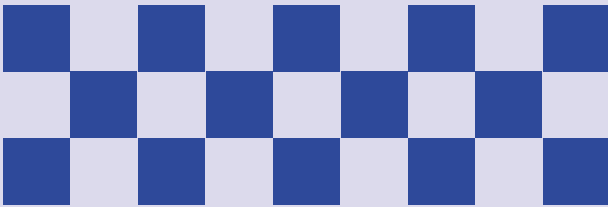


Mascot



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



Move your insurance up a gear with Aon



Most insurers will treat you as just another customer – Aon treats you as an individual.

As a traditional insurance broker offering a first class standard of care, we will provide a car insurance policy that perfectly complements your unique driving needs.

Whether you're covering a classic, sports or everyday car our Client Managers will deliver a professional insurance solution that's tailored to your specific requirements.

As a member of a car club we can offer you up to a 10% discount off your premium.

To discuss your requirements further, please call us on

08705 70 80 90

insureyourcar@aon.co.uk

www.specialistcars.aon.co.uk

AON

Aon Limited is authorised and regulated by the Financial Services Authority in respect of insurance mediation activities only. Telephone calls may be recorded or monitored. FP3608.02.07

Classic, Sports & Prestige Cars • High Value Home • Investment Property • Holiday Home

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

COMMITTEE

CHAIRPERSON	Bill Mohan , Tel: 0121 353 7211 or mobile 0798 461 6371 email: bill.mohan@btinternet.com
GENERAL SECRETARY	Terry Horler , 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770
TREASURER	Anita Lachowicz , 5 Park Grove, Knaresborough, Yorks. HG5 9ET. Tel: 01423 862738 Mobile: 07720 725429 email: spridget.girl@ntlworld.com
MEMBERSHIP	John Platt , 2 Pear Tree Gardens, Bearley Road, Aston Cantlow, Henley-in-Arden, Warks. B95 6HT. Tel: 01789 488321 email: john@platt2085.freemove.co.uk
MAGAZINE EDITOR	Barry Lowe , email: editor@midgetandspriteclub.co.uk Tel: 01943 608900 10am to 9pm, UK time
WEBMASTER	Toby Ancombe , 46 Carolina Close, Stratford, London, E15 1JR email: tobyanscombe@taratec.co.uk
GENERAL MEMBER	Martin Ellis , 22 Dartmouth Mews, Morley, Leeds. LS27 0UA. Tel: 0113 2049126 email: halimart@hotmail.com
GENERAL MEMBER	Gary Lazarus , 40B Hungerford Road, London, N7 9LP. Tel: 0207700 5696 email: garylazarus@blueyonder.co.uk
GENERAL MEMBER	Alan Lo , 23 Charnell Road, Staple Hill, Bristol, BS16 5NE. Tel: 01179 572 617 email: alan@mobuzzing.net

OFFICERS

CLUB ARCHIVIST	Terry Horler , 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770
TECHNICAL ADVISER	Vacant
EVENTS CO-ORDINATOR	Vacant
MEMBERS ADVERTISING	Alan Lo , Tel: 0117 9572617 Mob: 0775 3867806 email: alan@mobuzzing.net
MUTUAL ASSISTANCE	David Hill , Llyserfan, Beulah, Newcastle Emlyn, Ceredigion. SA38 9QB. Tel: 01239 811307 email: david@hillnet.clara.net
CO-ORDINATOR	Dave Symes , email: spiritelydave@ntlworld.com
DATA HANDLING	Mike Grout , Tel: 01603 890211 email: mike@motorparts.freemove.co.uk
REGALIA OFFICER	Gary Lazarus , 40B Hungerford Road, London, N7 9LP. Tel: 020 7700 5696. email: garylazarus@blueyonder.co.uk
TRADE ADVERTISING	

AREA REPRESENTATIVES

BRISTOL	Alan Lo , Tel: 0117 9572617 Mob: 0775 3867806 email: alan@mobuzzing.net
CAMBRIDGESHIRE	David Dixon , Tel: 01733 222810 email: e-dave@ntlworld.com
DEVON	Vacant
DORSET	Ian Beaver , Tel: 01722 326840 email: ian.beaver@btinternet.com
	Bryan Fox , Tel: 01202 683842 home, 01202 674017 work email: sueandbry@x877.wanadoo.co.uk
ESSEX	Lee Reed , Tel: 01255 424112 email: lnreed@aol.com
HAMPSHIRE	Terry Langridge , Tel: 01252 626063 email: Hampshire.spridget@ntlworld.com
HOME COUNTIES	Chris Jackson , Tel: 01707 261567 chrispat@holwell8.freemove.co.uk
NORTH WEST	or Mark Hall , Tel: 01296 660103 markdhall@aol.com
KENT	Alan Anstead , Tel: 01322 384050 email: alan.anstead@bopenworld.com
LINCOLNSHIRE	Brian Jeffrey , Tel: 01522 531425 or mobile: 07952 969514
LONDON	Gary Lazarus , Tel: 020 7700 5696 email: garylazarus@blueyonder.co.uk
SOUTH STAFFS &	Bill Mohan , Tel: 0121 353 7211 or mobile: 0798 461 6371 email: bill.mohan@btinternet.com
NORTH BIRMINGHAM	
CENTRAL SCOTLAND	Carson Thomson , Tel: 0141 245 6327 day or 013606 22334 evening email: carsonthomson@btinternet.com
	Les & Diane Robinson , Tel: 01772 432138 email: lesrobinson@blueyonder.co.uk
NORTH WEST	Barry Stannage , Tel: 02890 401726 or mobile 07769 705497 or email barrystannage@aol.com
NORTHERN IRELAND	Ian Cooke , Tel: 0115 938 3838 email: ilc@bgs.ac.uk
NOTTS/DERBY	Dave Bearne , Tel: 01823 412004 email: dave@quintins.freemove.co.uk
SOMERSET	Alan Anstead , Tel: 01322 384050 email: alan.anstead@bopenworld.com
SURREY	Alan Couch , Tel: 01564 773302
WARWICKSHIRE	Chris Yates , Tel: 01608 665066 email: chrishe@tiscali.co.uk
	Vacant
WILTSHIRE	Anita Lachowicz , Tel: 01423 862738 or mobile: 07720 725429 email: spridget.girl@ntlworld.com
YORKSHIRE	

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

© Midget & Sprite Club

Wheelnut May '07

Summer temperatures in early Spring = Time to get your roofs down and make the most of global warming! By the time this issue hits the mat everyone with a road-worthy classic car should have at least been out on the road on 22 April in support of the FBHVC (Federation of British Historic Vehicle Clubs) Drive-it-Day. Well, did you?

We've been to our second Reggio autojumble in Italy, looking for those elusive Spider and Coupe parts again, but alas it seems that Innocenti bits are becoming really scarce now and most sellers are using Ebay anyway. However we did manage to come back with the maximum amount (weight-wise) permitted by the somewhat meagre Ryanair baggage allowances!

This month, at Mascot Towers, we've had so much material come in from your good selves that I'm afraid quite a number of you might be disappointed, at least initially, because your articles have not made it to print. However, don't be disheartened because Mascot is fast-becoming a "victim-of-its-own-success" – loads of good material and not enough pages! We will have to start considering increasing the page count soon. Please don't let the possibility that you may not be featured immediately, or that not all of your photographs may make it into the magazine, deter you from submitting literary and/or photographic masterpieces – there's always the following month for them to get into print. So keep the articles and photos coming – I need them to grow and expand the magazine. Thanks.

The front cover shot this month comes from Nic Bowker, showing his IOW Frogeye, which has been ably assisted in its "well-being" by other Masc members in the Surrey Group (see inside).

As promised, the second of the John Sprinzel articles from *Octane* magazine, "Return to the Mews", written by Tom Coulthard, is featured in this issue. From the response I had I know you all enjoyed the first one, "Friends Reunited" in the April edition. So I'm sure you'll all join me in thanking David Lillywhite at *Octane* for his continued support.

Please remember to send in your photos for the Front Cover and for the Official 2008 Midget & Sprite Club Calendar (more info inside).

Thanks once more to all contributors this month.

Deadline for JUNE issue is Midday SATURDAY 12 MAY.

Happy Spridget-ing!

**Barry
Editor**

Membership No: 1150

editor@midgetandspriteclub.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: Nic Bowker's Isle of Wight Frogeye (article on page 20)

Midget & Sprite Club Members

WANTED

Genuine Midget & Sprite Club member wanted for low cost tailor-made insurance. Enjoys long drives in the town or country, immediate cover and unique personal service.

Call 0845 1303400



0845 1303400

QuoteLine Hours: Mon to Fri 9.00am - 7.00pm Sat 9.00am - 4.00pm
email: quotes@adrianflux.co.uk | www.adrianflux.co.uk
Authorised and Regulated by the Financial Services Authority



ADRIAN FLUX
modern approach. traditional values.

Club Nights

- 1st Monday **London Area (Congestion Zone) – NEW VENUE**, Meet at **The Plumbers Arms**, 14 Belgrave Street, Belgravia, SW1W OLN at 7:30pm. Also generally meet at the Ace Café on 2nd Tuesday together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garylazarus@blueyonder.co.uk
- 1st Wednesday **Wiltshire** – Meet at **The Forresters**, Leigh, near Cricklade.
- 1st Wednesday **South Staffs & Birmingham** – Meet at the The Green Man, Middleton Village, 8.30-8.45pm
- 1st Thursday **Lincolnshire Area** – Meet at **The White Hart**, Lissington, nr. Wragby. 8pm. Contact Brian Jeffrey, Tel: 01522 531425 or mobile, 07952 969514
- 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** – May Meeting Thursday May 3rd at the **Stansfield Arms**, Apperley Lane, Apperley, Bridge, Bradford, BD10 ONP. Meeting from 7:30 pm onwards. Contact Anita 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 Rose and Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Alan Lo on 01179 572617 email: alan@mobuzzing.net
- 2nd Thursday **Cambridgeshire** – Meet at **The Mad Cat** pub in Pidley Village, midway between Huntingdon and Chatteris, 8pm
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole 7.30pm
- 3rd Tuesday **Central Scotland** – Meet at **The Garfield Hotel**, Stepps, East Dunbartonshire. 7:30pm in the Lounge. Check first with Carson on 0141-245-6327 day or 013606-22334 evening.
- 3rd Tuesday **Surrey** – Meet at **The Blue Ball**, Walton-on-the-Hill, 7.45pm onwards. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
- 3rd Thursday **Northern Ireland** – Venue to be decided. Please contact Barry Stanage on 02890 401726 or mobile 07769 705497 or email barrystanage@aol.com
- 4th Thursday **Hampshire** – Meet at **The Poacher**, South Warnborough. Note Change of Venue. Please ring Terry or Harriet Langridge on 01252 626063 for details.
- 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 May,
User name: spridget Password: heaven

Events

From David Hill and Webmaster Toby Anscombe

Events organised so far for 2007

May

- Saturday 5th To Tuesday 8th Surrey Area Tour of Shropshire. Sorry but fully booked. Details from Alan Anstead, Tel: 01322 384050
- Saturday 12th Yorkshire Area Track Day at Croft Circuit with MGs on track. Limited places for MASC group. Contact Anita for details, tel: 01423 862738 or 07720 725429 email: spridget.girl@ntlworld.com
- Sunday 13th Warwickshire Area will be at the Ludlow Motor Festival. Details from Roy Cole, Tel: 01562 885766
- Sunday 13th The Sandwell Rally. Warwickshire Area are taking part. Details from John Platt, Tel: 01789 488321
- Sunday 13th Essex Area will be at the Battlesbridge Classic Car Day. It is a large show with a very good auto jumble plus loads of things to do for all; the family. Contact Lee Reed on 07980 896872 or 01255 424112 email: lnreed@aol.com
- Saturday 19th North West Area are going to the MG Racing at Oulton Park. Contact Les Robinson on 01772 432138
- Saturday 19th & Sunday 20th The Rutland Raiders. Everyone is invited to a weekend in Lincolnshire, courtesy of Yorkshire and Home Counties North West Areas. Meet at Burghley House on Saturday, overnight stay at a local hostelry, then a road run on Sunday. Details from Anita, Tel: 01423 862738 or Chris Jackson, Tel: 01707 261567.
- 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
- Sunday 27th North West Area will be at the Capesthorne Classic Car show. Contact Les Robinson on 01772 432138
- Sunday 27th to June 2nd The Warwickshire Area French Trip to Vannes. Organiser is Alan Couch, Tel: 01564 773302

June

- Sunday 3rd The Austin Healey Club will be at the 100 yrs Brooklands celebration. Details from David Tofts email: davidtofts@hotmail.com
- Thursday 7th To Sunday 10th Surrey Area Arnhem Tour. Book early to secure cheaper ferry fares. Details from Alan Anstead, Tel: 01322 384050
- Saturday 9th Classic Car Action Day at Castle Coombe. Terry Horler is organising the MASC presence. Details see MASCOT.
- Saturday 9th Cambridgeshire Area will be at Comberton Country Fayre. All Sprites and Midgets welcome. Details contact Dave Dixon, Tel: 01733 222810.

- Saturday 9th Classic and Sportscar Action Day at Castle Coombe circuit in Wiltshire. Club display and chance to drive on the circuit. Details from Terry Horler, Tel: 01454 881770.
- Friday 15th to Sunday 17th 2nd International Spridget Meeting, Rellingen, near Hamburg, Germany. Details from www.spridgets.de and Marcus Pieper, Marcus.pieper@t-online.de If anyone is interested, please contact David Hill as he has a .pdf flyer he can send you.
- Sunday 17th North West Area are having a picnic at Mouldsworth Motor Museum. Contact Les Robinson on 01772 432138
- Friday 22nd to Sunday 24th The 15th Goodwood Festival of Speed.
- Saturday 23rd M&SC has been invited to provide a classic car display at the 100 yr celebration of the King Edward VI Combined Cadet Force Corps of Drums. This will be in Chelmsford and is open to all makes of classic cars. Details from Lee Reed on 07980 896872 or 01255 424112 Email: lnreed@aol.com
- Saturday 23rd Cambridgeshire Treasure Hunt. Great fun and a trophy for the winner! Only a quid to enter. Contact Dave Dixon Tel: 01733 222810 or email: e-dave@ntlworld.com
- Sunday 24th Jolly Roger II (at sea again). Warwickshire Area organiser is Roger Orgill, Tel: 01684 833379

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
- Sunday 8th North West Area Run to Powys Castle. Contact Les Robinson on 01772 432138
- Tuesday 10th Ace Café Night for Cambridgeshire Area. Why not join in for a pint, a chat, a bite to eat and a great atmosphere. Contact Dave Dixon Tel: 01733 222810 or email: e- dave@ntlworld.com
- Saturday 14th Great Western Rally and Road Run, Wiltshire. Details from Terry Horler, Tel: 01454 881770.
- Sunday 15th Kimbolton Charity Classic. Cambridgeshire Area will be hosting a stand at this stunning event. For advanced tickets and details contact Dave Dixon, Tel: 01733 222810
- Sunday 15th North West Area are attending the Hoghton Tower Classic Car Show. Contact Les Robinson on 01772 432138
- Friday 27th to Sunday 29th Silverstone Classic Meeting. See special entry in this month's MASCOT.

August

- Sunday 5th Cambridgeshire Area will be at the BMC Rally at Ferry Meadows, near Peterborough with the Club Stand. Details contact Dave Dixon, Tel: 01733 222810
- Saturday 25th or Sunday 26th or Monday 27th North West Area will be at the Oulton Park Gold Cup Races. Not sure which day yet. Contact Les Robinson on 01772 432138
- Friday 31st to Sunday 2nd The Goodwood Revival.

Saturday 11th Warwickshire's Mike and Benitas' Fun Day. Details from Michael Vann, Tel: 01455 292440

September

Sunday 2nd Coventry Motor Festival.

October

Sunday 14th Severn Valley Railway Classic Bike and Car Day. Warwickshire Area are going. Details from John Platt, Tel: 01789 488321

Sunday 28th North West Area's Halloween Run. Contact Les Robinson on 01772 432138

November

Friday 9th to Sunday 11th Classic Motor Show 2007 at the NEC, Birmingham. Club stand care of Warwicks Area. Details from John Platt, Tel: 01789 488321

December

Wednesday 12th Warwickshire Area Christmas Dinner at The Green Dragon. Details from Sheila Yates, Tel: 01608 665066

Wednesday 12th North West Area's Christmas Dinner. Contact Les Robinson on 01772 432138

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

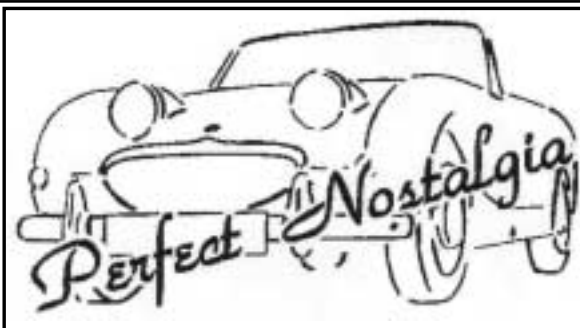
Area Reps please let David Hill (email: david@hillnet.clara.net) have confirmed dates for new events asap. Remember there are Club Night Natters throughout the year and that area events are also open to members from other areas!

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.

D J Grove
Restoration

Phone/fax:
01256 768678

Hampshire
based,
worldwide
customers



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

Frogeye, special body, Speedwell and Sebring Guru

STOP PRESS!

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

Secretarial Scribblings

Big happenings in the TH garage since last I scribbled. The Frogeye now has its new clutch pedal rubber fitted. The amazing thing is not so much that I have at last done the job, more so I actually remembered where I had stored the rubber since I purchased it! But there's more. I have dragged the new fuel tank for my 1967 Sprite out of its box and primed it with a coat of Bondaprimer. At least with something the size of a fuel tank, there was little danger of it slipping from both sight and mind. Same couldn't be said for my 1967 Sprite though. I keep it in a shed at a nearby farm and ashamedly, three and a half months had slipped by since last I saw it. Despite this neglect, it started easily on the end of some

jump leads and drove as well as ever on the way home. When I say as well as ever, the death rattle from first gear isn't any worse than I remembered it. I will make my apologies now if next month's scribblings have little to add, I shall be away for two weeks so there will be little time for any serious spannering tricks before next I scribble. Might just get another coat of paint on the fuel tank though.

On the lighter engineering side of things, I am well into building Rocker Box Racer number 2. This is a much more ambitious design than my first attempt and should not pass unnoticed at the next race meet, whenever this may be.

Terry Horler

Rambling – in a Maze

The Committee is presenting the case for the club moving towards a Limited Company status (no, I don't understand it all, but I am reassured that it will be a Good Thing by those that know) at the June 3rd EGM in Birmingham

You will be able to choose a new committee in September to run the club from the first of October. I hope we get a number of able candidates for the elections, we do want the club led in the right direction don't we?

Some of the present committee just want to take time playing with their cars again. This includes the chairperson; I will not be standing for the post again.

With what promises to be a great summer ahead I expect to take part in lots of events, can I urge you to contact Chris Jackson to book attendance at Silverstone this summer, Chris, I'm going to come mate! Chris needs as many preliminary bookings as he can get, in order to obtain a Club Stand like last year's. It was a smashing "do" last year and well worth attending. After all, that was my chance to meet Arie de Best amongst the others who thronged down on the Saturday.

May you all have a wonderful summer; it could be one to remember if the weather projections are to be believed.

Bill

Rutland Raiders, May 19 and 20

The date for overnight booking for this event has passed but if you would like to join us as a day tripper, on either Saturday or Sunday, please let us know. Saturday rendezvous is at Burghley House

from 11am. Sunday at The White Horse, Empingham, 10am. Contact details for Anita Lachowicz and Chris Jackson are in the front of MASCOT.

Mutual Assistance Directory

Summer is here! Had some fantastic trips out over the last month. Blue skies, no wind, a bit chilly but nothing that a woolly hat can't handle. Great! After a lifetime not being an AA member, I have finally succumbed. I used to have a breakdown insurance but it was vehicle specific and to cover all our cars was getting more expensive than the AA membership which covers any car a member is travelling in. So I am now covered whilst in my Midget. Mind you, if possible, I would rather contact a fellow member if broken down as I am sure the help and sympathy would be better than from the AA. So this is where MAD comes in. Please

join the scheme so that if I do break down you may be able to help me!!! Just go to the members' only section of the website. It is all explained there.

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

New Members

We extend a warm welcome to the following new and rejoined members:

3514	Andrew Robinson	Cleveland	Healey Frogeye
3830	David Lindsay	Scotland	Midget Mk 3
3831	Brian Donaldson	Scotland	Frogeye
3832	Matthew Smethurst	Buckinghamshire	Midget Mk 3
3833	Roger Hubbocks & Valerie Johnston	Warwickshire	Midget 1500
3834	Alan Morcombe	Hampshire	Frogeye
3835	Andrew Hirst	South Yorkshire	Austin Sprite & Midget
3836	Fiona & Chris Reeves	East Sussex	Sprite Mk 2
3837	Elizabeth Cole & Stuart Hall	Scotland	Frogeye
3838	Claire & Nigel Jackson	Cleveland	Frogeye
3839	Peter Grove	West Midlands	Midget Mk 3 RWA
3840	Michael Sleath	Hampshire	Midget Mk 3 RWA

SOS – Save Our Silverstone

Silverstone Classic July 27, 28 & 29

At the time of writing we need a heavy injection of interested parties. Only the Friday qualifies for a stand with six applications. Saturday and Sunday need **YOU. And now is the time. Remember that tickets come**

from Silverstone and parking passes from me. All details are in the February MASCOT or from me via e-mail.

Chris Jackson

Club Visit to British Motor Heritage, Witney to See Spridget BodysHELLS Being Rebuilt

In June/July BMH are scheduled to build another 15 Midget/Sprite bodysHELLS. If there is sufficient demand, I am prepared to try and arrange a factory visit when the shells are being built. I believe they will take 20 visitors and it will have to be on a weekday.

You can contact me on 01457 864536 (after 6.00pm). Answerphone when not available.

George Harrison 01457 864536



Return to the mews

From a small London mews, John Sprinzel built cars that took on the greats – and often won. When he returned with old colleagues and one of his most successful cars, the memories came flooding back.

Words: Tom Coulter | Photography: Ian Dawson, Sebring Sprite Register



The address 'Lancaster Mews' brings a wistful gleam to the eye of race and rally enthusiasts of a certain age. For in December 1960 in this hinterland between Paddington Station and Hyde Park, John Sprinzel set up a motor sport preparation business that became known around the world.

Forty-five years since he first set eyes on the place, John returned to Lancaster Mews to be reunited with the most famous car he built and competed in, the newly restored Sebring Sprite RMD 200. Some of the most successful Sebring racers – John's former customers – were on hand to help him celebrate, along with Louis Casseri, who had been a colleague of John's at Donald Healey's London showrooms in Grosvenor Street and who joined him on the sales side at Lancaster Mews.

Many London mews were built as garages for shop delivery vans, with one cobbled bay for the van and a narrower cobbled bay for the horse. Lancaster Mews was rather more upmarket, having been designed to house the carriages and horse boxes belonging to the five-storey Regency plaza messieurs of Lancaster Gate. Almost exclusively residential today, in the 1960s there were still



John Sprinzel collected PM0 200 from Abingdon the day before the Sprite's official launch on May 10, 1958... and he was delighted to be reunited with it



Residents mostly occupied the upstairs haylofts and tended towards the bohemian. Local businesses thrived too, including a club and three brothels



Above

PHO 200 at the news in 1961, with secretary Dorcas Beard in Hyde Park, 2004, where Spruzel used to take publicity shots. Note high tailpipes suspension.

many small businesses based here, including vintage and sports car dealers, body repair shops and car trimmers, as well as Bill Moss's racing team of pre-war ERAs. The residents mostly occupied the upstairs haylofts and tended towards the bohemian at the younger end of the establishments: one of the two MPs living at the Mews was Jeffrey Archer. Local entertainment businesses thrived, too, including a night club and three brothels.

Having left the Healeys, John set about building his own version of the Sebring Sprite, which had recently been accepted by the motor sport authorities as a model in its own right. The mechanical specification (which Spruzel had drawn up with Geoffrey Healey) allowed a lower weight, a larger 595cc engine and linking disc brakes. And it was the marathon rallies and endurance races that best suited a production-based sports car like the Sebring Sprite, being sturdily constructed but overweight compared with purpose-built 'sports-racing' cars.

The Spruzel Sebring had 'alternation coachwork' never separately homologated since it was permitted within the FIA regulations: once a mechanical specification had been approved, bodywork could be to any design as long as it kept to the specified weight. John had already worked out a sleeker bonnet for the Sprite with coachbuilders Charlie Williams and Lee Pritchard, and to determine the dimensions needed for an alloy coupé top John sat inside PHO 200 in their workshops in Edmonstone while they bent wire around him. The striking beauty that Charlie and Lee managed to give the bonnet and this coupé top stems from their tinkling with pre-war bespoke coachwork companies and their shared natural love of flowing shapes.

The original PHO 200 was one of the first 500 Sprite production. Sent round to the Competitions Department, it was registered – John Thornley's name as first owner as with all the BMC works cars – alongside the very first batch of rally Big Healeys. John Spruzel collected PHO from Abingdon the day

before the Sprite's official launch on May 22, 1958, and took it back to Speedwell's premises in Golden Green. John, navigated by Willy Cave, scored a famous class win on the Sprite's international competition debut, the prestigious Alpine Rally. PHO went on to compete in four further international and numerous important national rallies and races.

At the inaugural Racing Car Show at the beginning of 1960, PHO appeared as a special display stand in the centre of the hall as the car of the British Rally Champion. By then it had a special body of complex curves by brilliant aerodynamicist Frank Costin. When John parted company with Speedwell shortly afterwards, this car stayed with them, and its subsequent history is a matter of conjecture, though Spruzel retained the registration.

Having set up a 'speed shop' at Grosvenor Street, John promptly set about gaining publicity for Healey Speed Equipment. On April 28, 1960, John drove a Nevada Beige Sprite at the Goodwood Easter Monday meeting in front of a crowd of 60,000 in the Fashwater Trolley race. He was in the three-car team with two customers, Cyril Smoother and David Harris, with all three cars sporting linking disc brakes, anti-roll bars and Healey handlebars. The identity of John's car is believed to have been class's AH5 33174. This is the identity of the car you see on these pages, which has been so lovingly restored by owners Sharon and Paul Woolmer. Now, competition cars often have more complicated private lives than ordinary motors, and the fact has to be faced that the 'Blackmen's' car has never been Nevada Beige. This apparently led one previous owner to try to remove every scrap of original paint from the shell, and refuse to let anyone see it.

It is believed the Nevada Beige car was re-prepared as the striking all-black PHO 200, which John drove on the Acropolis Rally which started on Thursday, May 29. The only Fragover Sprite recorded as having been built in Black (over) at the end of production – as a colour test for the MKII, so the Acropolis car



John set about building his own version of the Sebring Sprite, which had recently been accepted by the motor sport authorities as a model in its own right.



To determine the dimensions needed for an alloy coupé top, John sat inside PMO 200 while coachbuilders Williams and Pritchard bent wire around him'



Above right
Old friends gathered to welcome John back to the news. Ace designer Willy Cox turned up (best seat in the pub) and Louie Cassin's still bonded at the news.

must have been engraved – and what colour could be more dangerous on dusty Greek roads than Nevada Beige? Unfortunately, a crash while the co-driver was at the wheel broke John's wrist and denied him his work Healey drive at Le Mans.

The wreck was shipped back to the UK and the mechanical parts transferred to a brand new shell – which very adequately explains the lack of beige paint on Paul's car. This new black car was built up for the 1960 RAC Rally, and took jobs to second overall, sporting an alloy back end and the prototype Sebring bonnet, but still with a glass fibre Healey hardtop. Research has established that the same car was later raced by Pat Moss at the Boxing Day Brands Hatch meeting, was then fitted with an alloy coupé top, repainted silver, and flown to Florida to be driven by Stirling Moss at the Sebring Raceway in March 1961. Stirling was due to drive S 202, but a slipping clutch meant he swapped cars with his sister Pat on the start line. PMO 200 thus became the only car known to have been raced by both Stirling and Pat Moss.


The same PMO was then driven by John Spruell in International and major national rallies throughout 1961, finishing second in class on both the Targa and Alpine rallies, winning the Silverstone Six-Hour Relay in August and the Gadsby Trophy Rally in September, culminating in an outright win on the Targa Rusticana in March 1962. After that, the car was re-registered 148 DDX and sold to racing PR consultant Mike (Spide) Duckert, passing to Mini racer and roller mabler John Aley in 1963. For two seasons the car is known to have been raced by Malcolm Sears for owner Michael Bradley. And in 1965, 148 DDX surfaced again, owned by Ted Blaker, now the proprietor of Fleet Photographics. Ted clearly remembers the car still having its buff log book with John Spruell's name at the top and former registration PMO 200.

No-one who saw the remains of PMO when it was bought by Sharon and Paul at auction in 1999 can fail to be impressed by the scale of its transformation. In addition to the ravages of the

years, the car had been badly damaged by the collapse of a shed roof. But Paul could see that what remained of the chassis underframe was remarkably sound. Paul drilled out virtually every single spotweld on the car (until he had a large pile of troggy shards, which he sent off to be blast-cleaned). At this point, he enlisted the help of the only man in the country with a dedicated Frogeye chassis jig, Brian Wheeler of Wheeler & Davies. With his help, Paul was able to piece together the Sprite underframe to the point where it was ready for the new alloy rear end and repaired alloy roof which had been made up for PMO by Brian's colleague Colin. Brian himself often tried to persuade Paul that it would be much simpler to use pristine new steel.

Paul's success in resisting Brian's kindly advice can be seen as soon as you look inside PMO: the green-bark tunnel is clearly... not perfect, and the floor panel behind the seats isn't... immaculate. You can see the holes in the inner rear wheelarches where John Spruell bolted a roller to protest. Christabel Canale's pretty rascal on the 1962 Blaine... and you realise what Paul was aiming for. He has managed to imbue the car with a kind of 'structural patina', an intangible but remarkable achievement, the readily acknowledged much help from many quarters, particularly Paul Webb of Colnworth Classic Cars.

Of course, John Spruell drove many other cars that were registered PMO 200. After March 1962, the number plate was seen on a TR3A, an Anglia Aladdette, a Cortina GT, a Cooper 'S' and from 1966 on a succession of MG Midgets, in honour of John's franchise at Lancaster Motors, which would become the largest-selling MG dealership in the country. There were (and are) even other Spruels with some claim to being a former PMO 200, 'lost' the registration for one event only, or for display purposes.

Essentially, though, there were only two competitors: PMO 200 Spites, and Paul's car is the alloy-bodied Sebring. And John Spruell was delighted to be reunited with it. 

Fuelling the passion

Octane

MAGAZINE



Octane magazine:
for the best stories on the best cars
To subscribe call: 0870 442 2094
www.octane-magazine.com

Carrying a Child or Young Person in a Two-Seater Sports Car

A Kent Masc Member, with a child, asked me about carrying that child in a Frogeye (which is exempt from the fitment of seat belts). With the introduction of new seat belt regulations for children and young persons I guess there are numerous

members with children and young persons that may be asking the same question.

Alan Anstead (Surrey and Kent Sections)

Mail to: alan.anstead@btopenworld.com

The following is a reply to the question posed from the Department of Transport.

There is a note on this question on our website www.thinkroadsafety.gov.uk, which says:

18. Do the rules apply in cars not fitted with seatbelts?

Children under 3 must use the appropriate child restraint in all cases – there is no exemption for them in vehicles with no seatbelts in the rear, such as classic cars. However, children 3 years to 135 cms height may be carried in the rear of vehicles without restraints but they can only go in the front if they use the correct child seat or booster.

I am sorry that this rules out carrying a child unrestrained in a front seat.

Terry Deere, Dept for Transport, Road User Safety Branch 2, zone 2/11, Great Minster House, 76 Marsham Street, London SW1P 4DR Tel: 020 7944 2046

Castle Combe – Classic and Sportscar Action Day, Saturday 9 June

We had a very good response from members for this event in 2006; can we do even better for 2007? In case you are wondering, this is an opportunity for you to drive your Spridgley thing around the famous Castle Combe race circuit with no fear of being caught for speeding. It is not a race, you simply drive at your own pace and enjoy the parts of the speedometer that usually only gather the cobwebs. Alternatively, you do not have to venture out onto the circuit at all, simply enjoy the day viewing the large collection of classic and sportscars and the action out on the circuit. As always, the club is booking a stand space and this is your invitation to help fill it.

We may claim up to 15 free paddock passes (15 Spridgley things) plus 6 half price Track Passes at £15. Further passes can be purchased at £20 if pre booking or at £30 on the day. As we had quite a number of members applying for Track passes last year I thought the only fair thing to do was charge everyone the same. Hence, if you would like to pre book your Track pass; please send your

cheque payable to the Midget and Sprite club for £17.50. Any discrepancies I will sort out on the day once I know the final numbers. New for this year, passengers will need to pay £5 (on the day) to go out onto the circuit but this will include a discount voucher for other Castle Combe offerings.

Drivers should also bring along their driving licence plus crash helmet and of course, the exhaust noise level will be checked. Club Track passes are valid up to 11.00am and from 4.00pm so please indicate your preferred time. Please forward your request for Paddock passes and payment for Track passes to me, Terry Horler at the usual address (See contacts page). Should you require further information before deciding, please give me a ring after 6.00pm. We need to get our pre booked entries in as soon as possible so please don't delay.

This is a great day out, either as a spectator or to exercise your Spridgley things oily parts, terrific atmosphere, come along and find out for yourself. I look forward to seeing you there.

Terry Horler



Spridget 50 - The Big Party

All friends of the A11 Sprite and MG Midget invite you to
The Heritage Motor Centre, Gaydon, Warwickshire
Sunday 18 May, 2008

*For the 50th birthday to celebrate 50 years since
the launch of the Austin Healey "Sprite" Sprites
and all subsequent Sprites, MG Midgets and derivatives
let's make this the largest collection of Spridgets ever seen!*

To register an early no-obligation expression of interest, and
to receive priority booking information, please contact

✉ organiser@spridget50.com
☎ 01827 433832

with your name, Spridget age and details
www.spridget50.com



A Visit to Old Colyford Filling Station, East Devon, Sunday 1st April

The idea of having a filling station in the village of Colyford was first conceived in 1927, the architect Mr. Kett designed a substantial masonry structure with a typically mock-tudor dormer and was completed sometime in 1927. In 1982 a developer wanted to demolish the filling station and surrounding land to build 4 houses on the site. Robin Barnard – a true petrol head – then bought the filling station and ran it until 1999 when it became uneconomic to do so. When it originally opened hand operated Hammond pumps were in use, these were later replaced with electric Avery Hardoll ones in 1952, after suitable internal modifications of course. At the close of business in 1999 the pumps



were “Regent” but the fuel was apparently Texaco. The advent of cheaper supermarket fuel brought about the inevitable demise and final closure. Mr. Barnard has, however, been very successful in amassing a collection of garage memorabilia including rare pumps and other lubricant dispensers. T.E. Lawrence (of

Arabia) had been a fairly regular customer during the 1930s riding his Brough Superior, in those days there was a choice of 4 brands, Lawrence chose National Benzole with a shot of Redex. With thanks to our Spridget tolerant friends Geoff and Pat for organising the visit for the MGCC and to Mr. Barnard for saving the filling station. More details at www.motoringmemories.com

Smifffffs

Photos Wanted!

The Spring is here and the sun is hanging in the sky long enough to take the hood off the car; it is time to get your pride and joy out to enjoy it again. Let's hope it is going to be another hot summer to enjoy lots of Spridget outings.

I am sure most of you will be taking the opportunity to photograph the rare moments; here is an opportunity to share those prize winning photos with others. MASC is planning to produce a 2008 calendar for celebrating the 25th anniversary of the club (the club was officially formed in October 1983); this also coincides with the 50th birthday of the Sprite.

If you have any interesting photographs, whether it is a display of Spridgets and derivatives, an action shot or just a funny moment, we would like to have the opportunity to include them in the 2008 calendar. Here is an example of such photos,

ok, maybe Fearné Cotton (or even Dot Cotton) would be a better choice than our Mr. Horler.

You can send your photographs by:

- High resolution scans of the photograph or digital photograph; email to alan@mobuzzing.net, titled 'Calendar 2008'. Please send less than 2MB per photo and no more than 10MB per email, making it easier for me to download.
- Send in printed photos to me (address can be found in Committee contact list). If the photograph is valuable, send by recorded or registered post. Please specify if you wish the photos to be returned.

All submissions will be appreciated and those chosen will be credited on the calendar. In order to increase the allure of the calendar, I have recruited Terry Horler to add his wit and wisdom to the photo captions.

Alan Lo



Terry and friends

Man on a Bike

Members, and indeed Chairman Bill, will be delighted to know that his "man on a bike" who appeared out of nowhere every time he broke down is not extinct. He appeared on my drive a couple of weeks ago whilst I was fettling the nearly completed second Frogeye restoration. He is somewhat off course from Bill's beloved A38

as I am about 30 miles from there. We can forgive him everything though, as he told me he is a former owner of a Mk 2 and later a Frog, but due to advanced years (I would guess 75-80), now ran an MX5.

Geoff – 2565



Surrey Section Salvage Sickly Sprite

Five years ago, I used the MASC website to track down an Isle of Wight Frogeye, and a few short months later she was sitting on my driveway. Betsy as she was soon christened became my pride and joy and a somewhat deep-end introduction into car maintenance. But I got lucky and despite her being my daily drive for a year or two the nearest I'd come to doing anything to her was to replace a dizzy cap. But as the sun began to come out this year, things started to go wrong.

Ok so I'll start this tale by admitting that it's probably my fault for not starting the old girl up for about four months, but when I did I got some akin to Belgium's points tally at Eurovision – absolutely nothing.

So I changed the battery; I got nothing. I changed the spark plugs and got some easy start to spray in the carburetors; I still got nothing. Five hours later I found that the fuel pump had an airlock and that there was no petrol getting through. Eventually I fixed that and fired her up; and I got a very lumpy running car that just wasn't the Betsy I knew. After spending an age reading the Haynes manual and trying to pluck up courage I decided there was only one thing for it. I was going to have to tinker with her.

Being bold, I attempted to lean the carbs out by 'twiddling some nut at the bottom' (ah yes the ever helpful Haynes manual eh?). To my amazement it seemed to work as she ran smoothly and no banging out of the exhaust and I began to think that perhaps that engineering degree was of some use after all! However, 15 miles later and the problem returned. So I gave up for a week and when I came back I couldn't even start her up, what had started bad had just got worse, useless University education ... grumble grumble.

So I changed the HT leads and guess what? I got nothing. It had now been three weeks and with an MOT looming I was back to square one. Even the neighbours were ribbing me over how quiet the close had been without hearing my girl go up the road every now and then.

I was at a total loss when inspiration replaced the perspiration. MASC had helped me get this car; MASC could help me fix it!

So a quick email to the Surrey section and sooner than you can say "ah you see what you did wrong there was..." I had a flood of replies coming in – and more importantly not one of them laughed at me for not starting her up over the winter!

Armed with printouts of suggestions of things to look at I called in a mate in to help me. We stripped down the carburettors, carefully put it all back together again and turned the key...Bingo! I heard that rasping gurgling noise I'd not heard for so long. The old girl lived again. Admittedly it wasn't a pretty noise, but she was driveable, which to me is the most important thing about owning one of these beauties.

Now one of the helpful emails I'd received was from John Harle offering a tune-up should I ever get her going again, so another quick phone call to take up the offer and Bank Holiday Monday sees me driving up their driveway, and what a sight to behold – another Frog peeping one eye around the corner of a garage!

It's always lovely to meet a fellow owner, but John and his wife Julie couldn't have been nicer people. Despite my clear lack of knowledge when it comes to the noisy dirty

end of the car they were kindness itself and showed me exactly what needed to be done and more importantly why. Less than an hour later and I'm taking John for a spin in a rejuvenated Betsy around the country lanes of Sussex.

Unable to thank them enough I ventured on my merry way and enjoyed the last of a sunny Easter weekend, blasting it around the countryside and reminding the neighbours of what a lovely noise the old girl makes. And that's what prompted me to write this by way of a thank you. The overwhelming friendliness of the whole group and in particular John and Julie, who made a complete stranger feel so welcome, give advice and help get this novice back on the road again is what makes the Midget & Sprite Club special. So thank you one and all. The 'Sickly Sprite' is singing again!

Nic Bowker, 2951

From out of the Woodwork

It was well known that when the MG Midget finished production in December 1979, that not all remaining examples found an immediate home. Sales figures were not at their best at the time but the news of the final Midgets did give rise to some speculative sales. Hence, a few were cosseted away in the hope that their values would be enhanced at a later date. So, what would have been a reasonable period of time to beat the rate of inflation and investment rates back then. 5 years, 10 years, 15 maybe? Well, how about 27 years then?

Incredible as this may seem, but one of the last MG Midgets built is about to be registered for the very first time with just 4 miles showing on the Speedo. The reason behind the first owners desire to keep this Midget buried in the woodwork for such a long time is not known, but now, its second owner is about to put it on the road with, I trust an age related number! Examples like this are difficult to value because they are so rare, but has it beaten the rate of inflation, interest rates and equivalent new car pricing? Of course, ownership of our Spridgley things is not all about values in monetary terms, well, not to me anyway. It's more about the fun and novelty value that

attracts me. Fortunately, I have not been asked for a valuation on this particular Midget, this is more of a novelty than the usual!

Accompanying the information I received about this Midget, was this interesting letter from R.G. Murray from B-L. (Reproduced opposite)

Although general legend has it that the final 500 Midgets were all finished in black, this was not the case. Factory records read thus:

GAN6- 229001, Assembled 3rd of October 1979, (First of final Black batch)

GAN6- 229500, Assembled 6th of December 1979, (Last of final Black batch)

Further GAN6 were assembled in a variety of colours up to GAN6-229526, the final day of production being the 7th of December 1979.

Final examples, if not spirited away by collectors or investors, were not all registered by the 31 March 1980 and were subsequently sold as new with the necessary additions to make them compliant with the new regulations.

Terry Horler
(Compliant with 1949 production regulations)

Jaguar Rover Triumph Ltd



Any communication should
be addressed to:

Grosvener House
Prospect Hill
Redditch
Worce. B97 4DQ

Tel: (0527) 64274

Brown Lane
Allesley
Coventry CV3 9JH
England

Telephone: (0900) 402141
Telex: 21622

TO ALL AUSTIN MORRIS DISTRIBUTORS,
MAIN DEALERS AND RETAIL DEALERS

13 September 1979

RGN:CH/79/098

FOR THE ATTENTION OF THE PRINCIPAL

Dear Sir,

MG MIDGET

Production of the MG Midget is due to cease at the end of October after a production run of eighteen years. We had anticipated that the final build would occur during September, however, the national Engineering dispute has resulted in a delayed run-out.

UK/EEC Type Approval regulations concerning the fitment of Rear Fog Lamps, 'e' Mark Seat Belts and Vehicle Identification (VIN) Plate take effect on vehicles built from 1 October 1979. Over 500 Midgets which will now be built after 30 September 1979 will therefore not comply and must be registered by 31 March 1980.

To commemorate the final build of the MG Midget and to assist the early sale of non-complying vehicles we are producing the last 500 vehicles in Black paint and fitting a special fascia plaque. To accomplish production of this derivative, it will be necessary to cancel certain orders held in the Order Book. Details of the orders affected have been passed to the Zone offices who will be advising the Distributors and Main Dealers concerned.

In order to ensure an even distribution of the special model, Zone offices will be submitting orders on behalf of the Distributors and Main Dealers to whom an allocation has been made and will notify them accordingly. In addition, a small number of Midgets, built in accordance with orders already submitted may be produced during October and must also be registered by 31 March 1980. Details of the Chassis Numbers of all non-complying MG Midgets will be notified to you in due course.

Yours faithfully,

R.G. Murray
Manager - Marketing Operations

Jaguar Rover Triumph Ltd is
a marketing agent for BL Cars Ltd

Registered Office:
Brown Lane Allesley Coventry CV3 9JH
Registered in England No. 700408

A subsidiary of BL Ltd



The world's **largest Austin Healey** parts specialist

• Parts for both Healey and Sprite Models • Special Sale Items • Technical Tips • New Items

**SERVING YOUR
NEEDS FOR THE PAST 35 YEARS!**

BADGES

These are a top quality reproduction of the original, made in the U.K and not to be confused with the vastly inferior foreign imports.



XBAD101

Part No: XBAD101 MK1

Bonnet Badge.....£16.75

Part No: XBAD110 MK1

Boot Badge.....£8.95

Part No: XBAD115 MK2-MK4

Boot Badge - Sprite.....£9.95

SIDESCREENS



Smarten up your sidescreens by fitting a new pair of seals and save money. Reduced from £3.95 to only £7.50.

Part No: XSID105 MK1 - MK2
Surround Rubber RH.....£7.50

Part No: XSID106 MK1 - MK2
Surround Rubber LH.....£7.50



Manufactured and assembled by ourselves, these reproduction sidescreens are of superb quality and fit. They are supplied with perspex and seal and are sold separately.

Part No: XSID101 MK1 - MK2
Side Screen RH.....£79.50

Part No: XSID102 MK1 - MK2
Side-Screen LH.....£79.50

HOODS



Part No: XHCD153 MK1
Hardtop Clamp Chrome.....£28.50

WHEELS



Make your wheels shine again for only £9.95 each and save £4 on our normal price.

Part No: XWH130
A.H. Hub Cap.....£9.95

SUSPENSION

Ride in comfort by fitting new springs. Reduced from an already bargain price of £37.50 to an unbelievable £29.



Part No: XSUR125 MK1 - MK2
Rear Spring 1/4 Elliptic - Up-rated.....£29.00

REAR AXLE



Part No: XRAX132
MK1-MK4

Crown Wheel & Finion (3.7:1)
.....£147.50

GRILLES



Part No: XGRL101 MK1
Grille - Chrome Plated.....£139.50



Part No: XGRL115 MK1 - MK3
Grille - Midget.....£115.00

CLUTCHES



Part No: XCLU155 948CC - 1098CC
Clutch Pipe R.H.D.....£10.55



Part No: XCLU158 948CC - 1098CC
Clutch Pipe L.H.D.....£10.95

Our Catalogue is now available on tablet. Alternatively visit our website for detailed information and special offers. Call 01926 817 868



Tel: 01926 817181

PRICES EXCLUDE VAT

AH Spares Ltd, Units 7 & 8 Westfield Rd, Winton Road Industrial Estate, Southam, Warwickshire CV47 0JH

www.ahspares.co.uk

Fax: 01926 817 868 Email: sales@ahspares.co.uk

All major credit cards accepted



More Ramblings from the Nissen Hut



DRF 62K is now a shell that is ready to go onto its wheels, all but the outer panels having been painted, so next step in the dance is the go faster bits.

I have had the engine bored out to 2.8937 inches, which means, because I have retained the original stroke length, that it now has a capacity of 1380 cc. I have had the centre main bearing braced to minimise crankshaft whip, then the crank itself was wedged which means that all excessive material has been machined away, then it was all balanced. During its previous life, the flywheel had already been skimmed and the head had been polished and gas flowed, but I had new guides fitted in the head anyway. Morspeed also supplied the cam, which is very close in profile to a Cooper S cam, they also supplied me with a competition oil pump and water pump with larger pulley, to which I am



attaching an engine fan this time, in the hope of getting rid of my overheating problem at low speed. The total package should give me plenty of torque to pull the 3.7 differential, which is fitted. Assembling the engine follows the same procedure as I have experienced before, except that with the centre main bearing strapped there is no threaded hole to attach the oil pick up, which means that you need to cut-off one side of the pick up bracket. This completed it just requires a coat of green paint and the job's done.

Next job on the list is the clutch; a roller bearing conversion had already been done but needed replacing. It was a standard 6.5 inch diameter clutch although I thought that it was a special type pressure plate – I was wrong!! You have to take a standard clutch and grind of the circular thrust face to allow the bearing to run directly on the clutch fingers, I'm not sure what the source of the bearing is or the carrier itself, but they fit the fork like a standard one. Next, I assembled the gearbox to the engine and lifted the whole power unit into place, fortunately, at this point, the vehicle is still in undercoat, so leaning on the wings to manoeuvre it into position was no problem, DRF was starting to look like a car again.



I put her nice new chrome wheels on and pushed her out into the daylight and up the hill into the paint shop, she had five coats of teal blue applied and looks brilliant, I am glad I haven't lost my touch with the spray gun, then it was back down the hill into the Nissen hut again.

To be continued ...

Mike Vann

Belgravia or Bust



London has moved! Not all of it, just the bit that we frequented on the first Monday of each month.

No more cricked necks sitting in the pub playing tag with the 24 hour traffic wardens who plagued us outside the Mulberry Bush.

The final straw was at our April Monthly meeting, five of us standing outside for 90 minutes watching the cars to make sure we didn't receive a £60 (if paid within fourteen days) parking ticket. 9:00pm and not a warden in sight we decided to retire into the pub for some food. But within three minutes what should we spy? Yes you've guessed it, one of Mayor Ken's finest street tax collectors, fingers tapping into a hand held computer like a typist on acid. Sam's and my cars were the target of her unwelcome attention, and we barely had time to run out and plead with her like a couple of lost orphans. She took pity on us and we escaped her wrath by the skin of our teeth and managed to find safe parking by pleading with the security guard at London Weekend Television to let us park there for an hour. So with our cars safe from traffic wardens but out of our line of sight, we only had the hoodies to worry about.

This situation has been getting more and more intolerable with each passing month and a change of venue was badly needed.

Sam volunteered to find us another venue. And he has done us proud, because within 24 hours, not only has he found us a fantastic pub with history (it was the first place that Lady Lucan ran to after finding her nanny murdered by her husband Lord Lucan). But after 6:30 pm there are also numerous

unrestricted parking spaces directly outside the pub. Added to this the food is more sophisticated than the potatoes cooked three different ways which the Mulberry Bush offered.

So the new home of the London area of the Midget & Sprite Club is: "The Plumbers Arms" 14 Lower Belgrave Street, Belgravia, London SW1W 0LN

A few of us had a dry run (two Frogeye's in attendance) tonight, Wednesday. And it has surpassed all expectations for a London Pub, even serving food other than potatoes cooked three different ways. Apologies for writing almost a whole monthly report on our change of venue, but you can't believe how relieved we all are to finally have a reasonable place in Central London to meet.

This month's Ace Café, meeting was held under the wonderfully clear skies that most of us have been experiencing lately and as is usual with warm dry weather, the turnout was excellent. Five Spridgets including Chairman Bill's down on a flying visit to the smoke from Birmingham. Steve Plester's BRG Midget, a very welcome visit from Nick in his Cherry red Scooped Frogeye. A bright yellow Midget, with the roar of a Webber and the stunning but rarely seen Dove Grey (with red interior) Mk11 Sprite. Many highlights on the night, including a 1958 Le Mans entered Lotus XI plus a Westfield 11 looking nearly as nice (oh how I'd love one of those).

We were approached by one unsuspecting visitor asking if we thought it was worth him buying an MG Midget and were they good fun? We surrounded him like a screaming bunch of mad evangelists. So as long as we haven't scared him to death with our rabid enthusiasm, I think we'll have a new Midget owning member in the very near future.

Apologies for such a run of the mill monthly report, but guess what? I've been out in the Frogeye so much in the last month, I've had no time to sit down and write anything exciting. So until next month, Greetings from Belgravia. The new home of the London area of the Midget & Sprite Club.

Gary Lazarus

Warwickshire Report

The first trip of the season, organized by John Platt, was to the Patrick Collection and our thanks go to Andy Bourne for his report and the many high quality photographs. Eleven cars and their intrepid occupants met at Alcester Little Chef, at 10 am, on a cold Sunday morning, an eclectic array of cars including Sprites, Midgets, Andy Smith's lovely restored Jag, Geoff and Janet's rare Ogle SX 1000, some more modern transport etc. etc. (my apologies for any omissions). Those with hoods down, including Jim and Rosemary in their limited edition Golf, wondered at their sanity as the wind raged and skies darkened!

After a natter and refreshments, John Platt assembled everyone outside and issued all of us with detailed route directions. We set off in convoy and enjoyed a trip of around 38 miles, along some of Warwickshire's pretty and quite remote lanes. The sunlight along the way highlighted the views at their best and we were hardly hindered in our progress, apart from the occasional dog walker, horse rider, and lone jogger! The half-timbered houses and opulent barn conversions were numerous as we sped on our way, not deterred by the snow and hail flurries that tried to distract us!

When we finally arrived at The Patrick Collection, Kings Norton, our hosts Peter Harper and Rita greeted us. Steve and Carol

Farr in their TD Midget and Bob, with Chairperson Bill, from S. Staffs group were also waiting for us there. Rita proffered warm cups of tea and coffee and then Peter suggested we take part in a quiz they had "prepared earlier", on Sprites and Midgets, in order to win a bottle of wine for the highest score. Twenty odd questions later and some serious consultation for the next 30 minutes, we finally had a draw of three on thirteen points. Peter seemed disappointed that a higher score had not been achieved, but as we all know, our hobby is a vast subject!!

Then we moved onto the serious business of viewing the car collection, a very diverse and well-presented collection of some 50 or so Classic cars and artifacts spanning almost 100 years. They even had the original BBC Jones the Butcher's van from Dad's Army and the original Tardis from Dr Who! Most of the collection is hired out to generate revenue and, therefore, Peter gets to drive most of the cars himself! Finally, Peter gave us an informative history of some of the more significant cars in the collection before we assembled for a group photo around the sectioned Midget, which was originally from Gaydon Museum.

We returned along more of the once leafy Lanes of Warwickshire for 25 miles, arriving at Aston Cantlow Club for an awesome cold buffet prepared by Ann Platt with homemade desserts to die for! This was a real treat after the rigours of the weather. John had stated at the beginning, that it always rained on his trips, this time he was to be proved wrong, we had every kind of weather apart from rain! All in all, a brilliant route, visit and meal made for a wonderful day. Our thanks go to John and Ann for their preparations.

This month's "Member's Project" is presented by Alan Couch who decided to bring the braking on his Frogeye up to something closer to modern standards. The original fit drum brakes have been replaced with the later Spridget front Calipers and Discs and rear 2-piston drum brakes. For improved reliability and braking feel, the flexible hoses have been replaced with B F Goodridge stainless steel braided hoses. To achieve reduced braking

The Patrick Collection



Sectioned Midget



effort and to provide a quicker response, a remote servo has been mounted onto the blank cover to the pedal aperture on the passenger side of the bulkhead.

The result is a braking system with a much more modern feel that certainly provides greater driving confidence.

Coming up next on our calendar is the Droitwich Classic Car Show, The Classic Car Cider Cruise to Somerset, which now has Bells on as all our eating places are called The Bell Inn; and the Ludlow Motor Festival to follow.

Chris and Sheila

Linc'slot

Due to circumstances beyond our control, our April meeting was put back a week to 12 April. However, I was unable to let new girl Lizzie know, so Sue and I went along to the White Hart, Lissington, just in case. Good job we did. She was already there. I quizzed her about the Frog Eye restoration, for Mark Evans TV show, as I mentioned in last months news. Nearly finished, it seems. Final Touches will be filmed 12 April. So we should hear more at the postponed meeting. I'm promised a photo for Mascot. It'll be too late for this edition, so you'll see it in June. Time flies.

If anything really spectacular happens at our meeting, I'll be sure to let you know about it.

I will be suggesting a short run in the Wolds followed by a day at Cadwell Park on either Sunday 8 July or Saturday 14 July to watch some classic racing by either the Classic Sports Car Club or the M G Car Club respectively. £10 each if booked on line at www.cadwellpark.co.uk I believe. Other topics will be Spridget 50 and Rutland Raiders. All welcome on 3 May at White Hart. See ya?

Brian Jeffery

A Busy Start to the Spring for SS&NB

April in the sun, wow. Phew it has to be time to catch a breath, we have been "everso busy" so far since the last round up in March.

Bob Clarkson and I were able to join Warwickshire on their visit to the fabulous Patrick Collection in Kings Norton, Birmingham. This privately run museum was started by the proprietor of Patrick Motors, a long time BMC BL dealership. (You may remember their red white and blue racing and rallying saloon cars of the seventies and early eighties.) We had a fun day out and were given a Spridget quiz to participate in whilst there, (n.b to our shame none of us managed to answer all 20 questions...)

John C got wed, he looked smart and Pom looked gorgeous and John Wragg, Bill2 and I, more than ably supported by our wives were able to share the happy event with them. They didn't take us to Paris though...

Gwyn and I were out in Lara several times over Easter, pottering round the fields at a boot sale on Saturday and to Middleton Hall

on Monday for a medieval event day. Great fun and added to by having the warm sunshine to drive around in, both days.

I took an evening off to run down to that London in Lara, to the classic cars night at the Ace Café. This event is always on the second Tuesday of the month and has been adopted by the CZers. Some great cars there (and they booted out an early arriving 06 plate Range Rover and an 05 plate BMW to make room for the real classics) saw some of the Congestion Zone guys. Nick, Gary and Toby, also Paul H and a few others. If you haven't been to the Ace and live within a decent "trip's" drive of it, take my recommendation; it is a great monthly event.

And to round off a very busy month Geoff and I intend trooping off to Warwickshire's meeting this evening, the sun is out, the clouds are fluffy and the car is, as always up for it... (I just emailed around some of the other SS&NBers, we may even get more than two!)

Bill Mohan, 1067

Yorkshire Report

March Meeting

The Millstone at Tickhill saw 26 of us turn up for an excellent carvery on Saturday 3rd March. Lovely weather yet again. The early ominous black clouds didn't rain on our little convoy of 4 Spridgets as we drove south from Knaresborough. Jason and Michelle had chosen the venue and as they live just down the road from the pub most of us popped round for a coffee afterwards to continue chatting. Hope Jason has finished the washing up by now! We saw Cybil in her garage, large enough to be a granny annexe. Fantastic house and gardens too. Many thanks for organising.

April Meeting

Good Friday 6th April dawned with clear blue skies but very cool for the drive over to The Golden Lion at Great Barugh near Malton for our breakfast meeting. We chose a route along country lanes so hardly saw any other cars, but we forgot to tell others to avoid the A64 around York where some got held up. 46 of us turned up in 23 cars, mostly Spridgets. 11 Midgets, 5 Frogeyes, 4 Sprites, an Austin Cambridge, A35 Van and a Lomax. Apologies from Robin and Jill, who were both ill. Good to see old acquaintances and to meet some new folk. Harvey and Lesley bought their Austin Sprite a month ago liberating it from a 3-year hibernation. Harvey is busy making a few improvements to the Sprite. He has already purchased a grill with an Austin Sprite badge on it and is looking to change the earlier seats for the correct later type. Tim and Vanessa H came along to meet us all and to drool over the Frogeyes. Tim has been a member for some years and is looking for that

special Frogeye to cherish. We hope to see them again soon. Sandra and Adrian's Midget had been off the road for a while due to ineffective brakes. These have now been successfully fixed so hopefully the Midget will be used a lot more this summer. Shane joined them for the meeting in his 3-wheeled Lomax that is his daily driver. Carlo was in his element taking loads of photos. After a very hearty breakfast, most of us set off on a 55-mile route through the Vale of Pickering and over the Howardian Hills. Mark and I had found one amazing 'yellow' road near Coxwold that had grass growing in the middle and required careful navigating to make your way up the hill through the farmyard. This was where Ken G's 1500 Midget overheated due to a split seam on the expansion tank. George came to the rescue finding an empty container in a skip and then a tap to fill it with water. Ken then noticed an oil leak on George's Midget that turned out to be the oil sender needing tightening up. Matt and Andy B had peeled off much earlier. Too much breakfast causing the exhaust to make contact with the country lanes with alarming frequency! We finished up at the car park by the lake at Castle Howard for more socialising and photo taking before we headed up to the tearoom or for home.

Other Matters

Some of us visited the Race Retro meeting at Stoneleigh where we met a Midget owner from Leeds, 2 of the racing Collinson brothers and many other fellow enthusiasts.

On Easter Sunday a few of us popped down to the York Motor Club autotest where 2 Midgets were taking part. We also met another Midget owner who is about to take part in some road rallies and has also booked on the MGs on Track day at Croft on Saturday 12th May for which we only have 2 places left in our Spridget group.

We are reverting to our evening meetings so our May meeting is on Thursday May 3rd at The Stansfield Arms, Apperley Bridge, Bradford from 7.30pm. We plan to have 2 meetings a month over the summer so please let me know if you have any ideas for pubs or picnic spots.



Anita

Home Counties North West

Some of you may remember the song “Four Season’s in One Day” by a popular Australian ‘90s beat combo. Well if we had a radio in the Frogeye that is what would have been playing on Sunday the 18th for our Spring Sprite Run. As we often do we started from Tesco in Hatfield and wound our way around the highways and byways of Herts, Beds and into Cambridgeshire (I am sure Chris and Pat are going to run out of roads to choose from soon). The sun was shining and despite a chill wind things were looking good.

The day started badly for me and Jen in the Frogeye with a dropping brake fluid level. I had done the usual checks on Saturday but by the time we got to Hatfield the level had dropped enough to cause concern. The lady in the petrol station looked like I’d asked for hen’s teeth when I asked if they sold brake fluid and the lad in Homebase didn’t seem to know what it was! Never fear we took a slight detour and Chris shot off home for some supplies and saved the day.

We got going properly and the 7 car convoy was on its way, Chris and Pat in their Sprite, then Steve and his mum (well it was Mother’s Day), followed by Lily and Vic in their Sprite, Mike and Sue in the A40 and our visitor from t’smoke, Gary Lazurus with now ex-Frogeye owner Mick riding shotgun. We followed Gary at a safe distance (remember my brakes) in our Frog and Ian Hooper acted as the rear guard in his Midget. Now I have heard tales of following Gary’s Frogeye leaving you looking like the iconic picture of Stirling Moss at the end of a Grand Prix, but I can report something has been fixed – hardly a puff of smoke all day.

Now back to the weather. Things were going well until about 5 miles from our lunchtime stop. We turned a corner somewhere south east of Royston and a wall of weather was all we could see ahead of us. As you will know us Spridget drivers are an optimistic bunch and I was sure we would just drive around it, but no. First there was a spot of rain then a couple more, then a flake of snow and another and then a hail storm that had us all (except Mike and Sue in the A40) sliding down in our seats and zipping up our coats as our cars’ silly wipers struggled to clear our



screens. Then almost as quickly as it started we were out through the other side of it.

We arrived at the pub for lunch laughing and joking about the storm, but we soon forgot about it when we got into the warm. The Red House Inn, Longstowe was our lunch venue. An interesting pub with sequined (male) bar staff! A nice meal and enjoyable chat was rounded off by two large cakes supplied as a surprise by Chris and Pat to celebrate their 50th wedding anniversary that had happened earlier in the week. Even after our large meal we all managed to squeeze in some cake. Just as we were thinking about getting back on the road the skies darkened again and there was a rush back to the cars to get the tops up. As we are a hardy lot in the home counties it was quite a struggle for some who it seemed hadn’t had the roof up on their car for years, so before we were all weather proof it happened again. White stuff fell from the skies.

The drive home was tense for most of us with wipers struggling and winds trying to blow us off the roads, but we all managed it without too many problems. Great fun. Same again next month chaps!

NW Area Report

We have finally fixed dates for this year's events as follows :

9th May (club night) – Talk by Natalie Goodwin
19th May Oulton Park – MG Racing
27th May Capesthorne Classic Car Show
13th June Club Night – venue moved to the Plough at Euxton. For this meeting only.
17th June – Picnic at Mouldsworth Motor Museum
8th July – Run to Powis Castle
15th July – Hoghton Tower Classic Car Show
25th/26th/27th August – Oulton Park Gold Cup (not sure which day yet)
28th October – Halloween Run

12th December (club night) – Christmas meal

As always, the dates could very well change so keep an eye out for updates. If you need any further information for the events then please give me a call.

Club night on 9th May is the talk by Natalie Goodwin. It will start at 8:00pm sharp so please be there early. As usual it will be at the Kilton, however we will be in the meeting room. This should be a good night. Well that's it for now, see you at next club night on 9th May.

Les

Kent and Surrey Reports

Surrey Meeting

I arrived early at the Blue Ball, Walton on the Hill, Surrey on what promised to be a very cold night. It was snowing when I left home for the thirty five mile drive to the Surrey Section Club Night. The 'Gritters' were out in force, later, on the M25 motorway as I made my way home. By contrast as I write this the following morning there is not a trace of snow and bright sunshine beckons me outside.

David and Chris Wright were next to arrive. David is a keen model maker, and collector, and had brought with him a recent find a Triang kit of a Spridget that he is to assemble and paint for Dave Southcott. Apparently David Wright's Spridget is to be seen in the current issue of Classic and Sports Car magazine. Dave Southcott, as if by coincidence, with Linda was the next to arrive.

Dave and Linda, Mike North, not accompanied tonight by Elaine, are the organisers of this year's Surrey May run to Shropshire. Previously fully booked someone has had to drop out making available a place. Interested parties in filling this void should contact david.southcott@btinternet.com. The cost is £115 per night for room, bed and breakfast for two. We are hoping that Warks Section may meet up with us, at some point, on this run.

Prospective member Mike Lay arrived in his Midget with hardtop but Julie and John Harle braved the cold, and wind, to arrive in an open car. Their Frogeye restoration is nearly completed, but is missing an original fuel gauge. Has anyone got a spare? We hope to see it out and about on Club runs soon.

Nay and Col were able to give an update on the preparations for the Ardingly Show on 7/8th July. The organisers wanted six cars on display whereas we have at least ten per day for the two days with numbers still rising. The numbers would have risen higher if, somehow, poor Ashley Hinton had not been overlooked on the entry form distribution. Mike Gorman was showing pictures, and plans, of his new French mansion whilst bringing a catalogue seeking opinions on what new gadgets he can obtain for his Austin Sprite. Does anyone know of a source of badges for this limited edition model? Sue and Jin Judd arrived with Jim quickly into action to extinguish a potential fire dousing Jackie Harding in water, or was it Gin and Tonic. Unfortunately the only fire was the glowing ember of her cigarette. Jackie was not too wet and I think Jim was soon forgiven.

Chris Harding extends a good offer to ALL club members in that he can get maintenance free Vauxhall batteries to suit Spridgets for £25.

They come complete with a carrying handle. harding.c@btconnect.com. Chris also wants to sell a rubber bumper MGBGT with unleaded conversion for £800 o.n.o. and a 1275 chrome bumper Spridget for restoration (offers).

Where had the time gone? A glance at my watch showed the time to be almost 2300Hrs. I had arrived at 1830Hrs. It was time to go home.

Kent Meeting

My diary, for Sunday 25th March 2007, states 'Summer Time Begins'. Did I take this point too seriously when I set off, for the Kent meet, with top down on the Frogeye. Did the Frog's heater perhaps dull my senses? On arrival Peter Gardiner, and I, (well I am not taking all the blame) decided to sit in the sunshine out in the garden at the front of the pub with our meals. We eventually numbered thirteen, sitting around two tables, but the hot

food offered at this pub was obviously not enough to keep people warm. Several were seen scurrying back to their tin tops to get sweaters and coats.

Lee Reed travelled 71 miles each way, from Clacton on Sea, for the pleasure of getting cold in our company whilst new members Jeff and Elsa, with their newly restored Frogeye, had also arrived without a hood. Eventually even I had to admit that sitting outside at this early stage of the year may not have been the best of ideas which might have contributed to some early departures.

Next month (April 22nd) we shall meet at the Moat and, after those that wish to have eaten, we shall visit a WW2 museum at Shoreham (Kent). As 22nd April has also been designated 'Drive it day' can everyone make a special effort to turn out in Spridgets.

Alan Anstead

*Mail to: alan.anstead@btopenworld.com
Tel: 01322-384050 (answer phone)*

Cambridgeshire Report

As I write this it is the Tuesday after Easter, first day back to work after a brilliant hot sunny bank holiday, not much happening from a MASC point of view, but as you read this it is now May and everything has started up again. We wait and plan for the Spridgeting season all winter long and then it is on us in a flash and gone just as quickly.

I did get out and about in the Sprite a bit in March and early April despite some ignition timing issues (since the head job). I finally had to seek professional help from a mechanic with a strobe light, who managed to rob the car of all its performance and still not cure the running on problem. I took the Sprite back and my tame mechanic set the timing a full five degrees in advance of where it should have been and bingo my little Sprite was fun to drive again, and so far the running on has stopped.

Then another thought struck home, I vaguely remembered something about the ignition timing having to be advanced by seven (or was it nine) degrees if you are running on

unleaded petrol. I phoned those nice people in Baldock, who reconditioned my engine a few years back and was told twelve degrees would be about right (I make that 7 degrees ahead of the factory recommended setting) so I still have some tweaking to do. I was also told that contrary to my logic too weak a mixture would also cause running on, so maybe when I reset the carburettors after the head job I was a little frugal with the mixture, so maybe that explains it. I was wondering how changing the head gasket could make a difference to the timing, so maybe a bit more tweaking and learning the hard way is called for.

Apart from sorting out the Sprite I have not had much time for MASC related matters in the last month or so since after more than a year in the building Frogeye Cottage was finally completed and we were off to France at short notice to receive the house from the architect. Sadly we could not take the Sprite since the weather was appalling and we needed to transport quite a lot of stuff since we were planning to stay in the house. Everything worked out brilliantly in the end and the house is fabulous however we now

have a huge amount to do and organise to get the place ship shape.

Getting back to the plot the Mad Cat night was well attended (for the time of year) although sadly I bowed to good sense and left the Sprite at home. The main theme centred around the coming events and ordering tickets, and to be honest I still have quite a lot to sort out before the May meeting including trying to organise a couple of additional joint

events. With everything going on the next couple of months are going to be mayhem, but the best type of mayhem with lots of great stuff to sort out, and best of all they are predicting another great summer so there is no excuse for not getting your Spridget out in the sunshine and joining us.

See you all at the Mad Cat

Dave Dixon

Dutch Report

Last month I wrote I wasn't working on the Midget yet but now I finally have to. Not really out of free will but what options do you have when clutch cable No.3 breaks?

There I was at the side of the road on a Thursday evening just 5 minutes after I outraced a new Mini Cooper at the traffic lights. Not only could he not overtake me but he couldn't even keep up with that small

classic convertible called a Midget. Victory was ours!!! But not for long... 5 minutes later the clutch cable broke and there I was: 146BHP but not being able to operate it. Sad, but pleased the Mini owner didn't see us now. As the Mini owner probably was at home crying over his broken ego my Midget and I were towed home.

Last Saturday I started with getting the engine and gearbox out so I can rebuild the clutch mechanism to concentric hydraulic. Taking my 1500 engine out was a piece of cake and only took me 3 hours, but this K series lump is something totally different. This takes time and lots of photos making that when I build it in again I can see what belongs where.

As I write this report I'm still not finished getting the engine out and I guess the getting-out job will take 10 to 15 hours (if I'm lucky). But as with the 1500: the more you do it the better/faster you'll get...I hope.

On the Dutch Spridget calendar:
21st May All Sprite Run (midgets welcome too of course)

2&3rd June Octagon Run 8/9/10 June Masc Battlefield trip

(alan.anstead@btopenworld.com)

15/16/17 June Spridgettreffen in Germany (near Hamburg)

8&9th September Annual Spridget Run with BBQ and English written road books available so come over and enjoy yourself among the Dutchies.

For any info on Dutch spridget activities: ariedebest@planet.nl

Cheers,

Arie



Bristol Area Report

Our first meet at the Rose and Crown at Pucklechurch netted 5 Mascites in the shape of Colin Gale, Andy Cross, Phil Sellen, Alan Lo and Terry Horler. The evening got off to a slow start as we failed to organise in which bar we would meet, the Rose and Crown is somewhat larger than the Star where such decision making seemed superfluous. Andy and Alan managed a Sunday morning photo shoot in Marshfield whilst a couple of Sundays later, Alan and Terry ventured across the old Severn Bridge to an informal gathering of Classic Cars at Tintern on the banks of the river Wye. For me, it was the first good run of the year in my Frogeye and the first time the soft top had been off since last summer. One other Frogeye was seen at Tintern but in the main public car park rather than the field behind the Anchor where the rest of classics gathered. Alan quickly set up his 1960s BMC

picnic display and invited me to partake of tea on the tartan. Even more quickly, he pulled out his camera to record the scene, the result of which I am most definitely not looking forward too. Well, it was April the first; I should have been more attentive. Still, it was a nice day out and for any members within a reachable distance of Tintern, these informal gatherings happen on the first Sunday of every month, just turn up from 11.30am. As it was such a nice day, I called at the Dean Forest Railway afterwards for a bit more of 1960's nostalgia. Our May meeting will again be at the Rose and Crown on the Parkfield road on the second Wednesday of the month. Remember, you don't have to have your Spridgley thing on the road to join in (If you did, then I would not have attended any meetings for the last 5 months!)

Terry Horler

Market Place

Adverts to Alan Lo

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

For Sale

New Spares For Sale 1 Bottom end gasket set.
1 Front king pin set. 1 Rear brake drum.
1 Front brake shoes. 2 Rear wheel brake cylinders part GWC 1111. 2 Rear light units.
1 Mechanical fuel pump. 1 Rear wheel bearing kit. Also Misc Items. 1 pair Midget 1500 Front Springs. 1 Leyland workshop manual Midget 1, 2 and 3 / Sprite 2, 3 and 4. 1 Sprite Mk 4 Sales brochure. All open to reasonable offers to:
John Rossiter. (non member) 60 Heather Lane, Crook, Co Durham. DL15 9TW tel 01388 767464

New parts RWA Brake drums £30 pair. Brake shoes £6 set 4. Wheel cylinders with cir-clips and nipples (rear) £15 pair. Brake drum rubber plugs £1 pair. Hand brake gaiters 17H7612 £2 pair. Or £50 lot. Rear hub bearings GHB130 and seals GHS 147 two of each £20 the lot. Rear cockpit moulding £5. Door seals black £10 pair. Copper brake pipe kit £22. Copper fuel line £9. 7 gallon fuel tank with sender unit/locking ring/seal £70. O/S door

£90. N/S door £90. Door hinges £65 set 4. Front sidelight/indicators £45 pair.

Tel George 01457 864536 home 07913 341926 mobile. Derbyshire

Garage Find unused 25 years – Late 1966 built HAN8 Mk 3 Sprite 1098cc Reg '67 on E plate. Complete car but body completely shot includes reasonable wire wheels, spinners, axle, discs, 7/8" master cyl etc all ideal for Frogeye w/wheel conversion. Engine No 51448 looks good also screen and instruments. Buyer will need trailer, dust pan and broom! – May break if sufficient interest – Offers around £400.00 to:

John Platt – tel 01789 488321 or john@platt2085.freeserve.co.uk (near Stratford-Upon-Avon, Warwickshire)

Carpet set for Mk 1 Sprite in red with black binding, Unused in original box from Autotailors Ltd., of Liverpool. £20, collection only.

Ron Cromar, Epsom, Surrey

Tel.01372 812141

Email: roadsterden@googlemail.com

Midget and Sprite
Insurance

CLASSICLINE
Insurance

do you miss the
human touch?

If you're anything like us,
you're fed up of **typing, clicking** and
generally **struggling** with computers or
being passed around **call centres...**



...that's why at ClassicLine we have a
small, friendly team of real people,
ready to talk to you and make sure that you get
tailor made insurance for your pride and joy.

brought to you by

call

01455 639 000 ...and talk to
a real person!

visit

www.classiclineinsurance.co.uk

CLASSICLINE
Insurance

established over
20 years ago by
car enthusiasts

Authorised and regulated by the Financial Services Authority

HARDY ENGINEERING

**COMPLETE RANGE OF GEAR BOXES & DIFFERENTIAL UNITS
FOR ALL SPRITE & MIDGETS FROM FROGEYE TO
RUBBER BUMPER HELD IN STOCK.
EXCHANGE OR OVERHAUL YOUR UNIT.
NEW AND USED PARTS FROM STOCK.**



**Working with cars like these since the '60s
actively involved in Club Motorsport at all levels.**

SPECIAL SERVICES

Competition gearboxes built. Limited slip differential units.

Competition crownwheel & pinion

3.7, 3.9, 4.22, 4.875

**HARDY ENGINEERING, 268 Kingston Road,
Leatherhead, Surrey KT22 7QA**

Tel: 01372 378927 Fax: 01372 376794

Visit our Website at: www.hardyengineering.com

Ask for Bill or Neil, Club discount given