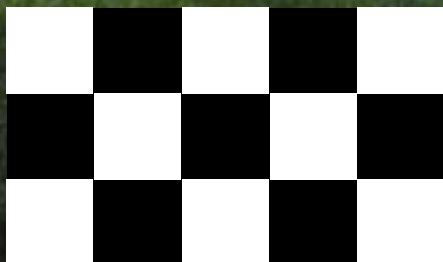


July 2008

£2 No. 291

# Mascot



MIDGET & SPRITE CLUB  
1983 SILVER JUBILEE 2008

The Magazine  
of the  
Midget & Sprite  
Club

[www.midgetandspriteclub.co.uk](http://www.midgetandspriteclub.co.uk)





## Whatever your pride and joy. Rest assured. We'll get you covered.

The enthusiasts' favourite for over twenty years, Footman James is one of the leading specialist insurance brokers.

With a UK client base of 140,000 owners of classic and vintage vehicles, Footman James consistently uses its enormous influence to arrange the best deal for you.

So whatever your pride and joy, you can be confident that with Footman James behind you, you've adopted the best policy.

Talk to us soon.

*We're at your service!*



### All our policies include the following as standard

Motor Legal Expenses

-

24 hour Breakdown Recovery  
(UK and European)

-

Personal Accident to include Road Rage  
& Carjacking

-

Limited Mileage and Multi-Vehicle  
options are also available.

Call for a quote

**0845 330 9731**

[www.footmanjames.co.uk](http://www.footmanjames.co.uk)

Authorised and regulated by the Financial Services Authority.  
Telephone calls may be monitored or recorded for your protection.

**COMPETITIVE RATES on Modern Car, Motorcycle, Home & Contents insurance.**

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

## COMMITTEE

<b>CHAIRPERSON</b>	<b>Nigel Williams</b> , 7 Kings Avenue, Hanham, Bristol BS15 3JN. Tel: 0117 961 2175 email: nigelwilliams7@tiscali.co.uk
<b>GENERAL SECRETARY</b>	<b>Vacant</b>
<b>TREASURER</b>	<b>Anita Lachowicz</b> , 5 Park Grove, Knaresborough, Yorks. HG5 9ET. Tel: 01423 862738 Mobile: 07720 725429 email: spridget.girl@ntlworld.com
<b>WEBMASTER</b>	<b>Toby Anscombe</b> , 7 Lysander Court, High Road, North Weald, Epping, CM16 1HF. email: tobyanscombe@taratec.co.uk
<b>TRADE ADVERTISING</b>	<b>Gary Lazarus</b> , 40B Hungerford Road, London, N7 9LP. Tel: 0207700 5696 email: garylazarus@blueyonder.co.uk
<b>GENERAL MEMBER</b>	<b>Bill Mohan</b> , Tel: 0121 353 7211 or mobile 0798 461 6371 email: bill.mohan@btinternet.com
<b>GENERAL MEMBER</b>	<b>Philip Sellen</b> , 40 Amberley Way, Wickwar, Wotton-under-Edge, Glos, GL12 8LP. Tel: 01454 299222 email: P.N.Sellen@bristol.ac.uk

## OFFICERS

<b>MAGAZINE EDITOR</b>	<b>Barry Lowe</b> , email: editor@midgetandspriteclub.co.uk Tel: 01943 608900 10am to 9pm, UK time
<b>MEMBERSHIP</b>	<b>John Platt</b> , 2 Pear Tree Gardens, Bearley Road, Aston Cantlow, Henley-in-Arden, Warks. B95 6HT Tel: 01789 488321 email: membership@midgetandspriteclub.co.uk
<b>CLUB ARCHIVIST</b>	<b>Terry Horler</b> , 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770
<b>TECHNICAL ADVISER</b>	<b>Vacant</b>
<b>EVENTS CO-ORDINATOR</b>	<b>Vacant</b>
<b>MEMBERS ADVERTISING</b>	<b>Alan Lo</b> , Tel: 0117 9572617 Mob: 0775 3867806 email: alan@mobuzzing.net
<b>MUTUAL ASSISTANCE</b>	<b>David Hill</b> , Llyserfan, Beulah, Newcastle Emlyn, Ceredigion. SA38 9QB. Tel: 01239 811307 email: david@hillnet.clara.net
<b>CO-ORDINATOR</b>	<b>Bob Clarkson</b> , Tel: 01902 842643 email: raclarkson@tiscali.co.uk
<b>CAR REGISTER</b>	<b>Mike Grout</b> , 55 Park Road, Spixworth, Norwich, NR10 3PJ. Tel: 01603 890211 email: mike@motorparts.freemove.co.uk
<b>REGALIA OFFICER</b>	

## AREA REPRESENTATIVES

<b>BRISTOL</b>	<b>Terry Horler</b> , Tel: 01454 881770
<b>CAMBRIDGESHIRE</b>	<b>David Dixon</b> , Tel: 01733 222810 email: e-dave@ntlworld.com
<b>DEVON</b>	<b>Vacant</b>
<b>DORSET</b>	<b>Ian Beaver</b> , Tel: 01722 326840 email: ian.beaver@btinternet.com
	<b>Bryan Fox</b> , Tel: 01202 683842 home, 01202 674017 work email: sueandbry@x877.wanadoo.co.uk
	<b>Vacant</b>
<b>ESSEX</b>	<b>Terry Langridge</b> , Tel: 01252 626063 email: Hampshire.spridget@ntlworld.com
<b>HAMPSHIRE</b>	<b>Chris Jackson</b> , Tel: 01707 261567 chrispat@holwell8.freemove.co.uk
<b>HOME COUNTIES</b>	or <b>Mark Hall</b> , Tel: 01296 660103 markdhal@aol.com
<b>NORTH WEST</b>	<b>Alan Anstead</b> , Tel: 01322 384050 email: alan.anstead@btopenworld.com
<b>KENT</b>	<b>Brian Jeffery</b> , Tel: 01522 531425 or mobile: 07952 969514 email: brianlincs1ot@yahoo.co.uk
<b>LINCOLNSHIRE</b>	<b>Gary Lazarus</b> , Tel: 020 7700 5696 email: garylazarus@blueyonder.co.uk
<b>LONDON</b>	<b>Bill Mohan</b> , Tel: 0121 353 7211 or mobile: 0798 461 6371 email: bill.mohan@btinternet.com
<b>SOUTH STAFFS &amp; NORTH BIRMINGHAM</b>	
<b>CENTRAL SCOTLAND</b>	<b>Carson Thomson</b> , Tel: 0141 245 6327 day or 013606 22334 evening email: THOMSON.C@sky.com
<b>NORTH WEST</b>	<b>Les &amp; Diane Robinson</b> , Tel: 01772 432138 email: lesrobinson@blueyonder.co.uk
<b>NORTHERN IRELAND</b>	<b>Vacant</b>
<b>NOTTS/DERBY</b>	<b>Ian Cooke</b> , Tel: 0115 938 3838 email: ilc@bgs.ac.uk
<b>SOMERSET</b>	<b>Dave Bearne</b> , Tel: 01823 412004 email: david.bearne@lloydtsb.co.uk
<b>SURREY</b>	<b>Alan Anstead</b> , Tel: 01322 384050 email: alan.anstead@btopenworld.com
<b>WARWICKSHIRE</b>	<b>Alan Couch</b> , Tel: 01564 773302
	<b>Chris Yates</b> , Tel: 01608 665066 email: chrishe@tiscali.co.uk
<b>WILTSHIRE</b>	<b>Vacant</b>
<b>YORKSHIRE</b>	<b>Anita Lachowicz</b> , Tel: 01423 862738 or mobile: 07720 725429 email: spridget.girl@ntlworld.com

Also see the Club Nights section on page 4 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 July '08

WOW! What an event Spridget50 was. 950+ Spridgets – they were everywhere! Great event; great weather; superb! There's loads about the Celebration in this edition.

Sadly, I'm afraid, this will be my last as Editor. After some 21 issues I've decided to devote more time to my business and family commitments. In addition, I also feel I've taken *MASCOT* as far as I can within the budget available.

I must thank a few people of course:

Dr John Davies	Alan Anstead
Terry Horler	John Sprinzel
David Lillywhite at Octane	Richard Ladds at MGOC
Jonathan Whitehouse-Bird	James Elliott at Classic & Sportscar
David Evans at Classic & Sportscar	Matt Wright at Practical Classics
Ray English	Martin Ingall
John Baggott	Darren Coote at Classicline Insurance
Marc Wilmot at Motography	And, of course, Jane Gundry at Quorum Print Services

Without their help, support and commitment, *MASCOT* wouldn't be where it is today.

So in your 40 page July issue ... There are at least six pages of photos and reports from Spridget50; a report from the Retro & Sportscar Action Day at Castle Combe; the second part of the Octane special on Spridgets; Part 2 in the series from John Davies on the Lucas RB106 Control Box; Part 6 of Terry's history of the club, and of course, nine Area Reports.

I trust you've enjoyed the last 21 issues and that you'll equally enjoy this one. I'm sure the Committee would like to hear from all you budding Editors within the Club, especially if you've experience in this field. Please form an orderly queue.

**Ciao,  
Barry  
Editor, 1150**



---

**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: 1967 Innocenti Coupé owned by Jill Taylor 1150b

# The Key to low cost insurance

for Midget and Sprite Club members



Don't pay more than you have to for quality insurance cover. Adrian Flux have great insurance deals for Midget and Sprite Club members. What's more they offer excellent service and competitive prices too.



## 0800 089 0035

**Quoteline Hours:**

Mon to Fri 9am-7pm

Sat 9am-4pm

email: [quotes@adrianflux.co.uk](mailto:quotes@adrianflux.co.uk)



[www.adrianflux.co.uk](http://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) – 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 Jeffery, 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 Saturday **Yorkshire Area** – Contact me, Anita 01423 862738 or 07720 725429 email spridget.girl@ntlworld.com for details of the July meeting.
- 2nd Wednesday **Warwickshire** – Meet at **The Green Dragon**, The Green, Sambourne, Redditch, 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 Terry Horler on 01454 881770
- 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, 7.00pm onwards. Contact Alan Anstead, Tel: 01322 384050.  
alan.anstead@btopenworld.com
- 4th Thursday **Sussex** – Meet at the **Friar Oak**, Hassocks, from 19:00. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
- 4th Thursday **Hampshire** – Meet at **The Poacher**, South Warnborough. 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.  
alan.anstead@btopenworld.com
- 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
- Most Sunday Lunchtimes **Wiltshire** – Meet at **The Spotted Cow**, Marston Meysey

# Club Website

Members Only pages for July,  
User name: Modified Password: Motoring

## Events

From David Hill & Webmaster Toby Anscombe

Events organised for 2008 so far.

### July

- Friday 4th "Quay for my car" at Poole Quay, Dorset. Today is for open top sports cars. Free parking and entry into the "car of the week" competition. From 6-9pm
- Sunday 6th Warwickshire Area's Worcester/Shropshire Run. Details from Roy Cole, 01562 885766 or email: roy@geraldineandroy.co.uk
- Sunday 6th Cambridgeshire's Hubie's Horrible Hunt. Meet at the Mad Cat, Pidley from 10am for a staggered start ending in a pub meal. Details from Hubie Albany on 01733 265548
- Sunday 6th South East Area are having a stand at The Classic Car and Transport Show at Boughton Monchelsea, Maidstone. Details from Jason Alexander anglebox105@yahoo.co.uk
- Tuesday 8th Surrey Area's Le Mans Tour. Sorry, now fully booked.
- To Tuesday 15th
- Friday 11th Goodwood Festival of Speed. [www.goodwood.co.uk](http://www.goodwood.co.uk)
- To Sunday 13th
- Friday 18th "Quay for my car" at Poole Quay, Dorset. Today is for Best of British Classic cars pre 1983. Free parking and entry into the "car of the week" competition. From 6-9pm
- Sunday 20th Warwickshire Area's Hereford Hop. Details from Phil and Mo Wood, 01905 456303 or email: philipwood@btinternet.com
- Sunday 20th Cambridgeshire Area will have a stand at the Kimbolton Charity Classic event. Details from Dave Dixon on 01733 222810
- Sunday 20th Surrey Area's Bar-B-Q at Chez Chris, Laura and Theo Banton at Outwood, Surrey. Details from Chris banton, cyb1967@googlemail.com
- Sunday 20th Dorset Area are attending the Motoring Extravaganza at Breamore House organised by Poole Bay Classics. Details from Ian Beaver on 01722 326840.
- Friday 25th Cambridgeshire Area are going to Silverstone Classic Meeting. Details from Hubie Albany on 01733 265548
- To Sunday 27th
- Sunday 27th Kent meeting at Cliftonville Car Show, Margate, Kent. Needs to be prebooked. Details from Alan Anstead, Tel: 01322 384050. [alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com)
- Sunday 27th South East Area are going to the Amberley Museum Classic car. Details from David Wright, [davidandchrisw@btinternet.com](mailto:davidandchrisw@btinternet.com)
- Sunday 27th Dorset Area are attending Branscombe Air & Classic Car Show. Details from Ian Beaver on 01722 326840.

### August

- Friday 1st "Quay for my car" at Poole Quay, Dorset. Today is for open top sports cars. Free parking and entry into the "car of the week" competition. From 6-9pm

- Sunday 3rd Cambridgeshire Area are hosting a MASC stand at the BMC Rally at Ferry Meadows, Peterborough. Details from Dave Dixon on 01733 222810
- Sunday 3rd South East Area's Treasure Hunt & Pub Lunch at Warnham, West Sussex. Details from David Wright, davidandchrisw@btinternet.com
- Saturday 9th  
Sunday 10th Warwickshire Area's Ireland Trip. Details from Alan Couch, 01564 773302 or email: roalan@talktalk.net
- Sunday 10th Cambridgeshire Area are joining Wisbech Car Club on their Wild Wisbech Run. Details from Dave Dixon on 01733 222810
- Sunday 10th South East Area are going to the Leeds Castle (Kent) Car Show.
- Tuesday 12th Cambridgeshire Area are going to the Ace Café. Meet at Knebworth at 6pm and travel in convoy or join us at the Ace. Details from Hubie Albany on 01733 265548
- Friday 15th "Quay for my car" at Poole Quay, Dorset. Today is for Best of British Classic cars pre 1983. Free parking and entry into the "car of the week" competition. From 6-9pm
- Thursday 21st  
To Sunday 24th 10th International MG Meeting in Berlin. Information and registration see [www.mg-club-berlin.de](http://www.mg-club-berlin.de) or fax 0049-3084-707204 or Tel: 0049-3084-728381
- Sunday 24th Dorset Area are attending the Hampshire Pageant of Motoring at Broadlands, Romsey. Details from Ian Beaver on 01722 326840.

## September

- Wednesday 3rd South East Area's visit to Fulching Manor, Sussex. Museum and House. To Be Confirmed. Details from David Wright, davidandchrisw@btinternet.com
- Saturday 6th Warwickshire's Mike and Benitas' Fun Day. Details from Mike and Benita Vann, 01455 292440 or email: Michael@mvann.wanadoo.co.uk
- Sunday 7th Coventry Motoring Festival. Warwickshire Area will be there. Details from Dave Colclough, 02476 677897 or email: david@colcloughsonline.co.uk
- Sunday 7th Dorset Area are attending the Classic Cars On The Prom event at Lulworth Castle. Details from Ian Beaver on 01722 326840.
- Sunday 14th Dorset Area are attending the Wessex Classic Car Show at Canford Park Arena, Poole. Details from Ian Beaver on 01722 326840.
- Sunday 14th Cambridgeshire's second Treasure Hunt of the year. Details from Dave Dixon on 01733 222810
- Friday 19th  
To Sunday 21st Goodwood Revival Meeting. [www.goodwood.co.uk](http://www.goodwood.co.uk)

## November

- Friday 14th  
To Sunday 16th Classic Car Show at the NEC.

## December

- Wednesday 10th Warwickshire Area's Christmas Dinner at The Green Dragon. Details from Sheila Yates, 01608 665066 or email: chrishe@tiscali.co.uk
- Tuesday 16th Kent/Surrey/Sussex Area's Christmas Meal. No other area meetings this month.

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

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

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

# New Members

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

512	Shirley Mark Whiteside	Worcestershire	Sprite Mk 3
1275	Robert Pink	Hampshire	Sprite Mk 4
1532	Jonathan Garlick	Essex	Midget Mk 1
3668	David Blackaby	Herefordshire	Innocenti Spider
4004	Mark Patrick & Carole Colford	Middlesex	Frogeye
4005	Jamie Loakes & Clare Price	Denbighshire	Midget Mk 2
4006	Charles Allen	Somerset	Midget 1500
4007	David Spencer	Shropshire	Midget 1500
4008	Stephen Bowen	Belgium	Sebring Sprite
4009	John Feltham	Warwickshire	Frogeye
4010	Cliff Robinson	Dyfed	Frogeye
4011	Robin & Michele Baboneau	Avon	Arkley Sprite
4012	Graham & Samantha Barnett	Buckinghamshire	Frogeye
4013	Finton & Deirdre Murphy	Worcestershire	Midget Mk 3 RWA
4014	Ian & Phillip Mursell	London	Sprite Mk 3
4015	Chris Cracey	Hampshire	Midget Mk 3 RWA
4016	Spencer Darlaston-Jones	Isle of Wight	Sprite Mk 2
4017	Richard Waller	Northamptonshire	Sebring Rep / Midget Racer
4018	James Gilbert & Maggie Garrod	Powys	Sprite Mk 4 / Midget 1500
4019	Geoffrey Seed	Greater Manchester	Frogeye

## Mutual Assistance Directory

**W**e've had some lovely weather here in West Wales and Midget has been out and about. Not far in miles but very far in terms of scenery! Until the schools break up, we have the roads more or less to ourselves but come the end of July it can be quite busy here. If the weather is warm on July 26th, I will take my mum who will be 93 on that day, out for a treat in the Midget with the hood down. She loves the car and loves the wind in the hair experience. She is 100% mentally fit so it really is a great pleasure for me to have her in the car. We are aiming for a trip out in the car when she is 100! Hope you

too, will have some good memorable trips in the coming weeks.

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**

# Retro and Sportscar Action Day

Saturday 14 June



Retro & Sportscar Action Day at Castle Combe Circuit celebrated 50 years of the Sprite with MASC to be the featured club. Unfortunately, due to other major events on the same weekend, we could only take advantage of 16 of the 40 Free Paddock passes offered. Our numbers were further reduced to 12 Spridgley things on the day, hence, our position of featured club passed virtually unnoticed – a great shame.



Frogeye with a transverse engine – I don't think so. Maurice tells me that around 40 of these kits are thought to have been produced but are now no longer available. David Lunson brought along both an 'Isle of Wight' Healey Frogeye and an original example to further confuse our visitors. Our count of 'Abingdon' Spridgley things therefore totalled just 8, three Frogeyes, one Sprite Mk11, one Midget Mk1, two Midget Mk11s and a Round arch Midget.

However, for the 12 that did make it, we had a jolly good day. Our more familiar Spridgley things were interspersed by an Innocenti Spider and a Coupe, thanks to Barry and Jill for bringing them all the way from Ilkley. Joining us for the first time was Maurice Stacey with his Paul Banham Sprint. This is a Fibreglass Frogeye body on a Mini floorpan. It caught quite a number people of out when they announced they used to own one – a





As always at this event, there was a huge variety of Classic and high performance machinery to inspect and to watch in action on the circuit. The weather must have been good as Barry turned from pink to red throughout the day, or was he just embarrassed by something – possibly our lack of numbers? It was a great shame that we



didn't have more on the day, with other MG and AH events clashing and the petrol tanker drivers' strike over the same weekend, then perhaps this was not too bad after all. Certainly, for all that did attend, it was another highly enjoyable Action Day at Castle Combe.

**Terry Horler**

Despite our modest numbers, we were given 3 parade laps as the featured club. It was great to be out on the circuit on our own, not even a pace car, to do our own thing. This was so different to being among a whole gaggle of other cars of greatly differing performance on the fast laps or caught in a traffic jam of classics on the parade laps as is the norm: One of our number, who shall remain nameless, other than he has a red Midget and is a committee member, decided to maximize our time on the circuit by driving at no more than 55mph. Well, this did at least give the many photographers plenty of time to get us in focus in our closely knit pack!





## SE Area May Run to New Forest, Hants

The month of May on the S.E. Area Masc calendar can only mean one thing – the annual May Bank Holiday Tour. This year's run was organised by Chris and Jaqui Harding with Sue and Jim Judd assisted by Colin and Jude Aldridge. Sue Judd had overcome serious illness to help organise and attend the run.

Saturday saw a TR4? and fifteen Spridgets assembled in the car park of the Hogs Back Café, near Guildford, Surrey. Chris Harding, accompanied by Jaqui, had failed 'at the last fence' to finish his frogeye in time (Le Mans Tour in July, perhaps?) so came in a Land Rover Discovery. John Larrington, and Di, (putting in a brave effort in the face of a painful illness to join our crew) were to join us, and bring the total number of Spridgets to sixteen, at our first stop – Rawles Motor Sport, Upper Froyle, Hants, GU34 4JG.

The short route to Rawles took us via blue bell clad lanes and included a water splash and hairpin bend. Jason and Sue's Mk4 Sprite succumbed to wet electrics in the water splash. Rawles Motor Sport Ltd's principal business is the maintenance and restoration of road going Austin Healey and classic cars. An opportunity to explore this rural setting with owner Andrew Cluett; race manager Rob Macgregor; Colin Judd ( any relation to Sue and Jim?) vehicle finisher; Vince Wells welder; and Graham Searle on hand to answer technical queries. The stores were open allowing David Wright to purchase a hub cap the previous one last seen making its own progress back along whence we had come.

Next stop was Ropley Railway Station for Lunch each salad prepared by Chris and Jaqui (now to be known as Pret-a-manger) Harding. Lunch consumed a train ride pulled by steam

locomotive after which time to explore the sidings.

Confusion! Some followed the tulip route book whilst others followed ' Sat Nav' but all arrived in time for the evening meal at our weekend base, The Watersplash Hotel, The Rise, Brockenhurst, SO42 7ZP (Tel: 01590-622344).

Sunday and we went to Buckler's Hard an 18th century village on the river's edge where some of Horatio Nelson's Trafalgar fleet had been built on the, now, disappearing slips.

John Clark's Frogeye was tending to overheat but a combination of slipping fan belt, radiator grill obscured by rally plaque and a fan wired to huff not puff was soon overcome following a boat ride on the river. A vineyard tour and wine tasting at Setley Vineyard fitted in nicely with our return trip to the hotel.

All had been told to bring scissors and glue and the reason was to cut out, and assemble, card models of Frogeye Sprites. Most, I presume, expected a Concours D'Elegance but no! a motor race?

After dinner an 8x4 board was laid on the lounge floor marked with two lanes and start and finish. Propulsion was to be by puff (not the wacky baccy sort!). Poor Chris Wright deserved a medal for determination and perseverance. Being near to exhaustion she was stretched prone along the track winning her heat as her opponent, Jane Pierce, was hardly able to blow her car off the line due to a fit of giggles. The noise, from the spectators, brought staff to investigate the commotion. John Clark was reduced to tears. Sue Gibb maybe had a premonition of what was to come as hers, and Jason's, car was bedecked with roundels and race number 7 – but to no



dryer. Shades of F.I.A. banning ground effect on F1 cars?

Helen Ward beat David Wright over the two lap final after a break in the proceedings. Was this for contestants to get their breath? No our race official was gasping for a fag.

Monday and the rain came. The planned run to Bovingdon Tank Museum was scrapped due to resistance mainly from the ladies. A convoy of six went to the excellent Owl and Otter conservancy

avail in the heats. Mike Gorman was first to interpret the rules (cheat). What rules? Using a straw to bolster an asthmatic wheeze . This was an ideal opportunity for Paul Coveney to positively identify the real Mike Gorman. Paul had been embarrassed, at a recent Kent meet, when he approached a complete stranger, to him (fortunately a Masc member – David Brenchley) from behind and proceeded to massage David's shoulders believing David Brenchley to be Mike Gorman. Paul has now given up with his efforts to become a masseuse. Mike North sent Elaine to their room for her to get a hairdryer. A flagrant abuse which might have worked had Mike not dropped, and possibly broken, Elaine's hair

[www.otterandowls.co.uk](http://www.otterandowls.co.uk) whilst others went here, and there, within, and without, the confines of the beautiful New Forest. Eventually the sun came out and the rain disappeared. After our last main meal together some had to leave because of schooling issues with children or work on the morn before the main party fragmented and went their separate ways home. Two quizzes on the Monday evening provided hilarity and argument but Sue Gibb was a clear winner of one whilst your correspondent retired to bed before declaration of the victor of the 'Identify the Dashboard' quiz. A prize giving with speech from John Harle, subbing for a rather, by now, hoarse Mike North.



Helen (I have watched too many Oscars) Ward stepped up to receive her prize for the race and began to thank everyone for her achievement bar the cat. Dave Wright was awarded for highest placed male racer. And John Clark received the 'Adversity' award for his slipping fan belt problem. The Tour organisers were then awarded bottles of wine as a thank you for this year's run.

It was announced that next year's May Bank Holiday Tour will be organised by John and Julie Harle with Tim and Helen Ward.

**Alan Anstead**  
**S.E. Area Rep.**

**Tel: 01322-384050 (answer phone)**  
**Mail to [alan.anstead@btpenworld.com](mailto:alan.anstead@btpenworld.com)**

*Two old codgers checking plug colours*



# SPRIDGET 50

A big thank you from the Spridget 50 committee to everyone who came to Gaydon on the 24th June and helped create the largest gathering of Sprites and Midgets ever. In the end we sold all 1000 places and we had another 35 or so historic and race cars so theoretically we had over 1000 cars there. However counts of cars visible around 12.00 in the aerial photos (available with many other snaps at [www.spridget50.com](http://www.spridget50.com)) leads us to think we had around 950 cars on site then (some had already left and some were yet to arrive). I'm sure I could fill an issue of *MASCOT* with an event report and I'm equally sure that Barry (wisely) won't let me. However I would like to take this opportunity to thank all the MASC members who gave up part of their day to help marshal the arriving cars. Our contact at

Gaydon made a point of letting me know that we were the first event of that size ever to not have queues backing out on to the public roads so well done all who marshalled and a big thank you for giving up your time.

I'd also like to thank all those who in some way or another both before and on the day helped us have such a successful event. I can't name everyone in person but if you helped in whatever way then thank you.

We are still finishing the accounts so I'll report back next month with how much we raised for Macmillan but I believe it will be a sizeable amount. Many thanks again for your part in such a super day.

**Jeremy Cogman**  
*on behalf of the Spridget 50 committee*



## Interlopers and party-poopers



**Spridget 50,**  
a view from the car park

**T**hank you all, at least it looked as if it was all of you to me. I firmly believe that the undoubted success of Spridget 50 (and yes what a success it was!) was due to the huge number of MASC members that rose to the bait. “Let’s have the biggest collection of Spridgets ever” was the gauntlet Steve Clark threw down to the club at the AGM a year and a half ago and with your total enthusiasm that is what we did.

From the top, with a guarantee of centre page publicity in *MASCOT* from Barry and from your general air of “yes let’s get on with it” I’m certain that the MASC contingent were the greatest percentage of ‘members to participants’ of any club involved. The organising group from all five participating clubs met often to expand ideas and begin the actual planning, with different areas of expertise being taken up by the team.

Quite early on into the planning Steve Clark had to step down from the “chair” due to work changes and commitments. We all sidestepped taking up his mantle in favour of leaving Jeremy Cogman holding the reins. Which in retrospect was a very wise move, the event was tirelessly driven forward with Jeremy’s enthusiasm and organisational skills to the result we all enjoyed on the 24th May.

I offered to be “Head Traffic Warden” and be responsible for safely getting the huge number of cars expected off the Warwick/Banbury road without traffic jams. The plan I put together with the constant enthusiasm from John Bishop at the Events Organisers department at Gaydon seemed to go well, due in huge measure to the enthusiastic help of the volunteer marshalls. The wonderful signposting efforts of Andrew in Yorkshire had the desired effect and not once did we get hold ups outside the site. From the early days when I measured the car parking available via Google earth mapping I wondered whether we’d get you all in, but a promise is a promise so we gathered as much grass parking as we could into the plan and pressed on.

The 24th was a tiring day for an old codger like me but at the end of it we on the steering group were very satisfied with what the five clubs had achieved together.

Much of the day-to-day organisation drew on the skills of the admin team from the MGOC, under the guidance of Julie Neville, who worked tirelessly to keep us rolling along on the rails and helped me with building up the infrastructure on the weekend.

The Pride of Ownership and Concours competitions were ably policed by mostly





MGCC people and we dealt with much of the important "other stuff". Chris Jackson for instance dealt with the Regalia for the event. Jonathan Whitehouse-Bird did the majority of graphics tasks, designing the second batch of flyers, the posters and the free programmes for the day, all along with getting his baby, EAO back to glorious life for the week. (The first Flyers were the work of Carlo la Duca and got the whole shebang off to a flying start.)

AHC were able to bring along some very lovely historic Sprites and Midgets too, a great tribute to our marvellous cars. This is starting to look like a "Thank you all" speech which it shouldn't so I won't DO any more of that.

On the Saturday morning we had a Green Innocenti Coupe waiting at the gates when I got there. Bill its pilot had come along all the way from the USA and later we had folks from Australia, France, Holland, Switzerland,





Germany Czechoslovakia and Scandinavia amongst many others to join us and in general everyone behaved just as we marshals asked them to with little dissent (we had a minor problem with a marshal sending a bloke in an MGB into the classic car park instead of letting him down on the arena. That wasn't the problem, it was in the ground rules, as I had

specified in the briefing papers for marshals. Mr Don Hayter was very understanding when I explained the reason for his diversion and then allowed him down to give the morning talk, which was very well received by all that attended!)

The only major exception to my rules was a chap in a Lotus that seemed to think his car was Spridget based enough to deserve entry. Me? I'm still not quite convinced but we did have enough room for him within the racing car area so I didn't pursue him when he slipped down the main road, Sprite Way. In another incident, near the end of the day, I was disgusted to see someone having a moan at a MASC club officer. Not an appropriate time or place for such shenanigans in my opinion, everyone else was having fun!

**Bill Mohan**  
**Chief Traffic Warden**



## Reunited after 49 years



**S**pridget 50 was a very special day out for anyone who enjoys driving a Spridget. It was an even more special day for one visitor to the event, Harry Lucas, who, as an apprentice at the Austin factory in Longbridge, purchased his own Sprite on 1st July 1959, collecting the car in person from the Abingdon factory.

Because he bought the car directly from Austin, the original warranty slip with Harry's name and address was retained in the Austin archives. Using this information to locate him, the current owner, Clive Allen was able to reunite Harry with his original car YOL 587 at the weekend.

Clive has spent the last 16 restoring the Sprite and the colour of the car has changed from light blue to white during the rebuild but the effect of sitting behind the steering wheel soon had the memories flooding back.

There was apparently some reasonable discount to be had for Austin employees, "I paid £608 in total for the car. The extras, (such as a heater and rev counter), were fitted for free and were worth an additional £68."

Harry also recounted the experience of driving the car away from the factory. "The pedals were offset to the right so when I thought I was pressing the throttle, I had my foot on the brake." The driving position was soon fixed after some advice from the engineers at the factory and Harry enjoyed 12 months and

almost 10,000 miles of motoring in the Sprite before selling it to the Birmingham based racing car specialists Kieft Cars on Broad Street, Birmingham.

Harry had heard about an accident the Sprite was involved in shortly after he sold it, a near side impact, towards the middle of the car. Sure enough, Clive was able to confirm that a significant repair had been made to that side of the car affecting most of the nearside floor and cross members. All of the earlier repairs have now been completely replaced as part of a full 'nut and bolt' restoration to bring the car to its current showroom condition.

It is believed that the car has spent most of its life in the Birmingham area with two previous known owners in Solihull and Sutton Coldfield. It was at some time modified for racing with roll cage and modified suspension fitted to the car.



If anyone remembers this car, or has any information on its history, Clive would be very happy to hear from you and may be contacted through the Club.

While it is in 'concours' condition at the moment, the car has been rebuilt to be driven and will be seen at many classic car gatherings throughout the summer, including the Midlands Centre Concours at Rolls Royce, Derby on 15 June.

**Clive Allen 2222**

## Letter from John Sprinzel



Hi there!

Caryl and I were very sorry indeed that we had to miss out on the UK Sprite celebrations, but promises are promises, and I couldn't let Rick Moses down after all the effort he puts into his Sprite five-yearly celebrations. At the Pennsylvania Jubilee, it rained pretty much most of the time – as is usual in Carlisle at that time of the year, but the sun did peek out now and then, and at least the Gymkhana was held in the dry and had a good turnout. Well over a hundred Sprites turned out and included Danny Margulies' Speedwell GT in superb condition, probably the second or third ever built back in late 1959. About two hundred and thirty enthusiasts braved the weather to enjoy a very full program of indoor and outdoor events. Daniel Stapleton flew over from the UK to give his popular tech sessions which are always well attended, and Sprite body designer Gerry Coker and his wife Marion were also in attendance, chatting with everyone of those exciting days at Warwick in the fifties. Perhaps the most emotional moment for me was meeting up with John Colgate, whom I had not seen since Sebring 1960 and with whom I was supposed to co-drive Donald's Le Mans Falcon Sprite later that year. We had some great do you remembers and it seemed that we had raced just a few seasons ago, and not 48 years back. Another superb presentation was by Ray Stone, who would not be known to UK Sprite fans, but who had his Frog Eye from 1960 and continually raced it very successfully on the East Coast until early in the 2000's. He won several championships during the years, and was considered the man to beat during most of those years and all the while retaining an engine of under 1000cc, with fairly

conventional bodywork and suspension. The engine modifications of which he spoke, were obviously way beyond anything from my day, and camshaft profiles to provide varied fuel spatter patterns were something that even those Speedwell genius engineers Hulbert and Jones had never even considered.

Rick Moses and Cindy worked tirelessly to keep us fully entertained for a five day meeting, with evening convoys to various all-you-can-eat buffet restaurants – Pennsylvanians certainly know how to put the grub away. I even got to show that fabulous Shell Alpine Rally film of 1958, where Sprites and Big Healeys are shown working very hard on those narrow and unsurfaced Alpine Passes. The final evening banquet had a full range of entertainment and speeches, and all in all this was a great way to celebrate half a century of Sprites in the USA. Now it is on to San Diego for the Austin Healey Clubs Annual Conclave where Gerry Coker and I will be giving Spritely views to the mostly "3000" enthusiasts, and then the Sydney and Melbourne clubs will get a chance to see the Shell Alpine film and to ask the usual questions about Bug Eyes that were also assembled down under.

Take care and ALOHA.

## Letter from Terry Horler (Bristol Group)

Dear Barry,

I beg a little page space to say a big thank you to all the SPRITE 50 organising team. For a one off event with no previous experience to fall back on, it was absolutely incredible. Estimates of between 800 to 1000 Spridgley things all gathered at Gaydon is surely a World Record for our cars? The fact that our group drove straight in and out again without any hold-ups was quite remarkable. The 'Car park attendants' did a great job in keeping the traffic flowing and into position. Any one attending will surely agree that there was simply not enough time to take it all in, this could easily have been a 2 day event, whether my voice and feet would agree I doubt however!

One final thing, can I ask that the organisers publish a breakdown of the cars that attended? A fantastic day and can I look forward to Midget 50?



**Octane**  
MAGAZINE

for the best stories about the best cars  
To subscribe call: 0844 844 0382  
[www.dennismags.co.uk/octane](http://www.dennismags.co.uk/octane)

**Octane**  
ASTON MARTIN  
The 100th Anniversary

**PBL 75**

[www.octane-magazine.com](http://www.octane-magazine.com)

The advertisement features a white classic car in the foreground with a license plate 'PBL 75'. In the background, a magazine cover for 'Octane' is shown, featuring an Aston Martin race car. The magazine cover text includes 'ASTON MARTIN The 100th Anniversary' and 'EDUARDO NEA'. The main text of the ad promotes the magazine as a source for the best car stories and provides contact information for subscriptions.

IT'S A FULL FOUR INCHES WIDER  
THAN THE FROGEYE, WITH EVERY  
EXTERIOR PANEL - EVEN THE SILLS -  
COMPLETELY DIFFERENT





**With hindsight** it seems an odd project. But announced in London's infamous Steering Wheel Club in 1957, Donald Healey and Leonard Lee, chairman of engine manufacturer Coventry Climax, clearly thought differently. There they conceived the idea of a lower-cost successor to the successful Austin-Healey 100S sports racer. It would be based around the soon-to-be-launched Sprite but would be powered by a Coventry Climax PWA.

And so was born the XQ285 Super Sprite, as its works designation went, chassis number ST409 (ST stood for Special Test). Almost inevitably, the project was delayed by the launch of the Sprite and the early production problems that went with it, but by late 1958 a unique lightweight alloy body had been fashioned by the Donald Healey Motor Company's chief panel man Bill Buckingham, working from a design by Les Ireland.

As you can see, the design was strikingly different from the Froggy's, with a deep swage line, conventionally positioned headlights and front-hinged bonnet for improved engine access. It was a full four inches wider than the Froggy, with every exterior panel – even the sills – completely different. There's nothing in the way of weatherproofing and the windscreen is a cut-down Sprite item.

Under the skin, though, it was conventional Sprite. The chassis is almost certainly that of the prototype known as Q2, as confirmed by chief experimental engineer Roger Menzies and backed up by the many handmade sections still visible – the unused bonnet hinge boxes on the bulkhead are riveted in, rather than welded; the inner springs are clearly not machine-pressed.

Coventry Climax had provided one of its R&D engines for the project, which was then mated to the stock BMC gearbox. All the

**Show**  
Original Coventry Climax has been replaced by a 2.0-litre, 160bhp unit, which is considerably different from Sprite's, with wheels are unique to the prototype.

same, the front crossmember and the battery tray had to be altered to accommodate the longer engine, but the only other serious mechanical change over the Sprite was the four-wheel disc brakes, a first for the model and a big improvement over the tiny drums used all-round on the road car. The Super Sprite consequently served as a test-bed for the disc-braked Steyrer Sprite works race car.

The Healeys had big plans for the Super Sprite project: big enough to require funding from BMC. Full costs to build an initial production batch were handed over to BMC, but (perhaps not surprisingly) to no avail. In his book *More Healey*, Geoff Healey explained that BMC would never agree to it being put into production and finally squashed the project, telling us not to work with engine manufacturers from outside the group.

So instead, the Super Sprite became a mobile test bed and general fun car, run by the Healey family on trade plates until finally being road registered in September 1962 and sold on. It passed to club racer Brian Hart for 025, who raced it until 1966. At some point before 1970 the Coventry Climax engine was replaced by a tweaked 309cc A-series, never to return – the Super Sprite's current owner would love to track down Coventry Climax serial number PWA/ET/515/6156.

By 1976 the Super Sprite had covered 24,000 miles and had gained the rear lights it currently wears rather than the individual Lucas units it started life with. It went through a variety of owners, gained a rasp, and eventually ended up with its current keepers in 2006. They use it as a fun car (and it's a lot of fun, being 154kg lighter than a stock Froggy), just as the Healeys did, but it's never been restored and even now the mileage is just 30,100. Expect that to rise rapidly in this, its 50th year.





IT WAS RECKONED THAT  
AT 100MPH THE COUPÉ  
NEEDED 13BHP LESS THAN  
THE STANDARD CAR'



**Left and above**  
Why body lifts  
and door handles  
are steel in Lotus  
Euros like the new  
Midget was to clear  
SAI an superweight.



**Yes, this is a works-built MG Midget**, even if it does look more like an MGB. No, it's not one of the famous 'Jacobs Midgets'. In fact, it's the little-known third of just three coupés built by the factory in 1962, designed for racing and successful thanks to reduced weight and improved aerodynamics.

Former works MG driver and later private team entrant Dick Jacobs had been left without an MG model to campaign following the demise of the MGA. And then, the story goes, he was sat at his desk, contemplating a side profile of the new MG Midget in the beach brochure, while also flicking through an issue of *The Motor*, which happened to include a similar side profile of the Aston Martin DB4GT. Jacobs superimposed one on top of the other, had his corkie assistant and sped off to the BMC competition department, where his enthusiasm clearly infected general manager John Thornley and chief engineer Syd Eason.

And so Jacobs got his two Midget coupés (the 'Jacobs Midgets' as they're now known), while a third, near-identical coupé – this car – was driven by John Milne, an MG works driver based in Scotland and well-connected in the Scottish motor sport scene. Milne later bought the car, and it's now campaigned by stepson

James Willis and is a familiar sight at European circuits.

The three coupés were true giant-killers, with the Jacobs cars achieving great success in English club racing and Milne's car doing the same north of the border – but also in the famed Nürburgring 500km, where it raced in 1963, '64 and '65, achieving strong class results (third, fourth and fifth respectively).

The secret of these cars' many successes was their clever construction, using the steel chassis of the Sports and Midget with a lightweight aluminium body attached by rivets and epoxy resin. This lowered weight to 1232lb, but it was the reduction in drag by adding the drop seat and coupé roof that really made the difference – it was reckoned that at 100mph the coupé needed 13hp less than the standard car.

Every additional horsepower counted, for the engine was a mere 95cc (initially, derived from the maximum capacity overbore of the standard 98cc unit). In 1963, though, the Milne car ran with a supercharger, but this caused the engine to become so hot that it would overheat if it remained stationary for more than about 30 seconds. Torque was impressive, however, for it was Eason's intention that the car would be able to lap Brands Hatch almost exclusively in top gear.

Then came a normally aspirated 1295cc A-series, followed by an 1136cc in 1965, but things were moving on and the coupé's last gap was in Midports in the late 1960s, briefly sporting rusty wheelarch extensions. Then it sat around, making occasional appearances until a restoration and racing resurrection in the 1990s. James is planning a supercharger too, but this time with more efficient cooling. Now that will be impressive.



From left: Sprite prototype Q1 in 1964 – where is it now? Miss World, Peggy Cohen, perches on a Sprite at '68 Motor Show

# Productionising the Sprite

**R**IVALRY, JEALOUSY AND REVENGE: the plot of a Shakespeare play? No, just the story of how that other Warwickshire-born national icon, the Sprite, reached production 50 years ago.

The problem with the British Motor Corporation was that it never really existed: the 'merger' in 1952 between Austin and the Morris empire – actually an Austin takeover – left deep and lasting resentment on both sides. The former bitter rivals started co-operating only when they perceived the outside threat from Triumph and Leyland, by which time it was too late.

Within BMC, the MG Car Company managed to carve itself a niche as the group's specialist sports car factory. But it didn't help that BMC's abrasive chairman Leonard Lord had crossed swords with MG people many years before, when he was working as Morris's right-hand man. A subsequent row between the two men had seen Lord leave to join Austin, vowing to take his revenge on Morris.

Since the formation of BMC, the MG factory had been making the Austin-Healey 100, designed by the small independent Healey firm and adopted by Austin. This led to a long delay in MG receiving approval for its own medium-sized sports car, the MGA. So when Leonard Lord met up with Donald Healey at the 1956 Motor Show and asked him to design a 'little bug', the kind of cheap runabout a chap could hang in his bike shed, he knew there would be jealousy at MG. But Healey is said to have quoted the new model at £300, whereas MG had always maintained no sports car cheaper than its £300 MGA could be economically viable.

The Healey factory had the first prototype running by Christmas. It was designed by Gerry Cohen, who had styled the 100, with Donald's son Geoffrey overseeing the chassis. Codenamed Q1, it was presented to the Austin top brass at Longbridge, receiving the go-ahead for production on February 20, 1957. Further development followed, after which the tooling for the body panels was made. A second prototype, Q2, was built, seemingly from production panels, probably in late autumn 1957.

We can look at it through rose-tinted specs now, but the development of the Sprite was fraught with internal politics and serious development problems.  
Michele Tom-Caulfield

## WHEN LEONARD LORD MET UP WITH HEALEY AND ASKED HIM TO DESIGN A "LITTLE BUG", HE KNEW THERE WOULD BE JEALOUSY AT MG

When production began at MG's Abingdon factory in a moist point – records give the lowest chassis number as AN5 501, built on March 31, 1958. Actually, the first cars made are likely to have been 303 and 307 (PRE 75), which were registered in January 1958. The earliest build dates recorded in the production trace are for chassis number 556, built February 21–25 and marked 'Victoria Show', and chassis 526, built February 26–27, labelled 'Geneva Show'. Neither car made it to these events, and it seems likely they were diverted to development and tested to destruction, as both were later scrapped. Structural problems had surfaced.

MG man Don Hayter, designer of the MCB, took part in the testing: 'The Sprite came to us having supposedly been fully tested, but I think it had only ever been driven on the road. I don't think it had been on the prove at MIRA and perhaps hadn't been driven at all fully loaded. I took one of the very first cars off the MG production line and the first thing I did with it was to fill the tank, pack the boot and attach a luggage rack with a 55lb load, just like owners would. Problems soon showed up – the cars were lifting apart along the rear bulkhead.' The production line was put into reverse and items removed from the 80 or so cars built, for strengthening plates and brackets to be added. March 31 is probably the date the production line restarted.

So, if the way the Sprite reached production was occasionally a comedy of errors, it certainly wasn't a *Die-By-Dozen* Shakespearean tragedy – that would come later with the Leyland years.

# Hardy Engineering

*Est 1969*

*The  
Transmission  
Specialist*

Sprite & Big Healey:

Gearboxes, Diffs  
and Overdrives

Supplied or fitted

Customers own units repaired

Straight Cut gears and LSD's in stock



**Tel: 01372 378927**

**[www.hardyengineering.co.uk](http://www.hardyengineering.co.uk)**

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

# The Lucas RB106 Control Box

## Part 2: The Dynamo

This month our discussion of the RB106 control box focuses on the dynamo because – as stated in Part 1 – it is very difficult to understand the control box without first understanding what it is designed to control. For most of the 1960s, almost every car possessed one of these dynamos (or DC generators). Later, the advent of cheap silicon rectifiers allowed a rapid and almost universal switch to three-phase alternators with internal rectifiers, which have many advantages. When the home market GAN6 Midget finally gained an alternator in 1974 the change was long overdue: by this time most manufacturers had already consigned dynamos to history and the Australian assembled Midgets had possessed alternators since 1969.

The operation of all dynamos depends upon the principle that if a coil of wire is moved within a magnetic field, an electric current will flow in the wire. Permanent magnets can be used to provide the magnetic field but Lucas dynamos use electromagnets which are fixed coils of wire (the 'field coils') wrapped around metal plates and secured to the inside of the cylindrical barrel of the dynamo. The moving coils of wire are contained in an armature (a long sausage-like shaft spinning within the electromagnets) and these wires are connected to a series of copper strips (the commutator). Fixed carbon brushes rubbing against this commutator enable the generated current to be

extracted from the loops of wire in the spinning armature.

Although the Lucas dynamos fitted to the various Spridget models do differ slightly from model to model, we can safely ignore the differences for this discussion. Figure 1 shows a typical example with the field coils (item 6), armature (item 7) and commutator (item 5) clearly illustrated.

This dynamo is a plain, shunt-connected machine. This means that part of its output current flows through the field coils and so generates the magnetic field that is necessary for proper operation. At start up, when the dynamo just begins to spin, there is sufficient residual magnetism in the metal plates of the field coils to generate a small current in the right direction that then builds rapidly as the dynamo spins up. The polarisation of the dynamo (i.e. which terminal is positive and which is negative) therefore depends upon this initial small residual magnetism and it is possible to polarise any dynamo for either positively or negatively earthed vehicles (see later).

The parallel (or 'shunt') connections within the dynamo that allow part of the output (about 2 amps for Spridgets) to flow through the field coils are illustrated schematically in Figure 2. The output terminals of the dynamo are quite simply connected in parallel with the field coils.

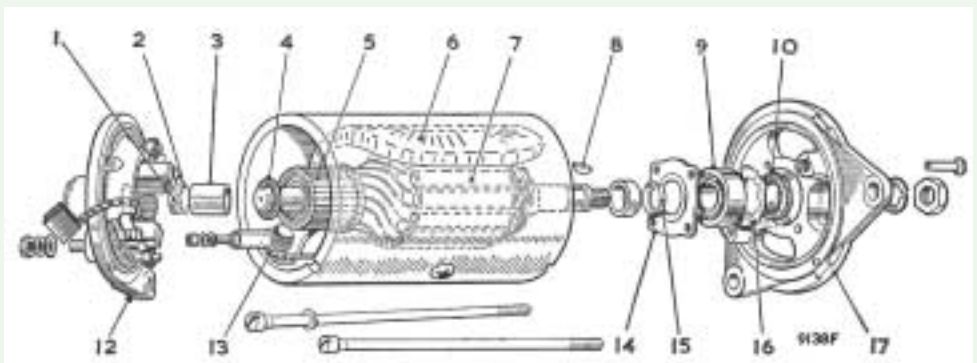
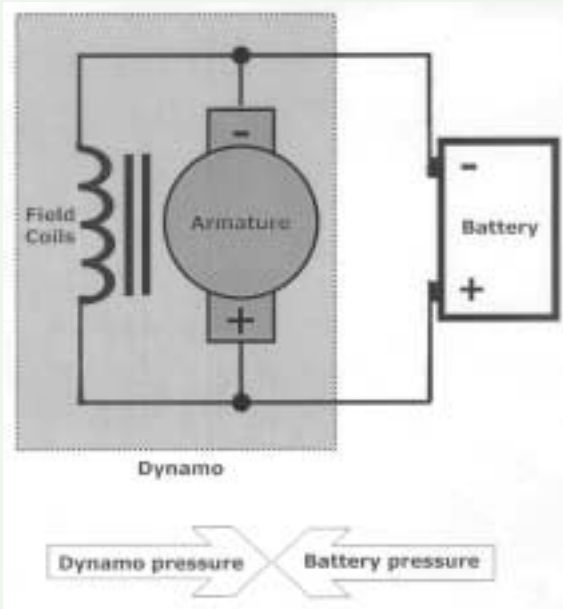


Figure 1



expensive results – the electric equivalent of this scrawny scribe attempting to overpower a gigantic Sumo wrestler. The reverse situation is just as disastrous: if the dynamo voltage is low (or, worse, if the engine is stopped) then the battery will discharge rapidly through the field windings and ‘cook’ the dynamo with similarly expensive results. To function effectively then, the dynamo must not only be controlled over the speed range of the engine but must also deliver an output that varies according to the load on the battery and its state of charge. In addition, to avoid its own destruction the dynamo must be completely disconnected from the battery at low engine speeds. These delicate matters all rest upon the shoulders of the RB106 control box.

In contrast, alternators are much better suited to the job. Firstly, when an alternator is not spinning, it does

not take any current from the battery (the internal rectifier sees to that). Secondly, an alternator is self limiting because, as it spins faster, the frequency of the AC voltage and the inductive reactance of the windings both increase. These two effects roughly compensate each other and so a correctly designed alternator will never deliver a dangerous current, its output is limited to a safe value regardless of engine speed. As the size, weight and output of an alternator are better than that for a dynamo of similar cost, it is easy to understand why alternators reign supreme in modern vehicles.

Now consider Figure 3. The operation of this circuit is *exactly equivalent* to that in Figure 2 but there are two important differences in the way that the circuit is drawn. Firstly, the positive ends of the battery, dynamo output and dynamo field coils are now connected to a common earth (labelled ‘E’ for **E**arth). Secondly, the negative end of the dynamo’s field coil is joined to the negative terminal of the dynamo *outside* the dynamo: this connection is the one between the terminals labelled ‘F’ (for **F**ield coils) and ‘D’ (for **D**ynamo).

Figure 2 also shows how a battery can be connected to a dynamo and charged successfully, *providing that the generated voltage is only slightly greater than the battery voltage* – but this can only be achieved if the dynamo is spinning at an appropriate and approximately constant rate. The circuit in Figure 2 is therefore totally unsuitable for application in a motor vehicle because the main characteristic of this type of dynamo is that its voltage rises alarmingly with increasing speed of rotation. As typical engines can rotate at anything between 600 – 6000 rev./min, the dynamo output in Figure 2 could easily rise well above both the safe limits of the generator and the maximum safe charging voltage of the battery.

If the battery terminal voltage in Figure 2 is exactly equal to the dynamo terminal voltage, then no current will flow between them: the voltage or ‘pressure’ from one will exactly counterbalance the ‘pressure’ from the other – a situation which mimics two large Sumo wrestlers pushing hard against each other, neither moving even a millimetre backwards or forwards. As the dynamo spins faster, its voltage will rise rapidly and eventually overwhelm (or ‘cook’) the battery with

Figure 2

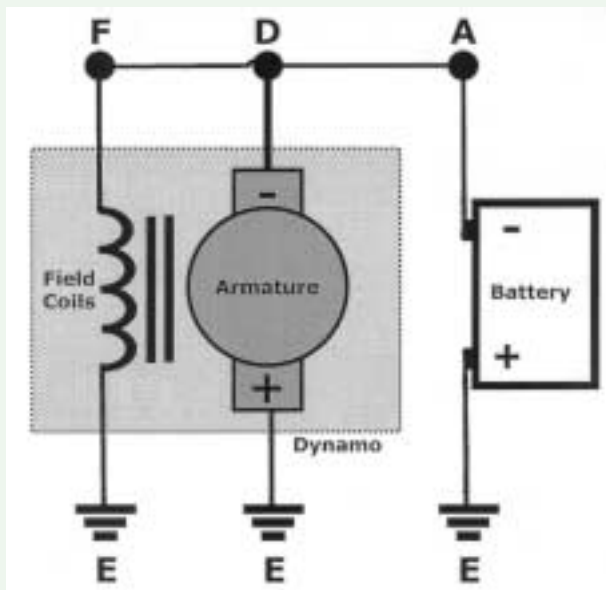


Figure 3

Figure 3 is now much closer to a real Lucas dynamo installation than Figure 2. The earth connections in Figure 3 are correct for a positively earthed car (polarities are reversed for a negatively earthed car) and every Lucas dynamo has TWO terminals, 'D' and 'F'. The 'D' terminal is always the big one because it must be able to carry more than 20 amps and the 'F' terminal is smaller because it carries only about 2 amps. Note that the dynamo has a total of THREE connections ('E', 'F' and 'D'), and that all three are vital if the dynamo is to operate correctly. In particular, note that the dynamo MUST be properly earthed and it is important not to compromise this connection by, for example, over-zealous painting of components during restoration.

One immediate advantage of the external 'F' terminal is that it allows the dynamo to be correctly polarised, something that should be done every time a new dynamo is installed. To do this, first disconnect the wire to the 'D' terminal and make sure that the dynamo is properly earthed. Now connect a strong electrical cable to the live (non-earth) terminal of the battery and carefully flick the other end of this cable against the 'F' terminal of the dynamo four or five times. Each flick will generate a strong spark and cause current to

flow momentarily through the field coils. This momentary current will magnetise correctly the metal plates (or pole pieces) of the field coils. Be careful not to flick any other part of the car because that will short circuit the battery, produce a frightening spark and probably cause you to swear.

The external 'F' terminal, however, is not there merely to enable the dynamo to be correctly polarised. Note that the output of the dynamo is obtained only when the terminals 'D' and 'F' (Figure 3) are connected together. If this D/F connection is *broken*, current will cease to flow through the dynamo's field windings, the dynamo's magnetic field will collapse and its output will fall off dramatically. If one imagines

placing a switch between terminals D and F and somehow turning this switch alternately OFF when the dynamo voltage is too high and ON again when the voltage falls too low, one is very close to understanding how the dynamo voltage can be regulated. It should now be no surprise to realise that the wires from the 'D' and 'F' terminals on the dynamo are connected directly to the 'D' and 'F' terminals respectively on the RB106 control box and that, during normal operation, a nifty sort of switch inside the control box switches rapidly on and off, all the time, as one motor merrily along. Note that the D/F connection that is inside the dynamo in Figure 2 is now inside the RB106 control box. In other words, a connection that in a very real sense is part of the dynamo has been *removed* to the control box. Thus the RB106 and dynamo are intimately connected, really two parts of the same component. The terminals 'A' and 'E' in Figure 2 are the 'A' and 'E' terminals of the control box and the 'nifty switch' is the regulator – but we are getting ahead of our story. Next month, Part 3 will be entitled 'The Regulator'.

**John E. Davies (Member 3443)**  
jed2@cus.cam.ac.uk

# 25 Years of the Midget and Sprite Club

## Part 6 – The Administration



Now don't all groan, this may not be the most exciting aspect of the club's history but without it, there would simply be no Midget and Sprite Club. From the very first meeting, it was agreed that the club, if and when formed, would be a democratically run organisation complying with an agreed Constitution (rules and regulations) along with any legislation and good practices applying to the intended club. As such, there would be no 'ownership' or benefactors either by an individual or a group of individuals within the membership. The formative 'members' of the club were very aware that the time would come when the responsibilities of holding membership monies carried with it certain legal as well as moral obligations. No one should be placed in such a position without some form of declaration of trust by the membership and without a clear set of agreed rules to work within.

All members would be joint shareholders for the period of their membership and the members would elect a committee to administer the affairs of the club on their behalf. The committee members would not receive any payment for their services other than any legitimate claim for expenses when acting on the club's behalf.

Those putting their name forward to serve on the committee had to be fully accredited members of the club for the duration of their term of office and have their nomination proposed and seconded by fully accredited members of the club. If elected by the membership, a committee member would then serve for one year or until the end of the coming club year. A committee member must then re-stand should they wish to offer their services for the next club year. Simple enough then – but only once the Club had been formally established. Prior to this, we were flying in the wind with no mandate from anyone to do anything, leave alone ask for any money – but we did all the same! From the very first meeting in April 1983, we formed a 'Steering committee' and asked for a £2 donation toward a planned formal launch in

October 1983. Happily, most if not all, who attended those early meetings chipped in their £2 in good faith that the proposed club would meet the October target date. Faith was rewarded, the £2 collected from 20 or so people was not sufficient to skip the country and so the Midget and Sprite Club was formally launched in October 1983 with a £6 per year subscription fee. A Committee was elected and the proposed Constitution formally adopted as our 'rule book'. We were now an identifiable organisation with responsibilities that we took very seriously, something that we have always maintained and I am confident that we always will.

In the early days, with so few members, then a spot of multi-tasking was required, hence the first Chairperson doubled as General Secretary, the Membership Secretary was also the Treasurer. As we grew, so new committee members were elected as appropriate. What makes someone volunteer to be a committee member is one of life's little mysteries, whatever it is, we should all be jolly thankful that the club has had these volunteers to maintain a responsible and effective administration.

Most Committee titles are fairly self explanatory, until we created that of 'Data Handler'. This marked the transition from the traditional manual forms of record keeping to that of computerisation. As such, our membership and mailing lists along with the complete Car Register were all transferred onto computer files by Gary Mumford. We registered with the Data Protection Act to cover this change. This was a huge task and because of the importance and sensitivity of the information held, a Committee position was created to see the new procedure in place and up and running safely. Another appointment to cover new technology was that of Webmaster (goodness knows what we would have made of that in 1983) Chris Nevard put in a huge amount of time and skill to get the club on the internet, a job that Toby Anscombe continues to this day. To suit the working practices of some committee members and to have some form of back up

should things go pear shaped, then we have had some 'Assistant' positions on the committee. Bryan Whitfield and Brendan Joyce both provided a backup to the Editor and Treasurer respectively.

Below is the list of committee members and their period in office. Most would run from September to October but there have been some exceptions when members have left during the year and replacements appointed. The biggest exception occurred in the run up to the annual elections in 2000. A point of order was called on a procedural matter which meant the election had to be recalled. This led to a delay which meant the new committee only official took office from March 2001 to September 2001. To avoid such a problem occurring in the future, a major review of the Constitution took place and the necessary amendments approved by the membership.

I must stress that a number of the above Committee members have performed their respective roles not only as elected Committee

members but as 'Officers' of the club. Hence their service to the club can be far longer than the above periods suggest. From quite early on, the committee appointed club 'Officers'. These are members who are given a specific role but not elected by the membership or for any specific period in time. A glance at the 'Contacts' page will tell you who we currently have and the important roles they perform. In the past, some of these roles have been either an Officer or Committee positions. The positions of Webmaster, Data Handler, Regalia Sales, Editor and even Membership Secretary have alternated between Officer and Committee titles, sometimes with the same member involved! As a voluntary organisation, we have to be flexible to a degree to suit the individual circumstances of members. Not all volunteers want the additional burden of serving on the committee but are perfectly willing to perform their allotted task which is vital to the functioning of the club. Drawing a line twixt a Committee role and that of an

	FROM	TO		FROM	TO
<b>CHAIRPERSON</b>			<b>COMPETITIONS/EVENT SECRETARY</b>		
Terry Horler	Oct 1983	Sept 1988	Bob Smith	Oct 1983	Jan 1984
John Ruderman	Oct 1988	Sept 1991	Dick Morris	Feb 1984	Sept 1986
John Canning	Oct 1991	Sept 2002	Steve Proud	Oct 1986	
Alan Barton	Apr 2003	Sept 2003	<b>SOCIAL SECRETARY</b>		
(Acting Chairperson)			Tim Palmer	Oct 1983	1984
John Ruderman	Oct 2003	Sept 2005	Lynne Reynolds	May 1984	Sept 1987
Bill Mohan	Oct 2005	Sept 2007	<b>PUBLIC RELATIONS</b>		
Nigel Williams	Oct 2007	Present	Tim Palmer	Oct 1983	April 1984
<b>GENERAL SECRETARY</b>			Bryan Whitfield	Oct 1984	Oct 1986
Terry Horler	Oct 1983	Nov 2007	Nigel Hancock	Oct 1987	1989
<b>MEMBERSHIP SECRETARY</b>			Dave Baigent	Oct 1989	Feb 1992
Nigel Williams	Oct 1983	Sept 2006	<b>WEBMASTER</b>		
John Platt	Oct 2006	Sept 2007	Chris Nevard	Feb 2000	Feb 2002
<b>TREASURER</b>			Toby Anscombe	Oct 2006	Present
Nigel Williams	Oct 1983	Sept 1986	<b>DATA HANDLER</b>		
Lindy Clifton	Oct 1986	Sept 1990	Gary Mumford	Oct 1997	Feb 2001
Andy Hunt	Oct 1990	Sept 1991	Dave Symes	Mar 2001	Sept 2003
Denis Matthews	Oct 1991	Sept 1995	<b>REGALIA</b>		
Pauline Walters	Oct 1995	Sept 2005	Christine Barton	May 2000	Sept 2004
Anita Lachowicz	Oct 2005	Present	<b>GENERAL COMMITTEE</b>		
<b>DEPUTY TREASURER</b>			Nigel Hancock	Oct 1987	1989
Brendan Joyce	Mar 2001	Sept 2005	Brendan Joyce	Oct 1995	Feb 2001
<b>MASCOT EDITOR</b>			Dave Gilbert	Oct 1997	Sept 1999
Lindy Clifton	Oct 1983	Sept 1985	Laura Peaple	Oct 1999	Feb 2001
Linda (Lou) Riches	Oct 1985	Sept 1986	David Wright	Mar 2001	Sept 2001
Sue Proud	Oct 1986	Mar 1998	Alan Barton	Mar 2001	Sept 2004
Jenny Smith	Apr 1998	Nov 2000	Alan Lo	Oct 2005	Sept 2007
Mike North	Dec 2000	Sept 2006	Tim Saunders	Oct 2006	Nov 2006
Barry Lowe	Oct 2006	Sept 2007	Martin Ellis	Oct 2006	Sept 2007
<b>ASSISTANT EDITOR</b>			Gary Lazarus	Oct 2006	Present
Bryan Whitfield	Oct 1984	Oct 1986	Philip Sellen	Oct 2007	Present

Officer can sometimes be very tricky, controversial even, more importantly however; we have to get the job done and to make it practicable for our volunteers.

Until such time as we ever pay for services (probably never) then we can hardly dictate to volunteers on how they use their free time for the benefit of the club. Hence, we sometimes see certain role titles swap between Committee and Officer positions and vice versa – confusing certainly, but the jobs get done!

The big advantage of having Officer Roles is that they can concentrate solely on their allotted task and can provide a better continuity of service unaffected as they are by annual election to office or any other unrelated bombshells that the Committee may have to deal with. If some of these roles were under the title of Committee and that Committee member retired, it would be a lengthy process to elect a replacement even supposing someone was prepared to perform both the job in question and serve on the Committee.

We must not forget the largest wing of Masc administration either – the Area Organisers. Again, volunteers who are good enough to represent their regions and to react to their fellow members needs from the club. We looked at the difficulties in setting up Area Branches in an earlier episode and the large turnover in Area Organisers in the early days of the club. We now have some 17 active Branches of the Club and some of these are now very well established. There is no set appointment process for Area Organisers other than they must be fully accredited members of the club. As long as the members in their areas are happy with them and the committee is in agreement, then they earn their place on the contacts page.

Whatever you think of the administrative structure of the club, an elected committee, a committee appointed team of Officers and a voluntary team of Area Organisers, time has proved that it does work rather well. But just when you think you have got most things about right, we have another change to take on board – that of being a Limited Company. As I said at the start, we have always taken the responsibilities of being a club very seriously. We adopted a good Constitution and amended this as and when appropriate. We have adopted a good democratic process with annual elections of committee members provided by a postal ballot of all members. We

have had Public Liability Insurance from the very beginning, but still we had another door to close. Although our Insurance protects us from specific claims of injury or damage, the club still needs to protect itself from other forms of litigation. To protect members from claims of this nature, the best course is that of becoming a Limited Company. Much has been said on the subject in these pages and as I write, we should soon be just that. This will no doubt mean some changes to our administrative structure, namely the introduction of a Board of Directors, but otherwise, you should hardly notice it! This will not change the essence of the Midget and Sprite Club but simply give us another step up the ladder in running the club in a responsible manner.

Certainly, the administration structure may seem complex, and likely to become even more so, but there is one advantage to a smallish club such as ourselves. Other similar clubs have suffered in the past when 'splinter' clubs have formed. These are often quite small and not in a position to put in place all the safeguards that are so necessary these days. To be a fund holding organisation carries certain and important responsibilities. To have in place Public liability Insurance and to protect the membership from other forms of litigation is no easy task for a small organisation. Hence, some of the 'splinter' groups that exist today may be running some very big risks that their members may be totally unaware of. Any form of organisation that is identifiable must face up to its responsibilities – the Midget and Sprite Club certainly does.

As a club that is car orientated, then we also have to be responsible in the events we run either on the public roads or where there is public access. In this country, the RAC Motor Sports Association (MSA) set out the rules by which affiliated clubs must run their events. Although MASC is not a Motor Sports club, many of the MSA rules form a good guideline that we should adopt as good practice. The committee has never felt that becoming an MSA affiliated club would be fully appropriate for our particular needs, but have always been mindful that certain aspects of the MSA rules make very good sense.

Next month I will look at the roles of the Club Officers and show how important they are to the Club.

**Terry Horler**

# Bristol Area Report

The main event has to be the SPRIDGET 50 celebrations at Gaydon on the 24 May. Seven Spridgley things met up at Roman Camp on the A46 for the journey north to Gaydon. From our assembly point and further stopping places, it was good to see other groups of Spridgley things making their way northwards with waving hands and honking horns. As we approached Gaydon, we caught two other Spridgley things making rather unsure progress, one of which decided to use up excess fuel by circumnavigating a roundabout to let us take the lead. It was then we realised it was our near neighbours from the Wiltshire branch. With better communications, our seven car convoy could have been a better organised nine car convoy. As to the celebrations – Well! Could anyone have failed to have been gob smacked at the sight of some 800 to 1000 Spridgley things all gathered at Gaydon! I have to say that the feared traffic jams and delays just didn't happen. We drove straight in and parked up without any trouble at all. The marshals doing a splendid job of sorting us out. Likewise when we left, absolutely no trouble at all other than me being stopped by one or two or three people for a last minute chat, book signing or photo, bringing the Bristol contingent to a TH led standstill – sorry guys! My thanks to one of the Irish Sprite visitors for the gift of a giant wooden clothes peg. I am really sorry that I failed to catch your name but I hope that you are reading this and can let me know who you are. Having a Frogeye, then of course I have the usual cold start fuel management control system of a clothes peg tied to the choke knob. This works

fine in the warmer weather but with this giant clothes peg, I should now expect better cold weather starting too. The downside, if I tie this to this to the choke knob, I won't be able to carry a passenger. (The dashboard might fall off too!) Thanks again, hope you got started alright for the journey back to Ireland.

I don't think I need to say much more about Spridget 50, it seems like everyone was there and will know that there simply wasn't enough time to take it all in. I bumped into quite a number of people who I have not met for years, missed many more I did expect and had hoped to see. It is with the Bristol Group's thanks to the organisers for putting together such a fantastic event.

Next thing on the Bristol group calendar will be the Retro Action Day at Castle Combe Circuit in Wiltshire on June 14. Report elsewhere in this edition. Our next club night, 2nd Wednesday of July, we plan to leave the Rose and Crown at Pucklechurch at 7.45pm for a pleasant summer evening convoy to the Vine Tree at Norton (just to the north of Hullavington). If you can't make it for departure time at the Rose and Crown, please come and join us at the Vine Tree. It would be good to see our Wiltshire based members there again. Please give me a ring on 01454 881770 to confirm final details.

**Terry Horler**



## Linc'slot

Pete and Mary and Tim and Jill were already imbibing drinkies when Sue and I arrived at the White Hart on 5 June. It was a grand evening, if a little cool. MGs prevailed, there being two Midgets and an MGB Roadster. Phil arrived later having had a problem with his Midget. He was lucky enough to get a lift to the gathering with his neighbour, Ernie. His loss was our gain as Ernie turned out to own or otherwise possess many classic cars including a Frogeye, and a 1500 Midget among others. Discussions continued apace, covering many old favourites including the Wolsely 1100 and its walnut dashboard. Ernie's visit was a totally unexpected treat. Thanks Phil, and Ernie.

Tim and Jill told of their recent drive over to Spain in their Austin Healy Sprite. Are they brave or what? They told us that this was the Sprite's third trip to Spain in the last four years. Having covered a total of more than 5000 miles abroad the only problems



encountered have been due to a blocked fuel pipe causing the engine to cut out on two occasions. Tim and Jill's records show that the 948cc. engined car has proved very economical, returning an average of 49 mpg overall. As the picture shows, not only does Jill look frozen, but so does the Spanish scenery. It was taken 35 miles north of Madrid where it was cold enough for the road to be covered in ice till late in the morning. Snow covered fields in Spain in April, can you believe it? The camera never lies!

**Brian Jeffery**

## Somerset Area Report

Well some of us did. Peter and Sue having recently moved to temporary accommodation in East Devon had to leave home at 4.30am to meet up with us at Podimore Services for a 6.00am start and then "Poor Old" Justin had problems with his Sprite, it seems the clutch went, so he had to get out his MGF. We had a great run up the Fosse Way (highly recommended as a proper road for Spridgets) some eight cars (only one of us missing) in convoy with "Red Leader One" (John and Shirley in their MG Roadster in front and Peter and Valerie bringing up the rear complete with walkie / talkies. All cars ran well and we arrived about 10.15am and we must congratulate the club on their efficient organisation for getting everyone on site without any delays. What a sight, more Spridgetly things than you could shake a stick at – it gave one a warm glow to learn that so many enthusiasts from all parts of the world had taken the trouble to come so far – well from Melbourne in OZ aint bad. By the way, anyone been there and tried the "right hook" turns – boy they are fun! Dinner and an overnight stop at Shipston-on-Stour ensued and we left in

quite heavy rain on Sunday having given thanks for a dry day on the Saturday. We all made it back to Somerset safely, though Peter and Val had a misfire on their Midget which has since disappeared – typical!

8 June – an absolute "scorcher" saw several of us join Windwhistle MC for their 11th Classic Run, organised by Peter and Val, which took us through delightful countryside to Kingston Lacey for a lunch stop and to support the Dorset Area lads and lasses in their annual fund raiser for charity. Returning home we finished at the Windwhistle Inn Nr. Chard for a cream tea and the presentation of awards. My turn for a misfire within a mile or so of home and finally "no go". And guess what, yes you've got it, the next day all seemed O.K. Let's hope the good weather continues and we are able to attend all the rallies we have planned to support. Another wash-out like 2007 and one could be tempted by a newer tin top; only kidding! We continue to meet at The Lord Nelson and would be pleased to welcome anyone with an interest in Spridgets who can get there on the last Thursday of the month.

**Ray 3568**

# NW Area Report



*Flat out at Goodwood*

Well what a month its been. First of all there was the Austin Healey weekend event at Goodwood. The Saturday was based at the race circuit where we had five cars from the MASC NW area. Sunday was based at the house, unfortunately Ian couldn't attend this day. Diane and I plus, Neil and Shelly, Mike and Karen, and Andrew stayed for the weekend at Arundel. Ian stayed with friends and joined us at the circuit.

The circuit itself is a lovely venue. We had all booked a slot for time on the track. First of all we had to pass a noise test, attend a driver's briefing and be supplied with a helmet and then it was 15 minutes of flat out driving – absolutely brilliant. On the Saturday evening we all went out for a meal at Zig's in Arundel. This is a French restaurant and I can't remember what the actual dish was called but basically you cooked your own food on a slab of mad hot volcanic rock, something a bit different but very nice.

Sunday was a more relaxed affair centred around Goodwood house consisting of the concours competition and demonstration drives up the hill climb for cars of historical importance. Somehow Mike and Karen managed to get a go up the hill – some serious blagging must of gone on here! Andrew entered the concours but unfortunately didn't win, rather unfairly I feel. These things are

always difficult to judge and can be very subjective and I will say no more on the matter other than the winner was very well known within the Austin Healey club! To finish off the day we had afternoon tea in the house, all very grand.

Mike, Karen and Andrew had to leave on the Sunday but Diane and I plus Neil and Shelly stayed on. Again we ate out in Arundel but



*Concours winner*

this time at the Chinese. On the whole this was a great weekend and enjoyed by all.

The following week was the big one, the 50th anniversary at Gaydon. Not much to say that's probably not been said hundreds of times already other than what a fantastic event. This was a huge achievement and a credit to all those that helped organise it – thank you.

There were Spridgets everywhere you looked and from all around the world. There was a large contingent from France and Holland plus cars from Italy, Switzerland and even Australia and the USA plus probably many other countries, such as the huge appeal of this unique event. We met people that we've not seen for ages, parking more or less behind Betty and John from Scotland.

Even though Gaydon isn't that far from us lot from up north, Diane and I, Janet and Rob plus Andrew with son Oliver (don't like him anymore, he wouldn't give me a sweet!) stopped over the night before at the Holiday Inn near Warwick. In the morning we were joined by MASC member Phil from Stockport who just happened to also be staying there. At

Gaydon we met up with Neil and Shelly, and Bernie and Lynne. It was nice to also see Peter and Dorothy whom we have not seen for ages, they tend to go to the Yorkshire meetings now – traitors!

There were lots of outstanding cars on display but the best of all, and winner of the concourse car of the show was the beautiful blue Frogeye belonging to our very own NW member Fred Myles – well done, a fantastic achievement and well deserved. This was a truly brilliant day and something that will probably never be repeated so there will be memories to cherish for ever.

Back to more mundane stuff, June club night was held at the Plough Inn at Euxton. An excellent turn out with 7 cars and 12 people. A good night apart from it raining, can't believe it, lovely weather until then.

For July club night we are having a local run starting from the Kilton so be there for 8.00pm. Hopefully better organised than last year! That's all for now see you at the Kilton on 9 July.

**Les**

## Dutch Report

Yes, I made it to Gaydon despite all the mechanical problems I had, even the night before departure! I missed a lot of hours of sleep to get my car ready but it has been all worth it.

On Thursday evening we were picked up by Bas and the rest of the Northern Spridget Gang at my place. After filling up with pizza we set off with four (absolute record of Spridgets ever seen in my street) Midgets towards HookvHolland. Arriving at the ferry we saw two other Midgets already forming a line and met our friends Sipke, Alex, Cees and Bernt. Shortly after that Flip arrived in his blue frogeye. After boarding, straight to the bar to get the first beer of the weekend. Bastiaan and Caroline only just arrived before the ferry sailed off.

Their Frog had some problems which the next morning turned out to be a loose wire... We were complete now and ready to cruise to Gaydon. After our first coffee stop we lost 7 cars and NO it wasn't because I was speeding! But now we were only 2, my Midget and



Bastiaans 1275 powered Frogeye so let's rev it baby! Saw a white Australian Frogeye on our way (not really very common to see) and joined our Dutch and English friends in the pub that evening.

Next day we arrived early (but still too late) to fulfil parking marshal duties under the glorious supervision of our Chief Marshall Bill. What a great job that turned out to be, together with Matt seeing all cars and their owners coming in, a short chat and point them where to park.

The day was great but time flew by and at the end there were still so many new and old friends/cars to whom I hadn't spoken/seen.

Compliments to the organising committee and thanks for everything.

Drove back to the ferry the next day while the rain poured down we still enjoyed our run over the Fosseway and visited Cambridge and made a fashionable late entrance at the ferry gates. And off to work the next day.

I'm now already preparing my Summer trip to Silverstone Classic and Tour de Wales so I will be back in the UK soon!

6+7 September Spridgetweekend in Holland  
ariedebeest@planet.nl

Cheers.

**Arie**

## South East Area Report

Firstly the Kent meeting on Sunday 25 May was cancelled so that I could catch up on my beauty sleep (mind those comments!) after spending Saturday 24th with you all (not all?) at Gaydon celebrating Spridget 50.

The Sussex meeting on Thursday 22 May. Well I 'wimped out' of attending that meeting using the same excuse, more or less. I usually do not get home until after midnight following a long journey to Sussex and again wanted some sleep before leaving on the Friday morn for Gaydon and Spridget 50 hopefully arriving in time to help 'set up'. Maybe someone who does attend Sussex meet will have put pen to paper this month.

That then leaves Surrey. I went to the Surrey meet at the Blue Ball but, and here come more excuses, not in a Spridget. John Clark and I went in my tin top to deliver lots of Spridget goodies to Hils and Peter who, for the same reason, did not attend in a Spridget.

You can always rely on Peter Gardiner to come in his BLUE Spridget. And, true to form he did. In the absence of Nigel Saynor I think Peter pulls level in the number of attendances in a Spridget.

Next to arrive was Alex Bowers putting more mileage on his freshly rebuilt Frogeye. What better weather could one ask for Spridgeteering. Chris and Jaqui Harding came, hopefully for the last time, without Spridget. A fresh rebuild was scheduled for an MOT the

following day. Tim and Helen, Julie and John; I see from the book both have written 'Special Appearances'? Can someone tell me what that is about.

Thankfully for me me Col Carpenter turned up, again in a Midget. Colin hopefully would 'save the (my) day' and come up with a solution to a component, manufactured elsewhere, that would not fit. Colin, of course, runs Southern Rebores Services (01342-713634) for all your, and my, machining needs. Mikes Gorman and Ley, then Colin and Jude, came in Spridgets whilst Chris and Laura left their Frogeyes at home with the feeblest excuse of the evening – they did not want to get the cars dirty prior to Gaydon.

Last, but not least, was Ashley Hinton (manufacturer of Spridget body panels and other parts) bearing samples from his ever increasing stock of parts for Spridgets. All shiny bits this evening – alloy rocker box covers in blue or red with chrome filler caps or fancy a stainless blanking plate for the passenger bulkhead on a later Spridget.

On an evening of many excuses, that offered beautiful weather, where were the rest of you S.E.area members. What feeble excuses can you proffer for non attendance?

**Alan Anstead**  
**S.E.Area Rep**

**Mail to: [alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com)**  
**Telephone (answerphone) 01322-384050**



## Cambridgeshire Report

Mad cat night came around again and this time we were treated to a glorious warm sunny evening more like summer than spring. There was no decision to make it was a topless Sprite evening, so after a brilliant 25 or so mile drive in the countryside we arrived and to our delight we were not alone. Fred had arrived ahead of us in his Austin Sprite, and since the sun was shinning there was a photo opportunity and no sooner had I put the camera away and Roger arrived in his Arkley, then Dave H and Mick in Dave's red Frogeye, swiftly followed by Chris's Midget, a veritable sea of red. No sooner had I put the camera away and Hubie arrived in the hybrid, to break the red monopoly swiftly followed by Graham and Derek, I lost count of the times the camera was in and out of the boot and all this with two of our regulars with their Spridgets off the road (being prepared for the big event) and poor Nigel with his hand in a cast due to a cycling accident (should have gone by Sprite it's harder to fall off). Great to see so many (and varied) Spridgets out in our sunshine with tops down, as nature intended (HTJ had not yet arrived).

The first hour or so of the meeting seemed to take place in the car park (it was a gorgeous evening) and Derek had wheel arches to measure and carbs to copy, and I was having an orgy of photography (don't tell Pat). When we moved inside the talk was of the big event

and meeting places (we needed to arrive together as a convoy), and Thrapston Services was agreed on as the most practical option for most people. Eventually the meeting broke up and we all went our separate ways after a very pleasant evening.

The main event was Spridget 50 and after a full English breakfast we set off for Thrapston Services. It was an overcast morning, but dry and with an occasional glimpse of sun, but the sun always shines on the Spritious, so we knew it would turn out well. We arrived at Thrapston and pulled in for petrol (having glimpsed a few Spridgets on the high ground. Hubie came over to join us in the filling station, then we drove round to the car park to find a good turn out of Spridgets. I decided to wait for any stragglers or unexpected people responding to the *MASCOT* advert until the advertised time of 0900, and I am glad we waited since we finished up with a convoy of 13 proper cars, not to mention the two who were going direct to Gaydon independently and HTJ who had defected to the MG owners club stand.

We had a good trip despite it being a Bank Holiday weekend, and our chosen route worked very well, we did have one casualty (car 13 developed a fault) but we all made it to Gaydon on time. The rally plaque entry ticket idea worked brilliantly since we didn't even have to queue up but drove straight in

and were shoehorned into our spaces, amazing considering that circa 1000 Spridgets were in attendance. Due to the pressure on space we were not able to all park together although we all seemed to get prime locations (quite near the stage). First job on arrival was to seek out Colin (our casualty) to see if we could be of any assistance and make sure he was OK, as it happens when we did find him his very nice white Frog was already jacked up and being treated to some new wheel bearings by some of the guys exhibiting race cars at the far end of the tarmac.

The event itself was brilliant, there were the usual sundry stalls, a bit of auto jumble and the odd talk by a V.I.P. and although I am sure this was all very interesting and informative, for me the event was all about the cars. The sheer number of Spridgets all types, all conditions, some modified, some standard, but most of all, all together. It was just awesome to be part of such a gathering. We just wandered around taking it all in, looking round a few stalls, meeting a few old friends and making a few new ones. We spent a little time with the Amicale Spridget guys over from France, Amicale Spridget being roughly the French equivalent of the Midget and Sprite club (but with better food and wine). We had a look at HTJs early Midget featured on that other club's stand and were pleased to observe the hard top had been removed and replaced with a slightly more acceptable soft top (so the therapy is starting to work).

We rejoined our Cambs chums and downed a couple of glasses of bubbly followed by some



of that excellent birthday cake (which seems to have been modelled on Hubie and Sally's hybrid). I must say the cake was a tremendous idea, very well done highly appropriate and very enjoyable. I don't know where the day went since in no time at all the first of our locals was waving goodbye and the event was beginning to wind down with people starting to drift off one by one having had (I am sure) a tremendous day being part of unrepeatable Spridget history. We hung on until the end not wanting the day to finish. By the time we left there were very few Spridgets remaining, so I guess the event had left us, we did however catch up with the back end of a Spridget convoy on the M1 for a couple of junctions before we turned off at junction 15 just South of Northampton (I was the one in the silly hat having got a bit singed in the sun earlier).

See you all at the Mad Cat

**Dave Dixon**

## South Staffs and N Birmingham Report

### Aftermath in the evening

I didn't take my camera on Wednesday evening but I should have. 10 Spridgets, several still decked out in their Spridget 50 finery on parade and a visiting Westfield too. Made for a colourful line up in the car park at the Green Man and were subject to many admiring glances. Most of the discussion was about the events of the weekend at Gaydon. Not many "non-attenders" either but having had to change the date meant that Geoff had to miss the event of the century. Better luck next time Geoff.

I'm off to Le Mans next, so much of my thinking has been about the planning for my journey as usual. Lara went through her MOT at the double and all systems are GO. I'm hoping for another good showing from the MG Lola team and will be cheering them on with a contingent of MASC committee members, (Gary Lazarus and Toby Ancombe) as will Bob Tooke from the CZ area. Should be good. Praying for sunshine as I write this, I'll be away in a day or so.

Have a great summer, looks a good deal better than last year for us.

**Bill Mohan 1067**



## Home Counties North West

Like most areas this month's biggest event was Spridget 50 The Home counties regulars were all there and we enjoyed meeting up with some of our widely spread area members – although we still didn't see others we had hoped to!

Although it isn't too far from the centre of our area some us decided to go up to Warwick the night before to make the trip in on Saturday much easier. Well what a great afternoon we had to travel up. Maurice, Ian, Steve and Tracy and Jen and I had afternoon tea in Winslow in the market square and then enjoyed a B road drive up to our accommodation at the Warwick Hilton. I just so happened that Friday was Ian Hooper's Birthday so the Spridget drivers and co-drivers where joined by the whole of Ian's family for a boozy evening celebrating his special day. What a great feeling it was sitting outside the carvery for an aperitif watching an array of Spridgets from around the globe pull up ... Happy days!

On Saturday we were joined by David and Jenny first thing and set of for Gaydon and to meet up with Keith and Ann. What a great event Spridget 50 was. We all had a good day (I will leave the detailed write up of Spridget

50 to others) and apart from not being able to get off the M40 to meet up with people at our prearranged meeting point (sorry Keith) the day went without a hitch. Some of the co-drivers helped out Chris Jackson selling the regalia and a tidy sum was raised for the charity!

Saturday evening was spent back up at the Hilton with other HCNW members joining us for the evening; Maurice's wife Sharon, Pat and Chris and Mike and Sue. 13 of us sat down for a very pleasant evening meal all slightly red faced from the days activities.

Sunday we had planned an easy road run around the Warwickshire countryside and a pub lunch, but the weather was too awful and any ideas of a fun day out were abandoned. Hood up motoring is not a big thing in the Home Counties. Our cars are just about dry now!

The other news is we finally have a regular venue for a monthly meet. We are now meeting on the last Wednesday of the month at the Chequers Inn, Redbourn. Someone is always likely to be there from around 6.30 so if it's a sunny day we should be able to fill the car park. Come along for a chat and a pint and maybe even have a meal. Hope to see you soon!

**Mark**



# Market Place

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

## For Sale

**1972 MG Midget**, British racing green, wire wheels, full tonneau. MOT until May 2009, tax exempt. Not concours, but in very good all round condition. Owned by me for 3 years, (previous owner 7 years). Always garaged, has regular all year round use (in good weather) and has been totally reliable. £4,200 ovno.  
**Contact Ray Barrett on 01400 230396 or 07833 584949. Grantham, Lincolnshire**

**1973 MG Midget Mk III** Round Wheel Arch. Colour Green Mallard (often confused with BR Green).  
12 months MOT, 11 months Tax. Current owner for 19 years (member No. 529).  
Average mileage 400 miles per year.

Professional renovation in 1990. (still VGC). Lot of history – Receipts going back to 1984, MOT certificates since 1979. Stainless steel exhaust. Wire Wheels. Roll Bar (colour coded to upholstery- ochre) Featured in Terry Horler's Book – 'Original Sprite and Midget'. Offers in region of club valuation £5000.

**Please phone 07951219057 or email den.matthews@telco4u.net**

**1969 Midget Mk III**, Blue, 74,500 miles, 2 owners from new, unused and dry stored for 10 years, complete genuine car requiring tlc – £500

**Tel Gill Bolland 01789 293340 (Warwickshire) (non member)**

## D J Grove Restoration

*Phone/fax:*  
01256 768678

Hampshire  
based,  
worldwide  
customers



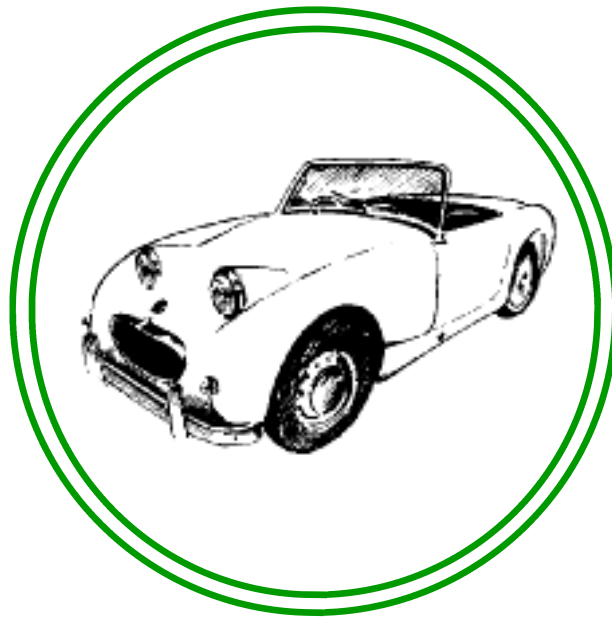
For friendly expert advice from an ex F1 engineer and Sprite and Midget specialist, with a longstanding reputation in concours, race preparation (i.e. Goodwood Revival), complete restorations, servicing, chassis rebuilding, and obscure parts traced.

**Frogeye, special body, Speedwell and Sebring Guru**

## STOP PRESS!

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

# **FROGEYE SPARES CO**



**“Anything and everything for  
the Frogeye Sprite”**

**New Parts, Performance Parts and Many Used Parts**

**Interior Trim - Seats, Carpets, etc**

**Hard Tops, Tonneau Covers, Hoods, Side Screens**

**Engine Rebuilds - Standard & Fast Road**

**Download our Catalogue from the Website**

**Gift Vouchers £10, £25, £50 & £100**

**New Range of Prints and Cards for all Occasions**

**Visit our New Premises in Droitwich (J<sup>n</sup>5 - M5)**

**Tel: 01885 400791**

**Fax: 01885 400791**

**[www.frogeyespares.co.uk](http://www.frogeyespares.co.uk)**

ask about our exclusive  
Midget and Sprite  
Club Packages

CLASSICLINE  
Insurance

# do you miss the human touch?

If you're anything like us,  
you'll be fed up of typing, clicking and  
generally struggling with computers...



...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 the best deal for your car insurance.

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

visit  
**[www.classiclineinsurance.co.uk](http://www.classiclineinsurance.co.uk)**

Authorised and regulated by the Financial Services Authority