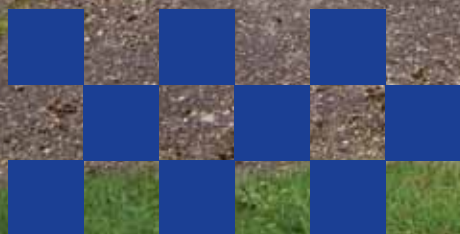


June 2009

£2 No. 303

# Mascot



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: nigelwilliams8@tiscali.co.uk
<b>GENERAL SECRETARY</b>	<b>Vacant</b>
<b>TREASURER</b>	<b>Anita Lachowicz</b> , 5 Park Grove, Knaresborough, Yorks. HG5 9ET. Mobile: 07720 725429 email: spridget.girl@ntlworld.com
<b>EDITOR</b>	<b>Gary Lazarus</b> , 40B Hungerford Road, London, N7 9LP. Tel: 0207700 5696 email: garylazarus@blueyonder.co.uk
<b>AREA REP'S REPRESENTATIVE</b>	<b>Alan Anstead</b> , Tel: 01322 384050 Email: alan.anstead@btopenworld.com
<b>TECHNICAL ADVISOR</b>	<b>Mark Boldry</b> , 5 Park Grove, Knaresborough, Yorks. HG5 9ET. Mob: 07889 799033 Email: mark.boldry@ntlworld.com
<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>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>CLUB ARCHIVIST</b>	<b>Terry Horler</b> , 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770
<b>EVENTS CO-ORDINATOR</b>	<b>Gary Lazarus</b> , 40B Hungerford Road, London, N7 9LP. Tel: 0207700 5696 email: garylazarus@blueyonder.co.uk
<b>MEMBERS ADVERTISING</b>	<b>Alan Lo</b> , Tel: 0117 9572617 Mob: 0775 3867806 email: alan@mobuzzing.net
<b>MUTUAL ASSISTANCE CO-ORDINATOR</b>	<b>David Hill</b> , Llyserfan, Beulah, Newcastle Emlyn, Ceredigion. SA38 9QB. Tel: 01239 811307 email: david@hill.be
<b>CAR REGISTER</b>	<b>Bob Clarkson</b> , Tel: 01902 842643 email: raclarkson@tiscali.co.uk
<b>REGALIA OFFICER</b>	<b>Mike Grout</b> , 55 Park Road, Spixworth, Norwich, NR10 3PJ. Tel: 01603 890211 email: mike@motorparts.freeserve.co.uk
<b>WEBMASTER</b>	<b>Toby Ancombe</b> , 7 Lysander Court, High Road, North Weald, Epping, CM16 1HF. email: tobyanscombe@taratec.co.uk
<b>TRADE ADVERTISING</b>	<b>John Clark</b> , 16 Barley Close, Broomfield, Herne Bay, Kent. CT6 7XG Tel: 01227 368638, Mob. 07971 153556 Email: jrclark@sky.com

## AREA REPRESENTATIVES

<b>BRISTOL</b>	<b>Terry Horler</b> , Tel: 01454 881770
<b>EAST ANGLIA</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.freeserve.co.uk
<b>HOME COUNTIES</b>	<b>or Mark Hall</b> , Tel: 01296 660103 markdhall@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: brianlincoln@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>Carson Thomson</b> , Tel: 0141 245 6327 day or 013606 22334 evening email: THOMSON.C@sky.com
<b>CENTRAL SCOTLAND</b>	<b>Les &amp; Diane Robinson</b> , Tel: 01772 432138 email: lesrobinson@blueyonder.co.uk
<b>NORTH WEST</b>	<b>Robert Holmes</b> , Tel: 02892 689274 email: robertholmes25@hotmail.com
<b>NORTHERN IRELAND</b>	<b>Ian Cooke</b> , Tel: 0115 938 3838 email: ilc@bgs.ac.uk
<b>NOTTS/DERBY</b>	<b>Dave Bearn</b> , Tel: 01823 412004 email: david.bearn@barnwoods.co.uk
<b>SOMERSET</b>	<b>David Hill</b> , Tel: 01239 811307 email: david@hill.be
<b>SOUTH WEST WALES</b>	<b>Alan Anstead</b> , Tel: 01322 384050 email: alan.anstead@btopenworld.com
<b>SURREY</b>	<b>Alan Couch</b> , Tel: 01564 773302
<b>WARWICKSHIRE</b>	<b>Chris Yates</b> , Tel: 01608 665066 email: chrishe@tiscali.co.uk
	<b>Andy Cross</b> , Tel: 01225 743554 email: andy@cross743.freeserve.co.uk
<b>WILTSHIRE</b>	<b>Anita Lachowicz</b> , Mobile: 07720 725429 email: spridget.girl@ntlworld.com
<b>YORKSHIRE</b>	

Also see the Club Nights section on page 3 for new areas and contacts.

Compiled by David Hill. Please advise me of any changes, errors etc.

**MEMBERSHIP RENEWAL: IF YOU EXPERIENCE 'MASCOT' PROBLEMS UPON RENEWAL, PLEASE CONTACT THE MEMBERSHIP SECRETARY OR THE TREASURER STRAIGHT AWAY. The Committee**

© Midget & Sprite Club

# Editorial

I've noticed that more and more frequently, my editorials are becoming notice boards or "Odds and Sods". So by the time that I've got to the part where I'd like to say something meaningful or cuttngly incisive, I've run out of room. Well that's my excuse anyway. Therefore next month I may try an additional page of Odds and Sods. This is the place where you can mention anything that isn't covered by the Club Nights, Area Reports or Events pages. Let me know.

The New Area reps request has of two months ago seen Wiltshire's first successful meeting, which you can read about elsewhere in this months *MASCOT*. South West Wales has also been strutting its stuff and Essex will be meeting for the first time within days (the 2nd of June) of you receiving this *MASCOT*.

People of Essex and surrounding areas, please give Jane your support, as not only has she taken on the Essex Area on a trial basis, but it's the first event which she's organised. All this, from not only a new member, but also a new Spridget owner too. If you can't find the details on page 11 of last month's *MASCOT*, please be at "The Black Boy" pub in Colchester Road Weeley, Essex. CO16 9JJ at 8.00 pm on June the 2nd. Jane can be contacted on 01255 830 509 or [jjganegales@googlemail.com](mailto:jjganegales@googlemail.com). I will be there to answer any *MASCOT* questions too.

We have been notified by the wife of NW Area member Gordon O'Neill from Thornton Hough, Wirral, that Gordon sadly died following an operation for cancer on 14 March. I know that you will join me in sending his family and friends our condolences and good wishes.

It seems that many times over the past year, I have had to be the bearer of sad news regarding club members and friends in the Spridget world who have passed away. This brings me on to the difficult subject of bequests, which is something that has been quietly (due to its sensitivity) mentioned by various people for quite a while. Committee member Philip Sellen has written a few words on the subject in this month's *MASCOT*, and all that I ask is that you take a few moments to read them and consider the idea of Spridgety bequests. I'm sure that you the membership will let me know if you feel I've overstepped the mark by highlighting this. But I for one will be thinking seriously about changing my will with a view to putting something back into the club which has given me much, including what I believe will turn out to be some lifelong friendships. Apart from which it releases my partner Lois, from trying to decide what to do with a rusty old Frogeye?

The organisers of this year's Bromley Pageant of Motoring have kindly given *MASCOT* four sets of family tickets, worth £25 each. So if you are going and want to get in free, you'd better hurry and search this months *MASCOT* for the competition. You won't have to look too hard.

Finally, June for many of us means an annual trip to France. I know many MASC members will be heading down to Circuit De Le Sarthe on the second weekend, for the Le Mans 24 Hours. If you are going and you see us, please give us a wave. If you haven't been, then you should. The reason that I mention this is that the **deadline for next month's *MASCOT* is Monday the 15th of June**. The day I get back!

So until next month, à bientôt from **Gary & Gaps**

---

**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:

SE area Frogeyes of Alan Anstead (leaf green) and John Clark (red) at Brooklands

# Club Nights

- 2nd Tuesday **London Area** (Congestion Zone) – Meet at The Ace Cafe at 7:30pm together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garylazarus@blueyonder.co.uk
- 1st Wednesday **South Staffs & Birmingham** – Meet at the **The Green Man**, Middleton Village, 8.30-8.45pm
- 1st Thursday **Notts/Derby border Area** (note change of day) at the **Sitwell Arms** near Horsley Woodhouse from approx. 8.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838. ilc@bgs.ac.uk
- 1st Thursday **Yorkshire Area** – See below
- 1st Saturday **Yorkshire Area** – Contact me, Anita 01423 862738 or 07720 725429 email spridget.girl@ntlworld.com for details of the June meeting. From May to September, meetings are held 1st Thursday of the month in the evening.
- 1st Sunday **Lincolnshire Area** – **NOTE CHANGE**. Lunch time meetings at various locations. Please email; brianlincslot@yahoo.co.uk or 01522 531425 for next month's details.
- 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 & Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Terry Horler on 01454 881770
- 2nd Thursday **Cambridgeshire** – Now called East Anglian Area. 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, BH16 6JE 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** – **New Venue!** Now meeting at **The Fox and Goose**, Greywell, RG291BY. 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 Wednesday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm except on Bank Holiday Mondays when it will be the Bell Inn at Yatton Keynell near Castle Combe, 6.30pm. Contact Andy Cross on 01225 743554 or e-mail andy@cross743.freeserve.co.uk
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton-sub-Hamdon. 8.00pm
- Last Thursday **NEW! South West Wales** – Meet at the **Fox and Hounds**, Bancyfelin, Carmarthen, SA33 5ND. Contact David Hill, Tel: 01239 811307 or email david@hill.be
- Most Sunday Lunchtimes **Wiltshire** – Meet at **The Spotted Cow**, Marston Meyseay
- Northern Ireland Point of contact is Robert Holmes, tel: 02892 689274 or email: robertholmes25@hotmail.com. If enough interest, will arrange a meeting.

# Club Website

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

## Events

From David Hill and Webmaster Toby Ancombe

### Events organised for 2009 so far

#### June

Friday 5th  
To Sunday 7th  
Sunday 7th

Warwickshire are attending the "Spridgettreffen" in Germany. If interested, please contact, Geoff and Janet Hunter, Tel: 01608 665066 email: hunters360@btinternet.com

Dorset Area will be attending the New Forest Run organised by MGOC 1009. Further details from Ian Beaver on 01722 326840.

Sunday 7th

It's the South Hants Vehicle Preservation Society Show at the Queen Elizabeth Country Park, nr. Petersfield. Just turn up! Hants members contact: Harriet or Terry Tel: 01252 626063 or Email: Hampshire.spridget@ntlworld.com for more details.

Thursday 11th  
to Sunday 14th

South East Area's annual June Battlefield Tour visiting museums, monuments and castles around Amiens. Contact Alan Anstead, alan.anstead@btpopenworld.com.

Sunday 14th

Dorset Area are organising their annual "MGs at Kingston Lacy" with all proceeds to Dorset Air Ambulance. Further details from Ian Beaver on 01722 326840.

Sunday 14th

East Anglia Area are running a Treasure Hunt. For details please contact David Dixon on 01733 222810

Saturday 20th  
& Sunday 21st

Central Scotland: Does anyone want to join us as we head south, on our June, Longest Day Run? We meet with Anita & Co, high noon on 20th at Saltburn-by-the-Sea, near the pier. Contact Carson on 0141 245 6327 day or 013606 22334 evening.

Saturday 20th  
& Sunday 21st

MGCC Midget Challenge at Brands Hatch. Details on [www.mgmidgetchallenge.co.uk](http://www.mgmidgetchallenge.co.uk)

Saturday 27th  
& Sunday 28th

Hampshire Area are going to the Bloxham Steam Rally at Bloxham, Nr. Banbury. Contact: Harriet or Terry Tel: 01252 626063 or Email: Hampshire.spridget@ntlworld.com

Sunday 28th

East Anglia Area's "Something in Suffolk". For details please contact David Dixon on 01733 222810

#### July

Saturday 11th  
Sunday 12th

MGCC Midget Challenge at Silverstone. Details on [www.mgmidgetchallenge.co.uk](http://www.mgmidgetchallenge.co.uk)

Warwickshire are holding their "Worcester and Shropshire Run". Contact Stuart Watson or Roy Cole, Tel: 01562 885766 email: roy@geraldineandroy.co.uk

Tuesday 14th

East Anglia Area are going to the Ace Café. For details please contact David Dixon on 01733 222810

Saturday 18th

Warwickshire's Woodies Wild Weekend. Note: Saturday only. Meet at Berrington Hall, Herefordshire at 10.00a.m. To book your place please contact Phil and Mo Wood on 01905 456303 or email philipwood@btinternet.com.

Sunday 19th

East Anglia Area are going to the Kimbolton Charity Classic Meeting. For details please contact David Dixon on 01733 222810

Friday 24th to  
Sunday 26th

East Anglia Area are going to the Silverstone Classic Race Meeting. For more details please contact Hubie on 01733 265548

Saturday 25th

Silverstone Classic Racing. Warwickshire Area will be there. Contact: Chris Yates, Tel: 01608 665066 email: chrishe@tiscali.co.uk

#### August

Sunday 2nd

Hampshire are going to the Twyford Water Works Craft Show and Open Day. Contact: Harriet or Terry Tel: 01252 626063 or Email: Hampshire.spridget@ntlworld.com

Sunday 2nd

East Anglia Area will be at the BMC Rally at Ferry Meadows. For details please contact David Dixon on 01733 222810

- Sunday 9th Wisbech Road Run organised by East Anglia Area. For details please contact David Dixon on 01733 222810
- Tuesday 11th Ace Café Classic night. Warwickshire will be there. Contact John Platt, Tel: 01789 488321 or email: john@platt2085.freeserve.co.uk
- Friday 14th to Sunday 23rd Warwickshire will be "going abroad" to the Isle of Man between these dates. If interested, please contact Alan Couch, Tel: 01564 773302 or email: roalan@talktalk.net
- Sunday 16th South East Area's Bar-B-Q chez Ashley and Denise. Details from AdsanHinton@aol.com
- Sunday 30th Dorset Area and Hampshire Area will be attending the Hampshire Pageant of Motoring at Broadlands, Romsey. For further details please ring Ian Beaver 01722 32684 for Dorset members and Harriet or Terry Tel: 01252 626063 or Email: Hampshire.spridget@ntlworld.com for Hampshire members.

## September

- Sunday 6th Coventry Motoring Festival. Warwickshire Area are attending. Contact Dave Colclough, Tel: 02476 677897 email: david@colcloughsonline.co.uk
- Sunday 6th It's the East Anglia Area's Flying Frogs BBQ. For details please contact David Dixon on 01733 222810
- Saturday 12th to Tuesday 22nd MASC's Miglia Tour through France, Switzerland and Italy including Circuit des Remparts at Angouleme. Details from Alan Anstead, alan.anstead@btopenworld.com.
- Saturday 12th & Sunday 13th Warwickshire's Mike and Benita's Run Days. Please contact Mike and Benita Vann, Tel: 01455 292440 email: Michael@mvann.wanadoo.co.uk
- Friday 18th to Tuesday 22nd Angouleme Tour for Circuit des Ramparts and joining with returning MASC Miglia Tour. Details from Alan Anstead, alan.anstead@btopenworld.com
- Saturday 19th Goodwood Revival Event. Warwickshire Area will be there. Contact: Chris Yates Tel: 01608 665066 email: chrishe@tiscali.co.uk
- Sunday 27th East Anglia Area are having a Treasure Hunt. For details please contact David Dixon on 01733 222810

### 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

# Competition

## MASC Goes to Bromley Pageant of Motoring Norman Park, Bromley. BR2 Sunday 14th June 2009



The organisers of this year's Bromley Pageant of Motoring have kindly donated four Family tickets to the Midget & Sprite Club.

The tickets which have a face value of £25 each, admit two adults and up to two children on the day.

Since time is short and we have only a limited period (before I disappear off to Le Mans) to get the tickets delivered to the winning entries, It's going to be an easy competition.

Please concentrate very hard on the image above and count the number of people in the Midget. To make it easier, I'll give you a clue. They are all children.

The four winning entries will be the first four correct answers received by email.

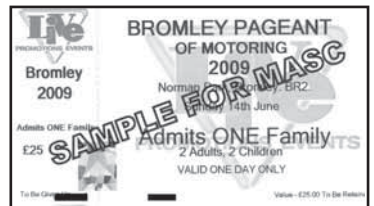
Please send your answers to  
**editor@midgetandspriteclub.co.uk**

The editor's decision will be final.

The tickets will be posted on the first working day after the first four correct entries have been received. If you do not receive an email from me informing you that you have won and requesting your postal address, it means that you are not one of the winners.

The winning MASC members will have their names published in the July edition of *MASCOT*.

Caption photo supplied by John Collinson with thanks



# The World's Biggest One Day Classic Car Show Returns to Bromley



In the main arena, host and compere Jerry Thurston from C4's 'Salvage Squad' will be at the show working on a special restoration. The arena features parades of exceptional vehicles from throughout the years and also entertainment including the incredible 'Steve Colley' motorcycle stunt show.

Ticket prices are £10 for Adults when booking in advance or £12 on the door with Senior Citizens tickets costing £7 in advance and £8 on the door. Children's tickets are £4 in advance and £5 on the door. Bromley Pageant also offers a family ticket for two adults and two children for just £25 in advance or £30 on the door. Show opens from 9.30am and parking is free.

For discount tickets call the 24hr hotline on 0871 231 0839 (lines close on 11th June) and for car entries, trade stands and general information call 01775 768661. You can also book online at [www.bromleypageant.co.uk](http://www.bromleypageant.co.uk) where you can also download booking forms for clubs, cars for sale and one make entries as well as getting the latest updates.

**B**romley Pageant of Motoring is back for 2008 at Norman Park, Bromley, on Sunday 14th June. Held in association with specialist insurance company Footman James, the event has taken place at Bromley for more than 20 years and now covers the entire site at Norman Park with more than 3,000 show vehicles, crowds of more than 27,000, 150 clubs, trade and auto jumble areas and lots more.



The event is the biggest one-day classic vehicle show in the world and features an automotive extravaganza of classic cars, trucks, motorcycles, tractors, stationary engines and much more. This international event boasts some of the most stunning classic and vintage vehicles from all over the UK and Europe, ranging from the pre-war years to more modern eras of motoring.

From family favourites through to thoroughbred exotic sports cars, there will be something of interest for everyone at the show, Morris to Porsches, Triumphs to Jaguars including classic American cars, as well as displays celebrating 50 years of the Mini.





## The Other Mini-based Spridget

I am writing in response to the article by John E. Davies titled "Some Eyesore" which was featured in last month's *MASCOT*. In particular, the picture on page 7 with one of Bob Cumberford's drawings showing what a Mini-based Sprite might have looked like.

Well a Mini-based Frogeye does exist, several in fact. Back in 1998 a certain Paul Banham used the standard Mini saloon with all the bodywork removed, leaving just the floorpan, front subframe, transverse engine, transmission, rear subframe and suspension. On to this base is welded a tubular frame and then a replica GRP Frogeye body. I begun building mine in 1999 and it has been on the road for 6 or 7 years now, although I am improving it all the time.

I have owned two Frogeyes in my time, when they were a few hundred quid each and pretty unloved, and why I sold them instead of hiding them in the back of the garage, I have no idea, daft I suppose.

We "Sprintists" as we call ourselves, have a website:  
<http://autos.groups.yahoo.com?groups/sprintists>  
with well over a hundred members, although not that many cars alas, as Paul Banham went out of business and nobody else has taken on producing the kit of parts.

Anyway, here is a photo of my car. A Mini-based front wheel drive Sprint.

**Maurice Stacey**  
(Member 3997) Gloucestershire

## Mutual Assistance Directory

The sun is still shining as I write this. Could this be the start of a super summer? Time will tell. The West Wales Spridgets have been out and about. We had an absolutely super run to Aberdovey. We had wonderful scenery, and lovely sunshine when we got there for a picnic on the prom. However, mustn't go on too much as there is an excellent report elsewhere in this *MASCOT*.

The MAD continues to grow and is recovering after the drastic pruning in February! So may I suggest that if you haven't done so yet, you download the current list so that if you have

a need to call upon a fellow member – that he is a current member! Although I am sure that having once owned a Spridget everyone would be only too happy to help a current Spridget owner.

Don't forget, if you don't carry your copy of the Mutual Assistance Directory and 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. Just ask!

Enjoy your pride and joy.

**David Hill**



# Problem Solvers



## Part 5. Electrics

Problem	Cause	Cure
Starter doesn't turn (lights dim)	1. Battery flat or worn	1. Charge or fit new battery
	2. Bad connection in battery circuit	2. Check all feed and earth connections
Starter doesn't turn (lights stay bright)	1. Faulty ignition switch	1. Check switch
	2. Broken starter circuit	2. Check starter circuit
Solenoid switch chatters	1. Flat battery	1. Charge or replace battery
Starter just spins	1. Bendix gear sticking	1. Remove starter and clean or repair bendix gear
<b>Charging Circuit</b>		
Low or no charge rate	1. Broken or slipping fan belt	1. Fit new belt
	2. Poor connection on or faulty alternator	2. Check and replace alternator
<b>Lighting Circuit</b>		
No lights (or very dim)	1. Flat or faulty battery, bad battery connections	1. Check battery and connections
Side and rear light inoperative although brake lights and indicators work	1. Fuse blown	1. Fit correct value fuse
One lamp fails	1. Blown bulb	1. Fit new bulb
	2. poor bulb contact	2. Check connections
	3. Bad earth connection	3. Check connections
	4. Broken feed	4. Check feed
Indicator dashboard bulb stays on or flashes twice as fast	1. Faulty bulb or connection on front or rear indicators	1. Fit new bulb, make good connection
Lights dim when idling or at low speed	1. Loose fan belt	1. Tighten belt
	2. Flat battery	2. Check charge output and battery
	3. Faulty charging circuit	3. Check charge output and battery
One dim light	1. Blackened bulb	1. Fit new bulb or sealed-beam
	2. Bad earth	2. Check earth connections
	3. Tarnished reflector	3. Fit new bulb or sealed-beam
<b>Windscreen Wipers</b>		
Wipers do not work	1. Blown fuse	1. Fit fuse
	2. Poor connection	2. Check connections
	3. Faulty switch	3. Check switch
	4. Faulty motor	4. Remove and examine motor
Motor operates slowly	1. Excessive resistance in circuit or wiper drive	1. Check wiper circuit
	2. Worn brushes	2. Remove motor and check brushes

In next month's MASCOT, Problem Solvers Part 6 will cover the Clutch.

First published in and written by "Abingdon Classics" November 1981.

Reproduced with the kind permission of NAMBG (North American MGB Register)

# A Request for a Bequest

Last year we celebrated not only 50 years of the Austin Healey Sprite but also the 25th anniversary of our club. We have come a long way from those early days back in 1983 and the club now enjoys national and international recognition. Some things however, do not change and the costs of running the club have always been difficult; trying to balance income with expenditure whilst ensuring we provide a worthwhile magazine for the membership. The club's committee has always comprised of members who have readily volunteered to give their time and experience free for the betterment of the running of the club.

Whilst we all enjoy our regular club meetings, events and the camaraderie of like minded people, have you ever thought, when we eventually pass to the great race track in the

sky, what will become of this club of ours? It would be true to say that the majority of our members have experienced a lot of life! And, there may be a way we can all help support our club even when we are no longer here.

Why not consider making a bequest to the club, as a gesture of your support and appreciation for this club which has dedicated itself to these beloved cars and their owners. For example, you could leave your car to the club to sell on your behalf with the proceeds then equally split between the club and a charitable cause of your choice. Now, that would give you a warm feeling inside – to know you've contributed to the future of this unique institution?

**Philip Sellen**  
Midget and Sprite Club Committee

**Drymar**  
CLASSIC VEHICLE SERVICES

**STOP THE PRESS!**  
**FOLLOW THE RESTORATION OF**  
**THE VERY FIRST MG MIDGET**  
**EVER BUILT AT [WWW.DRYMAR.CO.UK](http://WWW.DRYMAR.CO.UK)**



**Austin Healey Sprite Mk1**  
Superb all-steel car, ex-South Africa.

1958 model, currently undergoing recommissioning in our workshops.

Price: £9,995.00



**1979 MGB GT in Blaze**  
Nice tidy car with good body and mechanicals.

Ready to go with full MOT.

Price: £1,695.00



**Austin Healey Sprite Mk1**  
A lovely car recommissioned two years ago.

Fresh gearbox and engine. Full MOT. Interesting TV history in the ITV series Heartbeat.

Price: £8,250.00



**Austin Healey Sprite Mk1**  
Two-owner car ready to drive away. All-steel, with original registration on 'c and with green log book. Fitted 1275 engine and ribbed case gearbox, disc brakes and wire wheels. Full MOT.

Price: £7,500.00

Drymar Classic Vehicle Services - Westfield House, Stockton on the Forest, York YO32 9UU  
Tel 01904 400 998 Mobile 07889 799 033 Email [contact@drymar.co.uk](mailto:contact@drymar.co.uk) [www.drymar.co.uk](http://www.drymar.co.uk)

# Meet the Committee

## John Platt – Membership Secretary



John and  
Ann Platt

I have been carrying out the role of membership secretary since Sept 2006. A very rewarding job and I very much enjoy communicating with great people – You Lot !

My first involvement with Spridgets came in 1965 when Bill McKenzie (Bill2) joined the company that I worked for, with a brand new BRG Sprite with white hardtop fresh from Abingdon and I knew that I had to have one. I eventually purchased an Oct 1966 Sprite Mk 3, in which I competed and

abused in club driving tests, trials and road rallies. As my interest in rallying increased I moved onto an Escort with varying results. I eventually realised that I was never going to be a challenge to Roger Clark so turned to navigating instead and progressed more successfully through the 1970's to include some Internationals sitting alongside a variety of heroes. Encouraged out of retirement at the end of 1990 by Graham Goodhall to compete in historic rallies, the highlight must be co-driving with him on the 1993 London-Sydney Marathon Rally in his Healey 3000 which was certainly the experience of a lifetime. Consequently I have absolute admiration for John Sprinzel who competed in the original 1968 event in a Midget.

I have a Midget Mk 3 RWA which I restored in 2004, a Frogeye Sprite presently being reworked and a "barn find" Austin Sprite still in the barn. Together with my wife Ann we have met and made very good friends within the Warwickshire Area Group and enjoy the Midget on trips abroad particularly to the Spridgettreffen in Germany.

I am a retired Operations Director from a Midlands metal bashing company but much prefer the membership office desk these days although it is not so well paid. I am interested in all things transport and have been a member of The Severn Valley Railway since the late '60s.

**John Platt**

## Musings from the Chair

It's amazing how time flies isn't it! Not long ago it felt like we were still in winter. Then the other night I paid my ferry fare for Le Mans and it's only a month to the race. To you non race fans this may not be a big deal but I have been making to annual trip for the last 20 years and only missed twice. Back in the early days of this pilgrimage it was as major undertaking. There were quite a few MASC members who all travelled together and between us we probably carried a complete Spridget in spares. Water pumps, fuel pumps, half shafts, plugs, points, lights, the lot. This may seem a bit over the top these days when (almost) everyone drives a rebuilt car but it could be a struggle to keep the car on the road then. Once we even stopped at a French

scrap yard to find a rocker shaft which had broken. We managed to get one from an Allegro (anyone remember them), another example of Leyland's finest. The scrap yard was guarded but a ferocious looking German Sheppard called Sally (said in an outrageous French accent). There were always requests for spares on radio Le Mans for all sorts of British cars. One of the more memorable was for a windscreen to fit a Morris Minor and somebody had one! If you are going then drive carefully and have a great time, it should be a classic this year.

Happy motoring

**Nigel Williams**  
Chair

# 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**

# New Members

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

2334	Trevor Coatham	North Yorkshire	Frogeye
4124	Helen Lovett-Turner	Wiltshire	none yet
4125	Luke White	Buckinghamshire	Sprite Mk 3
4126	Steven Orpwood	Avon	Midget Mk 3 RWA
4127	Giovanni Barbieri	Italy	Frogeye
4128	Michael Bainbridge	East Yorkshire	Frogeye
4129	John Johnson	Hampshire	Frogeye
4130	Simon Howe	West Midlands	Midget Mk 3 RWA
4131	Paul & Janette Cunningham	West Midlands	Midget Mk 3 RWA
4132	Roy McKnight	Surrey	Frogeye
4133	Kevin Caruthers	North Yorkshire	Midget Mk 3 RWA
4134	John Whiting	Middlesex	none yet
4135	anon	Denmark	Midget Mk 3
4136	Nick Clark	Berkshire	Midget 1500



*New member from last month, Christian Morgan's 1500 Midget awaiting the MOT and during the rebuild*



*Graham and Sandra Goodall and their Frogeye*





Rejoined member  
Trevor Coatham's  
Frogeye



Trevor with his  
grandson plus his dog



Another new member from last  
month, Ian Dobson and his Frogeye



The Mk1 Sprite of Giovanni  
Barbieri from Italy

# 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

# Impressions of First Time out with the Midget & Sprite Club



*The Frog (2nd from the right) among new friends*

I have been a member of the club for a couple of years now, but never had the opportunity to attend an event. Well that changed on April 26th, and Gary, your Editor, asked if I would put pen to paper and give my first impressions of the Club on my first outing.

This event was organised by the Warwickshire group, starting and finishing at the Bodenham Arboretum. My "Frog" was lovingly polished the day before, pressures, water, and oil, all checked. The only thing I did not do was start the car. So, ready to go on the Sunday morning, I found the battery was flat. However, after a jump start, we were away.

The weather forecast for the weekend stated heavy rain, so I kept the hard top on. Guess what? It was a beautiful sunny day. By the time we got to the arboretum we were roasting. From Malvern, to Wolverley, took about 50 minutes and the car was running very well. Driving through the grounds of the arboretum was rather beautiful, apart from a nasty cattle grid. One could see where plenty of cars had bottomed out, as the deep ruts in the tarmac gave it away.

As we approached the car park, I could see a few Frogeyes, Midgets, and other assorted

unusual vehicles. There was a big Lagonda, a Healey 3000 and a nice MGB, so I gently parked next to a nice black TF.

We were approached by a number of members, Chris, Roy, Graham and their respective wives, and they all made us very welcome. Just then sharp eyed Roy declared "That's an I O Wight Sprite". Gawd, I've been found out "I thought. "Is this the time we now get barred for not having an original Sprite", No, that did not happen as Roy was pleased that he now had another member who had an IOW car. Phew, we must have passed the test, as very soon we had four or five members peering under the bonnet, one taking photos of the suspension.

Roy was surprised that my radiator was hung pretty low, as he had experienced over-heating with his car with the radiator in that position, and had gone back to the standard height, By this time my wife Lynne had got bored and wondered off with the other wives for a coffee.

I have since looked up the spec of the car and for those who were asking me technical question, here are the details:

1380 cc A + engine 108bhp (rolling road tested last year)

5 speed Toyota Corolla GT gearbox  
Quaife LSD  
Double wishbone front suspension-  
coil over shocks (Spitfire)  
Rear 3-link based on Jaguar C-type  
set up with rubber-in-torsion  
trailing arm with upright shocks  
Front disc brakes, rear drums

At 10.00am we were given our  
route map and were sent off at  
different intervals,

The tulip system was not new to us  
as we have been on many rallies  
over the years.

Very soon we caught up with a Frog and a  
Midget, with the idea being that we could  
be very lazy here, and just follow. That went  
well for about 8 miles down fabulous country  
lanes, with no other traffic about, although,  
we met plenty of walkers.

Then we hit a T junction in a small village,  
coming from the left was a "Frog" the two  
cars in front of me were turning right, a guy  
who had been washing his car, was throwing  
his bucket of dirty water over my bonnet,  
"shouting wrong way, wrong way" Lynne was  
shouting in my left ear, "LEFT, LEFT, LEFT".  
So what did I do? Yep I turned right following  
the two cars in front. Never, never presume  
that guys in front are right; I should have  
learnt that lesson by now.



After a couple of hundred yards, I took the  
major decision to listen to the wife and turn  
back, by the time we got back to the junction,  
it was utter chaos. Cars were u-turning,  
reversing and generally blocking the road.

Everyone was good natured about it all, even  
the locals, and within a few minutes we were  
back on track.

The last twenty miles flew by, but there was  
supposed to be a brewery as a land mark.  
I missed the brewery, what kind of fellow  
misses a brewery?

We eventually got back to base and within the  
hour all cars turned up with no disasters.

Before we could go in for lunch, Geoff hit  
us with a three page motor quiz. We duly  
completed the forms and to our amazement  
we scored 28 points from 32. Geoff  
presented us with a rather nice bottle of  
Burgundy 1st Cru. A good Burgundy beats all  
your Bordeauxs, Clarets and Merlots. How  
did Geoff know that was my favourite tippie?  
Geoff I can confirm that the wine was brilliant.

So summing up my first impressions of the  
club, the event was well attended and well  
organised. The location was superb and  
the run was not too long. Lynne and I found  
everyone so friendly and really made us feel  
very welcome. We are members of two other  
car marques and I have to say without doubt,  
the Spridgety people are definitely much  
more friendly. Geoff invited us on another  
three runs, Bodmin, Isle of Man and Germany.  
I am glad we made the effort.

**Graham Storry**  
Membership No. 3783



# RAF Marham Charity Track Day April 2009

"The curve is a flat out, left hander which tightens at the beginning of the straight, stay out wide until you cross the chequerboard marker then cut in across the apex onto the straight!" That was my introduction to the techniques, the nuts and bolts of a track day at a Norfolk RAF station, or at least the chat in the mess the night before from the guys who laid out the track. Having already done the track day a time or two I decided to give that interpretation a go, it's a really exacting turn onto the straight there.

The revs are rising into the curve, stay out right, stay out, don't drift in... Now! Across to the corner markers and as the speed bleeds off and I drop down a gear to get the acceleration up again the centre line of the wide main runway is right underneath the car and away I go climbing up the long main runway. This is the best part of a mile long and I stay to the left to allow the fast cars (everything else on the track!) the right side of the track, for overtaking.

It isn't easy to gain speed in the face of a twenty/twenty five mile per hour head wind either...

Maximum speed I reached there all day was 85mph, whereas last time I was pushing 105mph. The effect was so striking I thought I had a broken engine for a while but on the reverse straight I was back up to almost the three figures again. And that was a shorter length of straight, too.

I see a silver Saab 9000 in my mirror but he is still way behind me as I sweep across to the right to enter the hairpin complex. As I reach the right-hander I start closing the gap on the faster cars that left me dead in the water on the straight. They just bunch up trying to trade speed for turning ability and actually start to impede me. Drop down to 50-55 to drop two cogs and enter the left hand hairpin and proceed through the curved follow through, accelerating smoothly out of it on the way through. A short length



*Bill's Midget, Gary's Frogeye and Mark's MGA*

of high speed straight then the second set of "wiggly bit" complex, just skirting the place we lost a Midget last year as it lost grip on a painted runway threshold marker. The notorious "Piano Keys" caused Mike in his very fast Midget to lose grip and dig in, which caused the car to flip onto its roof. Messy but luckily he was able to duck inside the protection of the bodyshell. That taught me not to do track days without a rollover bar fitted...

Out of the complex now and the Turbo charged Saab 9000 leaves me in his dust, but he hadn't been able to get up and pass me through the pair of twisty bits. In fact nothing much seems as capable as Spridgets through the wiggly bits as editor Gary will attest.

Time was when I had the fastest A series engined car on these track days, but nowadays Gary has a very highly tuned 1340 (?) ish engine and his car sails away from me along the straight bits. Lara, my Midget was never quite as agile as Gary's Frogeye with his quarter elliptical, twin trailing arm back end but she used to have the edge (slightly) on the straight.

After the end of the final track session it was time to ensure we were still road legal, the track surface, being a high grip runway surface, can play havoc with tyres. Some of the faster cars get through lots of tyres on a weekend on track.

All being well I drove along, with my mate Mark in his MGA Coupe for a run towards home, him peeling off at Huntingdon and me setting off along the westbound A14... Another fun track day done and dusted and the setting sun to follow homewards. And the car didn't miss a beat all day. Wonderful.

**Bill**



## Graham Goodall Frogeye Sprite reg NMS 530

Seeing how much fun we all have in MASC, Big Healey restorer Graham Goodall began the search for a suitable Frogeye and joined our club.

Following a tip off we found a suitable car in Nottingham in 2004 needing a full restoration. Initial sighting proved unusual as there were wire wheels on one side with disc on the other. Further investigation found that the front brakes on the wire side to be Girling type 10 with a broken calliper from the other side amongst the pile of spares inside the car. The car was trailed back to Redditch and put into the garage. Later with less than a year before Spridget 50 Graham decided to restore the car.

Having been inspired by the Ecurie Ecosse ex Le Mans racing Sprite seen at the Stoneleigh Historic Motorsport Show, Graham decided to copy the bonnet arrangement which comprises steel at the sides and a reduced

fibreglass forward lifting bonnet. The damaged calliper was repaired and a Sebring replica pedal box constructed, the completed car made it just in time to Gaydon.

Whilst the car was originally registered in Glasgow, it then spent most of its life in the Nottingham area from entries in the green log book which came with the car. Interestingly when rubbing down the paint Graham found a colour similar to the Ecosse blue and he

wonders whether it has had an early competition connection given the Type 10 brakes.

Graham would be very interested to hear from anyone with any information about the previous history of NMS 530.

**John Platt**

*Ed added: Can anyone explain to me the reason why all Mk1 Sprite bonnets weren't made like that? It looks so much more practical and sensible that way.*



# The Donald Healey Motor Company Sebring Sprite MkII

by Jonathan Whitehouse-Bird

On the day of the 3-Hour event in 1962, dark clouds hung over the Sebring circuit. The weather forecast was not good!

By the time the flag fell to start the race, heavy rain had made the track sodden and large puddles had formed everywhere.

Stirling Moss following a perfect Le Mans start in 9254 WD roared away with Steve McQueen hot on his heels. By the end of lap one Moss, a master in wet conditions, had pulled out a 7 seconds lead over the rest of the field. By lap two, Moss had extended this by another 3 seconds.



*Sprite drivers - Rodriguez, Ireland, McQueen and Moss sprint across the track.*



*Stirling Moss about to enter the office.*



*The Sprite and Abarth drivers reach their cars way ahead of the others.*



*Moss*



*Photo: The four alloy bodied MkII Sebring Sprites of the Donald Healey Motor Co. await the off.*



*Above: Stirling Moss inspects where he was to spend the next three hours.*

Faster and faster went Moss, steadily increasing his lead with his nearest team-mate - Pedro Rodriguez in 9253 WD - back in fifth place. After two hours, Moss' relentless pace had built up more than a one minute advantage over the second and third place Abarths of Walt Hansgen and Bruce McLaren.

Eventually, the rain stopped and the circuit began to dry out and Hansgen and McLaren fractionally reduced Stirling Moss' incredible lead.



*McQueen and McQueen wheelspin away at the start.*



*Moments after the start and Moss opens up a gap.*



*Maestro in the wet! Moss at the end of lap one with a seven seconds lead.*



*Above: Pedro Rodriguez stops for fuel in 9253 WD and accidentally reverses over a fuel can spilling the contents. The car had to be lifted off the squashed fuel can before refuelling could continue.*



*Background Photo: Steve McQueen in 9251 WD blasts under the Martini bridge and down the pit-straight. (Taken from film of the event by B.M.C. team mechanic, Dave Zych).*

*Left: Innes Ireland in his distinctive chequer helmet, rounds one Sebring's many corners in 9252 WD.*

*Right: 22 year old Mexican racing legend Pedro Rodriguez, brushes past the tyre markers - a potentially dangerous form of track edging.*



*Left: A sensational drive by Moss. If only...!*



At one point it looked as though the Sprite would still take the chequered flag, despite a fast drying track and some inspired driving by the two Abarth mounted chasers.

However, with less than half an hour to go but still with a lead of 30 seconds, Moss' Sprite started spluttering on the bends, and on one or two occasions the engine actually stopped. The petrol level in 9254 WD had dropped so low that internal surge was causing partial engine starvation.



*Photos: Stirling Moss on a drying track, tries desperately to keep his spluttering car ahead of the chasers (above). Steve McQueen exits the pit area in the pouring rain (top right).*

Eventually with only two laps remaining the two white-and-blue Abarths of Hansgen and McLaren, shot past the spluttering Sprite. McLaren then passed his team-mate and suddenly streaked ahead. Moss brought 9254 WD into the pits for a rapid fuel stop.

Sadly, it was all too late and Moss had to reconcile himself with third place. Had he stopped with a minute in hand, the result may have been a different story. Sheer driving ability had given him his early lead as the Abarths were a full 15 m.p.h. faster than the Sprite in a straight line.

As McLaren took the chequered flag there was a real head-to-head finish between Hansgen's Abarth and Rodriguez's Sprite (9253 WD) with both cars flashing over the line together. Unfortunately, the Mexican was one lap adrift, as were Innes Ireland in 9252 WD and Steve McQueen in 9251 WD who both finished seventh and ninth respectively.

**To be continued...**

*Photo: Innes Ireland in 9252 WD speeds past the Goodyear blimp on his way to seventh place overall.*



# Scotland Report



*And the sun shone*

Just back from MASC Scotland's first 'wee day out' with our Triumph chums – well, four Midgets, one and a half Spitfires (David's limped home before we started), two MGB Roadsters, one Stag, one roofless XJS (how could Douglas think we'd mistake it for a Midget?) and Carson and Linda in the Dyane. Carson's Midget isn't quite out of hibernation yet apparently but hopefully will be in time for our May run. Our numbers were down slightly, missing one Midget and another 'B'. I almost didn't make it myself, after knackered a disc and wheel bearing in a huge pothole the week before. Fortunately the usual prompt service from MGOC Spares saved the day (It's worrying when you phone them and they say hello to you by name before you've even said who you are – do you find that too? Obviously a sign of overspending on Midgets....).

We were as jammy as you could possibly be in Scotland. Would you believe the weather forecast was spot on and I arrived home looking like a panda after around 200 miles of roofless motoring in the sunshine – brilliant! Hopefully that wasn't the one day of Scottish summer this year. It's hard to believe it's only mid-April.

After meeting at John Tervit, 'Motor Engineer and Midget Specialist's' big shed (free plug for John), John and Betty fuelled us all with the customary rolls and bacon/sausage,

plus tea and coffee before taking us on a 'mystery tour' around some of the best roads Ayrshire and Lanarkshire have to offer – especially the blast over Eaglesham Moor, where the Midgets left the rest of the posse for dead!. In fact, it was such a mystery tour that John didn't seem to know where he was going either, especially when at one point he took us into Dobbies garden centre's car park and then back out again. After the obligatory cake shop stop at the Village bakery for the most enormous cakes imaginable, numbers started to dwindle but Douglas and Sheila (XJS chums) kindly invited us back to swanky towers for refreshments and an

ogle at their classic car collection. It included a superb Tri\*\*ph TR5 (can I say that here?) that was almost as good as my Midget....but not quite. Funnily enough, he didn't want to swap. John lost almost everyone when we left for home, apart from Carson and I. Then we promptly lost Carson at the next junction in Strathaven. Many thanks go to Betty and John for feeding the troops and taking us on a thoroughly entertaining day out. Roll on the next run!

As a slight aside, one of my pet hates is speed bumps. However, I'm now going to follow Bob on every run because he unfailingly bashed his exhaust on every one, giving audible warning that they were there!

Couldn't decide on a picture for this month. Either I could provide the customary one featuring Spridgets on the run, or one of Carson attacking a huge cake. I'll leave Gary to decide which one (or both) to include.

**Matt**

*Carson  
contemplates  
cakes*





## Hello again all you wonderful Wiltshire Spridgeters!

*Car park at the Barge*

First of all, a big thank you to all those who made it to “The Barge”, or had the chance to make their apologies last month. I really appreciate hearing from each of you, with a little background on your situation. I know that it is not always possible to get out with so much else going on in our lives, and I know car conversations don’t suit everyone (ask my wife Jane!) but you are all welcome to keep in touch even when you can’t meet us. Not having a running Sprite or Midget certainly isn’t an excuse, though!

Our first meeting? I reckon it went very well, for a wet Monday night! Coming the day after “Drive-it” day I thought we might find a few tired-out cars (and owners), but attendance was pretty encouraging, so thanks again to all who made it and all who were in touch. We had a great variety of cars, from the more standard cars like Jon Battista’s super round-arch Midget Mk 3 and Andy Brennan’s equally fine similar car, to Colin Dimbylow’s really neat, red (and hot, with power curve to prove it) seamless-edged auto-testing Frogeye. Of course my “Mildred” Mk 2 Sprite left her oily marks, but my favourite was a rare rock-jumping trials car that has many tricks up

its sleeve, brought by Colin Biles with Dick Munns. I’d love to see both of the Colins’ cars in real action! As expected, there were several people who had cars that could not be brought for the evening, either because they are just not *quite* on the road yet, or not practical like race cars, or because they are a pile of bits, so there were some fine tales to share. It was a great sociable crowd, and of course we will make this a regular “last Monday of the Month” night at the Barge.

BUT, just for May, we concluded that a pub near Castle Combe would be a better idea! SO, on the 25th May we met at The Bell Inn at Yatton Keynell.

In June we will be back at The Barge Inn at Seend, as I don’t want to confuse people any more than I already have! I hope that we can share some information and plans for other events too, as we want to see all our cars being *used*.

Thanks again everyone, and see you all soon!

**Andy**

Home 01225 743554

Mobile 07776 171251



## Herne Bay Show

I don't want to spoil things by mentioning the weather but we do seem to be lucky lately. Saturday 2nd March was another good day for a show. This time it was at Herne Bay where the town centre had been closed except to classics and local resident Andy Borris had arranged for Midget and Sprite members to park, and display, in the street outside his front door so that we could take refreshment indoors and later outdoors without venturing far from the cars. The only non club exhibit in the street was a red MGB otherwise the street was full of MASC members. Andy's other half Tracey kindly provided teas and coffees and later food. Not only a fine hostess but a Mini owner



and car enthusiast too! It was good to see two members 'first time out' in their cars. James Ker brought along his Sprite fresh out the box from a rebuild and Simon Coveney brought along his MGBGT. John Clark was soon screwdriver in hand fixing a lighting problem on the 'B'. Some of us just can't leave our toolboxes at home. Birthday girl Jane Pearce was presented with a cake. Soon to be husband Paul had made a mistake in the number of years, shown on the cake, but pointed out, and I have to agree with him, that Jane was that age when he ordered the cake. I am too much the gentlemen to reveal her age save, to say that she was most indignant when I asked to see her bus pass. Jane was then presented with a bouquet. Overall there was a good selection of classic and Americana to be seen and a good band was playing / singing in the park nearby. Some members took to the beach, others to the pub, whilst others just hung around the cars but hopefully all enjoyed.

## Surrey Section Meeting

Fine weather certainly brought people out for our monthly evening meeting at the Blue Ball [www.theblueballpub.co.uk](http://www.theblueballpub.co.uk). The evening was also a good reason to get the cars out for some top down motoring. Every one of the sixteen persons present had come in a sports car with hoods stowed.

Twelve Spridgets were in the car park along with Alex Bowers Austin Seven Special. Unfortunately the good weather had brought everyone else out in their cars making it impossible to line all of our cars up outside for a photo shoot. I made the roll call – one Austin seven special, one Austin Sprite, six Frogeyes, two 1500 Midgets, two 1275 Midgets and one Austin Healey Sprite.

Even our editor, in 'Gaps', paid a visit. Can we improve on this number next time?

**Alan Anstead**

Area Rep S.E. area

Reps Rep to National Committee

Mail to [alan.anstead@btpopenworld.com](mailto:alan.anstead@btpopenworld.com)

Tel: 01322-384050

# Warks Talk



*Parked at Dartington*

Geoff and Janet Hunter organised a most enjoyable “Drive It Day” Run On the 26th April. The weather was warm and sunny, so that we were able to enjoy our initial coffee sitting by the lake at the beautiful Bodenham Arboretum, near Wolverley. Geoff, having driven the route 4 times, handed us tulip diagram, directions for a 26 mile, circular route along some very narrow country lanes. With only a few mistakes, we all made our way around the route, back to the arboretum for a car based quiz, which Janet organised. The prize of a very select bottle of wine was won by Graham and Lynne Storry on their first trip out with us. This was followed by a generous Sunday lunch from the arboretum’s carvery and a walk around the grounds. A delightful day thanks to Geoff and Janet.

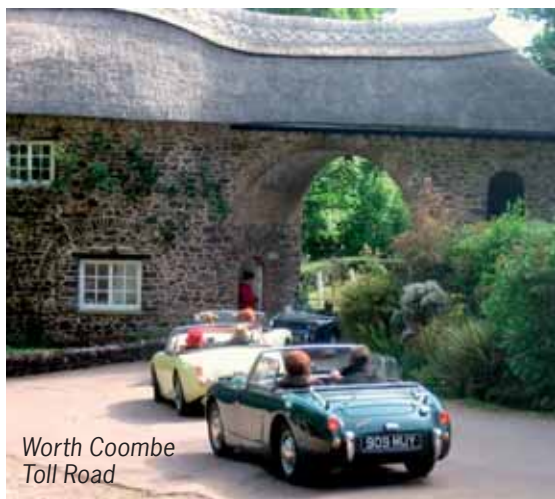
The Droitwich Classic Day was an event that we did not expect to happen this year, but at the last minute it was arranged and a few members managed to attend. The following description comes from Mo Wood:

## **Droitwich Spa Classic and Vintage Car Rally, Saturday 2nd May 2009**

Victoria Square, Droitwich was resplendent with classic cars who were committed to fund raising for the Air Ambulance. A small contingent composed of the Woods, the Smiths, the Smithsons and Andy Bourne represented the Warks Branch. A highlight for Andy, was the forging of a relationship with his new navigator – a bunny ... a stuffed draft excluder which will certainly attract attention to the famous “Red Bugger Rumper”

In previous years The Raven Hotel has been our venue; this year we were blessed with a much more appealing location, gorgeous weather and an increased number of attractions. The Italian Market whetted our appetites, the Medieval Rat Catcher and Passa Mezzo Historical Dancers entertained us. True to form The Hop Pole served the visitors their good beer and grub whilst the Charity Shops sent us looking for a bargain.

The last event of the month was the “Exmoor and More Run”, which we organised. 12 cars took part, with 9 setting off on the Friday, and 2 more joining us early on Saturday, so that we had a full day to explore the moor, while David and Linda joined us Saturday evening. We stayed in The Tors Hotel in Lynmouth, which we would recommend and use again if in the area. The rooms were comfortable, the staff very accommodating and the food



*Worth Coombe Toll Road*



*On the Road  
in Exmoor*

excellent. We began Saturday by travelling along the Valley of the Rocks and through the Heddon Valley, stopped at Woolacombe for coffee and Dartington Glass for lunch. During the afternoon we travelled across the moor to Dunster before returning to the hotel. On Sunday we began the journey home by exploring the toll roads near Porlock and the wooded area to the north-east of the moor. The countryside is spectacular in this part of the world and with the trees displaying their new leaves and the wild flowers in abundance, it was truly beautiful. We apologise for the length and testing nature of the drives, for both cars and drivers, but everyone managed the hills, with the 948 Frogeyes, taking a leisurely pace. There were no serious issues with the cars, but as this was the first run for many, there will be a few "adjustments" required before the next. We will not list those concerned, although an alternator, fuel tank, buckled wheel, exhaust manifold, rotor arm

and exhaust bracket will be a few of the items attended to!!

We must also congratulate Roger Orgill on his excellent restoration of KTG, who was in pristine condition when she set off on her maiden drive, but who was rather grubby by the time she returned home. However, we are expecting a separate report at some time on all the work that has gone into her completion.

Finally, we must extend our apologies to Barrie and Margaret, whom we have aged significantly. They are celebrating their Golden Wedding Anniversary this year, not their Diamond Anniversary as reported last month.

**Chris and Sheila**

*Ed says: As a postscript, I received the following email from new members Graham and Lynne Storry*

I wonder if you could pass on our thanks through the mag. Last weekend was the first opportunity to attend a Spridget event. The event was the run from Bodenham arboretum organised by the Warwickshire branch.

Thank you everyone for making my wife and I very welcome, particularly, Chris, John, Graham, Roy, Malcolm and their respective wife's, sorry if I have missed anyone out, but I am a shocker for names. The run was very well organised and everyone so friendly and we hope to see you again soon.

**Graham and Lynne Storry**  
(Membership 3783)

## Win Free Trips to Donnington

All you have to do is enter our competition to find next year's COMMITTEE and you could win at least three free trips a year to Donnington. Unfortunately not the race circuit, but a cosy little pub in Castle Donnington where we hold committee meetings. We don't charge to be on the committee and entry to the pub is also free. What more could you want?

Entry/nomination forms are available from the chair person, Nigel Williams. See front of MASCOT for details.

The nomination process has changed for this year and you no longer have to stand for election to a particular post. The various committee positions will be decided after the ballot. You can indicate an area of interest on the nomination form which will help us ensure we have all the major roles covered. So if you fancy being Treasurer then indicate you have an interest in finance. The club is very keen to have more members on the committee and urge you to come help run the club for all Midget and Sprite owners.

# The Hampshire Chapter on Drive It Day – 26th April



Is this it?

Barry said “Let’s have another “Open Day” on Drive it Day this time. And lets find somewhere better than last time please – just in case we get loads of cars”. The Fox and Goose at Greywell has a field behind it and having been there for a meal, we knew both the food and beer were good. And then the Landlord actually said yes!

Barry designed the posters, and we started to send emails out to both the Hampshire Chapter, and all the regional reps. Advertising in *MASCOT* was a must, but we also tried elsewhere. The goal was to beat the 24 cars we got two years ago. We had the hoped for break in the weather and arrived to set up our rather knackered gazebo early, then waited ...

Chris turned up with the regalia, which was put out, and the trickle started. Pictures are worth far more than I can write here (and probably take up less room!), so here goes:



Afterwards we were all invited to see a collection of Bugattis belonging to Julien, a friend of Hills and Pete. Thanks for including us all.

Thank you to everyone who came along, we all enjoyed it, and if the comments in the visitors book are anything to go by – we may even do it again next year!

By the way – the count was 36 cars and a Burrell traction engine (now, how many

regions can boast their own steam section?). Thanks again. If we do do it again, we will have another target though! Who was there? You’ll have to look at the website! More pictures too!

Oh, and by the way – we’ve decided that we liked the pub so much – we’re moving the monthly meeting there (see below).

**Harriet Langridge**

## Picket Piece



We always look forward to receiving the entry forms for the show at Picket Piece near Andover as it is our first car show of the year and heralds a summer of warm sunny weekends enjoying the sights and sounds of like minded folk exchanging pleasantries over a hot engine, or not! So, back to reality – it is held on Easter Monday so as you can imagine the weather can be decidedly ‘iffy’ but this year we got lucky and the sun shone all day. This was the first year we had a club stand at this show and Andy Brennan from Wiltshire and Duncan Hughes and his family from Andover joined the usual gang and we (or the cars) attracted a lot of interest. It was great to see some new faces and we are always happy to receive visitors to any of our events.

**Jenny Green**

## Popham Aero/Auto Jumble Fly In

Monday 4th May and we are off to Popham Airfield for the annual car and aero show. It was bright as we set off from home but the cloud thickened throughout the day and a cold wind got up. It didn't rain (hardly) and the gazebo didn't blow away (this time) and as the show had to be cancelled last year because the ground was waterlogged we have to be grateful.

Despite the cold it was an interesting day with plenty of aircraft activity to watch and quite a lot of rusty bits to sort through.

**Jenny Green**

As usual more information at [www.midgetandsprite-hampshire.info](http://www.midgetandsprite-hampshire.info)



### MONTHLY MEETING CHANGE OF VENUE

Following on from the comments received at the Open Day, all future monthly meetings will be held at the Fox and Goose, RG29 1BY starting from the June Meeting (25th June 2009 – Pie Night!!!)

## NW Area Report



On 19th April we had our first club run of the year. It was a trip to the Anson Engine museum which was organised by Janet and Rob. Starting point was Janet and Rob's house for a brew and bacon butty, or veggie sausage for us non meat eaters. We had five cars on the day and once suitably fed and watered we set off in convoy. The route took us around the Macclesfield forest area along some very picturesque roads. We stopped for lunch at the Coffee Tavern in Pott Shrigley near Macclesfield. This is bit of a quirky place, a converted synagogue and very nice. Unfortunately Mike and Karen had problems with their clutch and had to start in gear, not an easy thing to do in traffic but they seemed to manage well enough.

After lunch we made our way to the Anson Engine museum. As you would expect, the ladies were not too interested so elected to stay outside in the sun and later went for a walk. We met Ian in the car park and went into

the museum which was surprisingly interesting and well worth a visit if you have an interest in things mechanical.

After our visit we went on a short run before finishing at the Cat and Fiddle pub for an afternoon snack.

This was an excellent day out, thanks to Janet and Rob for sorting it; we are all looking forward to their next event!

**IMPORTANT NOTE:** for June club night we are changing venue, for this meeting only. As per the last few years the June meeting will be at the Plough Inn at Euxton, situated between Leyland and Chorley. So if you live nearer to this area why not come along and join us.

**Les**



# Yorkshire Report



We had a good turnout for Tim and Sarah's Hot X Run on Good Friday. Sadly two cars experienced mechanical difficulties, faulty coil and a broken throttle cable but the rest of us made the run from Tadcaster to Sandstead. At Sandstead we were met by Geoff and Hilary from Guisborough in their Frogeye and by Tim and Vanessa from Whitby. Mark and I took two Spridgets as we had a visitor from Australia with us. Marilyn had come over with her partner last year for the 50th Sprite celebrations but had to cut short their tour due to Bob's ill health. This year Marilyn returned on her own as sadly Bob had passed away, she wanted to see Mark and me again and also other friends and relatives. I think (hope) she enjoyed the day out touring some of North Yorkshire's more remote roads in a Spridget (hood down of course....). Marilyn's Sprite Alice now has a new owner based in the MASC HCNW area.

I wasn't able to organise the Picnic on The Stray in Harrogate for Drive It Day so instead some of us met up at a pub for a bite to eat before going off on a short run through mostly back roads between Thirsk and Northallerton. We finished the run at Upsall Castle where they were having an open gardens day. We caused a lot of interest with the Red Cross volunteers running the fundraising day. One man told us he used to be in the police force and drove MGBs and Mini Cooper Ss as 'courtesy' cars in the 1960s. These cars were used to stop mildly offending motorists and advise them of the errors of their ways.

Our monthly meetings are now back to the first Thursday in the month. We met at the Bay Horse Inn at Green Hammerton run by a miserable and unwelcoming landlord. Luckily the steak and ale pie with home cut chips was very good. We had a good turnout with a variety of classics parked up including Frank's

Marina Coupe, Tim and Sarah's Downton tuned Austin 1300 and a couple of Cooper Ss (one a Mini Sprint). The Spridgets were mostly Sprites plus one Midget. It was our first chance to meet Marvin with his recently acquired Austin Sprite. The car looks very tidy indeed and Marvin is hoping to get out and about in it over the coming months. The Midget belongs to Granville and Tricia Gott who had just returned from a three-day scenic tour of Skye and Applecross with the MGCC Caledonian Centre. Granville's Midget is a 1275 with an overdrive gearbox from a Spitfire. Not a conversion I have come across before. Good to see Trevor in his Frogeye. Completed in time for Spridget 50 but not done many miles since, he's hoping to get to more meetings this year.

On Saturday June 20th we're looking forward to meeting up with Carson and friends on their visit to Whitby. The plan is to meet up at 'high noon' in the sea front car park at Saltburn by the Sea where attractions include the Cliff Lift, the Pier, a miniature railway and the Smugglers Heritage Centre. For more details see [www.saltburnbysea.com](http://www.saltburnbysea.com) From Saltburn it is then planned to have a drive along the local lanes taking in Heartbeat country before heading back to Whitby.

The June meeting will be from 7.30pm on Thursday 4th June at The Packhorse Inn, Widdop Road, Widdop, Hebden Bridge HX7 7AT. Please contact me for details on 07720 725429 or email [spridget.girl@ntlworld.com](mailto:spridget.girl@ntlworld.com)

The Track Day at Croft Circuit with the MG Car Club's MGs On Track on Sunday 16th August has been cancelled due to uncertainty over the future of the circuit.

Look forward to seeing you soon.

**Anita**



# Sussex Group of SE Region

The Friars Oak in April again hosted a gathering of cars and members – 7 people and 3 cars, and an eclectic bunch – the cars that is! Linda and David's Midget, seen, of course in the foreground, Julie' and John's AC ACE, and in the background, Chris and David's new MGA 1600 MkII, having forsaken the Sprite after 16 years – very sad to see it go, but the OEW MGA is a lovely car!

We had also expected a group of A35 owners, who were searching for another venue, but they'll be along another time. Given the above, a discussion took place about the virtues of a multi-marques approach to our meetings, to widen the appeal, and conversation.

Jeff Cooper joined us, and proposed the Thatched Inn at Hassocks for our meeting in May, as it has a bigger car park for the summer fans, and also a meeting room used by the AJS/Matchless group, which could be available to us.



The pros and cons of rolling roads, and 1-2-3 distributors will be better known once David has visited Peter Burgess's premises next month, and reported back, whilst Alan Sugar's Apprentice got a lot of the ladies' air time during the evening!

With a fine April, summer could soon be upon us, so happy motoring for the next few months!

**David Wright**

**WANTED**  
**MIDGETS and SPRITES**

Excellent prices paid for properly restored cars.

Especially Frogeyes and Heritage Shelled Cars  
Even unfinished restorations

Call Mike Authers Classics  
on Abingdon

01235 834664  
or  
[www.mgmidgets.com](http://www.mgmidgets.com)

**A-Head 4 Healeys Ltd**  
*Large enough for your needs  
Small enough to care*

**A-Head Healeys**

81 Somers Road, Rugby, CV22 7DG, England  
info@ahead4healeys.co.uk  
[www.ahead4healeys.co.uk](http://www.ahead4healeys.co.uk)  
tel: +44(0)1788 565 000 fax: +44(0)1788 565 001



## Home Counties North West

We have been enjoying some good weather and the HCNW group are starting to come out of hibernation. April's pub night (the last Wednesday of the month!), was well attended with 16 people and we even managed three Sprites; Lily and Vic's MkII, Dave and Jenny's MkIV and my Frog. Maybe we will do better this month!

We didn't have a "usual" road run planned. Chris tried a last minute call on a Friday evening, but unfortunately other plans were in hand and only two cars managed a trip out. On the May bank holiday weekend we joined in with a new local charity event called the "Spirit of Dacorum" Historic Vehicle Tour. Now for those of you who don't know, Dacorum is the name of the Borough that includes the towns of Hemel Hempstead, Berkhamsted and Tring. It runs along the west side of the M1 from the outskirts of Watford up to Luton and as far west as Aylesbury. This was the first Spirit of Dacorum run organised in aid of the Mayor's charity for the year and 9 HCNW members took part. Around 200 cars starting from 4 different points completed the 45 mile route around the Borough, which visited every start point and ended with all the cars parked up in the pedestrian centre of Hemel Hempstead. And what an interesting variety of unusual cars took part! Everything from a

1914 Stanley steam car, through Austin 7s (one of which I followed very slowly up a long hill), a huge 1928 Rolls Royce Phantom, any number of rarely seen cars from the 20s and 30s plus Alvis', Astons, Bentleys, Lagondas and some more everyday cars as well.

The route was varied and interesting. It was particularly good to see the look on the face of a BMW driver in a narrow lane as she pulled over to let a '38 Dennis fire engine with a full complement of fireman hanging on to the side, a '35 Wolseley Hornet Special Sport, a Frogeye, 2 Midgets and a Stag pass. The weather was kind and it felt slightly odd driving in to the centre of Hemel Hempstead being cheered by crowds lining either side of the road. The plan is to run the event every couple of years and I think we will be attending again.

So what have we got coming up? Well on the 13th June some of us will be visiting a fete in Datchworth where there will be a small display of cars. July sees the HCNW's first treasure hunt, organised by Dave and Jenny, and a trip to the Silverstone event and in August we have a road run and a couple of other events planned too. If you would like more details please give Chris or me a call on the usual numbers.

**Mark**

# East Anglian Report

I was in sunny France for much of April and so missed what the East angles were getting up to, however I have my spies thank goodness (don't I Diane?).

The Mad Cat night was definitely a mad cat night!! As the pub was packed with an 18th Birthday party in the garden and an Irish night (something to do with Easter?) inside so maybe it was fortunate that only the magnificent seven MASCOTEers attended. It was Easter weekend, so with holidays, commitments and, I am told unfinished DIY projects it was not our busiest night. The highlights of the evening were a photo and news of Derek's shiny new engine he has just had built for his latest project, and Hubie's latest creation, a wind deflector which he built, that has made Sally very happy (and no Pat we are not having one), Hubie is becoming MASC's equivalent to Bond's Q.

With all the chaos of multiple events going on in the pub it was a little difficult to hold a meaningful meeting, so when the fat Irish lady started to sing it was all over and the Mascnificent 7 decided an early exit was in order!!! Next on the agenda was the yesteryear run (which I will attend next year), reported below (thanks Graham).

## Yesteryear Run 2009

Our annual run through the villages immediately North of Cambridge was held in glorious sunshine on Sunday 19th April, so tops down and rolling with the eclectic motor cavalcade. As usual the excellent organisation got us away on schedule, and for Maggie and I it was a bacon roll at the first village stop and a chat with fellow MASCOTEers Chris and Mary Flinders (see photo) and our friend Ben in his rare 1956 Daimler drophead sports, having entered, Hubie and Sally were not to be seen.

Villagers of all ages turned out in great numbers to support MAGPAS in an effort to raise even more than last years total of £13,000 for this life saving cause.

This year we were unable to stop on Over recreation ground and the community centre for lunch, however, our stop at Swavesey worked well with lunches arranged at the



*Chris and Mary Flinders in their Midget on the Yesteryear run*



*The message says "Runaway Grandparents"*

CAMRA awarded best 2009 pub The White Horse. It was here that Chris and his friend polished off the Oakham special beer and then proceeded to tell me how good it was.

It was noted that the notorious Guided bus route actually passes the MG Owners Club at their Swavesey HQ, will there be a stop here for us users?

A bemused young boy in Oakington was heard saying "look old fashioned cars" which of course they are but an odd turn of phrase for a young person.

Missing out the final parade at Cottenham we peeled off at Histon Green and headed back to Cambridge and tea at The Orchard, Granchester.

**Graham Kirkup**  
2009

See you all at the Mad Cat and beyond

**Dave Dixon**

## S.E. Area Report

**M**edway Festival of Transport and Steam at Chatham Dockyard this year was especially well attended. Except by MASC members? So many people took advantage of the weather, and this splendid historic venue, that exhibitors, apparently, exceeded the organisers expectations and posed some difficulty, for stewards, in finding places to accommodate so many exhibits. Midget and Sprite Club were relocated to an area where a pavement barrier proved useful for the purpose of erecting the club banner. Still troubled by a small turn out the S.E. Area was represented by Paul and Jane Coveney – Austin Sprite; Peter Gardner – Midget; John Clark – Frogeye; self – Sebring rep. Being part way through a conversion did not deter Mel and Barb' Collins whose car was bumper less at the front but still rubber bumpered to the rear.

Following my recommendation in an earlier edition of *MASCOT* with regard to her set up of a bespoke curtain making business that has had only limited take up by members Jane Coveney (soon to be) has begun a bespoke cake making business (sharing the tel: 07714-495975) and brought samples for us to taste. Jane comes highly recommended so for weddings, birthdays, or that special occasion why not give her wares a try? With the forthcoming wedding in mind Paul and Jane were able to arrange for one of the more vintage (veteran?) exhibits to oblige as

the bride's carriage on that day. I am led to understand that a special parking area will be allocated to Spridgets.

After last year's snow, and this year an early morning fog rolling off the Thames and Medway estuaries, the day turned out well. With so much to see I am sure that, after some seven hours, I still missed seeing something. Our line of cars attracted some attention and hopefully some new members.

The following day – Bank Holiday Monday – John Clark and I decided on a visit, in our Sprites, to the Kit Car show at Detling. Nothing really to do with MASC. Whilst awaiting John's arrival at our meeting place, a lay-by nearby, Chris Playfoot stopped to join me so upon John's arrival we proceeded to our destination in convoy. Parking near to the kit and custom cars we were joined by non member Pete Conyer in his white Spridget which has Tifosi front and rear. Tifosi, who advertise in *MASCOT*, were to be found in the trade hall but, unfortunately, without their body kits on show. Pete has converted the rear with an opening boot lid. We appeared to draw more attention than the Kit cars. Not wishing to draw attention to our subterfuge at entry I did not unfurl the MASC banner but even so we were inundated with enquiries about the cars, their modification, and MASC membership. Not to miss an opportunity I gave out several membership forms!

**Alan Anstead**

## May Time for SS&NB

**I**t hasn't been a mightily Spridgety period lately as an area, the "First Wednesdays" have been fairly well attended, with a few new faces dropping by to see the lie of the land and a full collection of regulars.

I took my Lara on a track day in April, each time I go I learn even more about the car's great handling (read all about that somewhere here soon) Geoff has introduced his new multi clock dashboard to us, very good it looks too, gauges for everything under the sun. But a major drawback, no storage gauge for his Flux Capacitor so he can't use it to go back

to the future... John Collins is deeply involved sourcing and planning his K series engine swap, which seems to be coming along nicely.

Geoff and I took a ride down to London to visit "Classic Cars at the Ace Café" a couple of nights ago. We had a good roof down run both ways and saw many fine and rare classics, including the Sprite Racer that Editor Gary printed pictures of some time ago. Of Our Cars there were two Midgets (Geoff's and mine) a lovely Sebring Sprite and the said racecar plus editorial chariot "Gaps"



*Maggi and Roger Bayford's lovely Sebring Sprite replica at the Ace*

that belongs with Gary Lazarus... Just before we came away a red 1500 Midget turned up but we were not able to find the driver for a chat. Dusk had fallen and the car park was beginning to empty so we took a few more pictures and set off for home. It's an odd thing about Classic Cars night at the Ace, if you can't get there by around six o'clock you probably will not get to park easily inside, certainly the centre ground was full by 1845. Geoff and I were handily placed along the inside fence by arriving around six o'clock. If you and your friends plan on visiting (I know some other areas are planning for this later in the year) it is as well to plan for this contingency. I have been known to visit this Mecca for car buffs several times a year as



*Geoff and Bill's Midgets down to London for the evening*

there is always something you haven't seen for ages.

I am writing this with editorial deadlines looming so although SS&NB are planning to visit the Snibston Transport Day on the 17th May, I am unable to say how many of us did attend. Indeed unable to say if any of us did because the weather report isn't overly optimistic for the weekend, we hope we do go because Snibston, in North Leicestershire is supposed to be a nice day out. We hope that we get the summer this year that we were denied last year, if we do please enjoy it.

I am busying myself re-reading the car for its annual trip to the 24 hrs race at Le Mans next month, who knows, there might be a story in it...

**Bill Mohan**  
1067

## Somerset Area Report

### The Mendip Run

**A**t last I hear you say a report from the Area Rep long overdue I know but my chief writer, Mr Darch, has been given time off for good behaviour so here goes.

Sunday the 19th April was agreed by our group as the date for our first area run and I offered to organize a trip across the unique Somerset Levels to Cheddar Gorge and on to the coast. A kind of turf and surf trip!! As avid readers will know from previous reports our car fleet at Somerset is wide and varied so I will not go into specifics but suffice to say all are convertible sports cars. The weather conditions were perfect for us on the day bright sunshine with a slight cooling breeze.

The troop's gathered at blue leaders home address, that is me by the way, although if you attend our monthly meetings you would not believe it! Coffee and light snacks were taken before we set off for the morning session to Cheddar Gorge. We took an unscheduled pit stop at Pedwell Hill where Malcolm suffered a recurrence of an ignition fuelling problem. Malcolm Gerry and John immediately formed a sub-group to discuss had a tinker the car re-started and ran well for the rest of the day.

The Pedwell stop puts us behind schedule so Malcolm took the lead met us later at the lunch stop The rest of the group pressed

on to Cheddar Gorge for a short comfort break and then to Winscombe for lunch, an important and essential part of any Somerset run. After lunch we continued across country to Brean Sands debated the excessive parking charges made a u-turn to Burnham esplanade where parking was free and the clotted cream ice cream very welcome. The final part of the day took us across the Polden Ridge and home.

During the next few months we have various classic and sport scar events to attend including a Classic Car and Air Day

at Smeatharpe near Honiton. This is a new event run by Marie Curie and replaces the Culmstock Show which has been removed from the calendar following two abortive seasons We also have a week's tour in France planned for September.

Any new members very welcome to join us at The Lord Nelson Norton-sub-Hampden last Thursday every month at which we always make time for discussions on computers, the pensions crisis, politics and sometimes cars.

**David Bearne**

## Kent Meeting

### 'Drive it Day'

The usual Kent meeting had been cancelled for the FBHVC 'Drive it day' on 26th April 2009. Did anyone attend the Moat by mistake? Was anyone aware that it was also 'Trevithick Day' commemorating the great engineer and inventor of the steam locomotive. I doubt many locals are aware but he is buried near to where I live at Dartford.

To celebrate 'Drive it day' members from Kent, Sussex, and Surrey went to join Hants Chapter at Greywell, Hants, at the Fox and Goose P.H.

Kent members met at The Grasshopper P.H. Westerham Kent where there was also a large gathering of Jaguars assembled for their own celebration by way of a drive to Brighton. Chris Banton could not join us for the day but at least popped over, in his Sprite, to see us away. Andy Borris, a name some might recognise from recent threads on the MG Enthusiasts site, was joining us for the day to see what Masc is all about. He has volunteered to supply us with teas at our next meeting, on 2nd May, at Herne Bay. Well the show is just outside his front door!. Another person 'checking us out' was Peter Jones whom I had met at the recent Detling Kit car show. Our convoy headed off to Godstone along the picturesque A25 to meet up with some more members then to Abinger Hammer. Apart from maniacal bikers we also met a convoy of Austin 7s going in the opposite direction exchanging waves and

blasts on horns. I then began to hold people up as my car's engine began to repeatedly falter so after our eventual, but late, arrival at Hants for once I ended up working on my own car and not another's. Mel Collins also ran into trouble with a suspected blown head gasket forcing repeated cooling down stops along the way. Eliminating the coil as the culprit of my car's problem I came in for some 'ribbing' from Col and Alex after my rebuke for their filling of modern mega-jolt electric ignitions to their cars but clearly my fairy godmother, ever the prankster, must have been looking down for when we left, together with Hants Chapter, to visit a superb private Bugatti collection, by arrangement of Surrey members Pete and Hils, what was the obstacle that I and everyone else had to drive around in the road? Alex's silencer had mysteriously become un attached from his Austin 7 Spl. I lost no time in making suitable comment! We all left to go our own ways home but for a small convoy of four that travelled Kent bound. We rounded of a superb day with a meal, back from whence we had started, at the Grasshopper pub. What better way to cap a splendid day than to dine with friends. A thank you to all who contributed to the day. My car's problem appears to come from within the ignition switch.

**Alan Anstead**

Area Rep S.E. area  
Reps Rep to National Committee  
Mail to [alan.anstead@btpopenworld.com](mailto:alan.anstead@btpopenworld.com)  
Tel: 01322-384050

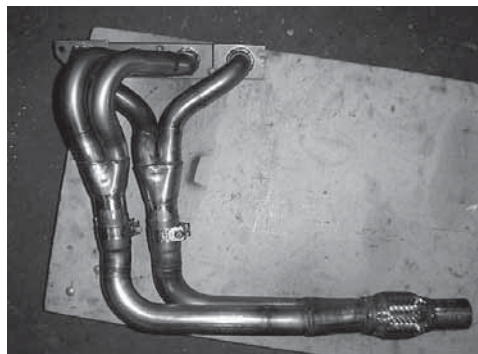
# Dutch Report

What an extremely nice spring it has been so far, we had more sun in 2009 than we had in the whole of 2008!

Wouldn't it be nice to have a convertible, preferably a classic with the bodylines even Pamela Anderson can't compete with? But I have, a 1975 Midget, and so I took it out for a spin: on a trailer to bring it to the exhaust manifold doctor.

Driving your Spridget is unbeatable but having to see it in your rear mirror at the time when you drive your modern car isn't bad either and makes it hard to concentrate on looking forward while driving. At some moments I even thought it smiled as it knew where it was going. I had it being spoiled again with an extra bit of stainless steel under the bonnet.

As my previous exhaust manifold was cracked and cooked I needed (or really; wanted) an other system that preferably could get removed without having to pull the engine out every time. I went to EPS company in HoozeZand Groningen as these guys are the exhaust-wizards in Holland! They can make whatever you come up with and adapt it to your car. And as they had done me a great custom-made exhaust for my 1500 a couple years ago they did another great job on this manifold.



At the moment of writing I'm mentally preparing myself for the coming weekend (16&17 May) as I need to build in my engine-cool system-gearbox-seats and loads of small stuff because the following Thursday (Ascension Day) I need to be in the UK WITH my Midget!!!

This weekend I will live on coffee, Red Bull and all kind of coloured pills only as I don't have time to sleep ... so basically it's the standard procedure which is turning to become more of an annual ritual for me to get the Midget ready for the season.

The Dutch Spridget season has kicked off already with the spring night run which was another great success thanks to Michael, Jeroen, Karin and Elisabeth. Miles of darkness and slippery roads in more or less abandoned areas!

By the time you read this the annual All Sprite and Midget Run (by the same organisers) has already been driven and hopefully some of you Dutchies who have been there can tell us more in next month's Dutch report.



Next on the agenda:

- Informal Spridget meeting somewhere in Holland - date and location unknown yet to not draw attention to our little innocent cars by the speed police and possible terrorist-threat by the Triumph owners who I suspect are linked to the Taliban.
- 5-6-7 June Spridgetreffen in Germany, 54 Spridgets already booked from which many being Dutch, English, Swiss and from Luxembourg.
- 12-13 September Spridgetweekend in Overdinkel, the biggest Spridget event in Holland!!!

For more info on Dutch Spridget activities and the where about of our unofficial gathering: [ariedebest@planet.nl](mailto:ariedebest@planet.nl)

Cheers,

**Arie**

# FBHVC Statement April 24th

## Car Scrappage Scheme

The Budget finally brought an end to the uncertainty about car scrappage – but is it necessarily all bad news for classic car owners?

There are restrictions built into the scheme and it is voluntary on both sides: car manufacturers and dealers do not necessarily have to sign up for it and individuals do not have to use it. It is also for a limited period until March 2010, or earlier if the funding runs out. To be eligible for the scheme the car intended for scrapping has to be over ten years old and roadworthy with an MoT.

The FBHVC remit is to look after historic vehicles over 25 years old and so at first glance this scheme would not appear to affect our members, as most vehicles that age would be worth more than the effective £1000 provided by the scheme, but of course we have to remember that these younger



vehicles just might be the classics of the future as well as the future of our members' hobbies or businesses. We do not have the power to oppose the scheme but we are determined to fight to keep our vehicles on the road and preserve our motoring heritage.

With the help of our member clubs we can only hope to influence anyone who is considering scrapping an historic vehicle by education and example. Our vehicles are not the 'old bangers' at which the scheme is aimed – they are well maintained and cherished and we have a wealth of statistics that prove that classics do not contribute significantly in any way to pollution and greenhouses gases.

We ask all our members to help spread this message and preserve our motoring heritage as well as uphold the freedom to drive our vehicles.

**Alan Anstead**

## Message from the Ambulance Service

We all carry our mobile phones with names and numbers stored in its memory. If we were to be involved in an accident or were taken ill, the people attending us would have our mobile phone but wouldn't know who to call. Yes, there are hundreds of numbers stored but which one is the contact person in case of an emergency? Hence this 'ICE' (In Case of Emergency) Campaign.

The concept of 'ICE' is catching on quickly. It is a method of contact during emergency situations. As mobile phones are carried by the majority of the population, all you need to do is store the number of a contact person or persons who should be contacted during emergency under the name 'ICE' (In Case Of Emergency). The idea was thought up by a paramedic who found that when he went to

the scenes of accidents there were always mobile phones with patients but they didn't know which number to call. He therefore thought that it would be a good idea if there was a nationally recognised name for this purpose.

In an emergency situation, Emergency Service personnel and hospital Staff would be able to quickly contact the right person by simply dialling the number you have stored as 'ICE'.

For more than one contact name simply enter ICE1, ICE2 and ICE3 etc.

PLEASE MENTION THIS TO AS MANY PEOPLE AS POSSIBLE AS THIS CAN HELP IN AN EMERGENCY.

# Market Place

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

## For Sale

**1959 A-H Frogeye Mk 1 Sprite.** Fully rebuilt to original. OEW with red trim. Entire history from new, I am only the 3rd owner. Lots of paperwork inc. invoices from Sprinzels and such. All bodywork and trim renewed. ORIGINAL engine (H/C pistons +.030, new bearings, mild Kent camshaft, new valves, guides and unleaded seats). Smoothcase C/R gearbox fitted by the 2nd owner in 1962, now rebuilt with a new layshaft and bearings. New rear springs, brakes (except the drums) are new. The master cylinder is new and the system now uses silicon fluid. 4 new Avon tyres fitted on powder coated rims. All brightwork replated except the grill (NOS!). The hood and tonneau (black) both in excellent order, and the bonus of an original style 'boiled-egg' Ashley fastback hardtop that has been with the car from new, but which still needs restoration (I haven't even started on that bit). Not even finished running in – only done about 500 miles. Even so there's plenty of oomph available, with a lovely rasp, with quite an intimidating fart on the overrun. When properly run-in and with a good set-up afterwards, this is going to be quite a performer. A proper and 'all-correct' car, well worth my asking price of £8,000. Photos can be supplied by email, as can any further information. Viewing is welcomed by arrangement.

**Gus Gander (Bristol) 01179 677606,  
or email to [gusgander@blueyonder.co.uk](mailto:gusgander@blueyonder.co.uk)**

**1958 Frogeye.** One family owned from new. Registered 23 August 1958, AN5/3003. Restored in 2000 and last used in 2007. For more information please contact **David Swallow – 01455 292496  
[addswallow@btinternet.com](mailto:addswallow@btinternet.com)  
(Market Bosworth)**

**From late 1979 Midget 1500** (Brooklands Green) the following items:  
Front wings (some rust and on one, evidence of repair patch, only visible on underside) £35 each;  
Bonnet (good order, some rust on inside of leading edge) £45;  
Boot lid (with badge and handle, no rust) £40;  
Front and rear rubber bumpers (good conditions with fittings) £15 each.  
Boot lid rubber trim (goes round lip of boot on car) £5  
Rear lights £5 each  
Front indicators £3 each  
Car was restored at some point in past, so wings show signs of repair but surface good. Photos can be emailed on request. Items located in Herts.  
**Contact: David Driscoll  
Mob: 07962 064555 or  
E: [DDrisc034@aol.com](mailto:DDrisc034@aol.com)**

**Frogeye parts:** very rare Child's Seat, fits over tunnel as mentioned in Terry Horler's book. Red with white piping. Excellent condition £250.  
Original steering wheel £200. Grill £100. Both in excellent condition.

**John 01244 813814 – Chester**

**1971 MKIV Sprite.** Fully restored about 6 years ago. Less than 2k miles since. Engine fully lightened and balanced, Stage 2 Head (MINI SPORT). FIA Roll Cage Bucket Seats and Harness. Minilite Alloys and Much more. £4000.00 ovno. Please ring for full details. Space needed for new project. Also MKV Sprite in boxes (Minus Shell) on a SORN retention.

**Mike Sutton Tel 01928 739928 (Ches).**

**1979 T reg M.G. Midget.** Rebuilt, nice car, will email photos if required. £3995.  
**email: [paulwkendrick@aol.com](mailto:paulwkendrick@aol.com)**

# Dorset Area

## Midget & Sprite Club



# MGs at Kingston Lacy

Sunday 14<sup>th</sup> June 2009



Kingston Lacy House,  
Nr Wimborne, Dorset  
(10.00am – 4.00pm)

All proceeds from this Event will go to the  
Dorset & Somerset Air Ambulance.  
Price of admission will be £7.50 per car  
(2 occupants) + £1.00 per person thereafter.  
Thank you for your support



Non-MG Classic Cars & Classic Motorcycles Welcome!



# Live Music!



# Cream Teas



## QUICK & EASY!



Ever since it was launched in 2005 our website has continued to grow with new photographs, features and new items. Our website is the best way to purchase your items with an easy search engine and secure online ordering facility. Subscribing to our free newsletter will keep you updated with new items, special offers and company news.

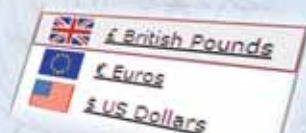
    

Our quick and easy search engine means that you will always find what you're looking for. If you don't know the part number, then a description of the item will take you to the right place.

## SECURE TRANSACTION!

We use only the most up to date security software to ensure that your online shopping experience is secure and that your personal details remain personal.

Our site can be viewed in English, French or German and you can choose to display our prices in Pounds Sterling, Euros or U.S. Dollars!

 /   
 /   
 (Switch / Solo)  
  


## NEWS & OFFERS!

Never miss our offers and new products by subscribing to our newsletter! Be kept up to date on our fuel injection system, new premium chrome products and much more!

**SIGN UP BY REGISTERING  
THROUGH OUR WEBSITE OR  
BY SENDING US AN EMAIL!**

THE WORLD'S LARGEST AUSTIN HEALEY PARTS SPECIALIST

**WWW.AHSPARES.CO.UK**

TEL: 0044 (0)1926 817181 - FAX: 0044 (0)1926 817868

EMAIL: [sales@ahspares.co.uk](mailto:sales@ahspares.co.uk)

A. H. Spares Ltd,  
Units 7 & 8 Westfield Road,  
Kington Road Industrial Estate,  
Southam, Warwickshire  
CV47 0JH

All major credit cards accepted

