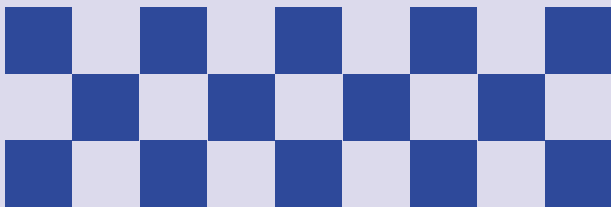


Mascot



The Magazine
of the
Midget & Sprite
Club



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

COMMITTEE

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	Chris Yates , Tel: 01608 665066 email: chrishe@tiscali.co.uk
WILTSHIRE	Vacant
YORKSHIRE	Anita Lachowicz , Tel: 01423 862738 or mobile: 07720 725429 email: spridget.girl@ntlworld.com

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 June '07

Well the Summer temperatures seemed to get pegged back a tad as we went into May and the rains came to make up for the heat. Which can only mean one thing ... we've never put our hood up so often! Anyway it seems to be standing the test of time quite solidly. By the time this June edition reaches you, WSJ 750, our Spider will have had a new set of tyres fitted (185/60 x 13 Pirelli P6000) and should be fully MOT'd once more. The previous set of P3000s had lasted more than 4 years – somehow I don't think the stickier P6000s will last that long; tyres are all to do with compromise.

Again a fantastic influx of articles this month – Graham Storry's Frogeye; Rocker Cover Racing; The 1963 Sprites and Midgets; PEE 173; Shropshire Run and of course all the Area Reports you'll ever need!

May I draw your attention to the proposed visit on 21 June to BMH to see the next batch of Midget bodyshells being manufactured. This is a unique opportunity to see first-hand the next generation of these high quality bodyshells being built, hopefully keeping the marque(s) alive for years to come.

Please keep the articles and photos coming – they're the lifeblood of MASCOT. Thanks. Also please remember to continue to send in your photos for the Front Cover and for the Official 2008 Midget & Sprite Club Calendar.

Incidentally, it was nice to see May's REVCOUNTER (Austin Healey Club mag) also making full use of the John Sprinzel/PMO 200 articles from Octane (featured in MASCOT across the April and May issues) – even deciding on the same cover photo as seen on the front of the March edition of MASCOT! As the saying goes, imitation is the sincerest form of flattery; so a big thank you from all at MASCOT Towers! We must be doing something right!

Thanks once more to all contributors this month.

PLEASE NOTE: Deadline for JULY issue is Midday SUNDAY 10 JUNE.

Happy Roofs – Off!

**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: Lined up on the Shropshire Run May 2007. Photo by Chris Nevard

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Club Nights

- 1st Monday **London Area** (Congestion Zone) – NEW VENUE, Meet at The Plumbers Arms, 14 Belgrave Street, Belgravia, SW1W 0LN 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** – Meeting Thursday June 7th at the Blacksmith's Arms, North Cowton, Northallerton, DL7 0ET. Meeting from 7:30 pm onwards. Food available on a Buy one, get one free basis. 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 Stange on 02890 401726 or mobile 07769 705497 or email berrystange@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 June,
User name: sprite Password: torque



Events

From David Hill and Webmaster Toby Anscombe

Events organised so far for 2007

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 Surrey Area Arnhem Tour. Regret now fully booked. Details from Alan Anstead, Tel: 01322 384050
- To Sunday 10th
- 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 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.
- To Sunday 17th
- Sunday 17th North West Area are having a picnic at Mouldsworth Motor Museum. Contact Les Robinson on 01772 432138
- Thursday 21st Club Visit to British Motor Heritage, Witney, to see Spridget BodysHELLS being built. Contact: George Harrison on 01457 864536 after 6pm.
- Friday 22nd The 15th Goodwood Festival of Speed. To Sunday 24th
- 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 Powis 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 advance 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
- Sunday 15th Surrey Area BBQ chez Chris and Laura at Outwood. Details from Alan Anstead, Tel: 01322 384050
- Friday 27th To Sunday 29th Silverstone Classic Meeting. Details from Chris Jackson on 01707 261567.
- 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
- Sunday 5th Surrey Area's Wings and Things at Woodchurch. Details from Peter Gardiner. Email: pgardiner2@mail.dstl.gov.uk
- Saturday 11th Warwickshire's Mike and Benitas' Fun Day. Details from Michael Vann, Tel: 01455 292440
- 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.
- September**
- Sunday 2nd Coventry Motor Festival.
- Thursday 13th Surrey Area's trip to Circuit des Remparts, Angouleme, France. Book early! Details from Alan Anstead, Tel: 01322 384050
- 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.
- 2008**
- May**
- Sunday 18th Spridget 50 – The Big Party. To register an expression of interest and receive priority booking, please contact Steve Clark on 07963 433832 or email: organiser@spridget50.com

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

Unfortunately the fantastic April has turned into a lousy May but never mind, it takes the pressure off having to make the most of every opportunity. I still have a list of jobs to do on our Midget and having moved into a another house with a small garage, the incentive to start the jobs is not so great. They tend to get pushed to the bottom of the list. Talking of lists, the Mutual Assistance Directory is still growing by about two new members a month at the current rate, every member of the M&SC will be in the MAD by the year 2019!

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

Just Rambling

By now I expect that some of you will be packing your sandwiches to visit the Patrick Collection on the 3rd of this month. A great museum to visit and of course the chance to debate the future of our great club if you wish.

I hope that you have cast your vote. I promise you that I have already, by first post on the day I had my magazine... It is a big decision but I am sure we need to change, it would be a great step into the future for the club.

OK 'nuff politicking, I'll leave that to those that know what its all about.

I had a very busy start to May, read all about it in the South Staffs and Brum news.

I would like to say how refreshing it has been visiting friends on their trips, I'd recommend it for a day out. Catch up with club mates as they romp around your own home areas, it can be amazing what they find to visit and do.

Stiperstones? Heard of 'em but never went near before Surrey invaded Shropshire. Amazing their Alpine trip!

Chairman Bill

Secretarial Scriblings

Firstly, apologies to Editor Barry for this month's copy hitting the deadline impact barrier at speed. I was waiting for a last minute "Stop the press" type of story to report on – but it didn't happen. So, my meagre offerings for this month lie in a crumpled, smouldering mass on the editor's doormat.

April saw the second annual "Use your Classic day" as promoted by the Federation of British Historic Vehicles Club. An organisation that we are not a member of but one that I think we should seriously consider joining. They look after and campaign the cause that allows us to enjoy the freedom that we have in the UK for enjoying our old vehicles. Not all our

counterparts in the EEC can use their Classic vehicles as we do, it is thanks to the FBHVC that the EEC "Red tape factory" is monitored and their products not being "made available" to UK Historic vehicle owners. Anyway, I am sure that for many of us, any day the sun is shining can be a "Use your Spridgley thing day". The Warwickshire group again ventured southwards to mark this day, for a Zomerzet and Zider weekend (not too much of the latter I hope!). On the return trip, a brief stop off at Wookey (where there is a Hole) to flush out any remaining traces of zider and to meet up with a small representation from the Bristol group. Being a busy "Use your Classic day", placed me in something of a dilemma, as well

as meeting the Warwickshire members at Wookey, I also had to be at another event at nearby Priddy. I managed both, but sadly could not make the best of either, the Frogeye ran well though, despite a winter of neglect. (Other than a new clutch pedal rubber that is)

Coming up, we have to consider whether we leave the club as it is or to transfer into a Limited by Guarantee Company. The reasons behind this were explained in the May edition whilst an EGM (Extraordinary General Meeting) is scheduled for June the 3rd whereby the matter can be discussed more fully. The committee is available to receive further questions and comments prior to the return of your ballot forms which also accompanied the May edition. Should we proceed into being a Limited by Guarantee Company, then some amendments to the Club Constitution may be required and also some changes in the roles of club representatives on the committee. As yet, we cannot give any detailed information on exactly what any changes may be required. I can say that as I am a member of another

club that has already gone down this road, it didn't appear to make any difference to the day to day activities and atmosphere of the club at all. In the meantime, we are about to launch our annual request for committee nominations. This will proceed on the basis of our current status and constitution but of course, the new committee may well find that their roles are amended to conform to the requirements of becoming a Limited company or indeed, further members being appointed to fulfil specific requirements. Hence, we could find that we have an elected committee to run the club as now, plus further elected Company Directors to satisfy any change in status. Which what so ever, be assured that we shall keep you fully informed and as always, the final decisions will be yours. Please use your vote and don't be afraid to ask any questions that you may have on the subject – this is an important one for us all.

Terry Horler

(Although this is subject to being amended)

Membership Matters

The Committee announce that we have discontinued the Bank Order system of membership. We will not receive further renewals by B/O after 1 March 2007.

Payments can be made by cheque or online via our secure web link using a credit card.

This is to ensure the more efficient processing of members renewals following historical difficulties collecting the correct amount.

PLEASE REMEMBER TO CANCEL YOUR BANK ORDERS.

New Members

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

2082	Graham and Ruth Heard	Gwent	Frogeye
2674	Mark and Lucy Cairns	Devon	Midget Mk 3 RWA
3841	Steve Hardcastle	Somerset	Sprite Mk 3
3842	Stuart Craft	Hertfordshire	Midget Mk 3
3843	Colin Aldridge and Judith Blackett	Surrey	Sprite Mk 4
3844	James Armstrong	West Sussex	Frogeye
3845	Ron Margetts	Dorset	Sprite Mk 3

Notes from London (and King's Lynn)

Part One

Has anyone ever taken their car on a track day? I have and now I'm smitten. The venue was RAF Marham and the track days took place on the weekend of the 14 and 15 of April.

RAF Marham is a fully operational Air force base, the size of a large village, not too far from King's Lynn in Norfolk. Once or twice a year, operations are halted so that the runways can be used exclusively by petrol-heads to race round at unbelievable speeds. Everyone involved with the organising and running of the weekend gives their services free of charge and 100% of the money raised goes to charity.

Chairman Bill had partaken the previous year and I would had joined him but for an imploding distributor. But his subsequent raving about it had made sure that I wasn't going to miss out two years in a row.

I had a chosen to spend only one day (the Saturday) at the track but the whole weekend was available if I'd wanted to do both days. The cost was £60 for one day or £100 for the whole weekend.

Being a military base, you can't just turn up and try and sneak in. Big sentries with equally big rifles are there to stop you doing that kind of thing. Plus you have to be invited and then supply information well in advance of the day so that security checks can be made.

It turns out that my Frogeye and I are of suitably little threat to the wellbeing of the British Isles that we were therefore allowed to attend, although security was still pretty tight.

As the Air force base is just over 100 miles from my home and the drivers check in and briefing were scheduled for 8.30 am, Toby, who has recently moved to North Weald in Essex (closer to the RAF Marham than my home in Central London) kindly offered me and the Frogeye the use of his spare bedroom and double garage for the Friday night. Just as well as on the way over, the gentle glow of my alternator light, told me that all was not charging as it should. On checking my recently fitted alternator, we could see that the fan belt was just too slack and this was caused by the previous owner and builder of the car (know to some of you) having fitted



the wrong bottom bracket. Toby kindly lent me the correct bracket off of his car and soon full fan belt tightness was regained.

Toby also asked me if I would like to borrow his Minilite wheels shod with brand new Bridgestone tyres. I gratefully accepted his

kind offer and it was interesting to see my car on Minilite wheels for the first time.

I eventually got to bed just after midnight ready for my 6.30 am departure to Norfolk from foggy Essex. After a brief scare 300 yards up the road when the car spluttered to a halt due to the fuel pump becoming disconnected, I headed off down the M11 with Marham a mere 82 miles away.

More to follow

Gary Lazarus
London



Letters to the Editor

www.healey-frogeye.co.uk

Hello Barry

I have a Healey Frogeye and I note from last month's MASCOT that there are some other members in the Club who also own an IOW car. I know that the previous editor, Mike North, had one and I now see that Andrew Robinson and Nic Bowker do as well.

I would like to hear from other Healey Frogeye owners and have set up a web-site so that we can pool information on the marque. The site is very much in its infancy and I hope to build up a better picture of the Ryde operation and the cars that they produced. I will be happy to add a link to the Midget and Sprite Club if you wish. The site is at www.healey-frogeye.co.uk.

Cheers

Mike Bennett

Silverstone Classic July 27th, 28th & 29th

I hope that, by the time you read this, things will have improved, but right now bookings are looking sparse. Plenty of promises, **but I now need definite confirmation of tickets bought and passes required.** I need your SAEs, booking number and club membership number. I asked Silverstone to increase the space on site, and they have done so but- unless I can shortly give them definite numbers, the site will have to be reduced and places limited. Please prove this to be unnecessary Booking details in Feb. MASCOT or from me. Contact details in the front of this magazine.

Chris Jackson

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The new Lenham easyfitting hardtop for all models Sprite and Midget pre 64 is without question the best finished hardtop available for these cars. A black leather gatters exterior finish is complimented by a fully lined interior and for security and comfort a large safety glass rear window is fitted and rubber seals used on all weather surfaces. Fitting takes mere minutes.

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www.frogeyespares.co.uk

Graham Storry's Frogeye



It was 43 years ago, that I last sat in a Sprite. That car was being held together by a good batch of fibreglass, needless to say it did not last long in my car stable, and I must have passed it on, to another gullible person.

Last November, I had the opportunity to purchase one, I had forgotten about Sprites (or Sprout, as my wife now refers to it, she says that it is so ugly, someone has to love them, I think she is feeling sorry for it).

So I ventured down to Silverstone, where the car had been in storage for sometime, I made the mistake of not sitting in it, the car fired up first time and it sounded great, someone at sometime had spent a bit of time on the engine, so after a few days haggling with the owner, it was mine. Yes, there was a lot of scratches on the hard top, boot and nearside wing, nothing that could not be sorted, that reflected in the price. And yes I did look really hard to see if there was any filler anywhere, so far so good.

I'll enjoy doing this up, so my wife bless her, took me down in her car, she could not remember what a Frog Eyed Sprite (sorry Sprout) looked like, oh I said, well it's blue and it has headlights sticking out of the bonnet, is that a fair description or what.

All she has in her mind is the colour blue, so when we pulled up at the racing garage where the car had been stored, she saw a blue car, Wow what a car, she said, boy you've really chosen a super car, I do like that, the trouble was she was looking at a 1929 blue Lagonda which was being refurbished for the London to Peking rally. The Sprout was sitting in a corner

hidden from view, so she had a little disappointment there.

Right, then love, you follow me, I opened the door, and tried to climb in, the seats were old racing seats made from sponge, eventually after getting my left foot free, which somehow got stuck behind the pedals, I dragged my right foot in, I did not realise, how double jointed I was, I got comfy somehow, why are my knees touching my chin, is this really how small people were in 1958 how do you drive with your arms going over one's knees. Yes the car started first go, sounds nice, pairs of Webers feeding the fuel through, bit lumpy, but sure I can get home, first is good, where have the rest of the gears gone, oh no that's four, or was that third, maybe even fifth, but no second, okay we can do this, build the revs up and go into third, made it, that Silverstone roundabout at the entrance is now coming up quite quick, better stop and start again, first ok, no second, not forth coming, ah well another problem to sort out.

The petrol gauge shows a quarter, enough I thought to get me to the BP garage outside Brackley, wrong two miles down the road, put put put, yes we ran out of puts. The good wife now getting a bit rattled, as we were supposed to be looking at buying a house in Herefordshire for 4.30pm, it was now 2.30pm, forty five minutes later, we were on our way.

1st, third, four, fifth, you read that right, fifth, I forgot to mention that the previous owner had put a Toyota Corolla gear box in the car. Coming through Brackley, I found second,



wow what a difference. My knees are now aching, another 80 miles to go, I will be de-formed for the rest of my life.

When I got the vehicle home, the first thing to do was to get an MOT. So, allowing two days to get my body back into its normal shape, I set off to get it tested. Surprisingly, it whistled through, mind you the mechanic was only 4ft 6inches, which helped.

The next step was to send it off to the paint shop, as the hard top, boot and nearside left panel were badly scratched. I tend to use Tony Williams paint body shop at Malvern, and I am glad that I did. The previous owner told me that the paint colour was Flag Metallic Blue, by Ault & Weinberg, what he forgot to tell me is that this Company got bought out many years ago.

So my trusty paint man spent hours trying to match the colour, in fact he called in a specialist from Dupont, and between them were able to get a match. Most of you will know that they have a machine which can now analysis paint chips, a bit like the Dulux paint machines you find in a DIY store. It reminded me of the TV series CSI Miami, where they always seem to be testing the paint chip of a car in order to catch the bad guy. All very good forensic stuff, but substitute Malvern for Miami.

My next challenge was to get rid of these awful seats and put some decent wheels on the car. A work colleague introduced me to EDB Racing at Droitwich. This company specialises

in restoring and preparing old vintage/classic cars and American muscle cars.

So I took myself off, to meet these very helpful people. They were able to drag me out of the car, without taking the hard top off. I explained my problem with the seats, and they had just experienced how ungracefully I had exited the car, and how my legs were getting trapped under the pedals, and how my knees were seizing up after a couple of miles. One of the chaps suggested that they could cut my legs down, stating that this was the easiest and cheapest method and would only take a couple of minutes "Would it hurt?" I asked and, "Have you a better option?" "Leave the car and we will sort it out", they said, so I did.

The first thing they did was to give the car a good service, followed by a rolling road session, would you believe it showed 106 BHP at 6536 RPM, not bad eh!

The seats were whipped out, I felt better already. The trouble was, how were they going to give me those few extra inches. The original racing seats came well above the body work and tended to push you forward. However, after a couple of seat fittings, they came up with the answer. Fortunately, they had an old seat from an Allard, which was the right height, it fitted in width, so they used this to make a template and designed two new seats, the leather padding comes later.

More to follow...

Graham Storry
Membership number 3783

Battlesbridge Car Show (Essex)

Peter Gardiner and I responded to the call for support, from Lee Reed, as he tries to build an Essex Section. This is normally a good show with a good Autojumble but, alas, this year's event, on Sunday 13 May, fell foul of the British weather. Six Spridgets were displayed. John wanted a Sierra gearbox to convert his primrose yellow Midget and was spoilt for choice at the Autojumble. He, and I, then set about removing the bell housing which drew a small crowd over from the nearby AHC stand. If anyone has read 'Spritley years' then the "Lumbertubs Sebring" mentioned therein was displayed upon the AHC stand. I was the first to give in to the rain



and head for home arriving just in time to see the closing laps of the Spanish G.P.

Alan Anstead

Mirror Image

I received my recent issue (04) of the AA Members Club magazine; on its front was a very familiar looking car, a close examination of the front grill and the side lights suggested it is an Innocenti, not just an ordinary one but a right hand drive with a scoop on the bonnet! There is only one right hand drive Innocenti I know of, it is one converted from left to right hand drive by Chris Eccles and it is now belongs to Volker Herzeg in Germany and it did not have the scoop.

Have I found an Innocenti that Barry or Terry are not aware of?

I made contact with the magazine publisher hoping to find out more information on the car. After a brief explanation to the editor that I was not trying to get hold of the contact details of the blonde model or ask her to join



in one of our local MASC meetings (that would be nice) but genuinely trying to track down the owner of the car, she explained that the photograph came from one of the many photograph libraries they used and it is likely that the photograph is 'flipped' to produce a right hand drive car for the UK magazine. It suddenly makes sense why the scoop appears on the right hand side of the car while the air intakes are on the left!

It just goes to show that things don't appear as they seem; even the AA could be an AA (on the number plate).

Alan Lo

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.

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

The 1963 Sprites and Midgets

Growing up in Los Angeles during the '50s and '60s meant being exposed to all those wonderful "little British sports cars". One never seemed to have to worry about fumbling with those infernal roofs that took forever to erect when it started to rain because it never seemed to rain in Los Angeles.

My father bought a used MGA in 1959, and thus began my long affair with MGs. Over the past 40 years, I've restored many MGTCs, MGTDs, MGTFs, MGAs, and MGBs, but had never owned an MG Midget or Austin Healey Sprite until 1998 when I came across a 1963 Sprite with its original, albeit weathered, iris blue exterior and cornflower blue interior. It was just begging to be restored to its former little British sports car glory, so I bought it. As always before starting a restoration, I read everything available on the history of the Sprites, including what is considered by the experts to be correct for the restoration of each particular model.

Being a collector usually means following the mantra that if owning one type of object makes you happy, then owning lots of those objects will make you extremely happy. Since I subscribe to this philosophy, I eventually collected over a dozen 1963 Spridgets, being careful to only buy those that still retained their original interiors and original paint so that I could be sure that anything I questioned, regarding authenticity, could be verified more easily by looking at actual, unaltered cars.

Along this vein, I had read in Terry Horler's book, "Original Sprite and Midget" that the gearshift surround on all the side curtain models of these cars was painted the same color as the exterior. I was surprised, to say the least, that not a single one of my 1963 Spridgets followed this rule. Every one of my cars had the gearshift surround painted the same color as the interior.

For historical purposes, the following list includes the identification numbers for eight of my 1963 Spridgets that I obtained Heritage Certificates for, along with the original interior

and exterior color, and my observation of the gearshift surround color:

HAN7L 30164 – black with red interior and red gearshift surround

HAN7L 35808 – iris blue with dark blue interior and dark blue surround

HAN7L 22487 – tartan red with red interior and red surround

HAN7L 25774 – signal red with black interior and black surround

GAN2L 24810 – black with red interior and red gearshift surround

GAN2L 23497 – old English white with black interior and black surround

HAN7L 33445 – signal red with black interior and black surround

GAN2L 17686 – tartan red with black interior and black surround

Other cars that I did not obtain Heritage Certificates for included a GAN2L white with red interior and red surround, as well as a dark green HAN7L with black interior and black surround.

Because I was perplexed that all of my original 1963 Spridgets had gearshift surrounds that were the color of the interior rather than the exterior, in contrast to what the historical data said, I took my question about this problem to the major domo Spridget List on the internet, which is a forum type of arrangement where people who own a specific type of car can ask other members questions about those cars.

The general consensus was that even in the 1963 cars, the gearshift surround should be painted body color instead of interior color. Finally, one member of the Spridget said he contacted Terry Horler, who agreed, after apparently viewing several original 1963 models with the surround painted interior color, that in the 1963 models, but not any of the earlier models, the gearshift surround was, indeed, originally painted interior color.

Robert Wiedemeyer



Spridget 50 – The Big Party

Less than a Year to go!

All change with the date for the Big Spridget 50th anniversary celebrations!

Saturday 24th May 2008

For some time now, four Spridget car clubs (MASC, MGOC, HDC and MGCC) have been working together towards the organisation of the 2008 Big Party, aware that another event, planned by the Austin Healey Club, would be taking place at Goodwood, across 3 days of the same weekend. After some lengthy, considered debate at our meeting in March, we had decided to stick with our planned date.

However, after representations from some of the Spridget 50 steering group – and from many Spridget owners, confused about which event to support, we agreed to reconsider once more – and hear the views of the Austin Healey Club. To that end, the Spridget 50 group has met again, with the three AHC organisers. After over two hours' very open and cordial discussion, all parties agreed that the most logical decision is to move the Spridget 50 Big Party to the Saturday of the following Bank Holiday weekend.

We were very clear that there is now little sense in attempting to merge the two events – they are clearly different styles of celebration, aimed at different types of owner, albeit in many ways complementing each other.

There are clear advantages to holding our two parties on successive weekends:

- 1 Owners and enthusiasts can now clearly choose between the two events – attending

one, the other – or both (none is not an option!);

- 2 At last, all five of the main UK Sprite and Midget-supporting clubs can come together in a spirit of co-operation and mutual support – something which, to the best of my knowledge, has never been achieved. Although not formally confirmed at today's meeting, it looks fairly certain that the AHC can match the (fairly modest) financial contribution put forward by the four founding clubs. AHC's logo can be added, with equal prominence, to the other four logos on all of our advertising and publicity material.
- 3 The benefits to both events in terms of attendance are clear – by having the separate dates, both events can be sure of the maximum attendance. We can also ensure that important historical and motorsport cars and celebrities will have a much better chance of being at both parties. Additionally, we will be encouraging ALL clubs (under the Spridget 50 banner) to arrange smaller events during the week between the events – particularly at a local level – in order to link the two celebrations.

So the new date for Spridget 50 – The Big Party – is Saturday 24 May 2008



It's worth emphasising that the new date is a Saturday, and that it's a Bank Holiday weekend. So plenty of advance notice to avoid clashes with Garden Centre visits or a long weekend away!

This decision does not alter our ambition to create the biggest ever gathering of Sprites and Midgets. We will now be moving forward with revised publicity for the event, with our

final advertising fliers appearing very shortly. All those that expressed an early interest via email or telephone will shortly be receiving a confirmation message regarding the date change – meanwhile, if you wish to register a no-obligation interest in the party, please email organiser@spridget50.com, or phone 07963 433832. More next month!

Steve Clark



Spridget 50 - The Big Party

All friends of the AH Sprite and MG Midget invite you to
The Heritage Motor Centre, Gaydon, Warwickshire
 Please note revised date: **Saturday 24 May 2008**

As the Official party to celebrate 50 years since the launch of the Austin Healey "Froggie" Sprite 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
 ☎ 07963 433832

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






PEE 173 – A Riveting Job



About thirty years ago, give or take a couple of years, I received information that an Austin Healey (Frogeye) Sprite was lying in a front garden, in South London, and slowly rotting into the ground.

Following the lead I found the car in a very sorry state. Grass grew where once a floor had been. Its demise was not helped by the bucket loads of sand that I eventually removed from it. The car stood on wide wheels. Had it been used, on a beach perhaps, for sand racing?

How I recovered the wreck, to my home, has been lost in the mists of time, but recovered it was, after financial negotiation. In those far off days I could not weld and my ability to spray paint was somewhat poor. The dilemma I faced was how I might restore this wreck in the absence of welding skills or welding equipment. Formal study was not a possibility as I worked ever changing shifts.

I came upon the idea of manufacturing some of the inner panels, purchasing the outer panels, and riveting then in the same fashion as an old aircraft. The idea was that I would then employ a welder to weld the panels as

necessary. I was fortunate that I had some good doors, for even the originals were rotten, and many other spare parts. I was lucky with others. My girlfriend's brother had a Morris Minor with a 948 engine and wanted a 1098 which I had with the Frogeye, its original engine apparently long gone. So I had the task of transferring engines. Through contacts at work I was offered an Ashley fastback hardtop.

Restoration on the bodywork was slow as it was necessary to align panels and then drill a sequence of holes to accept the pop rivets. I managed to break many 1/8 inch drills. As can be seen from the photographs the rear spring hangers were non existent but I was able, slowly, to replace metal and bolt the replacement structures in to place before more riveting boxed them in. Slowly as the months passed a car took shape. All the mechanical components had, of course, to be restored.

Eventually I ended up with a multi coloured car as seen in the photograph. Green hardtop, blue doors, brown doorsills and other parts in red. It now needed welding and painting (British Racing Green).





This was entrusted to long term friend Brian Ward of Brian Ward Engineering. Brian still runs his garage at Edward Street, Deptford, (0208-691-7147).

After owning PEE173 for some time it became more and more unsuitable for the daily commute into London. I sold the car to friends Bill Worviel and Jean Amos. Bill and Jean were Sprite fans who, at one time, had one of each marque of Sprite. Eventually they wanted to thin their ever increasing collection of cars and sold it on to my work colleague's wife Glenda Cooper who in turn sold it to my work college Peter Wilkinson.

Later the car passed from Peter to David and Jenny Smith our ex MASCOT Editors. I believe David modified the car when he owned it maybe he could take up the story. Where is PEE173 now?

Alan Anstead

Kent and Surrey Areas

Mail to: alan.anstead@btopenworld.com

Tel 01322-384050 (answer phone)

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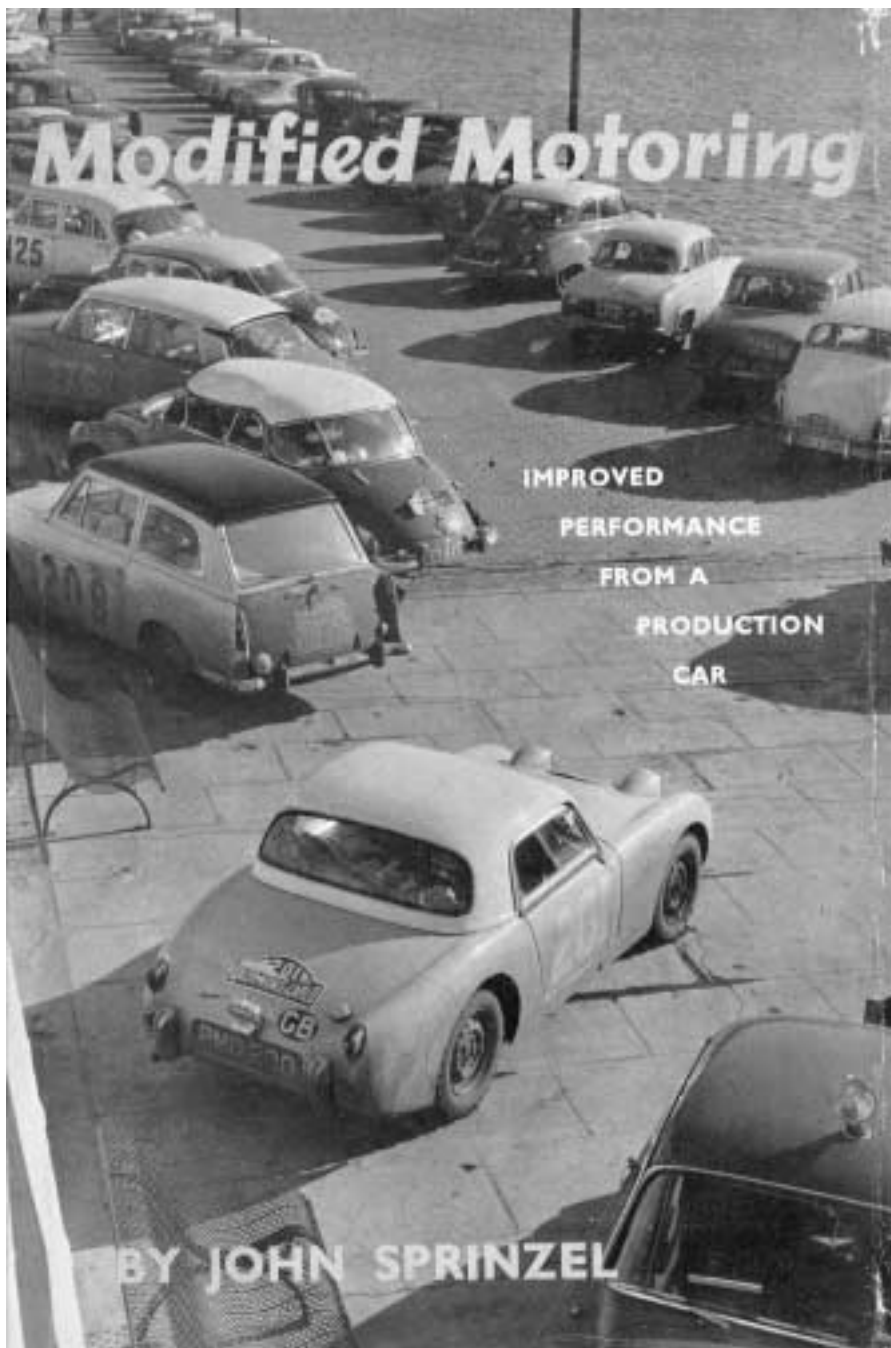
For friendly expert advice from an ex F1 engineer and Sprite and Midget specialist, with a longstanding reputation in concours, race preparation (i.e. Goodwood Revival), complete restorations, servicing, chassis rebuilding, and obscure parts traced.

Frogeye, special body, Speedwell and Sebring Guru

STOP PRESS!

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

From the Editor's Library



Modified Motoring by John Sprinzel. 1st Edition. Published October 1959

Surrey Area May Run/ Shropshire Tour

This year the annual Surrey May Tour was organised by Mike and Elaine North together with David and Linda Southcott and, by golly, they 'did us proud'.

Saturday 5 May 2008, at 0900hrs, we were due to meet at the Hogs Back caf, the first of two designated assembly points. Reggie obviously hadn't read the notes and arrived at 0730hrs. Thinking that he had missed us he went on ahead. We hadn't even started before the tolls came out for a change of needle valves on John and Julie Harle's restoration fresh Frogeye. Then we all got underway either 'follow my leader' or follow the excellent Road Book that our organisers had provided to rendezvous number two at Travel Lodge M4 Services. But where are John and Julie? They have now stopped to change a condenser or was it stopped by the condenser. Their problem was meant to be a failing dynamo, for which I had been asked to bring a spare, the other faults were not in my script. One more stop to meet up with Chris and Paula Cadman in their MGA brought our total to eighteen cars

Our convoy comprised five Frogeyes, four Sprites, two Midgets, one Sebring rep and one

each of, MGA, MGF, Rover 75, TR4, a 4x4 and a small red saloon car. Amongst the cars were representatives of Surrey, Kent and Hants Sections.

Our base camp for the weekend was the excellent Crown Hotel at Cleobury Mortimer which had recently been refurbished. We had taken all the rooms and even had our own separate car park.

Sunday 6 May 2008 was a non driving day as we had the use of a 1953 Leyland Tiger single deck coach which first took us all to the start of our steam locomotive drawn train ride to Bridgnorth from whence it collected us and moved us on to Ludlow to explore the town and its ruined Castle. After our evening meal back at the Crown our entertainment turned to a Quiz.

Monday 7th and driving again. Our club Chairman Bill Mohan joined us as did several Staffs club members for a drive over the alpine Long Mind trail. Air horns certainly moved the belligerent sheep that appeared to think the road was theirs. Our next stop was for coffee at The Old Hand and Diamond Inn at Coedway where pre ordered refreshment was served immediately upon our arrival. No sign of John and Julie who had run out of petrol due to a faulty gauge. Then it was on to Llangollen for a canal barge ride (with cream tea) and a visit to Llangollen Motor Museum.

We then had a hurried drive back to the Crown for our evening meal. But where was Reggie. No one had seen him since filling up before the Long Mind trail. Another Quiz and a film show followed our meal which Bill and Staffs were unable to remain for. Thanks all for joining us for the day.

Prizes were given for quiz winners. Kent members Paul Coveney and Jane Pierce picked up the award for furthest travelled



whilst even I got an award. Can anyone fill me in on what it was for? Time for bed. But where is Reggie?

Tuesday and our adventure is over. After a hectic few days I for one could do with a rest. But where is Reggie. He had not returned. His belongings are still in his room. The conspiracy theories begin. Has he driven over the top at Long Mind; has he met a young woman and eloped; has he been abducted by Salopian terrorists, Welsh freedom fighters, or what about aliens? As others depart for home it is 24hrs since Reggie was last seen and time to alert the Constabulary. Trevor and Sandra Bignall's Midget 1500 will not fire. Like me it probably doesn't appreciate being drowned in Silicon water dispersant but on threat of a tow start it finds a spark from somewhere and fires into life.

Reggie was located, by the local police, after 36hrs, at Bewdley, with a steaming engine seemingly oblivious to the efforts, and concerns, of the Police and Club members, to find him. His whereabouts for those missing



hours will, so it seems, remain a mystery. He was safe, and well, and later he and his vehicle were conveyed home care of the AA Recovery service.

As this tour ends we must look ahead to next year. Is anyone willing to volunteer to arrange next year's Surrey May Tour?

Alan Anstead
Kent and Surrey Rep.

Rocker Cover Racing

If you have read my Bristol Area reports (Pause for thought – does anyone read reports from areas outside of their own I wonder?- I do by the way!) Right, back to the plot. I have given a couple of mentions about Rocker Cover Racing which is something I think that fellow members may be interested in having a go at. As many of us may just have a spare rocker cover gathering dust in the garage, here is an idea to give it a new lease of life – as a racer! The rules are very simple and are very much an International standard (yes, really).

First, the build spec –

Any 4 cylinder automobile rocker cover.
Must have 4 wheels with non-metallic tyres.
Wheels not to protrude beyond the ends of the rocker cover
Weight not to exceed 10lbs (Work out the metric equivalent if you like)
Absolutely no motive power force, gravity power only. (Hence, the wheels to be the only moving part)

Racing –

From a raised ramp onto a smooth floor

(Skittle alley, Village Hall etc)

Rocker covers are released from a point on the ramp to travel the furthest purely under the action of gravity. The angle and length of the ramp may vary in accordance with the space available. Rocker covers may be released singularly or in pairs, again, this is dependant upon the venue.

I have now competed in my first event and can say that an 8 foot long ramp raised to 1 foot at the point of release is about sufficient for a 48 foot long skittle alley. Not many of the 22 Rocker covers competing in this event could quite manage the full length of the skittle alley but raising the ramp to 2 feet saw many Rocker covers clearing the distance. By varying the height of the ramp, a competitive distance can be set for the performance variations competing.

My vision is to have some inter MASC Area rounds of Rocker Cover racing. This is an ideal off season evening, or indeed a weekend day activity for members. Now is the time is to give it some thought and to ferret out those old Rocker Covers, stick some wheels on them

and load them up to race spec. We could even challenge other clubs as I know that this is starting to take off elsewhere.

My own Rocker Cover Racer (Sprite A series of course) was actually displayed at the South-West Classic Car Show at Shepton Mallet back in February along with 5 others that took part in a 22 strong field of competitors for the first race in my region. The display, on the Classic and Historic Motor

Club's stand, caused much interest amongst the visitors. My fellow Bristol Area members already know far too much about my racer and how it performed for me to say any more about it, other than it didn't cost me a penny to build it!

If you would like to know more or register your interest, I would be pleased to hear from you.

Terry Horler

(Off his Rocker and going downhill fast)

Run to the Sun Bay 2007

For the third year running we are organising a weekend in Hope Cove, Devon at the Sun Bay Hotel. This year it will be Friday 21st and Saturday 22nd September. The rate is £170.00 per couple for 2 nights dinner, bed and breakfast. We have a run out on the Saturday, taking in the local scenery, and will hopefully organise a quiz or something for the evening. Mine host Johnny has an E Type and a coughmgbcough, and as those who have been previously, a great time is had by all. The only condition is – you have to go in your Spridget !!

Book direct with the hotel, quoting MG weekend on 01548 561371. Only 14 rooms, so book early to avoid disappointment. If you need further information, email me on water.line@virgin.net



Geoff Mears

South Staffs and North Birmingham

Somerset Report

Well the recent spell of really excellent weather certainly seems to have fired everyone up! Our first real weekend of the 2007 "season" saw us out and about on both days getting together with other groups of enthusiasts.

On Saturday 21 April we met with members of the Warwickshire Area MASC who were on a Cider Run and they could not have picked a better day or venue. We met in glorious sunshine at Julian Temperley's Burrow Hill Cider Mill, Nr. Kingsbury Episcopi, home of the now famous Somerset Cider Brandy among other interesting alcoholic beverages. We took a guided tour with the man himself, when the long history of artisan cider making in Somerset was outlined and the mysteries of

distilling cider were revealed. After which there was an opportunity to sample and purchase some of his wares. As a result we eventually said goodbye in high spirits and we just hope they found their way to their overnight stop at Highbridge. "Nice to see you- to see you nice."

Sunday 22nd saw us up bright and early for a run to and along the Dorset Coast meeting first at Horton Village Hall, Nr Ilminster for a "St George's Day" full English Breakfast Not the first time we have been there to help them with their fund raising but with the "Full Monty" at only £3.50 who could resist? We were joined by several members of the Windwhistle Motor Club in a variety of interesting vehicles, including an AC Cobra, a

Mini Pick Up and a trials motor cycle, to name but a few. Setting off in convoy we travelled through some of the finest countryside in South Somerset and East Devon on into Dorset thro' Lyme Regis and on to West Bay, which was almost overrun with "Bikers", a favourite stop for them. On to Abbotsbury, home of the famous swannery, a bit too early to see the cygnets yet, Portesham, then Hardy's Monument (we saw no ships – unfortunately the mist had come in) finally, stopping for refreshments at Martinstown, Nr. Dorchester before we departed for home.

We shall be getting out and about over the Summer supporting a busy Classic Scene here in the South West including MGs at Kingston Lacey, Vale of Avalon Run, the Culmstock Charity Classic Car Show, Classics at the Castle Sherborne, Branscombe Air and Car Show and several other events, all of which give us the chance to enjoy the winding lanes of the 3 Counties and of finding the potholes which the Councils have yet to repair!



We continue to meet at the Lord Nelson, Norton sub Hamdon on the last Thursday of the month so if you are down our way why not pop in or contact Dave 01823 412004 if you want to join us on a run.

P.S. Rumour has it that Dave Bearne who has been Midget less now for about 12 months is beginning to suffer withdrawal symptoms and is now talking of buying another. It seems the model MG Midget; we gave him for his recent 50th is simply not doing it for him!! Mid life Crisis or what? Go on Dave; sell the Alpina you know it makes sense.

Ray Darch

Linc'slot

Next meeting is Thursday 7th June at 8pm-ish at the White Hart, Lissington, LN3 5AE. Come and see us if you like.

But I digress. A pleasant natter night was had on 3rd of May. All the usual suspects attended. Tim and Jill in their black Moggy 1000 Traveller, bringing wonderful stories of their trip to Morocco, which they undertook in their recently converted camper van. Tim converted it to run on L.P.G. So it's more economical to run and cleaner for the environment. Well done Tim.

Pete and Mary came in the only Spridget of the evening. Their lovely 1500 Midget. Pete bravely attended even though he was looking a little pale after a visit to the Blood Bank. Bravo Pete.

Lizzie was also there with a friend from work. She's finished the rebuild of CNN 327. She didn't bring it because; well I wouldn't like to drive home late at night, in the dark, in a car I had just put together. Would you?

Super photos were shown around but unfortunately, Mark Evans will not allow publication of any until after the Discovery

Channel screening of the rebuild programme in November.

As for my own Spridgitly adventure, Gem the Midget's bodywork is all finished and as I write I am working through the May Day bank holiday weekend trying hard to get the fresh rear axle, I spoke to you earlier about, rebuilt and back on the car ready for an M.O.T. Also planned is a run around Rutland County with the Rutland Raiders ie the Yorkshire group and the fellows from Home Counties North West. We're looking forward to all that jazz.

Here's one for your diary: Sunday 8th. July 2007. A Wolds Run to the gates of Cadwell Park, for a day watching classic car racing. It's the Classic Sports Car Club's, Classic Car Championships. The second day of a two day event, it includes the MGCC Midget Challenge amongst many other exciting classic races. We just take a picnic, but there are food outlets at the venue. Let me know if you're coming and we'll meet you at Wragby Market Place to start the Wolds Run, devised by Three Pom Pom Pete. Yeh!

Brian Jeffery

Warkwicksire Report



This month began with the group straying into Worcestershire for the Droitwich Classic Car Festival on the 14 April. We have to thank Roy Cole for organising the visit and writing the story.

Tues 18 deg, Wed 18 deg Thurs 18 deg, Fri 17 deg, surely these temperatures cannot go on for the weekend in April? Nevertheless, go on they did for Saturday 14th and the first Droitwich Classic Car Show. When the members met up at The Little Chef at nearby Wychbold, they spoke of early morning fog and the prospect of the fog burning off for the day, and it did. By setting off time at 09:30, we were blessed with the bright sunshine, which was to be with us for the whole day.

The quaint little town of Droitwich, which has its history steeped in the salt making industry, was cordoned off, and plenty of marshals to direct us into one of the four parking areas. There was a diverse array of vehicles, from military commercial vehicles through a goodly selection of Triumphs to Healeys, Midgets and Sprites and others besides. Even a Dalek was there, no it was not a dustbin, it was a properly manned full sized Dalek which toured the town, offering advice to all and sundry and was available for hire! Among the very unusual cars, was a 1951 Jowett Jupiter (flat four horizontally opposed cylinders), which with the bonnet up looked as if it was trying to impersonate a Frogeye.

Lunch had been arranged by John Platt at The Hop Pole, and this proved to be an excellent venue for us to keep the walls of our stomachs apart. Well done, and thank you John. Your painful research came to fruition on the day.

An enjoyable day was had by all, and in the words of Arnold, "We'll be back."

This was followed with the Classic Car Cider Cruise (4Cs), with Bells on, which Chris and I organised. The day started at the first Bell in Moreton-on-Marsh for bacon butties. We set off in beautiful sunshine towards Cirencester and then cross country to the second Bell at Rode for lunch. Bradford-on-Avon had the streets decorated with balloons to greet us, or perhaps it was their music festival!! Lunch went without a hitch, but Dave Colclough had been experiencing difficulties, so there was a short intermission while his car was made fit for the road.

In the style of Chaucer's Pilgrim's Progress, we have had Roy's Tale and now here is Dave's: I have always had a theory that says, "If it ain't broke don't fix it." My little 948 Frogeye has always had its problems with ignition missing but has never actually failed me. One week before the Cider Cruise, I decided to treat it to an Aldon Electronic ignition and a new coil. I would have changed the cap and leads only AH spares had run out of leads so I just bought the cap for changing later. It promised to be the answer to all my problems. It took less than an hour to fit, I didn't even have to remove the distributor, and the timing only needed a minor adjustment. I took the car out for a run 'fantastic' it was like a different car. Proud of myself I took Linda out for a run to a country pub about 10 miles away. It ran great on the way. Broke down with a blown head gasket on the way home – fortunately next to a pub!. Ended up on a flat bed being taken home feeling very sad. With a lot of advice from Chris and other Frogeye owners, I managed to



fix the car in time for the Cider Cruise. The day came, we set off at 8 am all was well, the car was singing along. Some 50 miles into the run it started missing and as the day went on it got worse to a point when we had to enlist the help of the club members to figure out what the problem was. It turned out to be the one thing I hadn't replaced – the leads. After using my new distributor cap and some leads Roy had in his toolbox, we were singing along happily again. The following day all appeared to be well, until we stop for lunch. We lined up for the customary photograph and someone said "there's something leaking out of your car". It turned out to be the heater matrix leaking. A simple turn off of the heater tap and an 3/8 extension pushed into the other pipe saw us on the road again. The rest of the journey was uneventful, well that is until some young lad decided to drive into the back of me at a junction 1 mile from home. Lucky for me (and him!) no damage was done. I would like to thank Chris, Andy, Dave, Roy and all who helped – this is what makes the club what it is. And the moral to the story is "If it ain't broke don't fix it."

After lunch, we headed for the Somerset Cider Distillery, where we were pleased to be met by Paul Young and the Somerset Division, who joined us for our visit to the distillery. The owner, Justin Temperley, who gave us an informal and informative talk about his products and the processes he uses, took us around the distillery and helped us, and himself, to samples of his product. We also saw some of the barrels, containing brandy, washed up on the Devon coast, which he assured us, were legitimate.

We said goodbye to the Somerset group and headed off for our hotel, where the dust of the road could be washed off in the swimming pool or washed down with a few drinks before



dining in our private room. The next day was "Drive Your Classic Day", which was very appropriate and we headed off towards Cheddar Gorge, where we stopped for a photo opportunity and met up with a group of A35 enthusiasts. From there we stopped at Wookey Hall to meet with Terry Horler, Alan Lo and Richard Hatton, who joined us for the next section of our route. We headed across country to the Bell on the Common for lunch, where we were met by Andy bearing a gift of Wiltshire honey representing both Wiltshire and Avon areas. We had a room to ourselves, one that is usually used as a meeting room for the MG Club, and Mo and Phil rejoined us at this point having taken a necessary excursion to reclaim their mobile phone. We also took time to arrange the cars in front of the pub for the necessary photo-shoot, only to find a "local" in prime position in the group picture. The landlord of the Bell was impressed enough to request a copy of the picture.

Unable to join the group on Monday, 7 May, Chris and I headed over to the Crown on the previous Saturday, to meet up with the Surrey group. We had an enjoyable lunch, but were too early so, unfortunately, missed them; however we did take the opportunity to drive along the Long Mynd while in the area. Geoff and Janet, and Jim and Rosemarie, were able to join them for the Monday and had an enjoyable day, although the weather was not at its best.

Next month we have the Ludlow Festival, the French Trip and Castle Coombe to look forward to.



Chris and Sheila

Surrey and Kent Meetings

Surrey 18 April 2007

Spring is the new summer! (anon). Or so it seemed, at the Blue Ball pub, on the evening of Tuesday 18 April 2007. Two dozen people in one dozen Spridgets turned out for our meeting.

Chris Banton and Laura People paid a flying visit to display new born (six weeks) Theo and to announce that their annual, and extremely popular, Bar-B-Q will go ahead this year, as in the past, on Sunday 15 July 2007. As in past years this is a social event not to be missed, with cars parked amongst the flower beds in their garden, whilst Surrey and Kent members enjoy an easy afternoon socialising.

New members and first time visitors to the Blue Ball, Jeff and Elsa Sherwood, turned up in their restoration fresh, Iris blue, Frogeye. Iris blue was also the colour of Sam Rouf's Frogeye paying its first Blue Ball visit since a two year restoration. Prospective new member Colin Aldridge turned up to say hello and was later seen deep in conversation with Mike North about joining our May Shropshire run. This run is full of promise with some great features and. we are hoping to be joined on the Monday by a contingent from Warwickshire Centre.

Sue and Jim Judd were prepared for Shropshire having a fresh M.O.T. on their Austin Healey Sprite whilst Tim and Helen Ward are gambling on a clutch problem with their Frogeye (again Iris blue) just going away. Nigel Saynor was having problems with his Frogeye (red for a change) misfiring when hot but clearing as it cooled so a spare coil was fitted to his car, in the car park, to see if that will cure the problem. My green Frogeye and Gary Lasuras' red Frogeye made it six Frogeyes and six other marques for this meeting.

Chris Harding was displaying some art in steel from his new exhibition at the Victoria and Albert. Actually, no, it was a bent pushrod from his Range Rover. Ooooh expensive!

David and Chris Wright, Mike Gorman, Mike Ley, Peter Gardiner (still leading the race, by a country mile, for the annual prize of the person attending the Blue Ball in a Spridget

the most), and Reggie Roberts were in attendance.

Nay and Col were able to report on an excellent take up for the Ardingly Show on 7-8 July. The organisers want a promise of six cars on both days whereas we are now offering twelve on Saturday and thirteen on Sunday. July should be a busy month.

Kent 22 April 2007

Well Sunday 22 April 2007 may have been National Drive it Day but I didn't see that many classic cars except for the fifteen Sprites and Midgets that turned up at the Moat for the Kent monthly meeting. And what a beautiful day! It would have been criminal not to get the cars out and use them. We put almost all of the picnic tables available, outside the pub, together in a line whilst a majority tucked into the pub's excellent meals shaded from the heat of the mid day sun by parasols.

Those that did not come on the run, following, missed out on a comedy sketch worthy of a television sit com. 'Fawlty Towers' perhaps?

At about 1330hrs a number of us departed on a short drive to Shoreham (Kent). I had routed the drive past Eynsford Castle ruin and then into Eynsford village. Everyone had a choice between a single lane hump back bridge or a ford crossing the river. A sensible lot our members. No one was foolish enough to challenge the raging torrents of the ford. Whilst I took my turn across the bridge, with no interruption from any 'Billy Goat Gruff' nor pedestrians, a Trotting pony and frame attempted an unsuccessful overtake by way of the aforementioned ford.

Once the narrow streets of Shoreham Village were negotiated we assembled in a public car park where some innovative car parking ensured all but one could remain for the duration of our stay. Team work at its best!

Shoreham Museum was interesting as it contains the remains of WW2 aircraft rescued from local crash sites. The team, at the Museum, had traced those combatants still living and posted details of the combats that led to the crashes. It may not have been every

ones 'cup of tea' but most seemed to find it of some interest. I am always open to suggestions for visits and shows where we may attend as a club.

Trying to get a real cup of tea or for that matter anything in the small tea room attached was to be part of a comedy routine. The tea urn had run low. Enter man stage right with bucket of water. Water is poured in top only to rush out through open tap at bottom. A cake please? Grandma gets the cake from the display and then, obviously having a 'craft' moment, puts the cake back in the display. What did you want? A cake? Best

to grab it quick as it comes out of the display and before it goes back. A coffee? Where is the coffee? In her hand! And the queue got longer. I then realised why two chairs were placed at the side of the counter. This could be a long wait. But eventually I got a cup of tea and a not half bad one at that. I did notice that those wanting a second cup of tea or coffee made a wise choice and went without.

Alan Anstead

*Area rep for Kent and Surrey Sections
Mail to: alan.anstead@btopenworld.com
Tel: 01322-384050 (answer phone)*

NW Area Report

The weekend of the 28th/29th April was our visit to the Peak District. It was a 2-night stop over at the aptly named Manifold Inn near Hartington, midway between Buxton and Ashbourne. Five of us stopped for the weekend, myself and Diane, Andrew, Neil and Shelly, Rob and Janet plus Geoff and Sue from Birmingham and South Staffs. Weather was great and on the Saturday we had a drive through the Peak District, about 100 miles or so. Lovely scenery and well worth another visit. The drive through Chatsworth was particularly nice. Ian and Jane couldn't join us on the run unfortunately but they did pop along for a drink late afternoon, together with friend Chris in his Maserati Merak. All told it was a good weekend and I think we will definitely go back there in the future.

Club night on 9th May was something special. We were privileged to have a talk given by Natalie Goodwin. Natalie was a professional racing driver and team entrant during the 1960's, racing in sports, saloon and F3 cars. During this time she competed with, and became good friends with, many famous people from the motorsport world, some of who went on to be F1 world champions. People such as Jackie Stewart, Graham Hill, Ronnie Peterson, Frank Williams, Jack Brabham and many more.

She started her racing career driving a Lotus 7 with considerable success before moving onto international events racing at all the famous circuits in Europe. I think she is the only

professional female driver ever to race at Monaco. Some of the circuits such as Reims and Rouen in France have



long since gone but these clearly hold good memories for her. She was also a member of the British team taking part in the South African race series. This was an era free from big corporate sponsorship and when motor racing was done for fun. Natalie recounted many tales and experiences, it being quite unbelievable what went on and some of the antics by people who are today the respected face of motor racing!

As you get older it's easy to look back and say that things were better in the old days but sometimes it's true and think this is a good example. Most of the drivers drove for fun and became good friends and there was certainly an element of fun loving and mischief, at least judging by some of the tales recounted by Natalie. In my youth I remember going to the F1 Gold Cup meetings at Oulton Park, here you could walk around the paddock, almost touch the cars and mingle with the stars of the day – I remember a group of us just chatting to Jackie Stewart, and this chap was the current F1 world champion. When is the last time you saw a F1 driver at a race other than him sat in the car? The sport certainly seems too serious now, the result of big money!

guess. Just look at the F1 drivers at the end of race press interview, what a miserable lot they are. Lewis Hamilton however seems a refreshing change with his big grin, at least he appears to be enjoying himself. This was a fantastic night with an excellent turn out of 24 people. We were joined by members of the Austin Healey club and the Mid Cheshire Racing club plus our very own Geoff Mears and Bill Mohan from Birmingham. In fact Geoff has been to so many of our meetings

now that we are considering making him an honorary member. Thanks once again to Ian for organising a terrific event.

Finally, don't forget we are NOT AT THE KILTON in June but meeting at The Plough Inn at Euxton, between Leyland and Chorley in lovely Lancashire. Back to the Kilton in July.

That's all for now, see you at the Plough.

Les

Home Counties North West

After last month's hairy adventure, in the occasionally very inclement weather, we could well call ourselves the 'Home Counties Wild North West Group'. This month's trip carried on the theme.

Not the weather this time, which was perfect. Clear blue skies, warm enough without being too hot. The only problem being that Mr and Mrs modern tin top, Chelsea tractor and drop top box were out and about too.

With Ian as MC we met at (where else) Tesco car park in Amersham. Ten cars (not all Spridgets, The Stag and the A40 were with us) took about 12 minutes to get out on to the road. It is amazing how many people MUST get into the line of traffic even if that line is obviously a group in convoy.

First stop – to let me, tail-end-Charlie, catch up. Second stop – about a mile on, to lift the bonnet on the leader's car and realise that the expensive visit to re-hab last week had been in vain. Another stop – to let me catch up again. I balked at jumping traffic lights. As we pulled back on to the road I looked in my mirror (get a move on Ian there's a Model T bearing down us (yes really!)). We staggered on for a few miles but eventually Ian decided to abandon his mount in a farm shop car park and ride with Peter, to whom he had lent a wheel at Silverstone last year. Pay back time.

Serious pruning of the route brought us to Hughenden Manor, for a tea break, on time, but the car park was at the top of a steep and treacherous hill with speed dips so deep that bridging was a serious option. Some



clutch-warming work took place and a comparison of temp. readings was obligatory at the summit.

Well refreshed we took to the byways of Bucks and the Chilterns and enjoyed a morning of pleasant motoring. The observing of Red Kites in flight was a pleasure for passengers and a hazard for helmsmen. Christmas Common (but no sign of Santa) and Turville (as in The Vicar of Dibley, but no sign of herself) were places of interest passed on the way. So to Marlow Bottom (no comment) and The Three Horseshoes and an excellent lunch.

Homeward bound we headed a three car train eastwards, dropping the A40 first and Lily and Vic eventually, to make our individual ways safely home.

THAT IS except for Mark and Jen who reached base at 9pm and their Frogeye later, at 20 minutes into the new day. Oh the joys!

Thank you Ian

Chris Jackson

Bristol Area Report

It's payback time. Who remembers the pop group – AMEN CORNER? I thought not, you are all far too young. Long forgotten by me until very recently, when I had a sudden mind jog. They were fronted by singer – Andy Fairweather-Lowe, and it seems, the Bristol group also has a certain Alan Fairweather-Lo. Why? – Well, the first drop of the wet stuff from above has the oldest Midget in the Village scurrying for shelter. OK, so perhaps that it is why it is the oldest Midget in the village by enjoying a life protected from the Midget dissolving fluids from above. Normally, I would not mention such embarrassing antics in these pages, but after that photograph of me sipping tea (1960s style) in the May edition, then I think that this is a fair(weather) observation.

The occasion of the above was “Use your classic day” back in April when Alan in the OMITV, Richard and Jo in their Midget Mk11 and yours truly in the multi shades of red Frogeye headed off to Wookey Hole to meet up with the Warwickshire group returning from their Somerset Cider run. Whilst Richard and Jo joined in with the Warwickshire run onto Wiltshire for lunch, Alan and I had another appointment at nearby Priddy. That's

when a stray drop of rain fell upon the OMITV and Alan shot off for home before only the tyres and any other non-ferrous parts were left.

Our April meeting at the Rose and Crown at Pucklechurch saw some new members attending, and a jolly good time had by all – mostly because I wasn't there. To build upon this success, I stayed away from the May meeting also, sure enough, Alan reports that this too was another good evening (Hmm, is there a pattern forming here?). For June, we shall meet at the Rose and Crown at 8.00pm for an 8.15pm departure for the Vine Tree at Norton. This was a favourite run of ours last year to meet up with the Wiltshire group. Anyone not able to join us for the start of the run at the Rose and Crown will be very welcome to meet us at the Vine Tree just to the north of Hullavington. ETA – 9.00pm (Or if Andy Cross is leading – 8.25pm)

Don't forget, it's Classic Car Action Day at Castle Combe Circuit on Saturday the 9th of June, hope to see you there.

Terry Horler

South Staffs and North Brum in the Moist

Then it rained... Well it rained a bit this month didn't it? But not on our Wednesday night thank the Lord. When I got to the pub, earlyish, I was delighted to see a lovely black D reg'd Sprite and parked next to it.

This introduced me to Pippa and Pete for the first and I hope not the last time. Beautifully restored by Pete, Pippa has owned the car for years (No she wouldn't tell me how many but assures me that it is a long, long time!) As the evening went on more and more people turned up and we had a healthy total of seven Spridgets in the car park, clearly heralding the arrival of spring. Alan reported some progress with the youngest factory Frogeye, but sadly a

fail on its MOT due to brake failure. Still not a big worry after the reconning of its engine. I lost count at about a dozen fighting for seats at the table and pints at the bar. A smashing evening meeting to give summer the boost it didn't really need.

Then it rained. On the bank Holiday Monday I took a trip out to Hopton Wafers to meet up with the gals and guys from Surrey who were up for their Tour Of Shropshire visit, along with three cars from Warwickshire. They had a great route card ready for the Alpine Navigation section. Up over Clee Hill along the A49 to Church Stretton. Over the Long Mynd and down a steep (25%) hill at the other side. There's more, but as I might want

to use the route for our branch I won't waste it! Llangollen anyone?

I did 211 miles that day then on the Wednesday Geoff and I took a ride up to the North West family in Cheshire at the Kilten to enjoy the talk given by their guest speaker Natalie Goodwin. She enthralled us with tales of racing around Europe and the other drivers she raced against. After this we both drove home in more rain.

No visits to Warwickshire though because we wanted to hear Natalie's talk, maybe next month... Or even further afield, the world is our lobster!

From SS&NB to all our friends, have a great summer.

Bill Mohan
1067

Dutch Report

This month a report from the other dutch member of the Midgets and Sprites club, in order to give Arie some more time to spend on his clutch conversion. I'm busy as well to rebuild my '72 round wheel arched Midget which has been in bits and pieces for 8 years at my place and 7 years at the previous owner. It took some time to peel off the old paintwork but now I've finally reached the point that I can put the things together, or, in fact, search in every room and hole in the house and the barn where I've hidden my parts, just to protect them from people which want to throw away all that old rubbish. The first thing that was lost was my new bought electric wiring cable, and it was vanished! And I was convinced that I have seen it just a few weeks before! Though, after a good night's sleep, and several prayers to the Good Lord above, I finally found it laying for quite some time underneath my bed. Several people told me to be insane by choosing Pale Primrose Yellow for the colour of the car, but when they saw the final result on the car the reactions became more positive. I didn't get to see a



Midget before I chose the colour, I just imagined it would be a nice different one, especially with the same coloured Ashley hardtop on it. But just last week, when I drove a 150 mile tour with the B I spotted a very same car as I had, well, in parts of course but nevermind, this car looked stunning, it was just as I imagined, I finally know how it looks like when it's ready.

Some say it's stupid to tell anyone the deadline when the car should be ready to drive, it's like creating your own verdict, but this car must drive at the end of August, so I can be present at my first Dutch Spridgets run. Well now you all know where I'm going to put my spare time in for the next couple of months, and if you see a Pale Primrose Yellow Midget with a driver in it with a grin just as wide as the car, don't panic, it is not the police with a speed camera mounted on the back of the car, it just a very happy Midgeteer.

Alex



Cambridgeshire Report



Oh to be in England now that April is here (my favourite misquote) but none the less very true, it was a stunning April and a great start to the Spridgeting season. Mad Cat night arrived and for once there was no whinging from the ranks it was unanimously a top down day, and the first official outing for the Sprite since the head job. We arrived at the Mad Cat to be greeted by the Brilliant sight of two other gleaming Sprites fresh out of hibernation in the car park (hoodies but nevertheless there), I had to do a bit of creative parking to get a photo of all three in one shot before the light faded (makes a welcome change from lonely photos of GFR). Apologies to Chris and Graham who arrived a little later in correctly turned out open Spridgets but sadly missed the window of photographic opportunity.

The main items on the agenda related to this year's events and hand made jewellery, what's that got to do with Spridgets I hear you ask, but this is jewellery inspired by the Sprite lightening flash emblem (how's that for a plug Maggie) if you want one you will have to come along to one of our events. We agreed unanimously (eventually) to move the Treasure hunt to the 19th of August so that most of the regulars can attend, if you are reading this and are in one of the adjacent areas (or not so adjacent, if you are one of the more adventurous masceteers) please come along I guarantee you will have a lot of fun, a friendly welcome, a good meal at the prize

giving ceremony and maybe even a trophy to take home.

The other great thing about April was that it was marked by our first weekend event of the year, the Cottenham Yesteryear Road Run, this took place on Sunday the 22nd and as always (for Cambridgeshire events) in glorious sunshine. Sadly I could not make it myself but have included an excellent report and photo below (supplied by Graham).

Yesteryear Road Run

This excellent run from Cottenham prompted four MASCOTEers to join in the largest continent of vehicles in its thirteen years and hoped to raise a total of £10K for MAGPAS.

Villagers lined the route with great enthusiasm as the run snaked its way from village green to village green where refreshments were laid on for all.

Having arrived amongst the first Nigel had to return home for his insurance certificate, Diane was not amused! (note to all this type of event increasingly requires car documents especially insurance documents to be presented prior to acceptance of your car as part of the event)

Chris and Mary, Hubie and Sally closed ranks in convoy at the midpoint (see photo), in Swavesey Graham and Maggie were close behind an immaculate Rolls Royce saloon when a small boy from the crowd was heard to say "daddy look at that toy car" – Hmm.

Mary deserted Chris for a friend's Bentley special, so a close look at that V8 engine for the Midget Chris?

A 'level' crossing caught us by surprise and Diane was seen utilizing her flying jacket as we yumped over it.

Whilst the majority of the 300 or so motors were classics ranging from a fine 1912 Flanders to a 1998 TVR there certainly was a good representation of yesteryear, reviving memories for many of us, OK not you Nigel / Diane.

See you all at the Mad Cat

Dave Dixon



Hampshire Chapter's Open Day

Sunday 15th April saw the first Midget and Sprite Club's (Hampshire Chapter) Open Day. Starting at 12 midday, the weather was perfect. We were a bit nervous that nobody would turn up, but were thrilled when some 20 odd Sprites and Midgets from quite a wide area made the effort to Come and Meet Us.

We think it actually peaked at around 23, there was also an MGB Roadster, an Austin 1100, Austin Healey 3000 MkIII, a series 1 Land Rover and six representatives of the Watford Hot Rodders also joined in the fun. Not forgetting John and Ellen in their MGF (John still not fixed his Frogeye then!!)

It was great talking to everyone who turned up in particular the new members (we hope you enjoyed yourselves as much as we did) and look forward to seeing you at our monthly meetings (at least you now know where to





come!) A big thank you to Bradley who took the interesting aerial photographs (see I told you it was'n't somebody drying their smalls!!). And not forgetting Andy (the landlord) and his staff for making us all feel welcome.

If we don't see you all again soon hopefully you will be able to make it to next year's Open Day as this will definitely become an annual event – Watch this Space. To have a look at other photographs please visit our website at www.midgetandsprite-hampshire.info

Barry

Market Place

Adverts to Alan Lo

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

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Mike Crouch (non member) tel 01237 476454 or email: mikecindy55bvr@pipex.com

Forye 1959. Man. by Austin Motor Co. South Africa. Imported 1999. Full respray cream 2005 about 30 miles since. Modified to alternator and front dampers. Original 948 engine. Heritage cert. Mot May. New tyres and unused spare. Hood, tonneau and new sidescreen windows. Photos on request. Price £7800.00.

Tel 01600 712339. Monmouth.
Clive Rees.

For Sale 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, ¾" master cyl etc all ideal for Frogeye w/wheel conversion. Engine No 51448 looks good also screen and instruments. No Documents.

Buyer will need trailer, dust pan and broom! – May break if sufficient interest – Offers around £250.00

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

1959 Frogeye – restoration project Reconditioned engine (as new, cost of £700), The body tub has been sitting on the driveway, under cover, and the steel bonnet and doors and the rest has been in the garage. It is all original, with steel wheels and chrome hub caps, 3 digit, 3 number reg, original log book, etc. Open to sensible offers.

Mrs. Marshall, Headley, Surrey.
Tel. 01372 377774

New parts for sale Moto-Lite Leather rim 13" flat steering wheel and boss / Midget horn push 63/69 fine spline £80. Sprite horn push (for above) leather gear knob and key ring £10. GXE 7708 2 speed wiper motor £45. 37H6316 wiper wheel box £35 pair. BHA 4790 and AHH 8766 wiper bracket / pad £6. AHA 8532 security lock kit £20. BMH 8501 transmission tunnel/bulk head sound kit £15. Wiring looms cloth bound AHA 8694 main loom (Nov 67 to Dec 68), AHA 8421 rear loom (Sept 67 to end Midget production) cost new £163 pair sell £90 pair will split. TMG 40906 400lb front springs £30 pair MGS 40906 400lb front springs £30 pair.

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