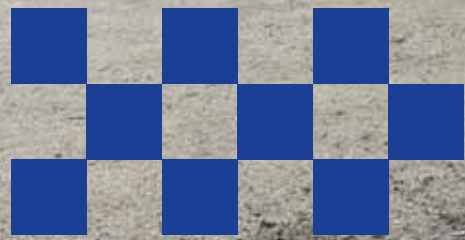


Mascot



The Magazine
of the
Midget & Sprite
Club





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

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WILTSHIRE	
YORKSHIRE	

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

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Editorial

It's me again! It seems that you may be stuck with me cobbling the club magazine together for a little while, a month or two, longer, who knows? I had fun putting it together last month (although I really didn't have to do very much at all), so I thought I'd try and see if I could do it again. Nobody has said I couldn't. No one has asked me to hand back the keys to the *MASCOT* machine, so I'm going to stay here and play for as long as they let me.

A few people were kind enough to mention that I hadn't completely messed it up, which has spurred me on to taking the liberty of adding eight extra pages to the magazine (at no extra cost to the club other than a few less colour pages).

You may notice that some of the bits you were expecting to see have moved to a different part of the magazine. This, I've been told, is due to the way that colour and non-colour pages are printed which means about as much to me as compression ratios and automotive electrickery.

So who am I?

According to the front of *MASCOT*, I'm a committee member and the rep for the London area of MASC. But before you ask, let me inform you that the London Area consists of a loose group of about five people begged, borrowed and stolen from the surrounding areas. This means that if you are a member of the Midget and Sprite Club and happen to have once passed through London at some point in your life, be it on a shopping trip or to see a show, you are now a member of the London Area of MASC. So simple! It works a bit like the Georgian Beach Volleyball team.

One or two of you may have heard of my Frogeye 'Gaps'. If you ever get to see the panel fit then you won't have to ask why it carries that name. But 'Gaps' seems to take me where I want and is always kind enough to deliver me back home again.

So that's enough about me, 'Gaps' and the London area.

What I need to know is what you as members want from your magazine. I can't promise to please all the people all of the time but I will listen and facilitate as much as is possible within the bounds of space, finances and partial good taste.

My contact details are in the front of *MASCOT* so let me know what you think from time to time.

Realistically next month's deadline will be Friday the 12th of September. Please send something in to me otherwise I'll have to make it all up myself and you'll get forty pages of photographs of me and 'Gaps' (and perhaps a few of London too)!

Gary and 'Gaps'
London

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: Mark Hall's Sprite and Steve Plester's Midget taking shade at Le Mans

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 and Birmingham** – Meet at the **The Green Man**, Middleton Village, 8.30-8.45pm
- 1st Thursday **Lincolnshire Area** – Meet at **The White Hart**, Lissington, nr. Wragby. 8pm. Contact Brian 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 September 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 Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Chris Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton-sub-Hamdon. 8.00pm
- Most Sunday Lunchtimes **Wiltshire** – Meet at **The Spotted Cow**, Marston Mesey

Club Website

Members Only pages for September,
User name: Micro Password: Blister

Events

From David Hill and Webmaster Toby Anscombe Events organised for 2008 so far

September

- Wednesday 3rd South East Area's visit to Fulching Manor, Sussex. Museum and House. To Be Confirmed, please check with 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

October

- Sunday 12th Join the Warwickshire Group at the Gloucester and Warwickshire Steam Railway and Vintage Rally. Contact John Platt on 01789 488321 or email: john@platt2085.freemove.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) 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.

Musings from the Chair

Despite the weather not being overly conducive to open top motoring there have been some very good events over the summer which I hope you have been able to attend in this Anniversary year. Most impressive was the Spridget 50 gathering at Gaydon, if you were unable to attend you missed a humdinger. We were also the feature club at the Classic Car Action day at Castle Coombe race circuit. Le Mans saw classic race this year and I know many members travel to La Sarthe every year, not only for the 24 Hour but the Le Mans classic as well. The Silverstone classic weekend was also hugely entertaining. And it's all not over yet. We are the featured display at the upcoming Classis Car Show at the NEC in November. We would like this to have a party atmosphere as it will be one of the closing events of the Sprite 50 and MASC 25 year celebrations. I hope as many of you as possible will attend either by helping on the stand, we always need volunteers for this, or

by purchasing tickets through the club, this will get you a discount and put funds in the club's coffers.

On a more formal note there are two important ballots coming up. One is for the coming year's committee and I'm pleased to say we have the membership secretary and editor rolls back on the committee. Please vote for all the candidates who are standing and show your support. The other vital ballot is for the new constitution. This has been drawn up to comply with the requirements of becoming a limited company and will be the final hurdle in that process. A copy of this has been posted on the web site for members view and comment on and a final version will be sent to all members for approval by ballot.

I hope you enjoy what is left of the summer. Happy motoring.

Nigel Williams
Chairperson

D J Grove Restoration

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The Lucas RB106 Control Box

Part 3: The Regulator

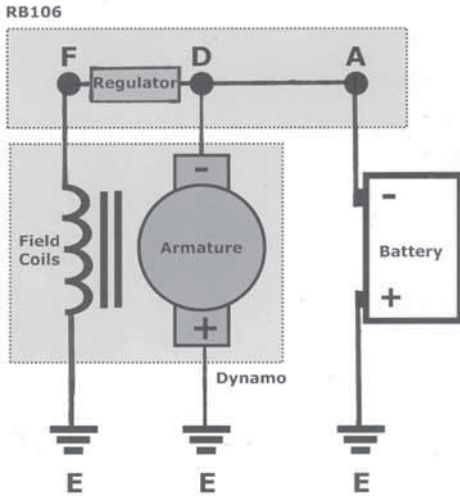


Figure 1

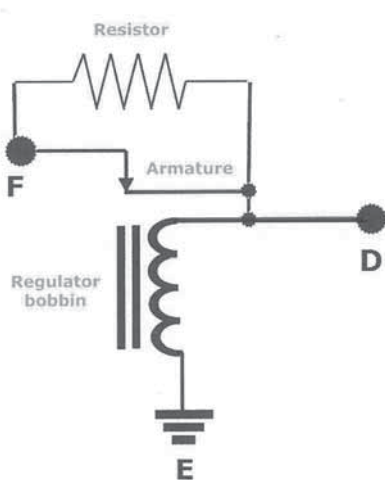
In Part 2, we saw that if the connection between the D and F terminals (Figure 1) of a Lucas dynamo is *broken*, then the dynamo's output will fall rapidly. If somehow this connection can be switched *on* when the dynamo's output is too low and *off* when its output is too high, then the generated

voltage can be kept constant (or 'regulated') no matter how fast the dynamo is driven. It is essential that the dynamo's voltage should be regulated because otherwise high voltages would quickly destroy the car's battery and electrical equipment.

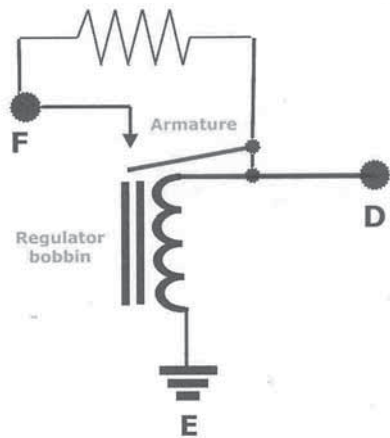
The dynamo terminals D and F (Figure 1) are connected to the D and F terminals of the RB106 control box and the rapid on/off switching required for proper regulation is accomplished inside the RB106 box, not inside the dynamo. The elegant simplicity of this switch can be appreciated by reference to Figure 2.

This mechanism is really nothing more than a simple vibrator, the sort of thing that goes 'Brrrrrr' inside any electric horn, buzzer, loudspeaker or trembler (and a slower version of it is inside every Lucas flasher unit). In the RB106 control box a spring loaded iron armature¹ connects the terminals D and F and this armature is situated close to one end of an electromagnet (labelled 'regulator bobbin')

¹ Potentially confusing nomenclature because this armature looks nothing like the rotating armature within the dynamo. In both cases however, the 'armature' is the bit that moves.



(a)



(b)

Figure 2

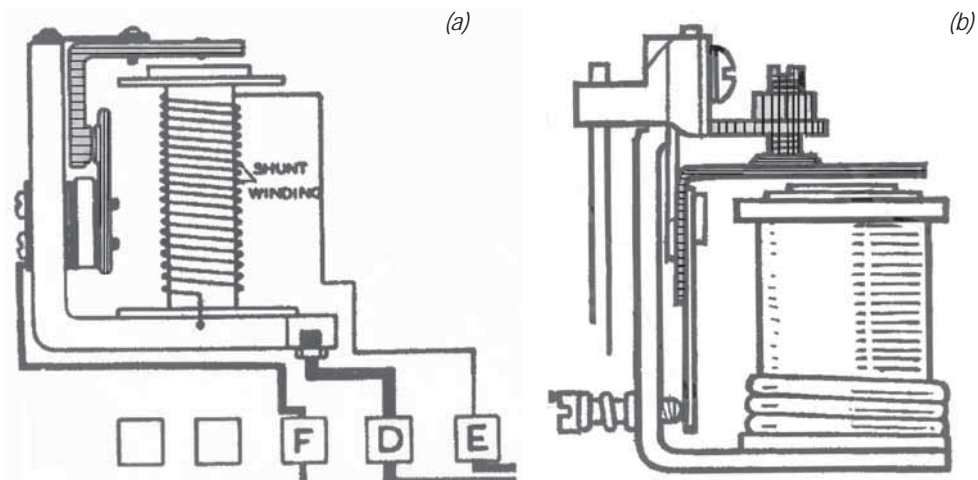


Figure 3

in Figure 2). The armature and electromagnet together constitute an electromagnetic relay whose winding is connected between the D terminal and earth, in parallel with the field windings of the dynamo.

Depending on the model number, the regulator bobbin inside an RB106 may be one of two designs. The early pattern is illustrated in Figure 3(a), the later in Figure 3(b). The later type is easier to clean and adjust and is now much more common but both types operate in the same fundamental fashion: in each case the whole metal frame of the regulator is connected to the D terminal of the dynamo and the armature is pulled *down* to separate the contacts. In Figure 3 the armature is indicated by horizontal hatching and the part indicated by vertical hatching is connected to the dynamo's F terminal: the contact (or switch) points are where horizontal hatching meets vertical hatching.

At start up (Figures 2(a) and 3), the armature of the regulator connects terminals D and F and, as the dynamo begins to spin, current flows through both the field windings of the dynamo and the windings of the regulator's electromagnet. As the dynamo spins faster, the voltage continues to rise until the magnetic attraction between the electromagnet and the armature is strong enough to overcome the spring tension of the armature and separate the contacts. As soon as the contacts open (Figure

2(b)), the connection between terminals D and F is *broken*, the dynamo's output *falls*, the magnetic attraction *declines* and the armature *springs back*, reconnecting terminals D and F. The whole cycle then starts again and the result is an alternate rapid opening and closing ('Brrrrrrrr') of the regulator contacts at a frequency of between 15 and 30 times per second, enabling a very fine regulation of the generator voltage. The voltage required to separate the contacts can be pre-set simply by adjusting the spring tension on the contacts themselves – and note, this adjustment is *independent* of the speed at which the dynamo is running. Effectively, as the dynamo spins faster the current flowing through its field coils declines, its armature spins in a weaker magnetic field and its generated voltage remains approximately constant instead of escalating hopelessly out of control.

If the dynamo's field circuit is *completely* broken when the armature contacts open, there will be considerable arcing at the contact points and these points will therefore have a short service life. To solve this problem, a resistor (see Figures 2 and 4) is placed in parallel with the contacts: this provides an alternative path between terminals D and F when the regulator contacts are open and its value (approximately 60Ω) ensures that the current flowing in the dynamo's field coils is always

within safe limits. This resistor enables a gentle, less dramatic on/off switching and it greatly extends the service life of the regulator's tungsten contact points. It is usually wire wound and is always mounted on the underside of the RB106 box (see Figure 4). It does get warm during normal service and a small amount of smoke and smell may be generated, drifting briefly from beneath, when a brand new unit is used for the first time – just as a newly painted engine will smoke and smell a little when it is started for the first time.

So much for the regulator – but this is not the end of our story. When the engine is stopped the dynamo must be totally disconnected to prevent a disastrous discharge through the field windings of the dynamo. This requires another switch (the 'cutout') and the obvious place for this switch is between terminals A and D in Figure 1. The RB106 contains two bobbins; the regulator uses only one; the second bobbin is the cutout switch. Note that this second bobbin cannot have quite the same design as the first because the cutout

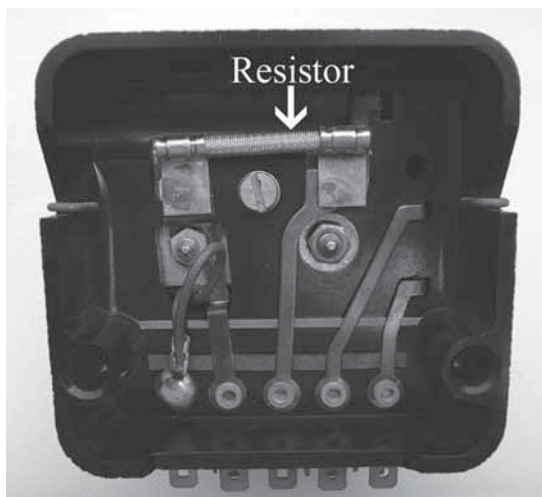


Figure 4

switch must be *off* at start up and *on* when the dynamo is spinning. But once again we are getting ahead of ourselves. Next month, Part 4 will be entitled 'The Cutout'.

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

Mutual Assistance Directory

Well, about the only warm and sunny day we have had here (West Wales) this summer was on my Mum's 93rd birthday. So it was a trip out in the Midget to a local garden and tea shop where they have wonderful cakes! Mum really enjoyed her trip and we managed to get her in and out of the car quite easily. Not bad for 93!



Don't forget, if you don't carry your copy of the Mutual Assistance Directory and you would like a copy you can download it from the members only section of our website. However, if you do not have access to the web or don't know someone

who does, I will print off a copy and send it to you. Please remember that it is constantly updated so to be up to date, download it at least every month.

David Hill

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4033	Ian Gerrard	Lancashire	Frogeye
4034	Peter Neale-Smith	Surrey	Frogeye
4035	Mervyn Spencer	Argyll	Midget Mk 3 RWA
4036	Richard Peters	Oxfordshire	Sprite Mk 4
4037	Tom & Jacquie McGuinness	Bedfordshire	Frogeye
4038	Maziar Raein	Norway	Looking for Frogeye
4039	Neil & Elliott Harris	Clwyd	Austin Sprite
4040	Chris Atkinson	Cambridgeshire	Midget Mk 3 RWA
4041	John Marklew	Surrey	Midget 1500
4042	Steve Glenn	Hampshire	Midget 1500
4043	Jon Battista	Wiltshire	Midget Mk3 RWA
4044	Robert Oakley	Dorset	Frogeye



Above: Rob Oakley and his Frogeye

Top left: Chris Atkinson, Midget Mk 3 RWA

Bottom left: John Marklew with ViKky



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Lake of the Ozarks



It was my great pleasure to attend the "50 Years of Spridgets" event, held at Osage Beach, Lake of the Ozarks, Missouri, on June 25 through 29. Living in Missouri, the trip was by no means overlong and I took my '78 Midget along to join the fun. The trip



out was excellent, as five other Spridgets and their owners met up at my home in St. Charles so we could "caravan" to the Lake. Our route took us through the heart of the Missouri Wine Country, and we had plenty of twisty bits and hills to keep us entertained. This was the first time I'd taken that route in the company of other Midgets and Sprites, and the experience was just great! In many places along that route, the road appears like a ribbon that's been threaded through the hills, and there's no better way to enjoy a route like that than in a Spridget

with the top down; and preferably with others along to share the journey.

Once at the Lake, we found ourselves surrounded by 60-plus Spridgets and a crowd of wonderful people. The weekend's events included a car show, tech sessions, driving events, eating, merchandise table, a panoramic photo, and just plain hanging out with other Spridget folks; needless to say, it was all huge fun! Intermittent thunderstorms did little to dampen the enthusiasm, although the car show had to be relocated from a nearby park to the parking lot of the host hotel. The weather was perfect for the funkhana and autocross, as well as for the panoramic photo session at the Osage Beach Airport.

We didn't muster the kind of numbers seen at Gaydon, but overall, the event was a huge success, and I'm very grateful to have taken part. Now on to the Midget 50th in 2011!

Gryf Ketcherside
USA



MASC 25 Year Window Sticker

Following on from last month's regalia page (and I hope you all bought something).

I've been asked what the Midget and Sprite Club's 25th Anniversary windscreen sticker looks like.

Well here it is in all its 25 year "Blueness" (sort of Speedwell/Iris Blue don't you think).

The cost is just **£1.50 + 50 Pence P&P**. So for a whopping £2.00, you too can have it adorning your Spridget, coffee table or patio doors.

Ordering details (as last month) are on the inside of the loose address sheet.

Gary



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GATWICK



S.E. Area Treasure Hunt



*Austin 7 belonging to David and Linda Southcott.
Dark Green Sprite – Roy and Debra Jackson
Citron RWA Midget – John and Noreen Page.*

Sunday 3rd August was the 50th anniversary of the death, at the German Grand Prix Nurburgring, of Englishman and Scuderia Ferrari Grand Prix Team driver, *Peter John Collins (b.6-11-1931 d. 3-8-1958)*.

Sunday 3rd August was also the S.E. Area Treasure Hunt, at Warnham West Sussex, organised by David and Chris Wright assisted by David and Linda Southcott.

1130hrs, at the Sussex Oak public house, provided us with a window of opportunity, weather wise, to receive from David and Linda clue sheets for the treasure hunt and stroll off around the village of Warnham in an effort to solve the clues. David and Chris were to arrive shortly after visiting the Breakfast Club meet at Goodwood motor race circuit. David and Katy Cooper (Frogeye) had brought the family including the grandchildren. The extra pairs of eyes were to pay dividends. Were teams allowed? Is there a rule book?

At about 1245hrs David Wright called a halt to our hunt, and just as spots of rain could be felt, called us back to the pub for our results to be marked and for us all to sit and enjoy a meal in an area the landlord had kindly reserved for us.

Whilst awaiting announcement of the results Colin and Jude Aldridge mentioned that they had recently attended a Hants meeting (natter) where they had been well received. Hants are most welcome at Sussex or Surrey meets whilst Essex are welcome at Kent meets if the distances are not an obstacle.

John and Julie Harle and Tim and Helen Ward announced that the May Bank Holiday (23rd–26th) Tour 2009 that they had been planning, to Minehead, is now bookable and that they will welcome payment of deposits.

The winners of the treasure hunt were announced as David Cooper and Family on whose behalf David accepted the prize. Standing to tumultuous ovation David Cooper announced that he, following tradition, would organise such a treasure hunt to be held in 2009 on a date yet to be decided.

In the car park, belonging to our group, were two Frogeyes, three Austin Healey Sprites, a round wheel arch M.G.Midget and an Austin 7 saloon.

Alan Anstead

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Where Are They Now?



Frogeye VYN337

Whilst at the Leeds Classic Car Show Mr Vaughan Rackman enquired about his old car VYN337. He is keen to contact the current owner as he has information to pass on about its previous owners, some of whom he is still in contact with, and one who was a minor sporting personality and brother of a well known sporting personality. He also has magazine articles about the car.

Alan Anstead

Area Rep S.E. Area (Kent:Surrey:Sussex)

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Frogeye 2829 UE

Mike Penn has written to me to ask if anyone knows the fate of his old Frogeye 2829 UE.

Mike says "If you can find her for me I would be grateful. I lost touch with her in the early '70s when my wife became pregnant and couldn't fit behind the wheel.

Pictured in the car is my wife Pauline and my mother, both of whom remember the car with great affection".

Kind regards

Micheal Penn

CEI Tech Eng ITE, SAHB

Curatorial Director

Haynes International Motor Museum



So if you remember this car or it is locked up in your garage, please let Mike know via me at editor@midgetandspriteclub.co.uk or through my contact details at the front *MASCOT*.

Gary



"What's new in the Sprite Room"

The following article was sent to me by Ray English, friend of MASCOT and Editor of *'Marque One'* Magazine in Australia.

It is not very often that one gets to add several rare items to the 'Sprite Room' collection in one day, however this was the case a couple of months back when we called in to see Ken and Trish Nancarrow in Melbourne. Ken, or "Nank", as he is affectionately known, was employed as a storeman at John Sprinzel Limited in the Lancaster Mews during the early 1960s. Ken had mentioned some time back that he had a few souvenirs from the old days in England and offered them to the Sprite Room collection, so when he suddenly appeared with a bag of rally plates it was not a complete surprise.



1961 Liege Sofia Liege.
John Sprinzel/Sam Actman.
PMO 200. Retired

It was only after getting home and doing a bit of research that the history of each plate hit home. As you can see the blue Acropolis Rally plate shows some damage, it was in this event that PMO 200 was written off, I have not yet worked out why the Liege Rome Liege plate has a V cut in it, though it is obviously cut out to fit around something.

The 1961 Monte Carlo plate has a burn mark, probably done after the event, while the 1959 London Rally plate is in near perfect condition, which is quite remarkable as according to Nank they were usually removed from the cars as soon as they arrived back from the rallies and thrown under a bench.



Top/Left: 1960 RAC Rally. John Patten/Paul Hawkins. Sebring Sprite 2214 UE. 4th in class, 37th overall. Top/Right: 1960 Liege Rome Liege. John Sprinzel/John Patten. Sebring Sprite 2214 UE. 1st in class. 3rd overall. Centre/Left: 1960 Acropolis Rally. John Sprinzel/Bob Domey. Sebring Sprite PMO 200. DNF - crashed. Centre/Right: 1961 Monte Carlo Rally. John Sprinzel/Stuart Turner. Austin A-40 Farina. WLP 177. 3rd in class, 115th overall. Bottom/Left: 1959 London Rally. John Sprinzel/Stuart Turner. Speedwell Sprite. PMO 200. 4th overall, 1st in "Specials" class. Bottom/Right: 1960 German Rally. John Sprinzel/Norma Sprinzel. Sebring Sprite. 221 UE. 2nd in class, 24th overall.



S.E. Area Le Mans Tour 8th-15th July 2008

Planning for this, 2008, tour started in May 2007 when I booked a farmhouse south of Le Mans which held accommodation for six. I was fairly confident that I would be able to fill the places. The farm complex could also take another twenty two people if necessary.

I was surprised that when I began to mention the tour, at monthly meetings, the number of people interested quickly rose. After sorting out some time wasters our number reached nineteen. Even at this early stage I was surprised to find that, when I called back to the farmhouse to book the further accommodation, I had been well and truly gazumped by a group of Morgan/Lotus owners.

Fortunately I have ex pat friends, Mick and Denise Blazeby, who live in the area of, and now regularly marshal at Le Mans, who

assisted with locating accommodation for the remainder of our group near to the Farmhouse in the village of Parcas Les Pins.

Mick and Denise also assisted when, together with Lisa, I recce'd the route, and surrounding area of the Loire valley, choosing, and booking in advance, locations to visit and places to eat. Being rural France not many people speak English nor understand my 'Franglais' (not improved much by now taking formal French lessons) so I much appreciated Denise acting as interpreter. Although they were only coming out for the race meeting and not touring with our group I was also able, again with Mick and Denise, to find accommodation, on my reconnaissance trip, for a party from M.A.S.C. Yorkshire group.

In the intervening period between initial planning and implementation L'Amicale Francais, through their representative Franck, kindly invited us to join their group on display within the Le Mans Circuit and to this end Franck obtained the necessary permits and passes for our number. Franck and I then met for the first time when he brought a convoy of about fifteen Spridgets to "Spridget 50", at Gaydon, in May.

At the last moment John Larrington had to pull out on medical advice because of serious health problems. A disappointment to both John and our group. By the time that



Col Carpenter with "Phil" the Rubber Bumper Midget.



(Left to right) Jess Smale; Alex Bowers; Alan Anstead; Peter Gardiner; John Clark; Paul Coveney; Jane Pierce; Sue Judd; Chris Harding (hidden behind) Col' Carpenter; Roy Jackson and Debra Jackson.

this article is read John should have been punched, prodded, probed, punctured and progressed, by his medical team, toward rude health.

Our final tally was to be:

- (1) Sue and Jim Judd in a red Austin Healey Sprite
- (2) Col and Nay Carpenter in a blue M.G. Midget named "Phil"
- (3) Peter Gardiner in a black M.G. Midget
- (4) Colin and Jude Aldridge in blue M.G. Midget
- (5) Roy and Debra Jackson in a green M.G. Midget
- (6) Paul Coveney and Jane Pierce in a green Austin Sprite
- (7) Alex Bowers and Jess Smale in a blue Frogeye
- (8) John Clark in a red Frogeye
- (9) Hils and Peter Stevens in a white Frogeye
- (10) myself in a blue Sebring Replica
- (11) Chris Harding – car hopping as he was refusing to bring his Ashley bonneted Frogeye because of some minor wiring problem (burnt?).

A last minute panic saw John Clark attempting to stem an oil leak, from his Frogeye's sump, reminiscent of the 'Torrey Canyon'.

And then at the eleventh hour the Speedferry Catamaran broke down forcing them to cancel our sailing, whilst engineers worked throughout the night to solve the problem, and

reschedule us all on the 1040hr sailing. With an arrival, at Boulogne Sur Mer scheduled, then, for 1235hr (The England Channel forecast was moderate to high waves/winds but ended up a force four gale with the catamaran pitching from side to side) and at least a six hour drive ahead with a weather report of rain and high winds prospects were not looking too good. We docked an hour late to find that one of our number had not filled with fuel so another delay but we got going eventually. Late evening found us at Chateau du Loir and in need of food. I enquired at the Grand Hotel. "A table for two monsieur". No eighteen! Un-phased, at a late hour, for a quiet town, we sat down to a lovely meal. We arrived at our destination at just before midnight. Rally H.Q where the main party were to be billeted was at Le Haut Courtigne, Parcay Les Pins. A Gite complex run by Ray and Wendy Priestly 0033(0) 241826873 it proved an excellent find and we were well accommodated and looked after.

I have already asked to be able to return for the 2010 Le Mans Classic Tour.

Peter Gardiner has already placed his name on the list. Six of our group were billeted, in the same village, at our 2006 base – Le Croix Joreau (Helen and John Larder 0033(0)241821950) sharing with two Lotus Elites and several Morgans.

Wednesday and we visited Le Fleshe street market then Le Lude Chateau and finished the day with a meal at La Renaissance, Le Lude, run by Cathy and Dany Lenoir (0033(0)0243946310) where Dany proved an excellent 'Chef de cuisine'.



Not wishing to rush everyone ragged Thursday was a late start with a vineyard tour with Francois Jamet at St Nicholas de Bourgueil. I had booked the tour with Mr Jamet but he had gone on holiday with his grandson and forgotten to tell his son, who 'held the fort', of our impending visit. Again this was not the problem that it might have been 'back home' Mr Jamet Jnr took us around explaining the processes and then providing several wines of different vintage explaining how various factors provide a variety of tastes.

Friday. After visiting the Castle high up overlooking Chinon we came upon our Yorkshire group who, by chance, had picked the café where we were bound for lunch. After several changes of tack I then led a depleted convoy to Arnage for a meal and to bask in the ambience of the frantic motor sport village.

Saturday and Sunday was the reason for the tour namely the Le Mans Classic 24Hr motor race. Franck, of L'Amicale Francais, the French equivalent of Midget and Sprite, had kindly invited us to join them, within the circuit, at the Club area. I was absent on the Sunday being privileged to have access, and passes, to Marshals Post 70 on the Mulsanne Straight between the Masta Kink and Mulsanne Corner but I understand that Franck, and his group, looked after my group well. I must mention a particular act of kindness. I am a somewhat Victorian person and, unlike modern men, not trained in womanly tasks – cooking, ironing, sewing etc. I needed a badge sewn upon



my marshal's overalls when Jane offered to assist. This fine lady is an accomplished seamstress who made short work of sewing the badge to my overall. (Coveney Curtains 07714-495975 – recommended!).

Monday was Bastille Day and I believe most visited the village for a parade thereafter taking themselves here and there as they wished. I remained at base camp with two poorly cars to fix. Paul and Jane's Austin Sprite had gone "off song" but I soon had it running sweetly. Roy and Debra's Midget was having regulator problems. A regulator is not my Forte so the simplest solution was to swap batteries between cars and let Roy drive to Boulogne slowly draining a battery from someone else's car whilst they charged his and revert upon our arrival. Our host concealed a talent for electronics, and electrical, and within minutes the regulator was reset, readjusted, and working how it was designed to be.

During the afternoon people drifted in and out. Wendy had heard that it was Colin's birthday and baked a cake. Colin and Jude had retired to bed for an afternoon nap. So mustering a few we stormed to there bedroom shouting 'Fire' and 'are you decent' and without delay, to wipe the slumber from their eyes, we burst in to present the cake and a chorus of 'Happy Birthday'. That evening our hosts provided a Bar-b-Q enlivened by jokes from Hils and Paul and monologues from Jim.

Tuesday we returned home. This is of course the abridged version. I could fill *MASCOT* with this event alone. To find out more you will have to ask someone who came.

Alan Anstead





My favourite car at Spridget50

Those of you who were at Spridget50 earlier this year may well have noticed a rather mean looking 1960's racing Mk1 Sprite sitting there looking all purposeful.

For those of you who weren't able to attend the day or just didn't get the time to read about it. I thought I'd fill in some details for you.

Sprite, Supercharged; 1960 Spec

The Bodywork

Alloy rear tub by Len Pritchard of W&P; Abingdon pressed alloy doors; aluminium front inner and outer Panels; bonnet part alloy with air scoop from 7080 AC, 1960 Alpine Rally car (Tommy Wisdom and Jack Hay). Strengthened inner shell.

Engine

A Series 995cc block; tuftrified crank; internals lightened, balanced and assembled by Phil Hepworth of Racespec/Howley Racing of Warrington. Supercharger kit, from 7080 AC, with shorrock C75B blower; race prepared by John Bibby. Abarth exhaust

Gearbox and Transmission

Smooth case sccr gearbox built by John Hopwood; Girling hydraulics. Riley 1.5, 3.727:1 (11/41) crown wheel and pinion.

Brakes, Hubs and Wheels

Standard hubs, front brakes Girling Type 10 callipers with hub adaptor plates; rear Riley 1.5, 8" drums; Girling hydraulics, Borrani alloy wire wheels.

Suspension and Tyres

Front 400lb springs with standard Armstrong lever shock absorbers. Rear 10 leaf springs with spacer and Armstrong adjustable dampers. Healey 100 anti-roll bar. Dunlop 4.50 x 13 racing tyres.

Ancillaries

Electric fan, replica 120mph works speedo, Speedwell Weston rev counter, replica Healey Speed Equipment seats and steering wheel.

This Sprite is a (almost) faithful recreation of what the well off and time rich owner could do to his (or very rarely, her) car in 1960 for

competition use. It complies with FIA Appendix K specifications for a Sebring Sprite and also the earlier Sprite Supercharged specifications with the wire wheel option. John Sprinzel marketed the Shorrock supercharged version as a Bonneville Sprite in celebration of the supercharged record-braking car at Bonneville Utah. This Sprite is not quite that fast.

The car was built up from parts acquired by Richard Wiffen, over a period of 13 years. The task would not have been completed, or as he says, completed so enjoyably, without the help and input of a large number of enthusiasts, paid and unpaid, over the years. In the order that he first had contact with them, his particular thanks go to:

Martin Ingall; Brian Archer; John Bibby; Jack Wheeler; Jonathan Whitehouse-Bird; Brian Wheeler; Colin Cooper; Tony Ennion; John Hopwood; David Harrison; Colin Pascoe; Gary the MOT tester with the Nelsonian touch. Also Richard's wife Lizzie, their joint bank account and their four children.



*Words taken from **Richard Wiffen's** description of his car*



SS&NB Joint Manouuvres

Since Barry resigned his post and Gary Lazarus stepped manfully into the breach we found he didn't have enough space to run the July messages for SS&NB within the limited space we'd had to allocate to the magazine production after some huge budget overruns recently. Under which circumstances I wholeheartedly commend Gary for producing the kind of magazine I have been asking for. The "scoop" article on the racing Sprite was worth the money alone!

With this in mind I told Gary we would not mind having a two monthly update for now, so here's the business.

JULY: Not a bad turn out at the pub when I arrived, and the chaps kept coming even after I got settled in.

But not an awful lot of Spridgets and with rain expected I wasn't all that surprised.

Bringing the car isn't always an option for everyone after all.

Matt showed us some of his movie work from Spridget 50, which I hope will be on our area website soon (which reminds me to update it as per Trevor's request. Oops!) In addition to his many photos from the big day, it still gives me a bit of pleasure to see how well it all worked on the day.

Thanks from me to all that praised the efforts of our "ground staff" volunteers, marvellous weren't they?

We have started discussing the location for the extension to our Tunnels Run, which may take place again in October. Last year you may remember we took in the Cold War exhibit at the RAF Museum in RAF Cosford, so we are looking to head elsewhere. A few ideas were tabled and we will let you all know where and send you our usual invitation to explore another part of the busy West Midlands area, soon.

Geoff was missing, down in Devon helping to finalise the details for the Run To The Sun Bay in September. Details were in the magazine last month. Basically ring the hotel and book your room.

He and I were expecting to take a joint run down to the Classic cars at the Ace Café this week, but he cried off (lightweight! OK, OK, only kidding!) So I went alone, a great dry run down and I was joined en route near High Wycombe by my old friend Mark Williams in his lovely MGA coupe for the final few miles. We were parked up in a row with several other Classy MGs, including another MGA (this one was an open roadster) a B or two and a lovely old saloon (was this a Y type? I make no claims to know much about the older models)

A fair number of Midgets and Sprites as well as Mike Gahan's A40 rally replica. Gary Lazarus was there but minus his Sprite, which is retired awaiting engine work, soon to be undertaken. Many old mates there but I was a little surprised at the ones I didn't see, still with summer (of sorts) upon us there are many other things to occupy us.

After dining on their almost legendary bangers and mash and enjoying the spectacular range of Classics Mark and I said our goodbyes to Gary and the others. Mark left about ten minutes or so before me but I



MGs at the Ace Café



MASC at the Silverstone Classic

couldn't see him when batting along the A40/M40. I had another dry run home, if a tad chilly, but well wrapped up. I was home in just over two and a quarter hours.

Geoff, Andy and I went along to the Silverstone Classics meeting on the Saturday with a couple of passengers and found the "getting in" phase a lot more chaotic than last year, which meant that even though we'd passed the "Formation Spridgeteers" from Warwickshire tooting down the M40 by the time we got off the A429 and into the circuit they had bypassed us by travelling through Brackley and were parked up all tidy like in

our (smaller than last year) area before us.

The meeting was, as usual, very well organised and the huge number of nostalgic themes meant that there were favourite race cars from all eras you could think of. And for good measure a fine selection of modern and vintage aircraft were accessible simply by taking a short walk past the rally Stage demos.

If you have never been take my word, it is well worth the trip and is usually classed as a MASC calendar event.

AUGUST: after the bad weather show last month we were very well represented this month, even with John and Pom being still away in America for a few weeks.

We spent all the time within the car park even though rain had threatened, chatting about this, that and some other stuff. (Not leaving myself open to that one!)

With a few questions being asked of "how did you do this/that?" We had a few bonnets open, but had prudently closed hoods first. Just in case!

As the evening stayed generally dry I put the hood down again for the drive home and as so often these evenings had a mild, pleasant run back home at the end.

The new last copy day for the magazine is Monday 11th so I can't report on this month's run down to the Ace again on the 12th but we are hoping for a couple more attendees next time around (Geoff says he is coming!)

Bill Mohan 1067





Cambridgeshire Report

We arrived at the Mad Cat to see the meeting going on in the car park and a new member with his head under the bonnet of Mark's frogeye. It turned out that Myk had just purchased a Frogeye and was going to collect it in the next few days. Myk had come loaded with photos and questions, and was taking advantage of the chance of a close look at good examples. It was not really photography weather so we went inside to catch up with the rest of the group since we had missed the June meeting. The main topic was the arrangements for the two July events.

Next was the Kimbolton charity classic, the day dawned to a clear blue sky (typical Cambridgeshire event weather) we arrived in good time to find our pitch already populated by a handful of Spridgets, and Myk's VW camper (the Sprite was not quite roadworthy yet), but what a great idea a support vehicle with a kitchen. It was a great event with lots going on, even a Battle of Britain flypast with those brilliant old plains coming in lower than I have ever seen before. Diane's Frogeye was one of just 12 cars selected (from 1400) to compete for the car of the show trophy in the main arena, to be judged by a celebrity from Top Gear. Diane's car came a very creditable joint second, just piped at the post by a Lotus pickup truck (sorry Europa).

The next event was the wonderful Silverstone classic, it was a scorcher, we arrived about 0930 having battled the slipping clutch for 60 miles, to find half a dozen Spridgets already in residence. We went to find a cup of tea but when we returned, WOW what a great sight, a Sprite traffic jam all trying to get in to our area, we had 28 cars on the Saturday alone. There are literally thousands of incredible things to see at this event so much so that the brilliant nearly becomes commonplace and maybe only gets a quick glance. The high points for me were, getting to and from the event despite a dodgy clutch, the great attendance on our stand (MASC was better supported than some more well known clubs), the perfect weather and watching classic racing cars from between 1921 and 1934 racing around that brilliant track for an hour at incredible speed (not bad for nearly 90 years olds) phenomenall!

You may be wondering what happened to last month's Cambridgeshire report. Well I think it was a case of nothing available to fill the mag so out went a call for material, and I guess the decision was made to cut pages. Then came the monsoon, lots of us came to the rescue and wrote lots of good stuff, a case of too much too late and as I was one of the last in, I was the first out. All perfectly understandable and I don't think any

of us would have done much different if we were put in that situation, I think we have to regard Gary as a bit of a hero stepping in to the editorial shoes at short notice to keep *MASCOT* afloat. I have included a cut down version of last month's report below (the full version will appear on the club website if I can work out how to put it there).

The July Bit

We were off to France for another Sprite adventure in June (any trip in the Sprite of more than a thousand miles, constitutes an adventure). The Sprite behaved itself very well apart from a few anxious moments with the little 1098 on the steep bits of the Devon expressway, we arrived in Plymouth in good time for the night ferry to Roscoff. The Ferry arrives very early so we were on the road to Frogeye cottage by 0715. It is great driving the Sprite in France through brilliant countryside on traffic free roads. We arrived at Frogeye cottage a little after nine so that after unpacking the Sprite, opening up and switching on the house we still had time to get to the wonderful street market in Audierne and lunch at the Cafe on the quay, before spending the next couple of weeks driving around in the Sprite, swimming in the sea, sunning ourselves on the beaches, eating sumptuous seafood, visiting great restaurants, exploring quaint little towns and villages, and visiting more markets to



buy fresh lobsters for the barbecue. The French love our little cars and we attracted a lot of admiring glances and complimentary comments as we travelled around, however we did miss the Ace Café and Mad Cat nights. In my absence Diane was good enough to keep an eye on the local goings on for me so I could include them below.

Mad Cat night came with dodgy weather and since Diane's brakes were broke the Frog stayed at home and even Dave and Mick arrived in inappropriate transport. There had been a trip to the Ace Café on the menu for the previous Tuesday however Mick had broken down with electrical problems about 4 miles from the Ace hence the trip was not as successful as it might have been, although we still managed a good presence at the Ace.

We had yet another new member, Neil, arrive with a friend, Robert in a very nice Frog, but sadly no vast array of gleaming Spridgets to greet him (rain had stopped play) the only other people in correct vehicles were Roger and Chris (well done guys). Even HTJ, who clearly can't use the weather as an excuse, arrived in inappropriate transport. It seems HTJ had made another movie, this time it was a record of Spridget 50 (I hope he saved me a copy) it should be brilliant. Although a few of the regulars were away (me included) there was a good turn out of 13 and the landlord was kind enough to provide free food, what a brilliant friendly pub the Mad Cat is and long may it prosper.

See you all at the Mad Cat

Dave Dixon



Diane's Mk1 Sprite



Scotland Report

'*EastEnders*' is an establishment soya beaned immersion, conspired to confirm that your life isn't as awful as you thought. 'River City' is a Clydeside version without the societal mission, so it just pumps out the patter now known as the banter eg 'Come on away and run my humph'. Eh? What? Precisely!

Johnny Beattie, CBE is pivotal to River City; just as 'We plough the fields and scatter' is to this story, because, last September, eight cars went to Bute picking up the ex-NI scribe Barry Stanage with his new friend Mervyn Spencer who has a super RWA (an only in the dry car). And we went to a ploughing competition on the Arran facing side of Bute. But, me as softie, put everybody's tummy as priority over the competition. The result of this was nobody got enough to eat and the two Clydesdales and the pre-war seat less tractor were getting put away when we arrived on the field; but it was still marvellous to see tractor engine bays at close range and to watch man and machine slowly till furrows to straight line perfection and a far bigger deal than looking at Albert's allotment on TV. It was a great Midget day out; running our fingers through the soil then shouting 'Two's up on your stump! (May I have the core of your apple when you're done with it?)

Johnny Beattie and I are chasmed: but we share membership of the Bute Vintage Club, the local tractor association and thus easy-peasey for speedsters like us. However, only

two cars went back to their great charity event in July, fairly hoping to get an MASC photo in 'The Buteman' which didn't happen; but the photo here could have been it with our Ricky Brylka in campaign hat trying to out-personality Johnny Beattie in boater which was the high point before derangement set in and our MASC mini-mob got seriously led astray by a lady 'B'GT driver who claimed to be local but knew none of the roads. Nuts. Absolutely nuts; because the island is still bigger than tiny. Soon, the lady's 'B' stopped running. John Kerr [also in photo glumly holding a sausage on a lead] diagnosed the 'B' was out of petrol; so he and Ricky each provided a gallon from their spare cans and she took our chums her own tour of the island quite separate from the intended route. When this ended, John and Ricky asked her 'How about squaring up for the fuel?' Whereupon she just laughed and drove off. Nuts. Absolutely nuts, I tell you. What's happening to people?

That's why it's great to read in *MASCOT* about members enjoying friendship as human beings and not as humanoids who are taking over everywhere. And I can't stop them on my own with waves and smiles to check if they are alive or zombied or in between. But friendship will turn the tide!

Carson and Chums

PS. The soil is fertile. Mervyn has joined the Club.

Wark's Talk



Filling the Crown Car Park Mo & Phil Wood's Mk 4 Sprite

Our thanks go to Mo and Phil, who organised a superb run around Hereford, which was even better for us as we had a 55 mile drive with our hoods down on A-roads to the start. Everyone gathered in the Traveller's Rest car park at the end of the M50 and, following a short briefing in good teacher style, with instructions to behave ourselves, plus a pack with directions, a questionnaire and relevant information leaflets handed out, we made a prompt start. Ever aware of an opportunity to gain another member for the club, Chris and John ensured that a copy of *MASCOT* and a membership form were placed on the seat of the Frogeye that was already parked and clearly moving on to another event. We very soon passed our first castle, a small, by castle standards, residential affair and continued along leafy country lanes to the next, the more substantial Goodrich Castle with its special cannon "Roaring Meg". Then came the steep hill climb to Symonds Yat and onwards into Monmouthshire, where we were rather concerned that the route took us through "Road Closed" signs with bollards

to emphasise the fact. As Mo and Phil are usually quite law abiding we just followed, to find the closure was known about, but needed to be travelled through to reach the Kymin, with its Naval Temple, unusual as it is far from the sea, and the Round House. A short walk gave us superb views and a chance to look around these oddities. From the Kymin we detoured to avoid the road closure and travelled through Hereford to Skenfrith, where coffee and delicious home baked shortbread biscuits had been organised for us at the Bell. With just enough time to stroll around the village and its castle, we were soon back in the cars for the next leg of the journey. We drove through more of the delightful Hereford Countryside to The Crown Inn at Woolhope, where the car park had been reserved for us and we enjoyed the Hereford Hop Ploughman's Lunch. It was then on to Western's Cider in Much Marcle, where we were a little too late for the tour, but not for the cider tasting, which was much appreciated. Now it was the time to check our responses to the questionnaire, from which Geoff and Janet were declared the

winner and presented with a Frog Teapot by Mo and Phil. There were six "first timers" on the run being: Ann and John's neighbours who drove his other car, a round wheel arched Sprite, a couple from Hereford and Alan with Linda, who we met at one of our meetings and are joining the club imminently.

The following Saturday was another early start for us, meeting at the Warwick Service Station on the M40 to reach Silverstone Classic as early as possible, to capture most of the racing. Taking country roads we arrived some considerable time ahead of Bill Mohan who had passed us on the motorway, waving as he disappeared into the distance. On arrival, we were misdirected through Copse Tunnel and had the busy pit area to negotiate. The meeting is always enjoyable and is a chance to see a good collection of our fellow members. With the best weather yet, it was extremely pleasant and afforded a good picnic opportunity. Our day was made even more delightful because Alan and Peggy decided to take advantage of the weather

and invited us to an impromptu barbeque at their home. Impromptu for some that is, Peggy just had to do the shopping and make the salads! After we left Silverstone, Alan led the group across country to his house, where Peg awaited us with everything prepared. We were also joined by the ladies who had not made the trip to Silverstone, however Sybil and Eirwen managed to arrive before Roy and Geraldine, who had obviously taken the scenic route, having passed them on the way. John and Ann were the last to arrive and were lucky to find food still available, as it was so tasty. A huge thank you to Alan and Peggy for rounding off the day so perfectly, taking advantage of a warm evening so rarely enjoyed in this country.

Our next event is the trip to Northern Ireland to include a visit to the Giant's Causeway, followed by Mike and Benita's "Fun" weekend at the beginning of September.

Chris and Sheila



*Presentation of the Frog Teapot.
Left to right. Phil, Mo, Janet, Geoff and Roy*

Home Counties North West Report



So, July's pub night was another success. Jen and I arrived a little late this month, but already there were 4 Spridgets in the car park and by the end of the night we had mustered 8 cars! As well as Maurice and Mike's everyday cars due to the heat (!) and Maurice's Frog's gearbox messing him about. A lovely warm evening meant that even Keith and Sue had arrived without the hard top on the car. As the evening progressed we were joined by Dave Ayres in his lovely Austin Sprite, Mike and Ann Harrison in their immaculate K series "mk4" with round wheel arches (a long story) and also Chris Kenny in his unusual '58 Frog. Now we don't claim to be the most knowledgeable area group, but the front end on Chris' Frog has everyone confused. Nobody has seen or knows what it is – Chris would love to know the answer so let me know if you have any ideas.

So, in August we will be meeting on Wednesday 27th in Redbourn. Hopefully we will be able to let Chris know about the origins of his car. Hope you can make it along you will be very welcome.

Mark

In the interests of saving space in *MASCOT* I will be brief. One achievement in the last month was to get four cars to Silverstone on the Friday. Mark took Chris (his pater) as a

birthday treat: Mike took Derek, an MG man: Ian came solo and I was driven in my car by my goddaughter Rachael, for her birthday treat. Last year she gave the victory sign to White Van Man. I had to instruct her on the orderly conduct of MASC members and the unwise of the act. Hard hats were the order of the day this year. We all had a great time at Silverstone and the weather treated us fair. Friday is a good day to go for ease of movement and access to the pits et al., but the lack of competitive motoring is a disadvantage. Five other MASC cars joined us.

May I take a moment to don my other, recently worn, hat and have a brief word with Carson? I would have had to take 60 shirts to Gaydon in order to give one customer a choice of the full range offered. Disposal of the remaining 59 would have been doubtful. As it was we had a large number of hats, beanies, badges and stickers left over and these were all one size one colour items. All the birthday regalia was on offer for three months before the event and a month after it. We did our best in the circumstances. Mind you, if that is the only complaint I think we can count the day a success. As you advise "think it through".

Chris Jackson
(Regalia Officer Spridget 50)
in defence of the Committee.

Hampshire Chapter F.A.R.T 2008

Frogeye Annual Road Trip – Part II

(Continued from last month)



Up the Horseshoe Pass – or was it down!

After doing 'the tourist bit' around Holmfirth we got on our way, and were well on our route through some wet but wonderful countryside when Alf had a loud clunk that was terminal. This meant an unscheduled stop at The Buck at Buckden, lovely people, good food, good beer and comfortable beds. Alf's Frog was recovered to have a day in Blackpool before being taken home, but due to Big John having his modern car, both Alf and Lynn could carry on – not quite the same, but at least they were there.

The next day we carried on to Skipton (great museum). Thursday morning and we leave for Chester – the sun is shining and all is well with the world. The journey passed without incident and we arrive in time to get the bus into the city for lunch, sight seeing and a walk around the city walls. Alf had previously 'checked out' the pub across the road to the B & B and booked us in for our evening meal – nice one Alf! After breakfast we head for North Wales through the Horseshoe Pass.



Outside the Museum in Bourton-on-the-Water

By mid afternoon we are enjoying tea and cake in the conservatory of The Old Farmhouse at Clun. We are assured that dinner is just a ¼ mile walk away – nobody told us the route was nearly vertical. Anyway the walk down and exploring the ruins of Clun Castle gives us an appetite for our meal and we all manage the climb back up afterwards although it was 'touch and go' for a couple of us.

A sunny day and eighty miles later we arrive in Bourton on the Water. We check into our accommodation and disperse in all directions. Alf and John to sample the local ale, Lynn, Vic, Jenny and Barry hit the shops, while Terry and Harriet meet up with an old friend who, (happily for all of us) owns a restaurant in the centre of town, where we all spent a great 'last evening'. It's Sunday and the sun is still shining. We split in two groups; some to visit the museum and the rest indulge in a little retail therapy. After lunch we leave for home – ten days and 700 or more miles after we started. Little did we know the challenges we would meet along the way but that's what driving an old car is all about – isn't it?

www.midgetandsprite-hampshire.info



Terry and Harriet take a short cut

NW Area Report



Ian and Jane, Andy's MGF, Neil next to his Frogeye, Me and Diane, Peter, David and Heather. Taken by Andy's young son, Jon aged 12

Unfortunately the NW Area report did not appear in the August issue of MASCOT due to lack of available space. Therefore it will be included in this month's magazine together with the September report.

August

On 28th June we had our planned drive around the Peak District. I originally found a route on the internet which Ian kindly offered to check out, however he wasn't able to make much sense of it so devised his own route for us to follow. Everyone met at Ian's place at 9:30am where tea, coffee, croissants and biscuits were kindly provided.

In total we had six cars taking part. First stop on route was at the Cat and Fiddle pub high up on the moors where it was very windy and freezing cold. Next stop was at Wetton Mill for a brew and cake. The sun was starting to show itself now and it was generally getting warmer making it very pleasant sat by the stream. After this break we set off again eventually stopping at the Swettenham Arms near Congleton for lunch. Overall it was a very pleasant and relaxed day out, thanks to Ian (and Jane of course) for organizing it.

A while ago Mike mentioned about Clock Garage near Southport, although it's not a garage as such but actually someone's back garden. He said this chap has a couple of cars and it should be worth a visit. So I gave him a ring and apparently he has open days occasionally and said we would be very

welcome to join in with the West Lancs MG Club for a visit on Thursday evening on 3rd July. This generated quite a bit of interest and on the night there were eight of us making our way over to Southport having first met at my house. We didn't really know what to expect as we pulled up the driveway but what a sight, it was unbelievable. Behind this chap's house were numerous buildings housing pre-war Rolls Royces, Bentleys, a Sunbeam, an MG saloon, an Armstrong Siddley plus numerous motor cycles, there was even a collection of old bicycles and a newly acquired 1947 Guy Vixen removal van in original condition. He had fabulous fully equipped workshops crammed with old bits and memorabilia – as Andy said 'it was like dying and going to heaven'. In the



David's car at Clock Garage

main building there was soup, tea, coffee, cakes and biscuits available – all for free. To give some atmosphere there was a period gramophone playing old 78 records. The collection belongs to Darren Christian and his dad who love nothing better than to share their interest with like minded people. In total there was probably about 40 or so people there and some lovely cars, in particular a very nice red MGA twin cam.

For July club night we had planned to have a local run. However, it was a miserable wet night so this was abandoned. We will do it some other time if we ever get any decent weather.

September

On the 20th July we attended our first car show of the year, this was at Hoghton Tower near Preston. There was Diane and I, Andrew, Neil, Peter, plus David and Heather. It was very windy and cold, not what you would expect for the middle of summer but as always we made the most of it and had a good time. Andy and Michele popped along with the kids to say hello – Andy has sold his racing Midget and is desperate to get a replacement that he can use on the road. Also it was nice to see Peter and Dorothy again, albeit not in his Frogeye but in the Ferrari.

A while ago Peter deserted us and joined the Yorkshire area – we did warn him but did he listen! Anyway, he seems to have seen the error of his ways and wants to return to his spiritual home. As glad as we are to have him back there will unfortunately be a penance to pay, something that will reflect

the seriousness of his actions – we will ask to buy a round of drinks, that should prove if he has lost his Yorkshire ways or not.

The following weekend, 27th July we went to the classic car show at Capesthorpe and what a contrast in the weather from the week before, it was absolutely scorching. There was just the three of us, Peter, David and Heather plus Diane and I. We parked on the edge of the park by the water, lovely and quiet and relaxing. For lunch we had a BBQ, very pleasant, just how a summer's day should be.

On the following Sunday, 3rd August we had another event. It was a picnic in Macclesfield Forrest, an event suggested by Mike and Karen, something they had previously done before with the Mini Club. It is organised by Peter Farley, who I think is in the Morgan Club and his son who is in the Sunbeam Tiger Club. They live on a farm that borders onto the national park and once a year have a picnic for friends and fellow car enthusiasts. I spoke to Peter a few months ago and he very kindly invited us along.

There were over 30 cars there including Mini's, Caterhams, Sunbeam Tigers, Morgans, an AC Ace, vintage Delage, very early Corvette Stingray, MGBs etc plus four of us. There would normally be a greater selection of Morgans and VCC vehicles but unfortunately this date coincided with other things. Again the weather wasn't brilliant, although at least it was dry. This is definitely something we will do again next year.

See you at the Kilton on 10th September.

Les



Raising the club flag ceremony. On the left is Les Robinson. On the right is Andrew

Linc'slot



*Jill in the Sprite in the foreground
and Sue in my Midget behind*

Pub Crawl Last month the Linc'slot decided to find a new venue for our monthly chats. We wanted somewhere easier for our southern Lincolnshire members to get to, and yet not too far for the rest of us. So we went on a good old fashioned Pub Crawl. It was brilliant. I thoroughly recommend this to anyone who wants to grab just a little of their miss-spent youth back. Anyway there are only three pubs in Bardney. Not four like some people thought. None of them were what we would call suitable, so we trundled off to an attractive looking place we had seen on the way. Our new venue therefore, is The Plough at Potterhanworth Booths. It's at the junction of the B1190 and the B1202 just to the south west of Lincoln on the Washingborough road.

Stones and Steam On Sunday 3rd August the usual suspects headed off to Tattershall Castle on a day out arranged by Phil and Annie. We started with coffee and cakes in the local church, then a climb up to the top of the National Trust medieval building. Nice views from up there including the church below and RAF Coningsby a short distance away. Next we had a picnic in the grassy car park where we also chatted with the owner/driver of a beautiful 1934 Austin Six 100 that we were lucky enough to see arriving. In the afternoon we visited the Dogdyke Pumping Station on the river



1934 Austin Six 100

Witham. This is run by volunteers who fire up their steam engine and three diesel engines on a Sunday afternoon in the season and all they ask is a small donation. It was very Dibneresque. Finally we had a nice run along the banks of the Witham to Phil and Annie's place where a barbeque was enjoyed by all.

Thunderhead Our Thursday pub meeting was marked mainly by the weather. A massive thunder cloud had shadowed us to the White Hart. We put our new hoods up soon after we arrived. This was shortly followed by torrential rain and the pub lights going out for the rest of the night. The evening was also marked by a visit from Mark who recently bought Pete and Mary's 1500 Midget. Pete handed out gifts of books and spray paint. No one knows why.

Please feel free to join us for our first Thursday of the month meetings as we try out our new venue The Plough at Potterhanworth Booths.

Brian Jeffery

Five Speeds for a Frogeye

Oh no! Not another 5 speed conversion article.

Stridgits with 1275 A series engines, and Midgets with Triumph 1500 engines, are well covered when it comes to fitting the ubiquitous Ford Sierra type 9, five speed, gearbox but what if you fancy fitting one to a 948 Frogeye or Mk2 Sprite/Mk1 M.G. Midget.

The Bell housings that are available, commercially, from the likes of Morris Minor Centre (Birmingham) Ltd and Frontline Costello Developments are for cars originally fitted with what we have come to know as 'ribbed case' gearboxes whereas earlier 948 engined cars had 'smooth case' gearboxes.

It is possible to fit 'ribbed case' gearboxes to the early engine by changing to the latter thicker engine backplate and using a 1098 flywheel and clutch assembly. This course would have to be taken if fitting a Ford type 9 gearbox to a 948 engine using a commercially available conversion kit.

I, however, did not want to go this route. My idea was to keep the original engine backplate and 948 six (alternatively nine) spring clutch. The obvious route therefore appearing, to me, was to also use the smooth case gearbox bell housing.

I climbed into the attic, of my garage, where I had such a spare gearbox and brought it down to the workbench. After removing the gears I took up a hacksaw and cut the bell housing from the gearbox body.

The Bellhousing was put on a lathe and the hacksaw cut edge tidied before reducing to just skim the raised portion of what was the inner surface of the gearbox body.

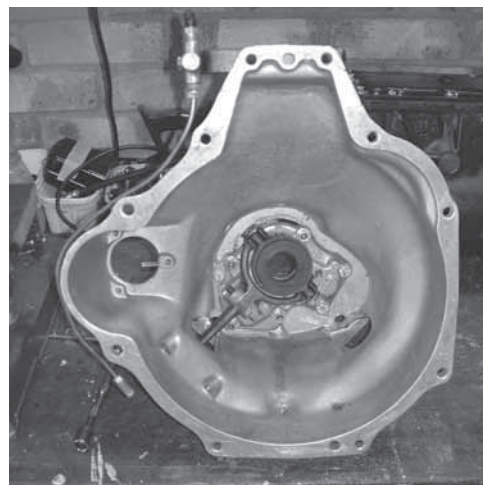
I now required a 3/8 inch aluminium plate to attach to this surface as a mounting for the Ford Sierra gearbox. I was fortunate in that discussing the project, at a club night, David Bruzas overheard my conversation and offered a suitable piece of aluminium plate. The measurements for fitting to the type 9 were transferred to the plate which was then mounted and bolted to the bell housing.

Surrey member Colin Carpenter, who owns Southern Rebore Services at Unit 44, Rowfant Business Centre, Rowfant, W,Sussex, RH104NQ. Tel 01342-713634, kindly machined the centre bore in order that it

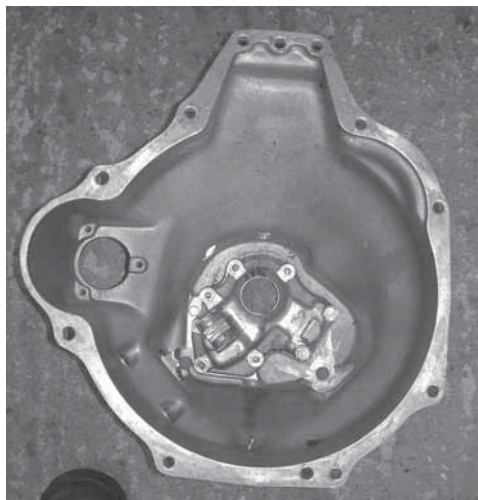
would fit centrally and square to the Sierra gearbox, that was, after I had removed a large amount of unwanted metal, by hand, to cut down on machining time. Colin was careful to leave enough metal so that the studs for the oil seal/clutch yoke mount plate were all able to be retained. Once so machined the bell housing was offered to the gearbox. To transfer the marks to drill holes for the actual assembly screws I lopped the head off a 12mm (fine) threaded bolt and ground one end to a point. This was inverted into the thread on the gearbox leaving the point just proud. The bell housing was offered up, centralised, and given a tap with a mallet, indenting the plate where the appropriate clearance hole was to be drilled. This procedure was repeated for each of the four holes as I did not have enough bolts, to sacrifice, to be able to do all four marks in one hit.

Once all this work had been completed I took the bell housing to Exactweld of East Grinstead to have the plate permanently t.i.g. welded to the bell housing.

The clutch cover assembly has had to be slightly modified by enlarging the centre hole to clear the larger diameter (1 inch) Ford input shaft. On the subject of the input shaft

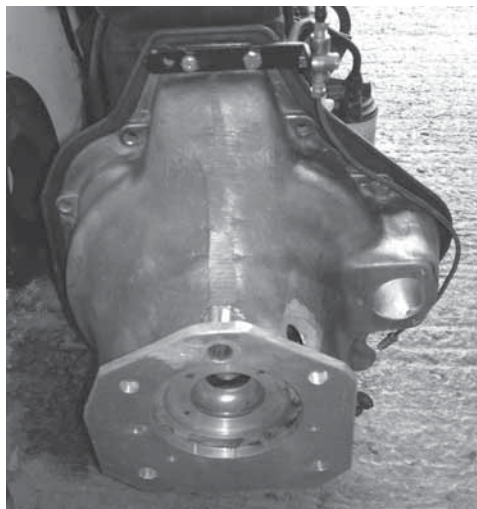


948 yoke and carbon thrust also remote clutch bleed

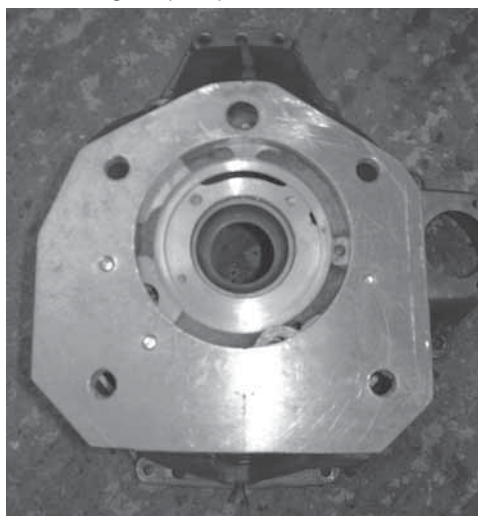


Bellhousing adaptor plate

Bellhousing



Trial fit on engine



the thrust guide tube, on the type 9 gearbox, had to be removed from the oil seal cover as I am retaining the standard carbon thrust race. This has been covered in my previous articles, in *MASCOT*, on 5 speed conversions. The bolts securing the Ford cover, for this particular conversion, are dispensed with being replaced by suitable countersunk bolts for which the relevant holes, in the cover, need to be countersunk.

The commercially available hybrid clutch plate for the 1275 conversion is 6.5 in diameter whereas the 948 is originally 6.25 in

diameter but the former will fit inside the 948 six (nine) spring clutch cover. I have recently removed such a plate/cover combination from a Frogeye where the owner was unaware that such was even fitted.

The bell housing, with clutch items, was then fitted to a spare engine to ensure that everything is O.K. and that nothing fouled.

The rest of the conversion, complete with shortened remote gear change on the Ford gearbox, will be as for other Spridgets and much covered in previous *MASCOT* articles. A problem that I did encounter was that the crankshaft bearing spigot supplied by Morris Minor Centre would not fit the rear of my engine's crankshaft – it was too small. This was a puzzle as I have used such an item on all of my previous type 9 conversions to 1098 and 1275 engines. The particular spigot supplied also fitted my spare 948 and 1275 engines correctly. I do not know the origin of the engine in my car but Colin Carpenter came to my rescue and using the former spigot as a pattern turned a custom spigot, for me, on a lathe. The conversion was then 'proven', over 500 miles, on our S.E. Area Tour of Normandy. Unfortunately the gearbox has a noisy 5th gear which will entail removal and reconditioning of the gearbox a not uncommon problem when using second hand parts.

Alan Anstead

*Peter Gardiner's Black RB Midget
with Paul and Jane's Green Sprite*



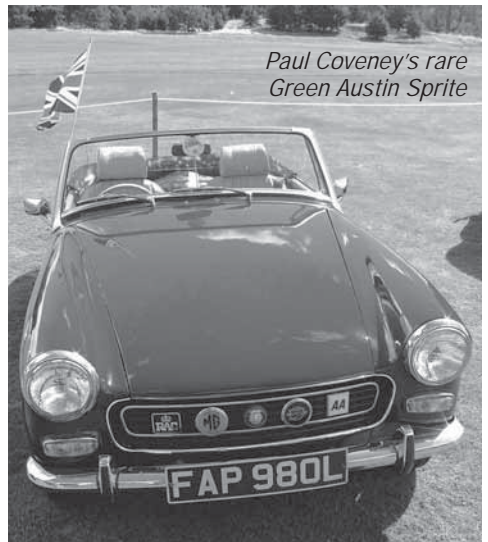
Leeds Castle (Kent) Car Show 10.08.2008

An opportunity to have a Club Stand found a number of members attending the Classic Car Show, Leeds Castle. This venue had to be booked in advance which caused some of our membership to have their entries declined as they had left it too late. A lesson to be learned, now, for many events is that they have to be booked well in advance. On this theme I will digress to mention that there is a provisional list for the Le Mans Classic Tour 2010 for which I will be taking non refundable deposits in May 2009 as accommodation and planning is required far, far, in advance. Likewise our May 2009 bank holiday tour to Mine head – deposits are now being accepted. I took some at this meeting.

Returning to our meeting at the Car Show. Ten cars made it onto the display field in front of Leeds Castle joining a good selection of other cars and a few commercials in a car show that was just about the right number with ample room between displays. The weather was fine but gusty which disappointed those hoping to take to a balloon ride. A gazebo erected for our stand had to be wrestled to the ground as it attempted to deputise for the balloon. The balloon remained tethered throughout the

day. Our club banner fought hard to escape but remained firmly tied.

Added attractions were free entry to the Castle, aviary, and falconry display. But where were the Men of Kent or Kentish Men amongst our membership. Surrey members put them to shame in attendance and travelling some distance to do so.





Alan's Green Frogeye with Mel and Barb Collins' Red RB Midget

Those members that failed to attend lost out twice as it was a great show, in a great venue, but then afterward we were entertained with a Bar-B-Q hosted by Paul Coveney and Jane Pierce at their nearby home in Harrietsham.

FOR CHARITY: Next year (2009) Paul and Jane are hoping to do a sponsored, 24hr, drive from John O'Groats to Land's End in their Austin Sprite to raise money for the British Heart Foundation but more specifically to provide a scanner for Maidstone Hospital.

June 22-24 is the chosen time for the drive with the specific 24hr period dependant

upon a window of opportunity arising having consideration for the prevailing weather situation. The drive will be made with hood stowed. The chosen days also fall within Heart Awareness month.

Any one willing to sponsor this attempt please contact Paul on paulandjane007@btinternet.com

Paul and Jane would also like assistance with a route, or someone to lead them (preferably in a Spridget), around Birmingham.

Alan Anstead

Brian Archer

Dear Sebring Sprite Enthusiast

I am sure you will be very sorry to receive the sad news that our very good friend Brian Archer passed away on Saturday afternoon, 23rd August. Brian had been in hospital since the beginning of July when he was diagnosed with cancer. Following major surgery soon afterwards, he had been showing signs of improvement and we all had high hopes for his recovery. Sadly that was not to be.

I am sure you will wish to join me in sending your sincere condolences to his wife, Barbara, son Andrew, daughter Debbie and the rest of his family, not forgetting Andrew Forster who has been his business partner for a number of years.

Brian was a lynch-pin in the revival of the Sebring Sprite, was a true friend to all those who shared his interest and enthusiasm, and will be sadly missed by all of us.

As yet I have no details as to when and where the funeral will be but will supply those details in due course, should you wish to attend. I will be writing a more detailed obituary of Brian's life a little later on .



Martin Ingall

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Classic Motor Show – 14 /15 /16 November 2008

Warwickshire Area Group are once again organising the MASC stand at the NEC in November. This year to celebrate the Club's 25th and the Frogeye 50th anniversaries, we applied for a bigger stand than usual and are delighted to have been granted an island stand 16 m x 10 m which is sufficient to show 10 cars.

The show's theme this year is "Launches" which fits nicely the introduction of the Frogeye in 1958.

The problem now is to decide which cars to show. Already arranged are Lizzie Bartlett's "Wreck Rescue" Frogeye and Jonathan Whitehouse-Bird's genuine Sebring Sprite following its 17 year restoration. Together with the club's new gazebo and hopefully carpet we expect to put on a first class show.

See the NEC advert in this copy for details of booking online "early bird" admission tickets available to us until 30 September. Bring all your advance ticket stubs to the stand and the club will benefit £1 each commission.

Last year Dr John Davies hosted an impromptu meeting for Midget Mk1 and Sprite Mk2 owners. If you would like to do something similar let me know and I will circulate details.

Please all come and introduce yourselves to us on stand 3C76 and take the opportunity for maybe a rest and a chat !

John Platt

Book online or call the Ticket Hotline **0870 060 3776**
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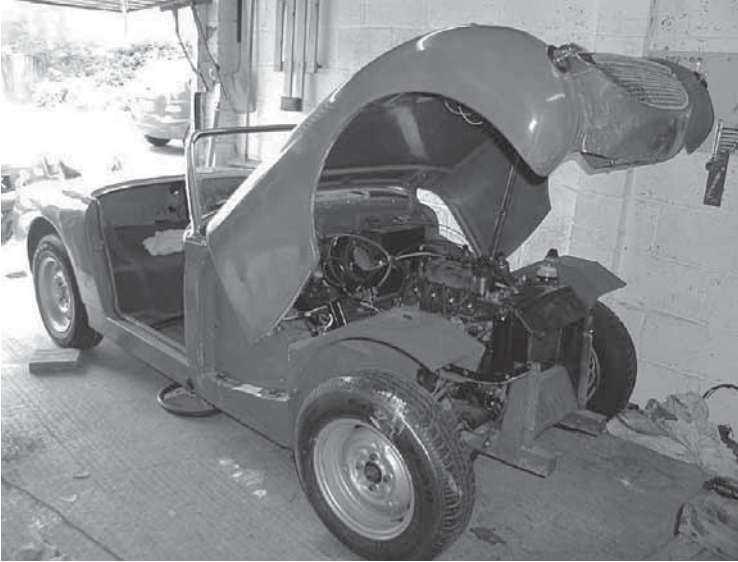


IN ASSOCIATION WITH



Offers apply to Sat 15th/Sun 16th November 2008 only. Adult ticket offer limited to 2 tickets per member. Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one family ticket per member. For comparison, the on-the-door prices for 15th/16th November 2008 are: Adults £17.00 and Family £45.00. Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission! Classic Motor Show tickets allow FREE entry into the MPH Show (excludes live action theatre) All bookings are subject to a single transaction fee. All information is correct at time of publishing.

Survey Highlights Importance of Laid-Up Cover



A recent telephone survey by specialist insurance broker Footman James has revealed that the UK's classics owners might be less risk averse than previously imagined.

During a routine lapsed customer survey, whereby a sample of former Footman James clients were contacted to ask why their vehicle was no longer insured with the Midlands-based insurer, a staggering 70 per cent of respondents said they had chosen not to insure their vehicles at all because they were "laid up".

Paul Matthews, managing director, however, warned classics drivers of the potential risk they are taking.

He said, "It appears from the survey that some classic owners do not recognize the true value of laid-up cover, believing that, just because the car is stored away, it is completely safe. But this does not mean it is immune to damage.

"We deal with heart-breaking situations where lovingly restored vehicles are damaged by events that happen while laid-up, so think how much worse that would be if the owners didn't get a penny back to repair it."

Each year Footman James deals with thousands of claims for damage caused to

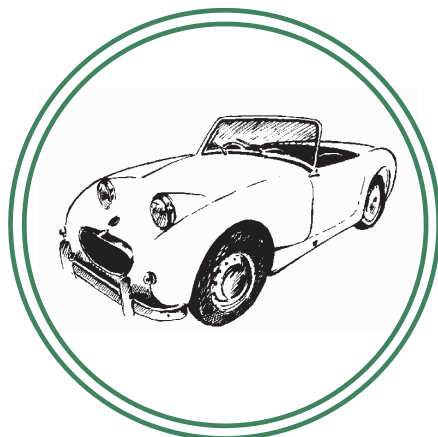
laid-up vehicles, ranging from rodent to fire damage. In the immediate aftermath of last July's floods, the broker received double the normal volume of claims for damage to vehicles, including a £40,000 Aston Martin DB7 and a £20,000 Porsche 928.

Additionally, Mr Matthews warned classics owners that, essential as laid-up cover is, it will not cover damage to classics from the moment they are driven under their own power.

"If you have taken out laid-up insurance, your vehicle is covered whilst in storage or on static display at a show, but the minute you start the engine and drive it, even if it's not on the public highway, that cover lapses and you are no longer covered should anything happen," he explained.

"So if you are planning to take your vehicle to a garage for repair or restoration work, make sure you have full insurance cover. Even if you're just driving your vehicle onto a trailer, laid-up insurance will no longer cover you for accidental damage."

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