relative comfort.

If cellophane, or such like, is placed over the clutch master cylinder, or in the case of a Frogeye the joint master cylinder, filler hole then fluid loss when removing the bleed nipple from the slave cylinder to fit the flexible hose will be kept at a minimum. Just remember to remove the cellophane after wards.

Alan Anstead



A Nice Frogeye Website

Hi Barry

Check out the following website of the girls from the Living Wisdom School in Nevada City in good old California. No rust I suspect! Wish I had their weather; beats lying in a freezing garage in December. The website: www.teamsprite.com

Eric Flack, Membership No: 120

120 Pozidriv Screws

Dear Barry

You may find the following of use. Using the right tool for the job is important. None more so on Spridgely things. How many of us have used a cheap Phillips or a cross headed screw driver to remove the screw part No CMZ 0407 that holds the brake drum on. Also CMZ 0410 that holds the rear axle shaft to the hub? These are POZIDRIV screws and using the correct driver bit is very important. Phillips screws and drivers have an intentional angle on the flanks so they come out of the slot before a power tool will twist the screw head off. With Pozidriv you can apply much more torque to the screw without the driver bit jumping out of the slot. Thus if you use a Phillips driver on a Pozidriv screw the bit will come out of the slot, which it was designed to do. It damages the slots in the Posidrive as it tends to ride out of the recess and rounds the corners off both the tool and screw recess. How many of us have damaged these brake drum screws due to this?

In the parts book you will find Pozidriv screws in all sorts of places on Spridgely things. The part numbers begin with CMZ, PMZ or RMP Some examples are – brake screws CMZ 0410. Some trim items like the screw part number PMZ 0328 that holds the rubber buffer to the top of the inner wing on Frogeyes. You will also find PMZ 0408 on the heater assembly. Screw RMP 0308 that holds the mirror pedestal to the bodywork. Pozidriv screws also have slots cut into the face of the screw head to set them apart from Phillips screws.

But beware a recent Phillips design has resulted in an ACR Phillips 11 (R) a screwdriver that has ribs on both the driving and removal faces on the wings making it ideal for assembly line work and home use. You may find these in DIY stores. It is worthwhile buying the correct Pozidriv driver bits in your local DIY shop. Up to size 3 seem common. The size 4 Pozidriv bit seems to be a wee bit rarer.

Happy New Year

Eric Flack, Membership No. 120

70 Crawford Drive Glasgow G15 6TR Tel: 0141 944 1715

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The Fourth London Bridges Run

Sunday, January 7th 2007



Meeting at **The White Swan Pub**
Riverside, Twickenham. London TW1 3DN

We intend to meet at 10.30 am for a departure at 11.00am
The route will pass over most of the bridges spanning the River Thames.
There will be a mid point break where Spanish food will be available to be purchased.

The route will follow the river west to east, ending close to Tower Bridge at:
The Crescent (not a pub but a crescent!), **EC3N 2LY** which is opposite the Tower Hill DLR and The Minorities Pub. Where a group photo will be taken.

Contact Gary Lazarus at garylazarus@blueyonder.co.uk
or evening telephone 020 7700 5696

Sweep away those New Year's cobwebs.



Seen Abroad

Obviously not a Sprite or Midget but closely related nonetheless. I spotted this off white/beige? 16/60 Wolseley in the mountains of Cyprus in July. The picture flatters it somewhat as it was showing signs of age. The registration plate is not British: the Cypriots have a very similar style to our own, perhaps a hangover from when the British had a greater influence there. You may also notice from the position of the steering wheel (just behind the duster), that it's a right hand drive, as all the cars over there are.



Philip Sellen, Bristol Membership No: 1153

Not quite so far abroad this time, I discovered this MK II Sprite in the car park of Standen House (National Trust), West Sussex during August. As an owner of a later MKII MG, I always consider that these earlier models have a lovely period character about themselves; in Old English White this one had a complementary red soft top and, apparently, many original features still intact. I did wonder if this was part of the NTs on-going restoration and preservation work – a worthy cause if ever there was one in the interests of our heritage!

From the Archives

We complain today about the blandness of Euroboxes and how all new cars tend to look the same. It seems nothing changes. Here is a transcript of a letter received by MOTOR SPORT magazine in July 1961.

SORRY SPRITE

Sir, In common with other Sprite owners I was awaiting with trepidation the new edition of the car which brought fame to Verner-Pack, Sprinzel and Pierre. Over the past three years B.M.C. had succeeded de-naturing most of their products, but surely they wouldn't spoil the Sprite? Alas, on my breakfast-table one Monday morning appeared a photograph of a sterilised horror that could best be described as an Austin-Farina Bandit. Where was the cheerful smile, the neat tail of my small friend? Gone, to be replaced by a humourless mask and

antiseptic fins that seemed to ape the anonymity of the larger products of the land of vermicelli and Innocenti. Where is the attraction of eyes which would never deign to blink, and a boot in which it is impossible to investigate the finer points of human relationship? I shall not desert my friend, until the day when connoisseurs, sickened by the flow of Morris-Healeys, A.G.s and B.M.C. Berlinettas that will surely follow, will pay good money for a noble sporting companion with a true sense of humour.

I am, Yours, etc., London W.1.

POPEYE

You, can picture him sitting at his typewriter, pipe in mouth. Getting more red faced with indignation by the moment.

Gary L, London

Gerry Coker Signs Bugeye



My 1960 Bugeye now has been signed twice by Gerry Coker, its designer. He signed it again on Nov.4, 2006, at the 5th Hilton Head Concours d'Elegance and Motoring Festival on Hilton Head Island, South Carolina. The Concours ran for four days and featured displays of historic racing cars, an auction, a club car jamboree and the juried show featuring cars made in Indiana, primarily the Duesenberg, Marmon, Stutz, Cord and Studebaker marques.

My Bugeye was part of the car club jamboree. Each year the Concours invites regional clubs to display at the jamboree on Saturday with the juried show being on Sunday. I was one of nine members of the Charleston British Car Club of Charleston, South Carolina, who attended. In all, 14 clubs were invited. Car types ranged from Corvettes, hot rods, American classics, Avantis, Studebakers, Mustangs and Jaguars to other Brit cars. Besides the Bugeye, our club was represented by two big Healeys, three MGs, a Triumph TR3 and a Jag XK120. In addition, one of our members displayed with the Jaguar Society of South Carolina. The other Brit club, from the western part of South Carolina, had a rubber bumper Midget in its display. Participants in the club show voted on their top five and the top 20 cars were awarded certificates. The Charleston club took home three certificates for an MGB, the Triumph and the Jag. Gerry Coker was at the Saturday show to run a seminar on design of the Healey 100, 110-6

and the 3000. One of his more interesting revelations was that he designed the famous Healey wings (which don't appear on the Bugeye or early Mark IIs) on very short notice when Donald Healey decided he wanted them on the cars. The seminar attracted about 30 people.

Mr. Coker had signed my car at a national Austin-Healey gathering in Winston-Salem, North Carolina, in June of 2005. After I got home from that event, I attempted to clearcoat the original signature but only managed to blur it when the clearcoat ran. When I heard Mr. Coker would be at the Hilton

Head event, I knew I had to try again. Mr. Coker chuckled when he heard the story and graciously agreed to sign it again just below his now-blurred original signature. I've now decided that I'm going to leave BOTH on the door. Now how to preserve them.

My car was the only Sprite at the Saturday club show. There was one Bugeye in the juried show on Sunday. It had the original Cherry Red paint color on it. In all, about 400 cars were on display over the weekend with 200 each in the club show and the juried event. One of the big Healey owners and I drove our cars to Hilton Head from Charleston, a distance of about 100 miles. The trip down was cold with the air temperature no higher than 50F and both of us had our tops off (I DID have the sidescreens on and the heater running). Our wives, smart women they are, followed us in their own cars. The other big



Healey owner trailed his car and also was in our little caravan. Gerry Coker left Healey Motor Company in 1957 after he had done the preliminary design for the Bugeye. His design included folding headlights but the Healeys decided that the mechanism that lifted the lights was too complicated and too expensive and the car, finished by Les Ireland, was put into production with the lights raised. When he came to the States, he worked for Chrysler and for many years at Ford. Now retired, he lives in Florida and North Carolina. One of the national Austin-Healey clubs in the United States has honored him by naming an annual award for him. The car I have now is the third Bugeye that I've owned. I bought my first one in 1968 when I was in college and paid \$300 for it. It died a slow death, mostly from electrical problems. The second one was in the 1970s and it ended its existence when I put into a stone bridge railing in New England after I missed a curve on a country road. I

purchased this one in February of 2002 in Pennsylvania. I know little of its history but my British Motor Heritage Trust Certificate tells me it was exported to Pennsylvania in January of 1960. Since I've owned it, I've been through it mechanically, replacing the usual parts one has to. One of the hardest things to find is period-correct door panels but I did manage to find some to replace the low-end panels that were in the car when I bought it. I've also assembled a correct tool kit for it that includes an original jack handle. In fact, the only non-original piece of the tool kit is the bag. That is an accurate reproduction made by a man in Australia. The car has a 1275 engine with the later ribcase transmission and front disc brakes, a common modification. The car is in need of new paint because it has been driven hard and often. Perhaps next season!

Glenn Surette
Charleston, South Carolina MASC 3377

Shawn Downunder

The MG arrived safely, and had no real dramas getting road legal. The only thing it needed was an engine number, easily sorted. It is very hot driving it during the day, but evenings are ace.

The police are a bit silly with the cameras here. They give next to no leeway, and they hide out of view picking on commuters. The limits are very low here, and it is a constant struggle to stay below them.

I got shot with the radar on Saturday, and I am awaiting the fine. We were going to the boat show, in traffic, doing about 85/90 in an 80 limit. These are kilometres remember. 5 kms over the limit is only 3 mph! One guy was pointing the gun, the other writing numbers down.

It is nice driving next to the bright blue sea with endless sunshine, and the sunsets are to die for. Even driving at night is fantastic. I was out the other night and it was light behind me, dark in front of me, and there was a strange glow on the horizon of the sea.

Shawn Moore



Technical Hints

Frogeye Exhaust Manifold

An original one is a rare item. However at an auto jumble you may run across early A30/35 or Morris Minor combination inlet/ exhaust manifolds. The exhaust is bolted to the inlet through the so called hot spot! If you undo the bolts and throw away the inlet manifold and the metal sealing plate (with a scoop on the underside sticking into the exhaust paths). Then make up a 1/8inch steel plate of the same dimensions and bolt this to seal the top of the exhaust manifold. This will produce an authentic original Frogeye part! Crude but this is how BMC must have made them up from the parts bin. If you are replacing the inlet manifold use longer brass manifold nuts. These are in accessory shops and are well worth any extra few pennies. I find it helps to push a small piece of plastic or rubber tube over these before trying to fit the middle two nuts. It helps to manoeuvre them in place.

Sprite and Midget Jacks

The original jacks are flimsy and clumsy. Plus you can scrape the side of your car door or sill. Get a Mini jack from a breakers £5 max. It has a built in front operated bevel drive mechanism. The arm will need a wee bit of modifying to fit the jacking point but it is much easier, quicker and safer to use. Alternatively use a cheap scissor jack. Keep your original in its bag in the boot to show the judges at your concours show.

Frogeye Hood Frames

I have discovered that many people don't know that the hood frame on a Frogeye was secured in place with a leather strap with a buckle on it. This was threaded through a slot in the rear reinforcement rail on the cockpit back edge. When the hood frame is located in its storage and buckled up tight. This holds the frame snugly and stops it rattling about. Also there should be little rubber bungs at the top of the storage brackets. Often these are missing. A quick trip to a DIY shop door fittings brackets on the rear bulkhead, the strap is fastened round the top of the frame section should reveal rubber plugs identical to

the original items. Mine were bought as toilet door buffers. Replacing the distributor on a Frogeye: If you whiten the top of the distributor drive spindle with snowpake or white marker fluid it helps to locate the distributor drive in to its slot. Its a bit of pig trying to get it located in the right position.

Rear Axle

The oil level and drain plugs on the cars are a real pain with their recessed square sockets. It is possible to get protruding hexagonal items. However if you cant get them local ironmongers still have 1/2inch BSP plugs for plumbers. These have a protruding square shank which is a whole lot easier to get to grips with than the square hole kind.

Quarter Elliptic Rear Radius Arms

On cars fitted with them I seal one end of the radius arm and fill it up with anti corrosion wax. These things rust like mad.

Now fitting the radius arm and spring eye pivot bolts can be a problem. They need to go right through without damaging the thread end. Many of us try and hammer the bolt through and damage the thread. Try this way. Get another bolt of the same diameter. Put the pivot bolt in about three quarters of the way through. Put the other bolt in from the other end. Then give the pivot bolt a sharp knock and it should push the slave bolt out and follow it neatly into place.

Installing an Engine and Gearbox

The best way of fitting the engine and gearbox is to have it hanging on an engine crane at a steep enough angle but be able to adjust this as it is installed. It helps to have the front of the car lower than the back. Not too low as you have to get underneath.

Check you have the rear gearbox mounting the right way round. Mine was the wrong way! Also that the bolt holes line up. Try this before fitting to the gearbox. Once the engine and gearbox have been lowered into place a trolley jack under the gearbox. This helps with any slight adjustments.

Splash Panels

On the Midget and Sprite there are two front splash panels. These have to line up with the radiator surround and two support brackets. I bought these new and none fitted very well for some reason. Try trial fitting these items. I suspect a bit of work with the file will be required!

Windscreen

What I found out and I don't think its in the manual for a Mark 3 Midget.! It helps to mark a centre line in masking tape on the frame and glass, if you replace the glazing seal. It is difficult to get the whole assembly square without a datum point. When the windscreen is fitted to the car make sure that you insert enough packing pieces so that the frame is not distorted when the bolts are tightened. I found the new glazing seal rubber was bigger and much less resilient than the old perished one. I had to slice bits off it.

Rewiring

I assisted a friend to re-wire a 1970 Midget. This was a plastic loom supplied by a reputable MG dealer. However I had to modify and add a few extra wires for both the back and front lights. So it pays to check. On my own Frogeye I had an extra cloth loom made to accommodate extra wiring for a radio, internal light, ammeter and reversing light. Also if re-wiring a good bit of kit is a length of curtain wire to pull wires through bodywork.

Starters

On our cars if the lights dim but the starter doesn't operate. This usually means that the pinion is meshing with the flywheel permanently. Free it by removing a small end cap, if fitted. This should reveal a squared shaft end. Turn the squared shaft end.

Gear Box Oil Bolt

Ok you have checked the oil in the gearbox. Now try replacing the bolt. I force a length of rubber hose pipe over it. Now its much easier to get it to engage in the threads on the gearbox.

Brake Pipes

If you have to disconnect a brake pipe use a golf tee to plug the end. The soft plastic will bite into the metal pipe and give a reasonable seal so the hydraulic fluid won't leak.

Front Springs

Beware if you have a Frogeye! The new front springs I bought caused the Frogeye to ride too high at the front. I found I had been supplied with Midget 1500 springs. So double check.

Replacing the distributor on a Frogeye:

If you whiten the top of the distributor drive spindle with snowpake or white marker fluid, it helps to locate the distributor drive in to its slot. Its a bit of pig trying to get it located in

the right position.Fixing Trim Screws

Can't get that screw in that awkward corner? Try slipping a piece of rubber tube or even thin plastic tube over the end of a screw driver. Put the screw on the screw driver and push the rubber over the screw.

Mechanical Fuel Pumps

On the Frogeye if the mechanical pump is not tightened dead square on the crank case oil can seep past the joint. Beware of over tightening!

Oil Leaks

Oil dribbling from the gear box bell housing may indicate a worn rear main bearing.

Finally!

At auto-jumbles don't ask for MG or Austin Healey stuff. A lot of the parts are common to Austin or Morris cars. If you take a good parts book and ask for Austin or Morris parts the prices seem more reasonable. My best ever buy was three new Frogeye half shafts for £15 from a Morris auto jumbler. They did not fit the Morris Minor and he wanted rid of them! But they had the correct BMC parts number attached for the Frogeye. So keep looking.

Eric Flack
Membership No. 120

Col and Nay Provide an Interesting Day

Surrey members Col and Nay welcomed us, on Saturday 18th November, to: Southern Rebore Services. Rowfant Business Centre. Wallage Lane, Rowfant, Nr Crawley, RH104NQ, where Col runs an engine reconditioning/ remanufacturing partnership.

Colin and Nay are Spridget enthusiasts owning a rubber bumpered Midget – ‘Phil’ and a 1275 model to whom I have yet to be introduced.

A mixed membership group from both Kent and Surrey Sections consisting of (in alphabetical order) John Baggott, Peter Gardiner, Mike Gorman, Chris Harding, Martin Ingalls, John Larrington, Johnathan Rennison, Ralph Whitmarsh and myself attended to be shown various engine remanufacturing techniques.

First up was the cleaning tank. You won't get precision with dirt about so components are first subjected to cleaning.

Col had set up a Pressure Testing device with an A-Series cylinder head known to be cracked. Attached to a compressed air supply and having had a soapy liquid applied (to the cylinder head not us) we were able to see the cracking identified by the bubbling of that soapy liquid.

A variation on a Milling Machine was set to skim a K-Series cylinder head but will equally deal with the ‘decking’ of cylinder blocks. Contrary to popular opinion warped or indented alloy K-Series cylinder heads can sometimes be saved by light skimming and the use of a ‘Headsaver’ metallic gasket. On the subject of gaskets we were shown, and introduced to the merits and de-merits of, several types.

For 1275 A-Series Col recommends the Payen DK450 from the Metro.

Next up a demonstration of cutting a cylinder head for the fitment of unleaded valve seat inserts and the application of a three angled

valve seat. Re-lining of valve guides was also shown.

On to the cylinder block and a demonstration of cylinder boring using an old fashioned, but still effective and accurate, Boring Bar. This type of equipment, being portable, was, in times past, used to rebore engine blocks without removing the engine from the vehicle. Honing and ‘sleeving’ were then discussed.

Crankshaft grinding was the last demonstration on the agenda. Nay, being a keen photographer was busy taking some of the photographs to accompany this article whilst also finding the time to serve refreshments.

Following a general discussion on engine re-manufacturing the party broke up after some two hours on the premises. Thank you to Col and Nay for this event. If any readers have a winter engine rebuild planned then you



Col honing a valve guide

now know where to take your engine parts for reconditioning / remanufacturing.

Alan Anstead

(Kent and Surrey Sections)

Mail to

alan.anstead@btopenworld.com

Tel: 01322 384050



Demonstration of crankshaft regrind

A note to Surrey Section members

If you have not been in receipt of e-mails, from me, over the past months relating to events and club nights would you please contact me

Historic Motorsport Show

23-25 March 2007

We are taking this opportunity of following up our visit to the MASC stand at The NEC Classic Car Show last month. At that time, we left our 2007 literature and visitor leaflets for review.

Affinity or Partnership marketing has been used at the NEC Classic for some years and we are now introducing it for The International Historic Motorsport Show in March 2007.

The idea is to offer MASC members a chance to purchase Advanced Tickets at a £3 discount for a one-day ticket and £5 off a two-day ticket, against the unique MASC Code: CC275. The ticket computers track the code and after the Show we undertake to pay each club £2 (inclusive of VAT) for each Advanced Ticket purchased – whether One Day or Two Day.

If club members only decide to come to the Show on the weekend, they have to pay the on-the-day price of £20. This obviously includes full access to all exhibition halls and all four Live Events, plus access to the Auction Preview on the Friday and access to the Club Class Lounge, for motor club members, over the weekend i.e. the same as the Advanced Ticket holders.

Over 50 clubs have now decided to join the Affinity Scheme and our leaflet is also enclosed in this issue of MASCOT

International Historic Motorsport Show, Lechlade, Glos.

Email: info@ihmsl.com

Phone: Annette or Mary – 01367 250001/01367 250006

Last Historic Innocenti Gathering in the UK

29th July 2005



managed to arrange a meeting with Barry, Jill, Terry Horler and most of all the second red Innocenti S known in the UK, at the Gordano Service Station off the M5, right outside from Bristol, where I lived at this moment in time. Barry was actually on his way to France and took his Innocenti Spider with him in a trailer. So a unique opportunity to meet each other, say hello and compare the cars.

Hey to all and especially to Barry and all the best wishes for his new role as editor in charge.

While I have been still due to write a second article about our Innocenti we bought last year in the UK, I am finally in the situation to be able to spend some time on it. On the way back from a friends weeding (who drove a sky-blue Spitfire), sitting in the German Reichsbahn, still far enough away from the children and nothing better to do or having to spend my precious time on working, sleeping, playing with the kids or relaxing I am finally able to write it.

As reported in my first Innocenti article in October '05 (MASCOT Issue No. 260) the car went with my dad to Germany in the meantime and is always an interesting contribution to any German classic car event, due it is as well over there only rarely known.

But before any of this we had a historical event in the UK, where I promised Barry and the honourable Terry Horler to write about it and publish some picture of this gathering. During buying the Innocenti S in July 2005 from Chris Eccles near Bristol, I got as well in contact with Barry, who is still the record holder of Innocenti cars in the UK.

But anyhow, by chance, right at the week-end before my Dad wanted to drive this nice little small car away from me and your country we

Obviously Terry was very much interested to see both cars together (again) so joined us as well with his greenish coloured and well-known Sprite. Both these Innocenti cars have been united once before, a few years ago (both with their previous owners) on the Bowood House rally as far as I have been told or can remember.

So we met all in time at the Service station on Friday, the 29th July 2005 and Barry lifted the back of his trailer to see how each other's car was looking like. Especially for my Dad this was an interesting meeting, as up to then he had never seen an Innocenti before or even a second one to be able to judge how good or nice the one we decided to buy from Chris was.

It was a very nice occasion and as I said before a historical event, especially in light that after this meeting our car had been exported permanently to Germany.

In the meantime she provides my parents quite some fun. The car is still running very well and always adds some special flavour to the classic car gatherings or rallies my parents do attend occasionally or just to the local old-timer club.

While, I moved back to Germany and am living now just outside of Berlin, I am still interested in what is going in the Innocenti world and started a small private register of all Innocenti cars, known and existing,

worldwide. I have about 30 known cars so far, with about 11 in Germany, 6 (4 of them are Barry's) in the UK, 6 in Italy, about 8 in the US and the one or the other in the Netherlands, Spain, Norway and even Japan.

Unfortunately, due to our move back to Germany, a more challenging job and our plans and actions to build a new family home for us I haven't been able to write about this before or pursue the register any further.

But I still would like to enlarge it as much as possible and keep track of the cars I have so far, so please get in contact with me whenever you see, own or sell one of these cars. Especially in Italy and the US, there still seem to be the most number of cars around and I am sure I only got a small fraction of those. I won't publish any details of known members and will only share information between the owners as long as no one explicitly tells me not to do and keep his details secret, which I am obliged to do as well.



Maybe I will write another small article sometimes in the future to let you know a few more generic details of my register and where these cars are currently located according to my knowledge.

I would very much appreciate contact via email at vi5herzog@freenet.de or via Barry Lowe or Terry Horler.

So far. Best Regards and hope to hear from some more Innocenti-Spider or Coupe owners.

Volker Herzog (Berlin/Germany)
Membership No 3566

Fuses

A few years back I was driving along the A3 near the Devil's punchbowl at fairly high speed when all my headlights went. Fortunately it was a moonlit night and, once I'd found my way to safety and collected myself, a quick fiddle with the fuse seemed to fix things. Over the following months it never happened again while driving but would occasionally happen when I first tried to turn the lights on. I eventually discovered that the clips for the headlight circuit fuse seemed to have lost their temper and were no longer very springy so I changed the fuse box (already a repro). That was a few years back and all has been fine until recently when it has started happening again. Several factors may be at work here:

A couple of years ago I was told that they have changed the metal with which they plate the fuse end caps to one that is cheaper but not such a good conductor, I can't provide any proof for this statement but if true it will, of course, make the end caps run hotter.

Certainly when using fuses with paper inserts I get scorch marks over time.

I run halogen lights. Are these just more efficient than standard ones or do they pull more current?

The fuse boxes in question have all been of modern manufacture, have the materials involved changed?

Whatever the exact combination of factors it would seem that the lighting fuse is running hot and this eventually causes the clips to degrade to the point where they don't do their job very well. When I finally get round to my front end rewire I'll probably move the lights onto some discretely hidden blade fuses. In the meantime I'd recommend everyone checks the condition of their fuse holders from time to time.

If you'd like to discuss this further please do email me:

jeremy@cogman.co.uk

SEBRING SPRITE - 410 EAO

Part 8: The Final Lap

By Jonathan Whitehouse-Bird, England

The photo call I received from EAO's second owner, Les Arnold, had come at the end of a four year search. I excitedly rang Les, and explained briefly about EAO's current condition and the research I had undertaken into its past. We then made arrangements to meet and discuss things further. I drove to London a few days later, and met Les at his home in Fulham. Once there, we spent most of the day chatting about the car, looking through my collection of photographs and discussing Les' racing career. Les also produced a few photographs of EAO, taken during his two years of ownership. One of these showed the car's interior, thereby confirming my hunch that the car had been fitted with the glass fibre/alloy type of doors. This came as a great relief and proved that my gut feeling, in reinstating these instead of the all alloy versions, had been correct. The same photo also revealed EAO's small fabricated dashboard featuring the Speedwell/Weston type of rev-counter, flanked by the standard Sprite oil pressure/water temperature and fuel gauges.

Another of the photo's gave precise details of the Scuderia Light Blue badge fitted to each bonnet side panel. (This was

later scanned into an Apple Macintosh computer and retouched using Photoshop software. It was then printed onto self-adhesive vinyl and resulted in an exact replication of the original). The remainder of Les' photographs were of EAO racing at Silverstone, Brands Hatch and negotiating Goodwood's famous chicane. Another item produced was a letter - dated 9th October, 1962 - from Peter Browning of the Austin Healey Club offering Les the opportunity (based on his successes with EAO), to co-drive with Clive Baker at the following year's Le Mans 24hr event. Les had declined the offer, a decision which he now says, was one that he very much regretted. "Who knows where it may have led!" he remarked.

EAO had been Les' first competition car and was purchased to fulfil a desire to take part in motorsport. Les confirmed Andrew Hedges' story about following the Sprite in his cab and went on to say "I was a member of the Southern Counties Healey Club and owned a 3000 at the time. I had fancied doing a bit of racing and saw Andrew's car being towed across the city. I thought - that's nice, so decided to follow it." I asked Les whether or not he had worked on the car himself. "No, if anything needed doing I sent it up to Sprinzel

in Lancaster Mews. Don Moore in Cambridge looked after the engine, and in fact built two for me in as many years. Regular servicing, oil, water and such was handled by the chap's at our taxi fleet's workshop." To round off the day, Les took me round the corner to the garage where he had kept EAO. It was difficult to imagine the car sitting there, but it helped build up a mental picture of the car's past activities. I thanked Les for his time and invited him to come and see EAO when he had a spare moment. I borrowed his photographs to help with some of the detail work on the car, and drove home a happy man.

Another past Sebring Sprite owner I managed to track down and call on, was Jack Wheeler. He was most accommodating and welcomed both Tom Coulthard and myself to his home. Jack had purchased an ex 'works' Sebring Sprite from the Donald Healey Motor Co. Ltd., in 1961. This was fitted with a Sparrock's super-charger and registered 7080 AC. Although the car carried this registration number, it was neither the red Sprite entered by Healeys in the 1959 Targa Florio, or the red Sebring Sprite driven by Stirling Moss in the 1960, 4 hr. event at Sebring, Florida. A classic case of number plate swapping!

The car Jack had in fact purchased was finished in Iris Blue, and had been the standard bodied Sebring driven by Tommy Wisdom and Jack Hay on the 1960 Alpine Rally. 7080 AC underwent continual change over the first few years of Jack Wheeler's ownership, firstly receiving a W&P glassfibre Sebring bonnet followed by, a year or so later, a Peel Coachworks alloy coupe roof, based on the W&P design. Finally, an alloy rear was added to the car, which featured Bentley Continental type rear lights. As the years passed, further modifications were carried out, including the fitting of Lotus Elan front and rear suspension, flared wheel arches, miniature wheels and a repay in Cosworth green. However, 7080 AC's ultimate guise came towards the end of the sixties, when it acquired a one-off Rover BHM Le Mans gas turbine style aerodynamic alloy bonnet and ran open with a roll-over hoop.

It was in this form that the car was written off at the Nurburgring in 1969. Jack



Beautiful days! EAO in its heyday. She will return...

span 7080 AC on its nose, inside the Karusel (a banked area of the track), and was lucky to escape serious injury, even death, when the roll-over hoop came within inches of the banking's top edge. Tom and I spent most of the day with Jack sifting through a hoard of information, photographs, magazine articles, colour slides and listening to Jack's tales about competing in two Targa Florio events with the Sprite. Like the proverbial magpie, Jack had kept everything relating to his days with 7080 AC, including all the parts he had removed from the car during the course of its development and subsequent demise, which included the original Peel Coachworks alloy roof, a genuine Healey five speed gearbox (fitted to 'works', mid-to-late sixties Le Mans cars), Speedwell instrumentation and Healey woodrill steering wheel, to name but a few items. As a result of my initial hour long phone conversation, and subsequent visit by Tom and myself, Jack found himself once again 'fired up' on the subject of Schering Sprites and almost immediately embarked upon a resurrection - as opposed to restoration - project to rebuild 7080 AC, instructing Wheeler & Davis Ltd. to carry out the work. The bodywork aspect of the rebuild has now been completed and the car should be out and about soon.

The weeks continued to fly by, and EAO was finally made ready for painting. However, prior to any colour being applied, all seams and underbody areas that originally received a coating of sealant by B.M.C. were again treated in the same way, i.e. with either a spray gun or brush.



Les Arnold with EAO at Snetterton race circuit in 1962.

Following their Williams and Pritchard conversions, the under bonnet and interior areas of PMO 200 and S 221 were painted matt black. EAO on the other-hand was painted Healey Ice Blue throughout. The interior of EAO was 'originally' blown over with a light coating of Ice Blue, so I felt that the car's re-paint should in some way reflect this. A happy compromise was a good coating of Ice Blue for durability, followed by a matt finish lacquer. This gave the correct 'feel' as well as providing the necessary protection offered by a decent thickness of paint. The underside of the glass fibre bonnet was also treated in the same way, although the engine bay panels themselves received a polished finish.

Some months prior to work starting on the car, I had scarted in, via an Apple Macintosh computer, the rear number plate from a square-on rear shot of EAO. With a small amount of re-touching using Photoshop software, I was able to replicate exactly the style and size of the 'origi-



Left: The first 7080 AC on the Targa Florio in 1959. This car was painted Carmine Red produced by Dockers Paints Ltd.



Top: In 1965, 7080 AC acquired a Peel Coachworks alloy roof to add to its previously fitted alloy roof, which featured Bentley continental rear light units. Bottom: The third incarnation of 7080 AC, as purchased by Jack Wheeler from the Healey Motor Co. in 1961.

nal' glitz. From the positioning of the characters, I was also able to gauge the width of the stripe which ran over the roof and down the tail - some eight inches wide. Luckily, a small area of the metallic dark blue paint, used for the over-centre stripe, had survived. This was sent away for analysis, tinting and mixing. The resulting colour match proved identical! Phil Kennedy then asked me to produce a paper template for the shape of the bonnet stripe section, which was done working from the many photographs I had of the car. By an incredible coincidence EAO's bodywork was finally completed - including paintwork - on the 12th April, 1996, exactly 35 years to the date on which the car was re-registered 410 EAO. Phil Kennedy and the team at Renaissance Restorations did a tremendous job, and the finished result is a testament to their skill and enthusiasm.

Although the book *Spirity Years* was published in 1994, Tom and I have continued our research - albeit on a smaller scale - and have recently discovered the existence of one further alloy coupe. Originally registered 96 RPE, this is a Peef

Couchworks, Berlinetta style bodied car, built for Bob Snow during 1962, in preparation for that year's Le Mans 24 hr. event, although an entry was not forthcoming. In addition to its alloy bodywork, the Sprite at first featured a Starsprite glass fibre bonnet made by G.A. Fabrications Ltd., of Leeds. Sold by Bob Snow during 1963, following a full seasons racing, it eventually saw use as a road-going car and was purchased ten years later, in 1973, by some other than John Sprinzel.

John of course, re-registered the car with his own personal number - PMO 200, and again used the car on the road, until selling it in 1975. At this point, the car was again re-registered - 855 GNV - as Sprinzel retained the number PMO 200 to put onto his next vehicle.

Sometime during the late 1970's the Sprite, now fitted with a W&P glass fibre Sebring bonnet, was shipped to the States and went through a number of owners, including one Dr. Sinneron. At present '96 RPE' is owned by Terence Cowan, owner of The Toy Shop in California. Terry has raced RPE for many years with outstanding success 'wearing' the number PMO



Scuderia Light Blue emblem as fitted to the bonnet side panel on EAO

200. However, it must be stressed that this is not the W&P alloy coupe driven by Stirling Moss in the 4 hr. event at Sebring in 1961. I have spoken with Terry at length and, as a result of documentation provided by him, have confirmed his cars past identity and provenance. Terry has, at the time of writing (March 1999), intimated that the car may soon be sold, with the result of RPE possibly coming back to England.

To be continued... ③

Editor's note: Next month's installment will conclude this series. Don't miss it!



Left: Bob Snow in the Peef Couchworks Berlinetta style, alloy bodied, Sebring 96 RPE. The car originally featured a glass fibre 'Starsprite' bonnet. Right: 96 RPE during 1999 in the hands of Terry Cowan, California. The car was owned by Sprinzel in the '70s and used his number PMO 200.



jungle
TELEVISION

Press Release

Jungle TV seeks help of classic vehicle enthusiasts to unearth previously unseen film footage and photos from the 1950s to the early 1980s.

Surrey-based production company Jungle Television is currently making an observational and historical documentary series for Discovery Real Time called WRECK RESCUE. The series is being filmed over 12 months and is due to premiere on Discovery Real Time in 2007.

In this new ten-part series, well known classic vehicle fanatic and accomplished amateur engineer, Mark Evans, shuts the door on his own workshop and sets off around the UK to help, inspire, motivate and encourage fellow enthusiasts to realise their own restoration dreams. The series features five projects – each one a major restoration of a cherished classic vehicle – including a 1959 Mk 1 Frog Eye Sprite, an Elva 100 Formula Junior race car and an ex RAF AEC Matador truck.

To help illustrate the historical and social importance of the vehicles featured on the show, Mark is keen to include in the series as much photo and film archive footage as possible. But rather than rely solely on the same old museum-owned images, Mark is desperate to unearth previously unseen archive footage/photographs that may be collecting dust in attics, garages and under-stair cupboards around the country – even around the world.

Mark would love to hear from anyone who has owned, driven or worked on any of the following vehicles and has original, personally owned photographs (black and white or colour) or film footage (any format) that they would be happy for him to include in the series: Mk1 Frog Eye Sprite, Elva 100 Formula Junior, AEC Matador, FJ40 Toyota Land Cruiser, Mk1 Ford Capri

Mark is really concerned that as the years go by loads of fantastic family archive

footage/photographs relating to classic and vintage vehicles are disappearing as garages and attics are cleared. This is a chance for enthusiasts to share their treasured motor-related memories with each other. Some of the archive footage/photographs we have already been offered is just amazing, including a series of pictures from the 60s of a Frog Eye Sprite on a family caravanning holiday!

Those who have film footage they would like to submit for consideration to be used on the show should email mel@wreck-rescue.com outlining what it is and what format it is on.

Ideally, photos should be scanned and emailed to mel@wreck-rescue.com If that is not possible, photocopies of original photographs should be sent to: Wreck Rescue Archive, Jungle Television, P O Box 21, Cranleigh, GU6 7YB

IMPORTANT NOTE For legal reasons, Jungle Television will need written permission from those submitting photographs or film footage allowing the production company to use the archive free of charge as part of Wreck Rescue. All archive footage / photographs used will be credited.

For further Press information and publicity photos, please call 01483 271252.

Moss Wishbone



Moss now supply Spridget Wishbones with two grease nipples for the lower kingpin trunnion which has to be good news. My frogeye trunnions, and kingpins, have not been replaced in over twenty five years which must be a testament to regular greasing with Castrol LM. I bought a pair of this type as obviously mine won't go on forever.

Alan Anstead

Spridget Treffen 2006



Treffen in the Westerwald June 2006 organised by the newly founded Spridget Register of Germany

We left home in North Worcestershire on the 21st June with an overnight stay at Ashford to catch the 10.00 am Norfolk Line ferry to Dunkirk. For the first 100 miles we travelled with the hood down but it was extremely windy and most uncomfortable on the M40 and M25. We succumbed to the hood up after Clackett Lane services and immediately ran into a traffic jam when the sun came out and we were fried!

The following morning the wind had not subsided and setting off from Dunkirk – still with the hood up – we were forced to take to the motorway because we discovered that one town runs into another, Belgium being such a small country and we were making very slow progress.

We passed through southern Belgium, Armentieres, and Mons, the battlefields of the 1914-1918 war and at 7.00 pm found very comfortable lodgings in a chambre d'hotel at Francorchamps just around the corner from the Grand Prix circuit.

The following morning the 23rd we watched a few minutes of a Ferrari Club track day at the circuit from the main gateway entrance. We were not allowed in without a pass but could look through the length of Eau Rouge.

We made our way through the Ardennes heading generally east and stopped for late coffee at Hillesheim at 11.50 am with my milometer reading 649 miles. At this point I

realised my milometer was some 30% inaccurate, the true mileage being in the order of 465. Nevertheless, it makes for good petrol consumption figures!

Due to new roadworks we were diverted onto another motorway leading into Koblenz and pulled off for a picnic lunch where we met a German with a classic Porsche 911. He had re-built it following a severe accident in the Monaco Grand Prix sports car races of 1999. Shortly afterwards we were joined by a Swiss friend of his who arrived storming down the dual carriageway in a Healey 100M. They were on the way to an old timers' meeting at Prum.

Having braved a slightly hair-raising trip around the north of Koblenz on a very busy motorway following sparse directions we eventually located the hotel at Eisenbach about five miles to the east of Montabaur where we booked in and waited at the hotel for others to join us.

Finally we met up at dinner with Dave and Chris Parker from Solihull and Jim and Rosemary Willis from Redditch, members of Warwickshire Area and in due course discovered more about the event, where to sign on and eventually obtained the road book.

Towards the end of dinner, at around 9.00 pm, we were joined by two friends Carl and Hilke from Flensburg in the very north of Germany in the Jutland peninsular close to the border with Denmark. They had driven the 500 miles to Eisenbach in six hours in Friday afternoon traffic having encountered two traffic jams on the way. Carl assured us it is quite possible in a recycled German U-boat called a Mercedes.

We had earlier met with Colin Gorman from Essex and were joined later by his friends Mark and Rachel Poole who had driven down overnight, Colin in a Mark II Sprite and Mark in a Frogeye. Dave Parker was in his Mark IV with the 1600 Rover engine allied to a Ford 5-speed box and Jim Willis was in his standard original Frogeye. My own Frogeye is a 1275cc engine with a 3.7 diff and fast road cam so between us we had a variety of machinery.

Having studied the road book Rosemary Willis was quite able to follow it being a fluent speaker of German and both Jim and Dave understand a great deal. For ourselves we understood nothing other than the fact that miles and kilometres were quoted. The road book took the form of directional signs at each junction and the distances between each junction and became a navigational exercise with points of note en route at which we had to describe the function of premises, its origin or similar.

We decided that whilst in Schumacher country we would have to adopt Schumacher methods. Carl agreed and photocopied the road book in the hotel in the morning before we set off. He then followed us around at 100 yards or so distance and was, in effect, our navigator. He had answered many of the questions with which he was familiar and filled in the last few towards the end to the extent that we had virtually a clean sheet!

There followed a couple of simple tests, centrally positioning the car unaided between two points and a short blind drive, for example.

The distance covered was some 160km there being a lunch break with soft drinks and a test of changing plugs for the ladies.

The route passed through a variety of open, undulating countryside, wooded hillsides and narrow and fast roads, picturesque villages – in all a very beautiful part of Germany. The weather throughout was quite superb – hoods down, sidescreens off and a mobile sun tan.

Later that evening dinner was available at the hotel al fresco as it remained beautifully warm during which a prize-giving took place. It seemed that there were prizes for almost everything. Yours truly won two, one for the



most accurate drive forward 5m in a straight line whilst blindfolded and third prize for best car.

Second prize went to one of our German colleagues whose car was packed with fascinating and most useful gizmos whilst retaining its originality and first prize was won by Jim and Rosemary Willis in their wholly original Frogeye. The overall champions who carried off a fine trophy were none other than Jim and Rosemary – well done.

We thanked our hosts for providing an enjoyable and well organised event and at the same time apologised for robbing the natives of the championship trophy, promising to return it at the 2007 Treffen – suitably endorsed!

This was not the end of the event. Typically there was a firework display and a modicum of drinking and celebration.

The next morning, Sunday, a run through the gorgeous countryside and villages of the Westerwald had been arranged. Some forty or so cars took part, adopting a system of rotating marshalling at junctions. The lead throughout was taken by Heinz Schattner, organiser of the event, and the last car was always a yellow Sprite. Each participant took a turn to remain at the junction to direct those following, rejoining the train as the yellow Sprite loomed into site, thus nobody got lost. The run ended at another hostelry for lunch following which we departed our separate ways.

We have received news from Heinz that the Treffen for 2007 is likely to take place during



the 15-17th June in the Hamburg region. This year's was an excellent and most enjoyable event and we can expect a similar result in 2007. We can only urge you to join in the fun, we having already registered. The

numbers appear to be limited to 50 and it was over-subscribed last year. You can register by email to heinz_schattner@hotmail.com

Geoff and Janet Hunter Member 2565
Email to janetehunter@zoom.co.uk

Cambridgeshire Report

Mad Cat night arrived just as I had finally got the Sprite back together however having only done one test drive she was not yet ready for a 50 mile round trip, however to my delight (even on a cold dark November night) some Spridgets made the trip (well done guys). We arrived a bit early so we could get a Mad Cat meal prior to the meeting only to find Sally and Hubie and Nigel and Diane doing exactly the same which all goes to show the Mad Cat is not a bad place for a meal. After the pre-meeting eating we were joined by an excellent turn out of members including Mark, Jo, John, Mick, Dave, Graham and Chris. The main items on the agenda were the Christmas lunch menu and a slight confusion (I have to admit it was me who was confused) over the menus available at Sunday lunchtime, and the final plans for the Spridgetless bowling event.

Apart from the usual chit-chat and general socialising the other notable thing was the bright yellow fur fabric (no animals were harmed in the making of this bag) fumble bag. Despite the fact that I had provided the fumble bag and had recently changed my head gasket a certain (or should that be uncertain) gentleman spent an estimated four hours fumbling and flatly refused to hand the bag on until he was promised it would be returned to him after the others had had a go, simply because he could not identify the large flat

object with four large holes in it (you know the one with a surface area about the same size as the flame face on a cylinder head). The assembled crew took no delight at all (well maybe a little) in offering cryptic clues and answering questions like is there one of these on my car, or is it something that is covered up by the hard top." I did suggest that maybe we should not reveal the objects in the bag until the next meeting but by then the cruelty and humiliation had gone far enough, so out it came, a head gasket with an interesting little bit missing between cylinders three and four. As usual everyone had a pleasant amusing fun night (well maybe some more than others).

The next event was the Bowling night (18/11/06) and despite initial fears that we may not generate enough interest to fill the two lanes and 24 games we had booked (thanks to a little phoning around by Graham) we actually had to increase our booking. A few of us met up at Graham and Maggie's house in Cambridge and went on to take advantage of our pre-arranged private parking near the bowl (thanks Chris), where we met up with the others. The bowling was great fun with everyone turning in creditable scores; even those who had never really bowled before or like me had not bowled for fifteen or more years.

As area representative I naturally had to have the biggest balls, since I was working on the

theory that the bigger they are the harder they fall, but unfortunately brute force is no substitute for skill. We did have a couple of stars among us (Mick and Chris) and Mick our overall winner really showed us all how it should be done and walked away with a bottle of bubbly for his efforts. As luck would have it, and even with our wide range of abilities the teams were fairly evenly matched with each winning one game, however I have to report that after painstaking analysis of the results, Team Nigel has been declared overall winner with an average of three and a half more pins down per game than Team Hubie (I said it was close). We ended the bowling part of the evening with an awards ceremony where even Maggie was certified for her efforts, before moving on to the adjoining Portuguese chicken restaurant.

At the restaurant Maggie managed to attract the attention of the crazy Frog (a slightly eccentric French waitress) with her unusual and unique hand made jewellery, this resulted in the crazy frog spending most of the evening singing to and otherwise entertaining us rather than serving the other customers.

The night was a great success with everyone having a good time and thanks are due to Maggie and Graham for organizing it (well done guys). We will be staging a similar event again early in the new year.

See you all at the Mad Cat.

Dave Dixon

Festive Fun at the Green Man

South Staffs and North Brum do Christmas

Well, although it was our Christmas 'do' when we assembled at the two tables set out for us we mostly dined off the normal menu, fish and chips for yours truly and several others of us.

The pub pushed the boat out for us too, quite made up for some of the hard times getting served in the past. Proper Festive table settings and big expensive crackers for afterwards. About thirteen to dine, hope chef wasn't superstitious!

As this was the end of the year meeting we tended to keep the chat on a less Spridgetty level, but as this IS a car club the cars kept drifting in and out of the chatter. Bob, the events chief and his wife (Jill? Sorry but I take weeks to remember names, which is the worst excuse in the language ☺) came in his pale yellow mark I Midget and I as usual was in Lara, the small dark green pleasure machine. (Roof off!) John Collins brought his fiancé, Pom in his latest MG. (Always buying MGs John is!) But, for now John is Midget-less so was in his MGB.

☺

Bill2, Trevor, Malc, John and I joined Dawn and Gavin, with all the above named on the

long table. Whilst Sue and Bubs with Rob and Geoff were tucked away in the corner.

Geoff and I will be heading to London on the 7th of January to make the Annual Sprites and Midgets across the Bridges run with London's Congestion Zone area Group. Why not come along, I'm sure you will be reading this before the event begins! Check with Gary on his Report for times and places. Somewhere in Twickenham I understand, but that isn't confirmed.

The London run is instead of crashing Warwickshire's Christmas Meal next week.

We are hoping to run our own Brum Tunnels do in the spring, with an ending at the RAF Museum at RAF Cosford near Wolverhampton. Watch this space!

Le Mans in June and the Silverstone event as organised for us by Chris Jackson are on our 2007 event horizon too. (I had a great time at the 2006 versions,) These have to be done again.

We look forward to seeing you all again (and more) next year.

Bill Mohan 1067

Home Counties North West



Our Anniversary!

Sunday 12th November was a milestone for the HCNW: yes, it was our first anniversary, and to celebrate the occasion we were to explore yet more of the beautiful uncharted territories of Hertfordshire.

10am sharp – Tesco's, Hatfield, to meet up with Chris and Pat and a new (hopefully regular) face, Bryan. Bryan is a friend of mine who has co-piloted me many times in my midget (Le Mans, London-Brighton to name but two) and who admitted earlier this year to a craving for a convertible classic vehicle. However, with two young daughters, it had to have a rear seat, so his newly acquired charge is an immaculate blue V8 Stag, more than enough qualification to join our small, but perfectly formed, group for a run.

With a quick pit stop at a local garden centre, both for refreshment and to collect two new runners – Pat and Zara in their yellow Frogeye. Whistles wetted, we were off on another jaunt, meticulously planned, courtesy of Chris and Pat. Our sunny, if chilly, journey took us along some fantastic country lanes, through chocolate box villages with great names like Bengeo, Babbs Green, Cold Christmas, Much Hadham and, my favourite – Frog End.

Our destination for lunch was the Red House Inn, but having made the most of the almost empty lanes (you know where I'm coming from, guys!) we were a bit early for our reservation. But with the usual Jackson allowance for a chronological mishap, we deviated from our printed itinerary to visit Wimpole Hall, a National Trust property that definitely needs investigating in more detail on another occasion. It was good to stretch our legs and have a quick photo-call, while the ladies visited the large gift shop. Time was ticking and we had a table with our names on it up the road, so like a professional grouse beater, Chris entered one end of the shop, only to emerge seconds later from the other end preceded by bag-laden wives, still trying to insert their credit cards in their purses. Lunch was a hearty affair, punctuated with both humour and interesting conversation, especially when we found out that Pat (yellow Frogeye owner) is a recently retired F1 engineer, whose career has embraced both Minardi and Arrows. Thought his car sounded a bit different from mine and Chris's (!) although today, the Stag's burble would take some beating!

Stephen Plester

NW Area Report

Happy new year, hope you all had a good Christmas. No much to say this month as, due to Christmas, this report had to be submitted before our December meeting. IMPORTANT – as mentioned last month we are having our post Christmas meal on the January club night, 10th January. It will be at the George and Dragon in Great Budworth so we will NOT be at the Kilton. If you want to join us for the meal then please ring me immediately.

Les 01772 432138

Hampshire Happenings

The big news this month is the arrival of our newest member: Samuel, our congratulations go to the proud parents Louise and Peter. In true club style we presented them a Haynes Baby manual which I'm told has a very useful poo identification chart.

In November we had a weekend trip to the Bath and West Showground at Shepton Mallet for an autojumble and restoration show. Saturday night was spent at a couple of B&Bs in the area and Sunday was at the Haynes museum at Sparkford. We had an excellent turnout for this weekend (in no particular order) Harriet and Terry, Jenny and Barry, Lynn and Alf, Ellen and I, Dave and Anita, Carol, Peter and David (standing in for Louise – some poor excuse about having baby).

The restoration show was interesting but being set up in several old cow sheds was a bit chilly, so a number of trips back to the well heated restaurant for tea and cake were in order. Harriet was very pleased with her new purchase, a pin-stripping kit. I have a feeling that if Terry isn't careful he will find pretty little lines on every spanner in his toolkit.

Saturday night was spent at a lovely pub called the 'Poachers Pocket'. We were somewhat taken aback when we arrived as the place was packed with vampires, goths, zombies, fairies and even a devil with stick on horns (at least I think they were stick on?). After some investigation we discovered we had turned up in the middle of a fancy dress party. Never had I ever seen such a strange collection of people under one roof and frankly



the locals seemed a little odd as well! One werewolf was particularly interested in Peter's 'rare' steak. With us we had a number of complicated, camera laden mobile phones but unfortunately failed miserably to get any good photos.

Sunday morning found us at the Haynes Museum. Despite the huge number of interesting vehicles we all own, Dave and Anita were the only ones to turn up in anything suitable, a lovely old Austin 1100. I've never been to Haynes before and Ellen and I enjoyed ourselves immensely pointing out all the cars that our parents had owned over the years. Although I'm not entirely sure we will be allowed back again as certain members (you know who you are) wandered about proclaiming loudly about inaccuracies in several of the displays!

A great weekend and a big thanks to both the organisers and all participants for making it so enjoyable.

John Ferguson

Lincolnshire Area Report

A small number of our merry band braved the gales on Thursday 7 December to meet at the White Hart at Lissington.

Pete and Mary, Sue and myself, all travelled in tin-tops for a convivial drink and chat.

Being their busiest time of year, Tim and Jill did not drive the hundreds of miles from their home in the deep south of the county, as we were going to see them for Sunday/Christmas lunch on 17 December anyway.

By the time you'll be reading this our Festive Lunch will have been and gone – I'm sure we will all have had a wonderful time!

May I take this opportunity to add the Lincolnshire Group's admiration of Barry, our new Editor, for the way he is running MASCOT – we offer him our full support.

Excellent job Barry ... THANKS! Here's wishing all a Happy and Prosperous-Spridgiting-New Year!

Brian and Sue Jeffery

Scotland Report

The Lever Arm Diet!



The only up side to not being able to drive in the hurricanes that pass for weather these days is the promise of the MASC Scotland Xmas carvery dinner at the Popenjay and last Sunday that promise was bountifully fulfilled. 16 of us motoring cavaliers (no not the Vauxhall variety!) feasted better than Louis XIV ever did, but we all know the price will be paid as suspension lever arms compress another notch and rubber bumpstops are brought into play – and we still have Betty's mince pies to contend with next week in the last meeting of 2006!

This is always a cusp month – time for looking back and forward. A fantastic summer of runs behind us saw us exploring every point of the compass, Mull, Fife, Perthshire, Peebles, Hadrian's Wall (bet he wishes he had made something sexier – what a rubbish thing to be

remembered for – a wall!) and of course the Bathgate triangle run..so named because we lost more cars on it than they do on the Paris Dakar!

The pinnacle of pleasure was of course the switchback run along the single track road on the dark side of Mull (see photo), the Kwik Fit run as its known due to the trail of clamps and black boxes left littering the lochside verges. Mind you winning back the Bolshie Boy Challenge Trophy from Les and the Anglais during our run to Nent Hall was almost as good, it's the only fun we get since we stopped qualifying for world cups!

So many new members added to the Spitmite union that keeps our chapter thriving, here in the far off provinces. The ever present Debonair Doug and Cinematic Craig plus occasional members who dip in and out as the fancy takes them, all welcome and all adding their own bit to a very fun mix. Welcome too the unenlightened non Mite owners who oft accompany us on our journeys – it is aye a pleasure showing them that Scottish drove roads and the Mighty Mite are as right as fish n chips or Carsoni and long rambling speeches! Ferraris, Honda NSXs and Clan Crusaders have all fallen prey to our robust, nimble and chuckable owners of the Celtic roads.

And so to looking forward, but actually I think I will leave that 'til the next report for planning is always best done over a glass of Betty's mulled wine.

Bob Miller





Kent Report

Meeting 26th November 2006

Sunday 26th November 2006, being the fourth Sunday of the month, meant only one thing – a Kent MASC meeting at the Moat, Wrotham Heath. I had been looking forward to an excuse to put some more mileage on my Frogeye's new Avonbar rebuilt engine. The weather all week had been bad but today the weather looked kinder. I checked Ceefax and the prospect was grim with a foul weather warning. Just about the time I was due to set off it began to rain. I took the XR3i instead.

Ralph Whitmarsh, with Martin Ingall, and John Larrington both in Frogeyes came with hoods down. I didn't get to look at Peter Gardiner's Midget nor Gavin Rowles car. Did it rain? It did not. It stayed fine throughout the afternoon. John Baggott, Paul Coveney with Jane Pierce, and I were put to shame for not having our Spridgets in the car park.

Conversation ranged from events next year in particular the June Arnhem Tour, for which we have now seven cars entered, a possible tour to Angouleme, for the Circuit des Remparts, in 2007, through to suspension rebuilds and the costs of items to complete such rebuilds. Why are, apparently, Frogeye exchange recon Kingpins more expensive than Spridget Kingpins?

The assembled group agreed that there will be no December Meeting but Kent will re-convene in January when we join Surrey Section on the evening of 16th January 2007, from 1900hrs, at The Metropolitan Police (Hayes) Sports Club, Croydon Road, Hayes, Bromley, Kent. BR2 7AL.

Reflections on a Kent scene

There wasn't a Kent Section December meeting so with your permission, I shall reflect upon the passing year.

Early in 2006 I began to organise Kent Section meetings. That is not to say that there were no Midget & Sprite Club members in Kent before that date, but there were no established meetings. Several people living in Kent, myself included, had for many years belonged to Surrey Section and will, I hope, continue to do so. The vast majority of Kent members must have been happy just to receive the Club Magazine, MASCOT. I am aware that a small group, at some time in the past, had formed and seemingly dissolved. We began, following contacts, by coming together at the Woodman Pub at Goathurst Common, Kent. Twenty five people attended with seven Spridgets. London and Surrey Centres boasted the numbers whilst London Area Rep. Gary Lazarus, and Surrey Area Rep. David Wright, were on hand to give the 'new boy' advice and guidance.

In April we tried the Hook and Hatchet, near Detling. A wet day but it attracted twenty five members. Kate even brought her mum and dad, plus the dogs. Thirteen Spridgets were in the car park, this time, in spite of the rain. There wasn't a meeting during the month of May probably because I was off on the Surrey Section Tour of Oxfordshire. It is good to see that some Kent Section members have signed up for the 2007 Surrey Tour of Shropshire.

June. The meeting moved to the Moat at Wrotham Heath in an endeavour to find a location central to the membership. Ten members turned up in six Spridgets. June also saw a trip to Ypres, in Belgium. There were only two Kent cars on this Tour and one of those a Spitfire (now sold and replaced by a rubber bumper Midget) and one car from Surrey Section. Obviously spurred on by tales of the adventure, to date, there are eight cars from both Kent and Surrey sections signed up for the 2007 Arnhem Tour.

Eleven people in seven Spridgets represented Kent Section at the combined Surrey / Kent Bar-B-Q hosted by Surrey Section members Laura Peale and Chris Banton. Laura and Chris put a lot of effort into this annual event which is one not to be missed. July was a busy month for although two members hold joint affiliation to both Kent and Surrey Section it was two cars from each that took a week's tour to Le Mans for the Le Mans Classic. I shall, probably, repeat this Tour in 2008 for the next Classic Le Mans.

August saw us back at the Moat with thirteen people in seven Spridgets. Neil Anderson, in England on vacation from the U.S.A., paid us a visit. September's score, at the Moat, was fourteen people with eleven Spridgets.

October, at the Moat, we were down to nine people with three Spridgets. Probably because of the bad weather and local flooding we had a poor turn out. October also saw Kent Section member Martin Ingalls invited, by Warwickshire Section, to display his Sprinzel Sebring Sprite replica on the Club stand at the Classic Car Show N.E.C.

November found nine people, at the Moat, with four Spridgets. I confess that I had 'wimped out' with regard to taking a Sprite due to a foul weather warning which I should

have ignored. The weather remained sunny throughout the afternoon. Again, during November, we combined with Surrey Section to visit Nay and Col at 'Southern Reborn' for Col to show his teaching skills, as well as his engineering skills, whilst demonstrating various aspects of engine reconditioning / remanufacturing. We did not hold a meeting in December. A poll of those present for the November meeting decided against such a meeting because of the fourth Sunday of the month falling on Christmas Eve.

Starting the new year Kent Section will be combining with Surrey Section for an evening meeting on 16th Jan at Metropolitan Police Sports Club before returning to the now established meeting, at lunchtime, on the **Fourth Sunday of each Month** at the Moat Public House, Wrotham Heath, Kent.

*** Take Note Please. If there is any Kent or Surrey Member who is NOT in receipt of my Kent and Surrey Meetings / Events E-mails then please contact me in order that I can add you to my E-mail listings.

Happy New Year everyone.

Alan Anstead

Mail to: alan.anstead@btopenworld.com

Tel: 01322 384050 (answer phone)

Warwickshire Report

This month the auction at Nether Whittaker Hall took place, which was organised by the Healey Club and many bargain car parts were available. A visit to the Proms concert at the NIA was organised by Rosemary Couch, who also provided the pre-concert meal. The final meeting of the year is our Christmas dinner and we are in danger of having to find another venue next time, as we have packed the room to its capacity.

Next year's events are in the planning stage with proposals for a trip to France, and a trip to the Spridgettreffen. The year could start with a visit to the Patrick Collection in February, followed by the MG Show at Stoneleigh. We are planning a run to Somerset in April, nominated the Classic Car Cider Circuit. Later events include: the Silverstone Classic Event in July, a Vintage



Dr Dave in action on Jim's car

Classic Car Rally in Droitwich, the Sandwell Rally, a Ludlow visit in May, a Worcestershire/ Shropshire Run in June, John's Mystery Tour in August and, possibly, Go-kart Racing.

Once again this year has been full of members' organised activities, with something happening every other weekend. The Whitehorse Run began the year and was notable because we met up with the Bristol Group and shared lunch together. There were 21 cars on the roads together, the largest number on a run to date. The Irish trip involved a small but select group, who appear to have developed a strange habit of dessert sharing!! Our routes have taken us to the Peak District, Shropshire, the Malverns, Oxfordshire, the Cotswolds and Hay-on-Wye, including the Golden Valley and the Black Mountains. We have attended Classic Nights at the Ace Café, the Silverstone Classic Festival, the MASC Track day at Castle Coombe, the Sandwell Rally, the MG Show at Stoneleigh, Shelsey Walsh, Webbs of Wychbold, The Chilton Foliat Fete, the Goodwood Revival and the Coventry Motoring Festival. And finally, but not least we have been entertained at Mo and Phil's party and Jim and Rosemarie's barbeque.

There may be events we have forgotten and our apologies go to the organisers, but our diary has been so full and with all those



Approaching Ludlow Castle

wonderful memories, it would not be surprising if we have become a little confused.

Coincidence or what!! The only two cars to break down on this year's events were both Iris Blue Frogeyes!!

Our thanks go to all Warwickshire members for the support they have given the section and the events they have organised, for our strength is in the fact that we share everything and everyone contributes something, so events do not fall on the shoulders of one person. Wishing all members of MASC, an equally eventful year to follow the Christmas Season.

Chris and Sheila

Yorkshire Report

December Meeting

Our first weekend winter meeting was a great success. 31 folk turned up during the meeting with 13 Spridgets and Andy B's Mini gracing the car park of The Gait Inn, Millington.

Mark and I had started out in KCY but her fuel pump gave up a mile from home, so we had a mad dash to collect my Sprite on route. New member Geoff A was already there with his smart 1969 MKIII Midget as were Richard and his father-in-law in Richard's Sprite. Ian was able to bring Claire with him this time. Bob and Rob in their Midgets crossed the border from Lincolnshire to visit us but didn't travel the furthest. Geoff and Hilary from Guisborough had come 58 miles in their Frogeye and I'm sure John and Janet must have done similar from Sheffield in their Sprite. Alan S joined us in his green 1968

Midget. He has owned the car for 10 years but has only recently got it on the road. He works nights so hasn't been able to make any of our meetings before. Luckily he saw details for this meeting on the new style calendar on the website. George came in the Rover as he is fitting a Frontline suspension kit to the



Midget. He was able to meet up with Robin and Jill (Robin introduced him to MASC) and to see their RWA Midget.

Sebrina the W&P Midget brought Tim and Sarah along with some W&P paperwork for Bob who's Midget also has a W&P front. Bob's Midget is a work in progress with a Metro Turbo conversion. Rob was worried that the fan belt was too tight on his Midget so decided to navigate for Bob on the run.

We were blessed with sunshine for the 37-mile run around the Wolds and most of us went top down. Plenty of mud on the country lanes but luckily none of the dreaded salt. Nick M took the passenger seat in Arthur's Frogeye for the run. Hopefully this will fire his enthusiasm for progressing his restoration project although he may be sidetracked a bit by the Caterham kit he has just ordered! Andy B and Matt arrived just in time for lunch having spent the morning working on Matt's new garage. Mick and Mandy were also able to make the lunch. Gary and son Andy came in the newly acquired RWA Midget. Nobody has yet been able to find out why electronic ignition won't work on this car. Keith and son Richard brought two cars full of Spridget spares for us to raid and definitely went home with lighter loads. Richard is very keen to get into rallying and was involved with the recent Roger Albert Clark rally. The day finished as it started with a 'dead' Midget. This time Gary's. Luckily the problem was only a loose connection on the solenoid. You can see a few photos on <http://www.photobox.co.uk/album/4580891>

Other

I recently asked for information on winter projects so here are a few snippets. Rob H is going to check the steering, attend to the underseal and do a service on his Midget ready for next year. Gary will be fitting the hard top to the Midget and will use it through the winter. His Sprite will be going on eBay soon. Mick is preparing to fit the final repair panels to his Midget and hopes to have the front suspension attached by the end of the year. Keith's RWA Midget is having new sills and floor pans. His son Richard has stripped his 1500 and is considering various gearbox and engine options. Andy B and his Dad have made a lot of progress and are aiming to have the Frogeye on the road for next summer. Tom has put his Midget purchase on hold for a



while. Jordan has changed the wheels and tyres on his IOW Frogeye and wants to get the speedo and fuel gauge working. He is also checking out the rear suspension to ensure a smoother ride. Roger has had his Sprite a year now and has no regrets. It is now tucked up for winter. Nick V is progressing well with the electrics on his Midget. New member Paul has a 1500 currently in need of a new clutch so is thinking about gearbox options and looking for advice. Simon H will be fitting a K series into his 1500 in time for the summer hopefully. My white Midget has been waxoyled and is waiting for the gearbox and engine to be fitted and the rally Midget needs an engine rebuild if I'm to do any events in it next year. We are sharing the MGs on Track day at Croft again next year. The date is Saturday 12th May. Contact me to book your place in our MASC 15-car group. The following weekend, 19th-20th May a joint event is planned with Home Counties North West based in Stamford, Lincs.

Anita

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