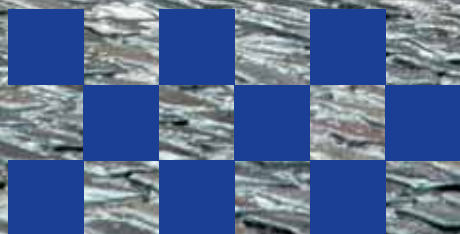


July 2009

£2 No. 304

# Mascot



The Magazine  
of the  
Midget & Sprite  
Club

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

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	<b>Bryan Fox</b> , Tel: 01202 683842 home, 01202 674017 work email: sueandbry@x877.wanadoo.co.uk
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<b>NORTH WEST</b>	<b>or Mark Hall</b> , Tel: 01296 660103 markdhall@aol.com
<b>KENT</b>	<b>Alan Anstead</b> , Tel: 01322 384050 email: alan.anstead@btopenworld.com
<b>LINCOLNSHIRE</b>	<b>Brian Jeffery</b> , Tel: 01522 531425 or mobile: 07952 969514 email: brianlincoln@yahoo.co.uk
<b>LONDON</b>	<b>Gary Lazarus</b> , Tel: 020 7700 5696 email: garylazarus@blueyonder.co.uk
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<b>CENTRAL SCOTLAND</b>	<b>Carson Thomson</b> , Tel: 0141 245 6327 day or 013606 22334 evening email: THOMSON.C@sky.com
<b>NORTH WEST</b>	<b>Les &amp; Diane Robinson</b> , Tel: 01772 432138 email: lesrobinson@blueyonder.co.uk
<b>NORTHERN IRELAND</b>	<b>Robert Holmes</b> , Tel: 02892 689274 email: robertholmes25@hotmail.com
<b>NOTTS/DERBY</b>	<b>Ian Cooke</b> , Tel: 0115 938 3838 email: ilc@bgs.ac.uk
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<b>YORKSHIRE</b>	<b>Anita Lachowicz</b> , Mobile: 07720 725429 email: spridget.girl@ntlworld.com

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

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

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

© Midget & Sprite Club

# Editorial

It's clear by this month's submissions to *MASCOT* that summer is well and truly upon us. The proof is manifest in a number of ways. It's not just that the air is warmer and the days are longer than the preceding months but my Frogeye "Gaps" is dirtier than ever, due to our long trip annual trip to Le Mans and back. The car behaved so well and was such a pleasure to drive the 850 or so miles, that it really does deserve a good wash. I'd make it my new year's resolution but I don't think that even I can put it off for that long. So I'm making a solemn promise to get the bucket, sponge and chamois out before my next editorial and give Gaps the good clean up that he really deserves.

However, the main proof to me that summer is here is through the area reports which have come flooding in over the last month. It's clear that you've been taking advantage of the dry weather to get out and about in your cars. And with the increased number of areas which are represented within the club, it seems that most of you have even less distance to travel to meet up with fellow Spridgeteers. Having said that, my jaunts throughout the month have been mirrored by some of your own journeys. Arie, our Dutch rep seems to be on endless trips between Holland, Germany and the British Isles. Various members including a contingent from the Warwickshire Area have just returned from the Spridgettreffen in Germany. The South East Area, comprising mainly members from Kent, Sussex and Surrey always seem to be on some long trip or other, be it within the UK or over to mainland Europe. And members from Scotland have just completed 750 miles of Caledonian driving.

This rushing around is all well and good but it presents me with a problem, albeit a nice one. What do I leave out of the magazine to make room for all the tales of meetings and journeys? I'd like to propose that we have Spring/Summer for the first two weeks of every month and Winter/Autumn for the second two. That way I would be able to get the reports of fair weather trips and drives followed by your tales of rebuilds, maintenance and upgrades carried out on cold wet days, therefore giving readers of *MASCOT*, a greater balance of articles every month. Is that a deal?

Perhaps that's an unreasonable proposal and may be the reason why this month's *MASCOT* has such a strong bias towards reports of meetings and journeys taken by the various areas. Come the winter months, we will be reading more tips, technical articles and stories of rebuilds. That is on the proviso that you send them in to me. So I make no apologies for featuring the fair weather aspect of our hobby in this month's magazine but I am constantly open to feedback from the membership regarding the magazine's content.

Put pen to paper and let me know. It would help me too if you would be so kind as to write your feedback on the back of the article that you are submitting.

Deadline for next month's articles to *MASCOT* will be Monday 13th of July.

Have a great month

***Gary and (the soon to be washed) "Gaps"***

## **Tuesday 26th May 2009**

It is with great sadness we have to announce the passing of John Healey, son of Donald Healey. Our heartfelt condolences go to his wife Joy and to his daughter Wendy and son David and their families.

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**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.**

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*Front cover picture: Sue and Jim Judd in Sue's Sprite on the recent Westward Ho run.*

*Photo with thanks to J Harle*

# Club Nights

- 1st Tuesday **NEW! Essex Area** – Evening meeting at various venues. For details contact Jane Gates  
Tel: 01255830 509 or email [jjjanegates257@googlemail.com](mailto:jjjanegates257@googlemail.com)
- 2nd Tuesday **London Area** (Congestion Zone) – Note Changed day and Venue! Meet at The Ace Cafe at 7:30pm.  
together with the Classic Cars Magazine night. Will revert to **The Plumbers Arms**, Belgravia next  
spring. Details: Gary Lazarus on 020 7700 5696 [garylazarus@blueyonder.co.uk](mailto: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](mailto: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](mailto:spridget.girl@ntlworld.com) for details of the July 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](mailto: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 and 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](mailto: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](mailto: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](mailto:alan.anstead@btopenworld.com)
- Last Monday **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.freemove.co.uk](mailto:andy@cross743.freemove.co.uk)
- Last Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N. London or anyone  
interested! Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Chris  
Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton-sub-Hamdon. 8.00pm
- 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](mailto:david@hill.be)
- Northern Ireland. Point of contact is Robert Holmes, tel: 02892 689274 or email: [robertholmes25@hotmail.com](mailto:robertholmes25@hotmail.com). If  
enough interest, will arrange a meeting.

# Club Website

Members Only pages for July,

User name: Micro Password: Blister

## Events

From David Hill and Webmaster Toby Anscombe

### Events organised for 2009 so far

#### July

- Saturday 11th MGCC Midget Challenge at Silverstone. Details on [www.mgmidgetchallenge.co.uk](http://www.mgmidgetchallenge.co.uk)
- Sunday 12th Warwickshire are holding their "Worcester and Shropshire Run". Contact Stuart Watson or Roy Cole, Tel: 01562 885766 email: [roy@geraldineandroy.co.uk](mailto: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](mailto: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](mailto: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](mailto: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.freereserve.co.uk](mailto:john@platt2085.freereserve.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](mailto:roalan@talktalk.net)
- Sunday 16th South East Area's Bar-B-Q chez Ashley and Denise. Details from [AdsanHinton@aol.com](mailto: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 Remparts 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

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## November

- Friday 13th Classic Car Show at the NEC. Warwickshire will be there. Contact: John Platt, Tel: 01789 488321 or email: john@platt2085.freerve.co.uk
- Friday 13th to Sunday 15th Classic Car Show at the NEC. East Anglia Area are planning to be there. For details please contact David Dixon on 01733 222810
- Friday 13th East Anglia Area are going to the dogs at Peterborough Greyhound Race Meeting. For details please contact David Dixon on 01733 222810

## December

- Wednesday 9th Warwickshire Area's Christmas Dinner at the Green Dragon. Details from Sheila Yates, Tel: 01608 665066 email: chrishe@tiscali.co.uk
- Sunday 13th East Anglia's Christmas Dinner (actually lunch) at The Cat. For details please contact David Dixon on 01733 222810
- Tuesday 15th South East Area's Christmas Party. Details from Alan Anstead, alan.anstead@btopenworld.com

## 2010

### July

South East Area are going to the Le Mans Classic 2010. Yes really! These event take advanced planning to secure accommodation. There is a provisional list and I will be seeking non refundable deposits around May 2009.

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

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

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

# Mutual Assistance Directory

Not a bad summer so far is it? Hope that you all have been out and about with the organised Club events or just on your own. We have been out a few times but the trouble with the summer is that the garden grows and grows and grows! If it is not mowing the grass it is weeding or digging. From this you probably gather that gardening is not my thing! Luckily, Andrea has the bug (greenfingers not greenfly) and so our garden looks very tidy.

I must put it to the committee but it would be good to be able to recognise members from a distance as they approach. Often, well, sometimes, I am driving around here in our "other car" and see Spridgets approaching. I do wave but nice to know if they are M&SC members. My idea is for each member to stick a small fluorescent orange dot in the top left corner of the windscreen. This could be seen from 50 yds or so and give more notice of an approaching member. Anyone else think that this is a good idea?

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**

# MASC AGM



1.30pm arrival for 2.00pm start



## Sunday 18 October at the Coventry Transport Museum

*Have you any excuse not to be there?  
We would really love to see you.*



Coventry Transport Museum  
Millennium Place, Hales Street, Coventry. CV1 1JD  
024 7623 4270 [www.transport-museum.com](http://www.transport-museum.com)

### Location

#### By Road

Coventry is close to the M1/M6/M40/M42. Follow signs to city centre and take junction 1 or 2. As a city centre attraction there is normally no parking available at the Museum itself but the Midget & Sprite Club have made arrangements for those arriving in Spridgets to have made special parking **FREE OF CHARGE** on the Millennium Place outside parking. Alternatively those in other cars may park in the city centre pay and display car parks (at a cost of £1 all day on Sunday) which are within walking distance of the museum.

#### By Rail

There are excellent links to London Euston via Virgin Trains; Cross Country routes north and south and local services to Nuneaton and Northampton. The Museum is a 15 minutes walk from the station. Buses numbered 17, 27 and 49 stop near the Museum.

**The Museum's collection includes over 240 cars, commercial vehicles and buses, 94 motorcycles, 200 cycles, 25,000 models and around 1 million archive and ephemera items.**

**Please contact Membership Secretary John Platt for details  
01789 488 321 or by email: [membership@midgetandspriteclub.co.uk](mailto:membership@midgetandspriteclub.co.uk)**

# Bromley Pageant Competition Winners from Last Month

After a completely underwhelming response to last month's competition in *MASCOT* resulting in me giving away two of the four family tickets to the Bromley Pageant of Motoring to strangers. I'm happy to announce that the two winning recipients of the tickets were:

1. Clare and Ian Pollard from Spalding, Lincs.
2. Richard Crowther from Hungerford, Berks.

I hope that you enjoyed the event. It just goes to show that if you respond to a competition in *MASCOT*, you are almost guaranteed to win as it's unlikely that anyone else will bother.

This brings me to a number of possible conclusions, all of which may be incorrect.

They are:

1. Nobody likes competitions in the magazine.
2. Nobody likes free stuff being offered in *MASCOT*.
3. People hate taking their cars to Classic events.
4. Almost no one in the club uses email.
5. Nobody actually reads the magazine.

I will content myself with a possible 6th answer. Everybody is so busy out driving their Spridgets that they don't actually have the time.

**Gary**

## Frogeye XLL 755

I was the owner of the above Sprite in the early '60s when I lived in Sussex. I have very fond memories of this car when I was courting my wife Diane. I would very much like to contact the current owner so that we could exchange notes on its history. If you read this and would like to contact me you do so by email to: [jonreekie@aol.co.uk](mailto:jonreekie@aol.co.uk). I now live in Maidenhead, Berkshire.

**Jon Reekie**  
01628 676817  
0774 092 8698



*About to drive up Porlock Hill  
in Devon in 1964*



*At Spridget50 2008*

# Yorkshire Area's Hot X Run 2009



*Roger and Caroline minutes before their breakdown*

Earlier this year MASC area had its first road run in conjunction with the Mini Cooper Register and the 1100 Club. We were up bright and early with the usual excitement and butterflies I get whenever we organise a run. The sun was shining so things looked good for the morning as Tim drove our Austin Downton 1300 'Bunty' out of the garage. Unfortunately our Midget 'Sebrina' had front suspension issues so we couldn't use her, but thanks to Mark and Paul Fish's hard work Bunty was back on the road after she'd suffered wiring problems at the March MASC meeting in Doncaster.

Having done a final test drive of the route 5 days earlier, it was a surprise to arrive in Tadcaster to find some of the roads in the town centre were off. While Tim went off to check the start of the route Robin and Jill arrived asking where our Midget was. Clare and Ian followed shortly after in their modern daily driver. As their Midget is currently having a respray they very kindly offered to be our "sweeper" car.

After quickly altering the route plans, we were ready to be waved off from the start at the John Smith's Brewery at one minute intervals by Ian, modelling a fetching high vis vest. The

one-way system and road closures confused some of the group but soon we were all making our way to York with roofs down for those without hardtops or tin roofs! We were 10 miles into the run when we experienced our first casualty of the day, on the disused WW2 airfield at Acaster Malbis. Roger and Caroline were experiencing ignition problems, so Ian got his tools out to see if he could help. Unfortunately, for lack of a spare coil, the car had to be trailered home.

The rest of the group headed through the centre of York. We followed Mark driving Anita's Midget KCY through the city. As Anita mentioned last month Marilyn from Australia was navigating for Mark. I think overheating in the York traffic experienced by a handful of folk was worth it for the breath-taking view of York Minister up close. Helen and Jonathon were having problems with their car as we drove out of York onto the A19. I don't think Tim beeping Bunty's horns at them helped much!

The next part of the run saw us heading through the beautiful Howardian Hills towards Ampleforth. We stopped in Sutton-on-the-Forest outside David Cameron's Mother-in-laws house (Sutton Park stately home) for an impromptu roadside flask of coffee with Jason and Michelle in Cybil, their mkII Sprite.

Back on the road again and we enjoyed the drive down the steep track at the side of the Kilburn White Horse. Harvey and Lesley were rather bemused to see me leap out of Bunty at the White Horse car park, and quickly take pictures of Anita and Mitch in Kevin, Anita's mkIV Sprite, and Ron from Halifax in his Mini Cooper, coming down the hill. My stomach was definitely rumbling by this point so luckily it was only a short drive to Byland Abbey where some of us planned to stop for lunch. Lisa and Rob from Whitby Bay were meeting



*Whizzing down the White Horse at Kilburn*

us at Byland Abbey for the afternoon drive to Sandsend. By the time we had eaten lunch the rain had started.

We followed Jason and Michelle for the first few miles still with their roof down despite the rain. The route took us through Helmsley and then down Howl Dale into Beadlam. We then drove up Blakey Ridge in heart of the North York Moors national park, down the curiously named Fryup Dale (but not a breakfast in sight), through Danby Rigg and then through the ford at Duck Bridge. Again, no waterfowl, Duck Bridge itself is a beautiful arched footbridge named after George Duck a local stone mason who restored the bridge in the 18th Century. The bridge dates from the 14th century and is regarded by many as the best example of its kind in the country. Lisa and Rob stayed safely behind us roof up for the rest of the journey.

We arrived at the car park in Sandsend to find only Frank and Leonie, his granddaughter there. Frank was looking very upset as he had had a smashing time at lunchtime when a gnome (with his rockery home) suddenly jumped out behind his car in the pub car park.

Unfortunately Robin and Jill had already left for home as it was still raining in Sandsend when they arrived. Geoff and Hillary turned up to meet us in their frogeye, which was a lovely surprise. Geoff had been working so was disappointed they couldn't make the run but as they only live in Guisborough it was only a short drive out to meet us. It was great to see Tim and Vanessa Hicking from Whitby who also joined us at the end too. We look forward to seeing Tim's Frogeye out and about next time it is sunny. Roger and Caroline, after their breakdown, also made the journey from York in their modern car to meet up with us at the end.

As we walked into Sandsend, Paul Coates passed us in his V8 Frog with a Range Rover engine burbling away. I would have liked to find out more about the car but maybe next time. We all headed to the café for ice cream and had just finished when the rain started again. It was time for home and Bunty who had behaved very well all day got us back safely. It was time for a beer down our local pub to celebrate another great day of sprigeting!

**Sarah Saunders**

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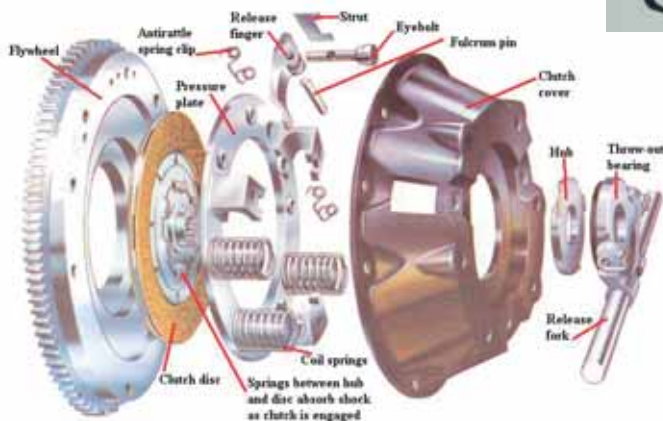
**GATWICK**





# Problem Solvers

## Part 6. The Clutch



Problem	Cause	Cure
<b>Clutch slips</b>	1. Clutch facing worn	1. Replace clutch assembly
	2. Clutch face contaminated	2. Replace clutch assembly
	3. Warped clutch cover or pressure plate	3. Replace clutch assembly
	4. Incorrect adjustment	4. Re-adjust
<b>Clutch drags</b>	1. Faulty clutch hydraulics	1. Overhaul or replace clutch hydraulics
	2. Faulty clutch adjustment	2. Adjust clutch
	3. Clutch disc warped	3. Replace clutch disc
	4. Clutch hub spines worn or rusty	4. Replace or lubricate clutch
	5. Diaphragm worn or mal-adjusted	5. Replace pressure plate
<b>Clutch chatter</b>	1. Faulty pressure plate	1. Replace pressure plate
	2. Faulty clutch disc	2. Replace clutch disc
	3. Loose or worn engine mounting	3. Replace mounting
<b>Clutch noise</b>	1. Insufficient grease on bearing sleeve	1. Lubricate
	2. Clutch installed incorrectly	2. Check installation
<b>Clutch noise (pedal down)</b>	1. Faulty release bearing	1. Replace release bearing
<b>Clutch noise (pedal on way up)</b>	1. Damaged or worn pilot bearing	1. Fit new bearing
<b>Clutch grabs</b>	1. Contaminated clutch lining	1. Replace clutch
	2. Clutch worn or loose rivets	2. Replace clutch
	3. Clutch splines worn or rusted	3. Clean or replace
	4. Warped flywheel or pressure plate	4. Repair or replace
	5. Loose mountings on engine or power unit	5. Tighten or replace

In next month's *MASCOT*, the final Problem Solvers (part 7) will cover Cooling.

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# New Members

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

2544	Dominic Wilkins	Surrey	tba
4137	Rod Powell	Devon	Frogeye
4138	Robert Woodside	Northern Ireland	Sprite Mk 4
4139	Paul Crossland	Leicestershire	Frogeye
4140	David Dawson	Tyne and Wear	Frogeye
4141	Robin Griffiths	Shropshire	Midget Mk 3 RWA
4142	Peter Collinson	Wiltshire	Racing Spridget
4143	Stephen Collinson	Berkshire	Racing Spridget
4144	Glyn Cryer	North Somerset	Midget Mk 3
4145	Graham Prosser and Geoffrey Myddleton-Evans	Essex	Frogeye
4146	John Reeve and James Fotheringham	Worcestershire	Frogeye



*Dominic Wilkins' green  
Sprite*

*From last month,  
Nick Clark and son with  
two sizes of Midget*





*Paul, Marie and Laura Crossland's Frogeye*



*Robin Griffiths' car  
from the rear*

*Robin's Mk3 Midget  
with unusual  
1-piece front*



*Glyn Cryer's  
Midget Mk3*

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*Driven like they stole em*

## A “Le Mans” to Savour Old Father Thames!

Seems to have taken against me, perhaps it was because we “Drove the Bridges”, widdershins in January. Maybe he cricked his gnarly old neck twisting to watch and listen to Lara’s rather harsh exhaust note as she crossed them all upstream...

I woke early and was on the road fresh and roofless on the morning of the tenth of June, heading in warm sunshine down to Dover for my twelve thirty ferry crossing.

A pleasant drive most of the way to London except for inexplicable stop start queueing nearing Luton. Once onto the London Orbital M25 I stopped for a comfort break, still in bright sunshine, at South Mimms (does that qualify as one of the daftest Service Area names on any motorway, I wonder?) still under bright skies with warm air temperatures. Lovely driving weather.

However, although driving round past Essex it was still great no sooner did I pass the “Welcome to Kent” sign than the skies darkened and the heavens opened.

Crossing the handsome archway that marked the Dartford Crossing all hell broke loose, Father Thames roared “Ere you, ‘ave some of THAT!” and before you could say a word the entire car, cockpit and all was full of water. Drenched? I’ll say, stuck in the toll queue with no time to dash out and put up the roof... Gor Blimey guv’ner!

By now, to make it worse, I was running out of time to reach the ferry for the proper time so I tried to press on but it was my most miserable drive since I bought the car back to life all those years ago.

Hood up at my final stop and a dash to the coast, drown-ded kitten mode.

The new Ferry for LD lines was great and the crossing was smooth and quick, just over an hour, Dover to Boulogne and I drove off into a pleasant sunny Northern France but with clouds darkening down to the west. That way lay Le Mans...

Met up with Toby our Webmaster at a prearranged spot, coffee and a sit down then off to the home of endurance racing. It rained, it rained and yup, it rained all across France.

When we reached Le Mans we were too late to stock up on staples at the Supermarket so we picked up a large pizza and a few beers (just for comfort you understand)! When on the campsite we ate the pizza and had to set to and put up our tents, in riotous winds that threatened to take the tents off flying. Camp finally being made we allowed ourselves a can of beer or two.

The rest of our jolly party assembled over the next day and we settled in to camping “Le Mans” style. When all assembled we were Nick, Doug, Bob and editor Gary in addition



*L to R, Nick, Gary, Rachel, Bob, Toby and Doug*

to Toby and (on Saturday, down for the actual race) Rachel. Oh yes, I was there too. Nearby were the campsites of many long time friends and we spent time wandering round seeing who was here and who had decided to miss a year due to the recession. Sitting in camp we had chats about many things, one such being the price of a “bag” of chips and walking home after a night out and missing the night service bus. Can you imagine it? A “six of chips”! Six old pence for the chips, lovely and as safe as houses walking alone at night. These discussions stagger on all night sometimes too, happy days.

We saw the Old Timers racing cars in practice and loved the sounds permeating the camp all week in the lead up to the main event, in all a great time, in warm sunshine in the main too.

The Race? Well Peugeot won, came second and Audi managed to snatch a third in the face of a totally miserable race for them, cars in the wall, cars into each other in the Pit



*MASC at St Saturnin*

Lane. And Aston Martin did very very well for a first time in the LMP1 class. Lots of great racing during the entire 24 hour period and all of which we kept up to date with on Radio Le Mans. Not just a race, this but an event that can last as long as one’s stamina lets it. My old knees were faltering by the evening but we managed to get positions on the building that overlooked the Pit Lane, again, and took some really good night action photos from there.

After the race we drove off to a small hotel in Normandy as has become standard practise, showered and dined and ready to enter the fray of a dash to Boulogne in time for the Ferry next day.

It rained overnight so it was “hoods up” rig again for the dash, Gary, Bob and I set off across Normandy as the rain stopped and the sun came out, but I decided to leave well alone and the roof stayed up.

I almost didn’t make the sailing... Lara was the seventh last vehicle aboard and it was a very relieved “moi” that climbed the stairway to the front lounge of this beautiful boat at five fifteen.

A great crossing and a very long delay at the dockside after unloading meant I was tiring but once on the open road I felt good. Crossed Kent in the very warm bright sunshine and all was well

Then the “Old Man” saw me coming, just running up to the Dartford Tunnel and BAM! Once again cloudbursts and this time huge flashes of lightning too.

That didn’t worry me because I had the hood still up, yahoo, but visibility was awful and the car was feeling very “squirrely” with all the weight in the boot and on the boot rack. Not too worried though and by the time I was on the M1 climbing North up the map it was drying up and just marked my passage with occasional ridges of cloud.

When I reached Brum, I popped into the local chippy for pie and chips. I got home and the garage doors were shut behind Lara at nine forty. And a bag of chips cost one pound forty...

**Bill Mohan**

# South West Wales Report

The first Welsh branch of MASC to be formed is now well and truly established with three monthly meetings and two Road Runs under its belt. The first of these Road Runs, namely a visit to the Internal Museum of Fire at Tanygroes, Ceredigion on Easter Monday, saw four Spridgents meet at the Museum to join in a tour of the amazing variety of diesel engines on display there. Lots of noise and smoke but fascinating all the same. After leaving the museum we all headed off to David and Andrea's house for tea and cakes. A great finish to our first day trip out in the cars.

Then on Sunday 26th April, better known as 'Drive it Day', six Spridgents met at Synod Inn near Newquay. First to arrive was Christian and his lovely mum from Swansea in his 1500 Midget. Following this were David and Andrea and Paul and Vanessa in their Mk III Midgets. Paul was bravely sporting a pair of shorts but the legs were very scary!!! Neil and Sharon (MkIII Midget) and Dave and Liz (MkIII Sprite) were a bit late getting there but were let off the hook when Gareth arrived in his MkII Midget. In all fairness though he had travelled the furthest, all the way from the Cardiff/ Newport area.

We were soon underway, sun shining, heading up the west coast of Wales, taking in the outstanding views across Cardigan Bay towards the mountains of North Wales. The sea displayed beautiful tints of greens, blues

*Drive It Day in the Welsh Hills*



*The SW Wales group having a picnic at Aberdyfi on Drive It Day*



*Parked up at Aberdyfi, West Wales*

and turquoise. The villages of Aberaeron and Llanrhystud soon gave way to the university town of Aberystwyth. Paul was now leading the troop and took us along the coast road, via Clarach and on towards Borth. From here we headed to Ynyslas and on to Machynlleth. A light shower here tried to spoil the drive but failed. Upon arrival at our destination in Aberdovey, we parked up and made for the nearby cafe. Thirst quenched we headed for the beach and spent the next hour eating our picnics, admiring the view and chatting away. The sun was glorious and set to work on Pauls legs, starting the tanning process off. It could take a while.

Following lunch, four of the Spridgents headed off for the remote area of the Nant y Moch reservoir near Ponterwyd and then on to Devils Bridge. A drive down through Tregaron and Lampeter followed before everyone split up to make their way home.

This trip had been a great day out with 200 miles plus on the clock. The Spridgents performed like clockwork and just reminded everyone why we just adore these little gems. Can't wait for the next outing together.

**Neil Thomas**

*Photo: Steve McQueen in 9251 WD, splashes through the puddles during the early stages of 1962 Sebring 3-Hour race (top). In new ownership with B.M.C. California, Jerry Titus tries out 9251 WD at the Cotati Raceway (below).*



**by Jonathan Whitehouse-Bird**

# The Donald Healey Motor Company Sebring Sprite **MkII**

The MkII Sebring Sprite (9251 WD) driven by Steve McQueen at Sebring in 1962, was sold after the event by the Donald Healey Motor Co. to B.M.C. San Francisco and shipped to the West Coast of the U.S.A.

Later that year, the car was tested by Jerry Titus at the now defunct Cotati Raceway for the September edition of *Sports Car Graphic* magazine. He commented on the Sprite's handling saying: *"Because the majority of steel has been removed from the integral body / chassis, some twisting was noticed in hard cornering. Once expected, it was far from disconcerting, tending gradually to turn a drift into a*

*slide, but it's a mild, relaxed type of action that can easily be played with and controlled by the driver."*

It is not known what became of 9251 WD after 1962, the car simply disappears! American MkII Sprite enthusiast Mitch Goldstein has spent some years trying to trace it, but as yet no new information





has emerged. As for the three other MkII Sebring Sprites, they returned to the UK and appear to have sat 'moth-balled' at *The Cape*, Warwick for the remainder of 1962.

The following year in March 1963, Healeys again entered a team of cars in the 3-Hour event at Sebring, Florida. The three remaining 1962 team cars were dusted off and one of them (9252 WD), at the request of B.M.C. Publicity was converted into an MG Midget for Graham Hill to drive. 9252 WD received the Midget's vertical slat type grille, chrome bonnet strip, side strips and boot lid badges. As to whether any MG 'interior trim' changes were made, such as dash badge and steering wheel horn push, is unclear. The four white bodywork roundels were also repositioned and enlarged, along with those on the Sprites.

Aside from these cosmetic changes, other features - including the mechanical specification - on all three cars remained unchanged from 1962.

Drivers for the 1963 3-Hour race were Pedro Rodriguez in 9254 WD (Sprite) and Graham Hill in 9252 WD (Midget). Sadly, within a few laps of the 3-Hour race commencing, both cars were forced to retire when their limited-slip differentials broke. The other MkII Sebring Sprite (9253 WD) was taken to the Florida circuit, but served only as a practice car and didn't compete.

All 1963 Healey team cars were bought back to the UK and 9252 WD was returned to Sprite configuration. Following the '63 Sebring event, two of the MkII Sprites were sold to private individuals. 9252 WD was purchased by a Mr. S.R. Richards who campaigned the car for a couple of seasons before selling it to John Fenwick in 1965.

9253 WD was sold to John Harris who was a good friend of the Healey family and drove for the Healey team on a number of occasions, including drives at Le Mans. He purchased the car in 1963 and competed with it in club racing and hillclimb events.



*Photos: All ready for Sebring in 1963; three of the four '62 team cars line up at The Cape, Warwick, with 9252 WD masquerading as an MG Midget (top). By 1964, 9252 WD - a Sprite once more - was now in private ownership; seen here in the hands of first owner S.R. Richards (above).*

One of the Sprites (9254 WD) was however, retained by the Healeys and competed in a number of events during 1963.

As part of an agreement they had with Austin, any form of competition work Healeys entered was restricted to International events and mainly overseas, leaving smaller races in the UK to private owners. A rule they stuck to rigidly despite many inducements offered by race organisers. Only once did Healeys depart from this line and that was in 1963.

At the time B.M.C's Competitions Department were involved with Christobel Carlisle who had previously raced Minis. They wanted to extend this activity to include Sprites, so the request came from B.M.C. for her to be allowed to race one of Healeys cars.

Her first outing in 9254 WD was at the Nurburgring 1,000 Kilometres. On this occasion she shared the driving with Healey regular Clive Baker.

In an article she later wrote for *Safety Fast* magazine, she had this to say about the experience: *"Every other lap something was different. A car was upside-down, or off the track, or had made a large crack in the wall of a bridge. A flag was out because oil had been spilt. A driver was sitting at the*



Photo: Christobel Ca  
at the 1963 Nurburgr  
She was known to be



*side of the track, head in hands - and, I imagine, looking miserable, but I didn't have time to look closely. There was immense relief at having completed a lap safely, and seeing friendly faces as one watched for the pit signal. Another fleeting glimpse of them as one went by the back of the pits, then out on one's own again for the next 14 miles.*

*The were awful 'moments' when I thought I had had it, but there were also the rewarding instances when I passed other cars. Somehow it had never entered my head that so small a car as a Sprite could pass anything in a big International race like this, but as I sailed past the odd Porsche or Jaguar I really felt immensely proud of the little Sprite, whose oil pressure and water temperature were as steady as a rock, and whose engine-note never faltered."*

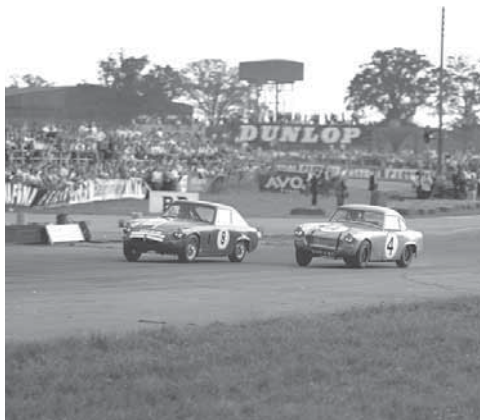
9254 WD made it to the end of the race, finishing a very creditable seventeenth overall and second in class, eight minutes behind the class winning Renault Alpine.

Following this, Christobel again drove 9254 WD at a B.R.D.C. GT Race at Silverstone in May 1963. By now the Sprite had been further modified to include a 1098cc X.S.P. engine, an external fuel filler cap - mounted in the centre of the boot lid and bolt-on 'Healey' magnesium alloy wheels.

*Christobel driving 9254 WD  
winning 1,000 Kilometres.  
a fearless race driver.*

During the race coming through Woodcote Corner, she tried to go around the outside of Andrew Hedges in one of the Dick Jacobs alloy bodied MG Midget coupes. She got the Sprites back end too far out, lost control and crashed at full speed into the pit area, which at the time was denoted only by a white line painted on the track.

Sadly, an R.A.C. official standing against the track-side wall at this point was fatally injured. The impact was so severe that 9254 WD was flung back across the circuit into the path of race traffic and Christobel Carlisle was rendered unconscious.



Following the accident 9254 WD was returned to *The Cape*, dismantled and the remains scrapped. Healeys themselves never again raced in the UK. Christobel Carlisle recovered fully, but she retired from racing completely following the accident.

*Photos: Moments before the tragedy - Christobel enters Woodcote (top). The battered remains of 9254 WD, clearly indicating that this car had an alloy 'Warwick' hardtop (above). Prescott 1965 - 9252 WD when owned by John Fenwick (right).*





## Snibston and a prize won!

On Sunday Mark and Karen, John Wragg, Bill McKenzie and I met up at Tamworth Services off the A5 and M42 to make the early dash to The Snibston Transport Day, near Coalville in North Leicestershire. I was late! But after that all was plain sailing, a fine run up through the M42 50mph roadworks to the Coalville exit. Only a short drive down the A road brought us to the museum gate, in a queue behind the Leicestershire Fire Service display team. On entering we were guided into a line where another member was waiting. Ian Cooke, area rep for Notts/ Derby group was there in his lovely BRG 1966 Sprite.

After settling in and looking around the cars and buses parked outside we went into the museum. This museum is a great place for family visiting, different activity areas all over to entertain children while mom and dad are able to wander the other exhibits. Displays demonstrate coal mining and heavy industrial machinery. The hall even has old steam locos on a railway track and for aviation buffs, up in the rafters flies (hangs) an Auster AOP9 direct from its service in the British Army. The Auster Owners Club gave us a mid-afternoon flypast, lovely...

There is a large fashion exhibit too, reflecting the local involvement in the clothing and lace industries. While we were wandering around the heavens opened and all the car exhibitors came rushing in to join us, I'm afraid the rain was enough to overcome my tonneau cover and flood the floor of my Midget. Ho hum always work to do at shows isn't there?

After putting up the hood (as the sun broke through again) we went off to check the cars and other exhibits. The Leicestershire County Council had put on the Fire Department

display and there was a demonstration of tracked vehicles and people were able to ride in a tracked Sno-Cat type of APC.

John had a problem in the afternoon, driving off the parking area his exhaust caught on a line of bricks edging the grassy car park and was pulled right off the car, so we set about getting it back on so he could drive home. Ian, Bill and I were there helping John as the concours judging took place (we didn't even know there was to be any!) and after our success we were pleased to hear that Ian's Sprite had won its class, "Best 1960's Car".



After the prize giving we all dispersed, very pleased with the day out. SS&NB will be back next year. We hope that we get the summer this year that we were denied last year, if we do please enjoy it.

At the June meeting our intrepid branch were sitting outside lapping up the... Lapping up??? they must have been daft 'cos it was cold enough to, well, do things... And they were sat where the wind whistling through could leave its chilly mark. Soon got that organised so we could move inside. He He! Actually it wasn't really that cold but we'd just had a week of really warm weather and it was all about to change, so inside was a sensible option.

Ant, one of our new members had a problem with his car which we attributed to tappets set too narrowly. He drove slowly home and put it right next day and later reported a vast improvement after resetting them.

Gavin and Dawn joined us later and told us they had been to Derbyshire having the gentle ministrations of Peter Burgess and his rolling road. They told us how much nicer the car was when they drove home afterwards, which bears out my report on the trip to Peter's some years ago. He has a magical touch with SU carburettors, that bloke.

I am busying myself readying 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**

# Home Counties North West



Oh no! Not again. The day started off (very early) fine and promising, then it clouded over, then ... but I am ahead of myself, that was later.

What was done in May? Well not a lot. I tried on two occasions to make last minute tempting offers but on both days only one other car joined us. I shall have to dab on more of that Castrol R. On the 24th Mike and Sue, in the A40, joined us on a trip to Wimpole Hall for their Medieval Weekend (the Hall, that is, not M&S). A glorious day but a disappointing event. The highlight of the trip involved a tale of derring do, the threatening waving of a shillelagh, the angry cries of a damsel distressed, the foolish threats of a nitwit, a dog, some sheep and four indignant old codgers. But this is nothing to do with cars so I shall not bore you with details.

Fourteen, I think, sat down to dine for our monthly grog and victuals at The Chequers. After a spell of fine weather the evening was not so nice so excuses were found for leaving the Spridget at home except- shame oh shame! – for Eric and John who were joining us for the first time. Welcome to them. We will all try to do better next time.

So we come to my opening sentence. The event a visit to Datchworth Fete. We were to meet at our monthly pub, The Chequers at Redbourn. Five cars presented themselves with their crews. We all met in the Shell Station, next door to the pub, for the purpose of replenishing the needs of the cars and looking for a comfort break for ourselves. How few garages now offer this facility, the loo. A lost benefit to motorists like the saluting AA patrol.

The Chequers eventually opened their doors early to ease our discomforts. We had to wait a while for Keith to emerge. He had been

locked in, mistakenly, or so he said, by the buxom Landlady. His navigator put him on the right path!

The weather relented and Ann and Keith led us on a tortuous and picturesque route to Datchworth. Well – not quite. At a place called Driver's End I developed a three cylinder motor – an old banger. As tail-end-charlie I had to sound a taran-tara to call the troops back to my assistance. It is one of the endearing characteristics of The Midget and Sprite Club that, as soon as you lift your bonnet in search of trouble, you don't get a look in. Like a scurrying scrum-half, you can't see the bloody ball. I was relegated to starting her up again and again, while the Committee discussed the pros and cons, testing leads, plugs et al. No luck. I staggered the last two miles to Datchworth and called the AA. When he arrived John diagnosed a blown head gasket so, once again, we left a meeting infra-dig. Hence 'Oh no...'

Not to be outdone, Maurice developed a big electrical power cut and arrived at the fete on a string behind Mike and Diana's Sprite. John was able to rig a temporary connection to the national grid to get him home. My respect for the AA patrols is endless. They really make one feel that if the Captain of the Titanic had been a member that calamity would have been averted. We were returned safely to base.

Mark was at Le Mans. He will tell his tale.



**Chris**

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**Stop Press!!!**

## The Dutch Spridget Weekend Date Change

There has been a small change of plans: The Dutch Spridget weekend has moved date to the 4th, 5th and 6th of September. Entry form for this run is somewhere in this magazine, if you find it and can tell what page it is on you win a prize (only given to you personally at the Spridget weekend in Holland).

For those of you sincerely interested (or just reading this while sitting on the loo and already have read the rest of this month's MASCOT) if I got my car back on the road in time to go to the UK in May. I can tell you: I did it! No time for a decent test drive and went straight on the ferry to Harwich, drove through part of Norfolk, Yorkshire and back without a hiccup.

What a hot piece of machinery and what a joy to be in my Midget back in the motherland, with warm beer without foam, speed cameras on every corner, extreme fuel prices and women who never had any sun on their bodies. Oh how I love the UK!



Not having enough of driving ... my finally working Midget, I called Markus as soon as I got back and asked him if I could still join them on the 2009 Spridgettreffen in Germany. No problem Arie and so I set off to Germany on the 5th of June. Man, the Germans really know how to organize something!

Nice hotel with pool and organised parking, great road runs, plenty of fine food (the mayor opened the buffet!) and beer and they are so polite, they even thanked the English for bringing their weather to Germany: Yes, it rained for almost 2 days!!

One of the tests on the run was throwing darts from inside your Spridget, on the picture you can see John Platt giving it a go and it shows this man has spend many hours in a pub (just kidding John).

The variety of cars was huge, I've seen just about every model and variations on it like a Innocenti, Arkley, Ashley bonnet, you name it (don't you dare ask for a Dragonfly!).

At some point we arrived at an air museum and it was obvious we were on the right route when seeing the enormous oil spillings on the parking.



*Spridgets marking territory*

The weekend ended on Sunday afternoon when we had to park on a muddy field, ... sadly there was no lesbian-mud wrestling but the fine grilled meat lunch made up for that. Great to see so many friends and new people again, i'll be there again next year!

### **Spridget dates in Holland:**

- 28 June the biggest English car-jumble on the continent in Waalwijk Holland.
- 5th+6th September SPRIDGETWEEKEND in HOLLAND (with an unofficial start at Friday eve the 4th September).

For more info on hot spridgetevents in Holland: [ariedebest@planet.nl](mailto:ariedebest@planet.nl)

A little warning: this summer in August I'll be at the Ace Cafe and MASC natter in Yorkshire and perhaps even Birmingham. Don't say I didn't warn you!

Cheers,

**Arie**

# Invitation International Spridgetour

The Weekend of 4, 5 and 6 September 2009

From 4 to 6 September 2009, we are organizing the Spridgetour again. Everybody with a Sprite or Midget is welcome. We would like you to enjoy the sociability and friendship around these classic cars, but also the beautiful places the eastern part of Holland has to offer.

This year the participation limit has been increased to 40 equipes. This is the maximum we can handle without breaking with the minimalistic setup that characterizes this tour. This year, we are expecting German and English participants again.

If you don't want to miss out on this, please submit your participation form, because available space is limited.

The tour will start at the clubhouse of the karate club "Heiwa" in Overdinkel. The clubhouse is the center of all activities. Starting Friday 4 September 7pm you may set up your tent behind the clubhouse. Toilets and showers are available in the clubhouse. It is possible to have your breakfast arranged. This costs €2,50 per person per day.

During these days, the bar is nearly always open. Coffee and tea are free, drinks affordable and the cars are parked on a safe place. We expect it to be a great event. For the people who are staying until Sunday, we offer a nice tour though the environment. This will be in the "follow the leader" form. This tour will end with a lunch together. Consumptions will be at your own account.

Twente has lots of "English" roads. This time however, we will show you the Dutch/German border area. The tour is manageable for all drivers, but keep it mind that some adventure has been added. Do not forget to bring your passport as we may cross the German border.



## Programme Friday:

- From 7pm you are welcome in the clubhouse. If desired, you may pitch your tent behind the clubhouse.
- Nice night at the bar of the clubhouse.

## Programme Saturday:

- 8.30am: Breakfast together for the campers that ordered the breakfast service.
- From 10am: Coffee, tea and cake in the clubhouse.
- 11.30am: Briefing followed with the start of the varied tour.
- Picnic or lunch during the tour (Depending on the weather).
- Around 6pm: A hot and cold buffet (also for our vegetarian guests).
- Winners (and price) announcements.
- Opportunity to have a few drinks (hopefully till the late hours, the bar will close at 12am).

## Programme Sunday:

- 9.30am: Breakfast together for the campers that ordered the breakfast service.
- 11.00am: Briefing followed with the start of the "follow the leader" tour.
- Around 1.00pm: Lunch at a restaurant en route. The lunch will be for your own account.
- After the lunch we will say our goodbyes and hope to see you again.

**The costs for this day (or weekend) are €50, per equip of 2 persons.** Including:

- Free coffee and tea in the clubhouse during the weekend.
- Roadbook and rally shield.
- Saturday lunch.
- A hot and cold buffet on Saturday night, also for our vegetarian guests.
- A reminder for all equipes.
- Nice prizes for the winners.

At the moment your payment has been received, you will be placed on the list that can be followed via [www.spridgets.nl](http://www.spridgets.nl). The website will become active again soon. For questions or information (after 7pm) via:

Richard Rieksen  
Phone +31535381330  
email [richardrieksen@hotmail.com](mailto:richardrieksen@hotmail.com)

Cees van Doorn  
Phone +31742433748  
email [cees@MGcase.eu](mailto:cees@MGcase.eu)

Sipke Steggink  
Phone +317425249  
email [s.j.steggink@studieaccess.nl](mailto:s.j.steggink@studieaccess.nl)

After reception of the registration fee, after 15 August a confirmation of registration and a route to the start point will be sent to you.

Admission is possible until the 28th of August. When doing an annulment after this date, restitution of the registration fee will not be possible since most of the costs have already been made.

Bed and Breakfast addresses can be requested from the local VVV (for example [www.vvvoldenzaal.nl](http://www.vvvoldenzaal.nl)).

You are welcome on the 4th or 5th of September 2009 in Overdinkel.

**Richard Rieksen,  
Tom Schoof,  
Cees van Doorn en Sipke Steggink**



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## Essex – First Area Report

It was a lovely Tuesday evening, just right for a meet. My first meet. As I waited in anticipation for a few Spridgets to arrive as promised, I could never have foreseen how many would turn up. We had nine plus the Porsche Boxter belonging to Toby Anscombe. Tim Wyman's only just restored Frog was superb. Graham Prosser's Frogeye had water pump problems but managed to arrive at the "Black-Boy" pub. Weeley has never had so much excitement since the pop-festival.



We have decided to hold the next meeting in the Maldon area. It seems more central. So I hope others will make it along. It will probably be more accessible. Anyway I would like to thank all who turned up and travelled so far just for an evening run.

The first prize must go to Gary who travelled a total of 160 miles. Thanks. Second prize to Graham for the most courageous arrival as stopping on the A12 takes great courage!!

The meeting was a great success.

I have found a new venue for the second meet. It will be on 7th July at 8 o'clock at a pub called The Bell Inn at Tolleshunt Major, Beckenham Street CM9 8LL. Tel 01621 860329.

It has a great car park just right for showing off Spridgets. I have also ok'd it with the landlord and by the way Tuesday night is Fish and Chip night so if you skip evening dinner they will be happy to accommodate you. I do hope this is a more convenient location for the chaps who thought Weeley was too far. Hope to see you all there.  
Jane Gates Tel 01255 830509

Do contact me if you are interested in joining us. Happy Spridgeting till then.

**Jane Gates**  
Essex Area Rep  
Jgjanegates257@googlemail.com  
01255 830509

*Editors note: It was a lovely bright evening and well worth the trip. I had the sun on the back of my head all the way there and the moon in my rear view mirror all the way back. Many thanks to Jane and everyone who attended for making it such an enjoyable evening.*



# Haslemere Road Run and Fete

**B**ank Holiday Monday, the forecast is for thunder storms (nothing new there then) and we have been invited to join the Haslemere twinning celebrations, which includes a 50mile road run taking in a stop at Goodwood and the promise of a drive around the track.



*Meeting at the start*



*On the track at Goodwood*

We decide to give it a go – but 10 minutes down the road and we stop to put the hoods up (not looking too promising). Arrive at the meeting place and it has stopped raining (hoods down again). It was a lovely drive to Goodwood, arriving just in time to enjoy a pic-nic lunch; (sun comes out) we get our promised drive around the track, then return to Haslemere and park up as part of the village fete (brilliant sunshine). A good run home in the dry (nice one!)

**Harriet Langridge**

## Bill Targett Memorial Rally

When breakfast is a Walnut Whip and the instructions for lunch begin with: First light a fire in a 12 ton McLaren 8hp traction engine, you know you are in for an interesting weekend. Hampshire spent the weekend at the Bill Targett Steam Rally nr Winchester, the



*Three Sprites and the 'oven'*

adventurers camped overnight while the less hardy went home to a comfortable bed and returned the following day.

The highlight of the weekend was when 15 people sat down for a full roast dinner followed by fruit crumble; all cooked in the smoke box of the McLaren. Things can't get any more weird when someone asks 'is there any more custard?' and the answer comes back 'yes but it's just going round the parade ring'.

**Harriet Langridge/Jenny Green**

## A Great Little Show

Well known to those who live in the South of our county but visited for the first time by us 'northerners', what am I talking about? The Petersfield Car Show and Autojumble.

It is a lovely setting in the Meon Valley, close to Butser Hill and the show is very well organised from start to finish. There was a wide selection of classic and historic cars to wander around and a large quantity of good quality autojumble stalls to sort through. Interestingly, they used the PA system to bring together buyers and sellers, it was interesting to hear what some folk were searching for and often one of the stallholders had just the thing. The brass band played and the sun put in an appearance for good measure. A definite must for next year.

**Jenny Green**

Next weekend we are looking forward to a new venue for us. Andy from the Wiltshire region has recommended we visit a show in Marlborough. We intend to camp overnight on the Saturday so hopefully the weather will be kind to us. Our annual visit to the Great Bloxham Vintage Vehicle and Country Show is coming up. The classic car section is 'under new management' this year so it will be interesting to see what changes have been made.

[www.midgetandsprite-hampshire.info](http://www.midgetandsprite-hampshire.info)

# East Anglian Report

**S**HE ROCKS! Yes my little Sprite has rejoined the ranks of those with engines, spurred on by an impending MOT, I got my spanners out and got cracking, admittedly not all the planned tasks got done but all the necessary ones and a few more did, I have really missed my little Sprite for the last few months and need it back on the road for the club events.

This was my first ever engineotomy, I guess it's the automotive equivalent of open heart surgery or some kind of right of passage for petrol heads, maybe a small thing to you, but nothing can match the elation of coming to the point where everything is back together with no further excuse for not turning the key. But then after a short wait for the fuel pump to stop ticking, to turn the key and have her fire up, even on three cylinders and run (even better with all the plug caps on), and then to drive it half a mile down the road in the glorious sunshine, and it all works! Right while we are on a roll time to book the MOT, the kindly MOTer agreed to open up first thing Sunday morning to accommodate me. Next get up at dawn on Sunday and frantically check everything works, and after some frantic repairs to the lights (note to self to rewire the head and spot lights before my next trip) it's fine.

At the testing station we park near a friendly 1961 Vauxhall Victor (good to be among friends at a time like this). We are soon summoned onto the ramp and after a quick light check it's wheel wobbling and "gosh it's in good nick under 'ere mate, engine looks like new" (it was worth all the cleaning and painting). Then we are lowered down and given the Sunday paper to read while we wait for Swansea to catch up to the fact that we are not checking the emissions, reversing lights, pollen filter and 400 other unnecessary things, all very civilised. It just remains for us to joyously hand over fifty quid and receive our certificate.

Just so this is not all about my MOT, and to recognise the achievements of another intrepid little Sprite (and much better than photos of my local MOT station) I have included some pictures of our newest new members Malcolm and Linda George's recent



*Malcolm and Linda George's recent Sprite trip to the south of France*



Sprite trip to the south of France (fabulous well done guys.

I can't close this report without saying a big thank you to Peter Baldwin (you may see him racing at Silverstone in July) our local 'A' series engine guru who attended our May meeting and entertained and enlightened us with stories from his racing career and tips and answers to our questions. Thanks are also due to Graham for arranging the visit for us (well done).

See you all at the Mad Cat and beyond.

**Dave Dixon**

# Westward Ho!

## SE Area's Annual May Bank Holiday Tour



MASC at Arlington Court

The South East Area's Annual May Bank Holiday (23rd – 26th May) Tour this year was organised by John and Julie Harle (AC Ace) together with Tim and Helen Ward (Frogeye). What a superb job they did! Saturday 23rd May at 0730Hrs found the Kent crew assembling at the Grasshopper pub just outside Westerham. John Clark had travelled the furthest from Herne Bay in his Frogeye, meeting up with Paul and Jane Coveney (Austin Sprite) at Harrietsham arriving in line astern. Roger and Eileene Pearce (Frogeye), Mel and Barb Collins (Midget) and Lisa and I (Sebring Coupe) made up the group. Our small convoy set forth for our immediate destination to meet the main 'battle group' at the Hogs Back Café. Even this relatively short drive was not without incident as a fawn ran back and forth across the road in front of us and then I was forced to stop to rectify an overflowing float chamber.

This was a Midget and Sprite run wasn't it? Meeting up with the main party we found: David and Chris Wright in MGA. Mike and Elaine North in TR4. It then got worse for Colin Aldridge and Jude Blackett were in a Saab. Mike and Pam Gorman were in a Ford Mondeo. Mike had recently stripped his Midget's engine to cure an oil leak and rebuilt it with an even greater oil leak. Not really what is meant by increasing the engine's displacement. Ashley and Denise Hinton were in a Porsche. But there were some Spridgets



at last as well as the Kent crew. Sue and Jim Judd in Austin Healey Sprite. David and Linda Southcott in Midget. Chris Harding and new lady friend Carole in an Ashley Sprite. Chris was, later on the tour, at a quiet lay-by, to run out of petrol – you old devil!

We received our road books and touring plaques and started our Tour proper in extended convoy. Mark, Dawn and Kelly Jones (Frogeye) joined us at the morning coffee stop. Then the main group continued to the Haynes Motor Museum for lunch

Passing Shaftesbury Lisa and I detoured to pay a visit to a long time friend Bill Worviell, 86yrs. Bill once owned my old Frogeye PEE173 and over the years has owned every mark of Sprite. His late partner Jean Amos' Austin Metropolitan is exhibited at the Haynes Museum. I am indebted to the Kent Crew who chose to follow me on this detour and in making Bill's day. They were sacrificing the museum visit leaving time at the museum only for lunch.

Afternoon tea was taken at the Malt Shovel Inn at Cannington. Later we arrived at our base for the weekend The Northfield Hotel, Minehead where the car park was roped off for our exclusive parc-ferme. John and Diane Larrington arrived just in time for dinner in a BMW.

**Sunday.** A very short drive to the Mill Pottery, Wooton Courtney where, after a chat from potter Michael Gaitskell, pots were available for purchase. Once a Doomsday Mill the pottery is set in the beautiful unspoilt countryside of Exmoor with the peaceful sound of the waterwheel. Lunch at the Rest and Be Thankful Inn at the centre of Weddon Cross the highest village in Exmoor. It was originally a staging post for travellers between Dunster and Dulverton. Time for a rotor arm change on the Wrights MGA and a confession from David that he had not read my article on rotor arms failures in last month's *MASCOT*.

Meanwhile manufacturer of all things Spridget, Ashley Hinton was eyeing my car's in-built, under bonnet, tool box which will soon be added to his parts catalogue but manufactured in stainless steel. Apparently he received several enquiries at Spridget 50. Maybe I should quickly apply for patents.

Mill car park scene



Spridgets at Dunster Castle

Then to Dunster which has been described as one of the most beautiful villages in Britain – haven't they all? Our cars lined up in front of the castle.

After our evening meal a short walk to the Quay pub for to play Skittles. The surprise winner was Diane Larrington however as the evening unfolded it was revealed that Diane would have been a household name for her Skittling, as a past Olympian gold medalist had there not been such furore over Jesse Owen.

**Monday.** The morning drive took us along the rocky Exmoor coastline through heather moor land and wooded valleys with some steeeeeep gradients. Ah, the smell of burning brakes! Or was it the clutch? Into the Heddon Valley and Valley of the Rocks. I am sure that the famous Porlock Hill was not the greatest gradient, nor challenge, to greet us along our route. Lunchtime we arrived at Arlington Court home of the National Trust Carriage Museum. Afternoon tea was taken at Tarr Steps. Here our organisers were presented with gifts of appreciation as some of our group had to leave early because of work and schooling commitments on the morrow.

The evening brought a hilarious awards ceremony. Diane Larrington the Skittle Queen. Jude Blackett – most upcoming anorak. David and Chris Wright: Mark, Dawn and Kelly Jones, Lisa and I winners of the Saturday evening quiz. Credit really to Mark with his fantastic knowledge of the board game Monopoly. Roger Pearce – most slow and consistent driving. Self – for attempting the impossible car park exit – less spoken of the better. David and Linda Southcott – lacking a speedo they were presented with sweets each of which takes a mile to suck therefore a substitute for an odometer.

All praise to this year's organisers and a hard act to follow but follow we must so will someone, or several, please step forward to organise the May Tour 2010.

**Alan Anstead**

Area Rep for Kent and Surrey

Rep's Rep to National Committee

Mail to: alan.anstead@btopenworld.com

Tel: 01322-384050

**Photos from Mike North, David Southcott, Julie Harle and Sue Judd**



*Outside the Blue Ball*

## The Merry Month of May

Good news is that Peter Gardner has been successful in having his offer accepted to purchase the Mk2 Sprite of the late Reginald (Reggie) Roberts thus keeping it in our Surrey Group. Peter, with assistance from the members and I, will soon collect the car and begin a long term restoration. Hopefully Peter will keep us informed from time to time with reports of his progress.

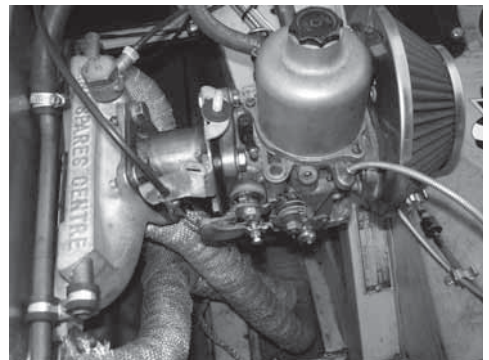
Eight Spridgets in attendance on this fine evening at the Blue ball, Walton on the Hill, Surrey. A popular spot with walkers and horse riders out and about on the common opposite. I was first to arrive in my Frogeye then to be followed by Ashley in his Midget. Ashley had brought some new automotive 'bling' to show me. A bonnet locating cup and bonnet safety catch bracket both in stainless steel should sell well as it is virtually impossible to keep the original steel items free from rust. I suggest those interested should contact Ashley and perhaps pick up at the next meeting. He is now minded to make bonnet stays in stainless.

Tim and Helen left their car at home. Why? They must live the nearest to our venue. As joint organisers of this weekends "Westward Ho" tour do they know something that we

don't? Is their car resting for the adventure ahead? Both were occupied for most of the evening with last minute touches to the arrangements.

Colin came without his car having 'blown' his gearbox recently but was in a state of mild excitement. With his engine and gearbox out of the car, and I having put him in touch with Ian Hargreaves, he will soon be the recipient of a much modified "Avonbar" engine.

A none too frequent visitor these days was ex-MASCOT editor Mike North. Chris Banton came with our regalia man Chris Harding in



*Alex's adapted inlet manifold*

an Ashley Sprite – the only Spridget present with top (hardtop in this case) not removed for the enjoyment of the weather. Best to leave it fitted as the forecast for our tour is not good. Peter Neale Smith came in his Frogeye his bonnet causing some recent comment as it still has the fibreglass mould flashing shaped as a spoiler. Alex's Frogeye, as with many that have a "need for speed", has been fitted with a 1.75 HIFSU. Unable to source a Titan manifold Alex has made an innovative manifold extension from stainless steel that enables a Mini Spares Centre inlet manifold to be used. I do think that under bonnet ergonomics are better served by a brace of SU's. Another recent modification, to his car, is to fit radius arms with spherical

ends similar to those fitted to John Clark's Frogeye. Mike Gorman was without car and became the centre of much bullying. His car will not make the Tour as the sump has split. Opinion seemed to be that he should fix the problem within the three days available doing an "all nighter" if required. Expect to see Mike in a tin top! David and Linda and Pete and Hills completed the list of Spridget attendees whilst Nay and Col and Jim Judd were without.

Elsewhere within the pub, and without a single car to show, were a gathering of MG owners feasting in the restaurant section. Two came over to say "Hello" and I expect they may join us next month.

**Alan Anstead**



## Under New Management

A change of location and a change of Rep. Sussex area had been suffering from low turn outs so I sent out a rallying call via e-mail. Fifteen people made it to the new venue – Thatched Inn, Keymer, Nr Hassocks, Sussex for the monthly May meet. Jamie Wright and dad Tony came in a Morgan but brought photos of, and queries about, their on going restoration of a Mk2 Sprite. Darren Tyre came all the way from Orpington, Kent in his Mk2 Sprite. Nick Bowker came in an l.o.W Frogeye, David and Linda Southcott in a Midget, Chris Harding – Ashley Sprite,

Trevor and Linda Bignal in Midget providing a variety of the Marque. John and Julie Harle brought their A.C. whilst the rest of us (David and Chris Wright, Jeff Cooper, and I) wasted a clear evening by coming in tin tops.

David Southcott saw fit to announce his retirement from work and was wondering what to do with his time. A quick nomination by John Harle, seconded by Nic Bowker, found me redundant and David taking over the role as Sussex Area Rep.

**Alan Anstead**

Kirkstone Pass



## Yorkshire Report

Our June meeting at The Packhorse Inn, Widdop was only a couple of miles from the Yorkshire / Lancashire border just north west of Hebden Bridge. Despite the sudden chilly weather after the lovely hot spell we did have a few topless arrivals. The route to Widdop from Hebden Bridge takes in a couple of very sharp hairpin bends at the top end of Hardcastle Crags but before that Mark and I decided to go through Heptonstall. The streets here are still cobbled and it is a very picturesque village. This meeting attracted mainly new faces, mostly from nearby but Rob had taken the scenic route across from York picking up Jenny en route at Hebden Bridge. They have a well-travelled K reg green Midget with smart white stripes and its 1275cc engine is mildly breathed on. Mark and I have met Stephen twice before at the MGCC Oulton Park race meetings. He has a white L reg Midget ex Isle of Man. This time we met his wife Donna too. Stephen had passed on details of our meetings to a fellow Midget owner at last year's Hebden Bridge Classic Car Show where David was marshalling. David first had a Midget in 1966 and

is now the proud owner of a Harvest Gold J reg. Granville also joined us in his Midget and brought Paul Croft (MGCC North Yorkshire Chairman) in his MGB. Paul had details of their excellent August Bank Holiday run with him. They'd come across from Skipton via Colne; a route Mark and I and Rob and Jenny chose to use on the way home after. So a good small, cosy meeting giving me a chance to talk to everyone for a change.

Next day Mark and I joined Tim and Sarah and Harvey and Lesley in Hawes for a trip to Gretna. This was to have been for the start of the last La Carrera Caledonia but it was unfortunately cancelled too late to un-book the Gretna accommodation. Harvey and Lesley were continuing into Scotland for a week in their Austin Sprite but the rest of us came home on the Saturday taking in Hadrians Wall and some great scenery in Tynedale and Weardale.

The July meeting will be from 7.30pm on Thursday 2nd July at The Cover Bridge Inn, East Witton, Nr Leyburn DL8 4SQ. Their beer and food are both excellent; Ham and Eggs their speciality but their pies are great too. Please contact me for details on 07720 725429 or email [spridget.girl@ntlworld.com](mailto:spridget.girl@ntlworld.com)

We are praying for good weather for the Newby Hall Show on Sunday 19th July as this year we have booked our own club stand. Looking forward to the MASC picnic.

On Saturday August 8th Mark and I are having our annual BBQ at his parents' place in Stockton on the Forest, York. All MASC members are welcome if they are planning to be in the area. Just drop Mark an email for details in you haven't already had an invite [mark.boldry@ntlworld.com](mailto:mark.boldry@ntlworld.com)

**Anita**



# Warwickshire MASC Invade the Treffen

## Part 1



Preparation for the 4th International Treffen in Weiskirschen began early, once the date had been set by Midget and Sprite Club of Germany.

It was agreed that a good contingent would represent England from the Warwickshire Group, and once the idea had been hatched, 8 couples put their names down to make the journey to the venue which this year was held in the beautiful region known as the Saarland.

Geoffrey and Janet Hunter spent many hours planning routes to avoid heavy use of motorways, and their efforts in this respect were very much appreciated by all.

Myself and Rosemarie were left to arrange the accommodation on the way down, and back as we have stayed extensively in the region and were able to recommend some good Hotels along the way. It was decided to make it a 3 day trip to get there, to avoid doing hundreds of miles every day, and we set off in the blistering heat on Tuesday 2nd of June from Warwick services on the M40. Even at 8 am the sun was shining and the weather was set fair for the whole of the way. 6 Spridgets and an MGC (posing as a bloated Midget) were present. Dr Dave had decided early on that he would go direct to the Treffen, with only one overnight stop, and save time.

We set sail from Dover to Dunkirk, and spent the first night in "Madammes" Hotel in Dunkirk. We were well fed and watered, and woke refreshed for a longish drive to the

German border town of Monschau. The Hotel Horschem is beautiful, and comfortable with a delightful restaurant. It nestles in a quaint and fascinating village just beyond Belgium, but in Germany. The ladies decided that they would have liked to have spent more time exploring, but due to the timetable we needed to move on.

The following day, although fine it had gone cold, and coats were purchased by at least 2 people because they had forgotten to pack one! We then travelled further inland to Trier where our third evening was spent at Hotel Paulin. The Hotel does not have a restaurant facility for evening meals, but the staff were very kind to us and booked all 14 of us into a local eatery 2 minutes walk away.

Trier is an ancient Roman settlement and so we arranged for some culture for the





Group after breakfast, and most of the group undertook a “walking” tour of the City with an English speaking guide. This took about 2 hours and was fascinating and gave the group an insight into the Roman history and interesting points of the City. That was the “culture” bit, and gave a welcome break from driving our Spridgets.

From Trier we moved on directly to the Park Hotel in Weiskirschen, the home of the Treffen for this year. This is a 4 star rated hotel, and was in every respect most accommodating. It had fitness and swimming and all facilities for a relaxing stay.

Upon arrival a special area had been set aside for the 60 cars due to book in, and we

met up with Dr Dave and Chris Parker who had got there before us. Also, from England were Andy Borris, and Tracey Gibbs from Hearne Bay who joined us, and we were also expecting the “Essex” boys Ryan and Mark Patten with Jordan Patten the youngest Spridgetere. Unfortunately they arrived on Saturday morning having travelled overnight and camped in the rain, together with Andy and Tracey, not very comfortable!

The organisation, as always, was to military precision, with a full presentation pack on signing in, with full instructions as to what to expect for the weekend. The weather had been dry and warm that day. Full marks go to Christoph Lanfermann (who speaks absolutely perfect English), and Oliver Giese, who organised the event together of course with the renowned Marcus Pieper.

The event began with a dinner in the restaurant, with plenty of German beer on hand and we all retired happy and contented. In next month’s *MASCOT* we’ll find out how everyone did at the Treffen and if the weather continued to be unkind to us or not.

**Jim Willis**

Member No 2582, Warwickshire Area

## Scotland Report

Jim McGuinness looks like a cherub who has just started to shave. However, as he publicly says, he is not allowed out to play very often; so that the pleasurable demands of heaven on him, may be many and mysterious. But, La Carrera is his big freedom of the year and he sure does enjoy it-the planning, then doing it and his biggest kick is from the fun that others have in enjoying his tortuous routes. Bob Miller and I set off from Torrance one Saturday in June at 5.30 am to drive in ‘Hulot’ to get to the start at Gretna for 8.30 am. For those who like detailed factuality – the where we went – was to Inverrary on the Saturday, Aviemore on the Sunday and back to Torrance 2.30 pm, Monday for a total of 725 miles best described as 3 days of having that snake off the neck [neckties, pardners] as the late Prince Claus of the Netherlands once said. By the time we came back, I thought I was developing arthritis in the hands; but it was

only strain from gripping the wheel so tightly or from holding my trousers when Bob was driving! La Carrera is open to any pre-1980



car or modern classic. There was a Lancia Fulvia, 911 Carrera SC, Cortina GT, Rover 95, NSX, SAAB V4,308GTB, and Frogeyes etc. The crews were as interesting as their cars and to credit Bob with observed minutiae: 'The Clan Crusader was held together with spit and bubble gum and every car matched, but differed in the scenery, climbing through towering gorges, scudding along wind blasted moors and sliding past the sides of long dank lochs made still by the rain'. Let's cut out this poetic-crappy-stuff, Bob; that's supposed to be my department. Before 'Outraged in Tunbridge Wells' writes to the editor again about why this non-Spritey stuff is appearing in *MASCOT*, here's the why because. The old road up 'The Rest And Be Thankful' [Argyll] has been closed to the public for years. For a time it was latterly open for sprints and hill climbs. That's all a long time ago. But not for Jim and his heavenly intercessions for he has the key to the heart of the landowner who stood like somebody a-bearded out of the Old Testament atop The Rest. Yes. We went up it in the rain 'Watch it here, through the narrow bridge' Bob shouted as I spurted on round the hairpin and not too badly at all for me. Here's the point. Jim is laying on a 1 day run for us in August to include another bash at 'The Rest'. Interested? Interested even to come along and watch a MK1 a Midget and a Sprite [Alan Plumtree] and Bob in his GTV6 2.5 – the sound from that should be good and Bob will be trying, that's for sure. In the bar at Inverrary Adrian Hall-Carpenter from Norfolk and his Ferrari co-driver Colin Jaggard got on quite splendidly with us. Obviously bored



with the common place, next year they are going to compete in a split-screen Morris Minor! However, Colin is a very subversive guy. 'You haven't seen my collection of ropes have you?' Now, what would you have said/asked of that one? Me? I asked 'Where do you get them from?' And in all the gin joints in all the world the reply was a fluke bigger than Ingrid Bergman walking into Rick's place in Casablanca! 'Tiree'. 'What!' I exclaimed 'Are you one of those tiresome green welly pests I pray I will never see again when they get off the MacBrayne's boat? This is serious stuff to me.' It so happens, Colin, I have my favorite piece of 'S' and 'Z' woven piece of Gourrock Ropework's finest sinking into the machair on Tiree. I've even filmed it. 'Where is it located?' Colin asked innocently. Can you imagine such impertinence!! So I've gone to Tiree to check that it's still there while Linda's gone to China for 4 weeks and I guess this is getting all a bit crazed for 'Outraged in Tunbridge Wells. Whatcha mean about green wellies. At least

we change our socks twice a day!

There's more of course – how we triumphed over the Cork Screw near Ben Nevis. The blaster of a run in the NSX-yeah-Johnnies got the power! My singing of my asylum song – OK here's Mike and the word count and the guys in the white coats; it's all so unfair: at least remember, August. The Rest And Be Thankful. Central Scotland.

**Carson and Bob**



# Notices

## MASC AGM

**Sunday 18 October at the Coventry Transport Museum**

**Have you any excuse not to be there? As we would really love to see you.**

**Details elsewhere in this month's MASCOT.**

## Do you have a classic car you would like to show off?



This is your opportunity to be a part of the National Motor Museum collection for a day, and give visitors to Beaulieu an extra special treat.

Whether Concours or Classic, bring your vehicle to Beaulieu on selected Saturdays this summer to be displayed in the National Motor Museum Arena.

Classic Car days are the 21st and 28th July, and the 4th and 11th August. The driver and

passenger will also have complimentary entry to the treasures of the National Motor Museum, the historic Beaulieu Abbey ruins and Palace House and gardens.

Pre-booking is essential, if you would like to take part please send details of your car with a recent photo (if available) to [info@beaulieu.co.uk](mailto:info@beaulieu.co.uk), subject 'Calling All Cars', or contact Kelly Daye on 01590 614641 or Katie Flynn on 01590 614667 for more information.

## Wanted

An early accessory for the Mk1 (Frogeye) and Mk2 Sprite was an exterior door handle manufactured/supplied by Speedwell.

Martin Ingall [martin.ingall@btinternet.com](mailto:martin.ingall@btinternet.com) has need of a replacement for his well known Sebring Rep' JJO.

These items are not handed. Does anyone out there have one to sell/donate.

# 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

**1976 Midget 1500.** Exceptional condition, complete new body shell approx 10 years ago. Very few miles since. Garaged. Complete with tonneau. MOT until 02-10-09. Taxed until end of September. Offers. Please ring **Nick Morley 07840 777197 (East Yorkshire)**

# An Interesting Sprite Seen on the Internet



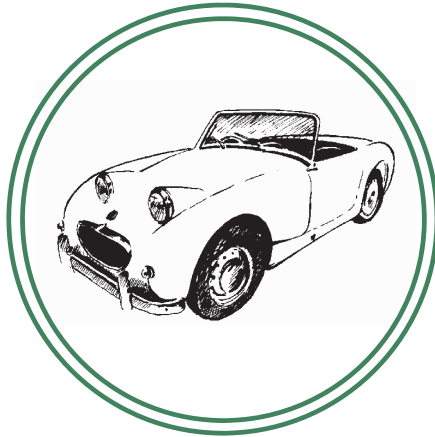
While surfing the World Wide Web, I stumbled upon this purposeful looking Lenham Sprite being sold by a garage in Germany. After emailing the Garage owner Jurgen Brodesser at J B Motorsport, he was only able to give me the following limited information.

He informs me that it is a Modsport 1962 Austin Healey Lenham Sprite with an engine capacity of 1,498 cc putting out about 154 hp.

I'm not even sure if it is based here in the UK or in Germany. If anyone is interested in finding out more about this rare Sprite, Jurgen can be contacted at:

**J.B. - MOTORSPORT**  
**PHONE & FAX 0049-221-13 94 726**  
**MOBILE 0049-171-91 91 020**





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