

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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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

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Editorial

Moving forward but with three apologies

As you will no doubt have noticed by now, this month's *MASCOT* not only arrived late (apology number one) but it also hit your doormat with a heavier thud than usual. The reason will have become obvious to you, as all the extra loose sheets that accompanied the magazine have probably fallen out. If the dog hasn't yet attacked them in a fit of canine frenzy, you will notice that they have various titles:

1. The Articles of Association
2. The Guidance Notes
3. The Dissolution Resolution

These first three documents need no action from you at this point other than to be read. The dissolution resolution will be voted on at this year's AGM, so it is very important that you come and join us at Coventry Transport Museum on the 18th of October. There is more explanation on page 9 of this month's *MASCOT*. The other sheet of paper is the voting form for the ballot to elect the new committee. Please vote on this sheet and post it back to the independent adjudicator whose address is printed on the form.

You may also notice (when you get there) that some of the excellent MkII Sebring Sprite article written by Jonathan Whitehouse Bird on the centre pages, may look a bit familiar. As (apology number 2) in last month's *MASCOT* I only featured the first two pages of Jonathan's final four page installment. You may have wondered at the time why something so well written and expertly produced more or less ended mid sentence. Printing only the last two pages in this month's *MASCOT* would have read in an equally disjointed way. So the only way to give it full justice is to feature it in full. In so doing, I have replicated the first two pages which appeared last month.

Due to popular demand, a new item has been added to the club's regalia inventory. The Midget & Sprite Club fleece is now obtainable in blue. I'd print a photo of it in all its glorious blueness, except, I haven't actually seen one yet. This good news will hopefully override the heart wrenching disappointment of the regalia cupboard being temporarily out of stock of the popular key fobs. I bet now you know that you can't have one, you will all want one.

This brings me on to apology number three. In the May *MASCOT*, I proudly printed a photo of the Club's Grille Badge which is all well and good. The only problem is that I should have written the price as **£29.20** and not **£20.00**. Mike Grout has had to refuse some orders at the wrong price. So my apology is to those of you who ordered but were told the wrong price by me and to Mike who had to do the dirty work of informing you that you hadn't paid enough.

Finally, this month I had the pleasure of attending the inaugural meeting of another new club area, Oxfordshire. This one should hold a special meaning for the club as almost all of our Spridgets were built in Abingdon. If you live in the area or just fancy popping along to a beautiful part of the country, contact Grahame Gibbins at Grahame_Gibbins@unipart.co.uk and he will let you know when and where the second meeting will be taking place.

Have a great month.

Gary & Gaps

Next month's deadline for the submission of articles to *MASCOT* will be Friday the 11th of September.

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: Simon Clegg's Sebring Sprite "S221" in the pit garages at this year's Silverstone Classic

Club Nights

- 1st Tuesday **NEW Essex Area** – Evening meeting at various venues. For details contact Jane Gates Tel: 01255830 509 or email: jgjanegates257@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
- 1st Wednesday **South Staffs and 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 September 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 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
- 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 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.freeseerve.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 **South West Wales** – Meet at the **Fox and Hounds**, Bancyfelin, Carmarthen, SA33 5ND. Contact David Hill, Tel: 01239 811307 or email david@hill.be
- 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 September,
User name: Micro Password: Blister

Events

From David Hill and Webmaster Toby Ancombe

Events organised for 2009 so far

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 MASC's Miglia Tour through France, Switzerland and Italy including Circuit
To Tuesday 22nd des Remparts at Angouleme. Details from Alan Anstead, alan.anstead@btopenworld.com.
- Saturday 12th Warwickshire's Mike and Benita's Run Days. Please contact Mike and Benita
and Sunday 13th Vann, Tel: 01455 292440 email: Michael@mvann.wanadoo.co.uk
- Friday 18th Angouleme Tour for Circuit des Ramparts and joining with returning MASC
To Tuesday 22nd 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

October

Sunday 18th MASC AGM at Coventry Transport Museum, 13:30 for 14:00 start.

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 events take advanced planning to secure accommodation. There is a provisional list and I will be seeking non refundable deposits from around May 2009.

Area Reps please let David Hill (email: david@hill.be) 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

Well, I should not have commented favourably on the weather in last month's *MASCOT*. We have not had too good a summer so far in West Wales and as I write this it is supposed to be the hottest day for ages in the South East but here in West Wales it is cool, wet and very windy!

The Midget passed its MOT OK last month. I must say it is a pleasure going to our local garage. The owner and MOTer is a classic car (and bike) enthusiast and there are loads of classics in the yard or in the garage. He spends a lot of time chatting and when your car is over the pit, invites you to have a look under it. Not many garages like that around!

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

Spridgets on the Big (and) Little Screen

Part 2



*Mk1 Midget
Season 2, Episode 11: "The Saint Plays with Fire"
Original Air Date: 28 November 1963*

Last month's *MASCOT* contained the first in this series of Celluloid Spridgets featuring the Sprite of David Janssen from the US series "Harry O".

This month we feature some cars which only appeared in cameo roles but all from one very successful series, "**The Saint**".

Spanning 118 episodes and running between 1962 and 1969, the series saw Roger Moore playing the role of Simon Templar, a latter-day Robin Hood of sorts, stealing from rich criminals. The episodes usually ended with Templar managing to get the gangsters put behind bars after he'd stolen their goods.

Although many episodes looked like they were filmed in exotic locations, the series was shot



*Mk1 Sprite
Season 2, Episode 5: "The Elusive Ellshaw"
Original Air Date—17 October 1963*

at Associated British Elstree Studios, with just a few scenes shot on locations outside of the Elstree Studios site. The scenes involving vehicles were filmed mainly around London and Hertfordshire, which means that they are full of period vehicles of the time. Although it's not possible to see the registration numbers, the following Spridgets had their part to play in this bit of television history. Perhaps they are still alive and well and being driven around by Masc members.



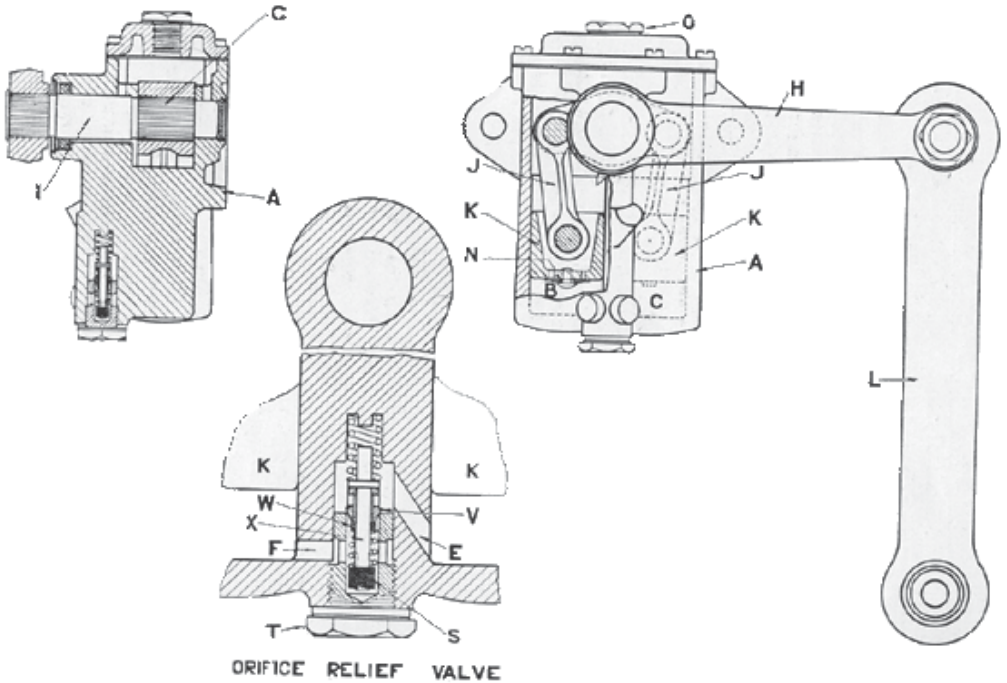
*Mk1 Sprite
Season 2, Episode 10: The Rough Diamonds
Original Air Date: 21 November 1963*

Even though this is the magazine of the Midget and Sprite Club, it would be impossible for me to feature vehicles from the series without including an image of the star of the show with his Volvo P1800.



Gary

Shocking Business



No doubt that many of us are aware that our Spridgley things front shock absorbers have a dual role. Not only do they control the bounce rate of the front road springs, but they also provide the upper link between king pin and chassis. It is essential that the shock absorber provides both functions as designed, one or the other isn't good enough. Should either of these functions be compromised by wear, then handling can suffer alarmingly. Surprisingly, the average MOT examiner of today can easily fail to check both functions properly. However, you can and here is how.

Firstly, we need to check that there is no wear in the shock absorber bearings. You will need an assistant for this. With bonnet raised, look carefully where the shock absorber arm connects to the main body via a spindle secured with a large castellated nut. Ask your assistant to apply the brake whilst you rock your Spridgley thing backward and forward.

Any movement other than radial twist spindle and body will mean that the shock absorber should be changed. Every time you brake and accelerate, the arm will move longitudinally effectively altering the castor angle. You may even hear a clunk if badly worn. This also places extra strain on the lower fulcrum spindle causing additional wear. Any signs of oil around the bearing will also indicate advance wear but your MOT examiner will almost certainly advise you of this.

Checking for correct operation of the shock absorber as a shock absorber is a little more work. Just bouncing up and down on the front wing will not give you an accurate assessment. Jack up under a front wishbone ensuring that you have done so securely. Do not use a wobbly jack! Remove the road wheel and disconnect the shock absorber arm at the top trunnion of the king pin. Move the king pin outwards enough so that you can move the arm up and down. What you

are looking for is a complete absence of free play when changing from up to down and vice versa. A resistance to movement and change of direction should be immediately apparent. If you experience even a small amount of free play, then the oil level may well be low. Now here is the rub. Even though an oil filler hexagon plug is provided, just topping up with the correct hydraulic oil is unlikely to restore proper operation. The shock absorber will need to be bled of air. As the plug is not at the highest point as fitted to the car, the shock absorber has to be removed – only 3 bolts though. Support the shock absorber on a bench so that the filler hole is upper most, now top up with hydraulic oil. Gently operate

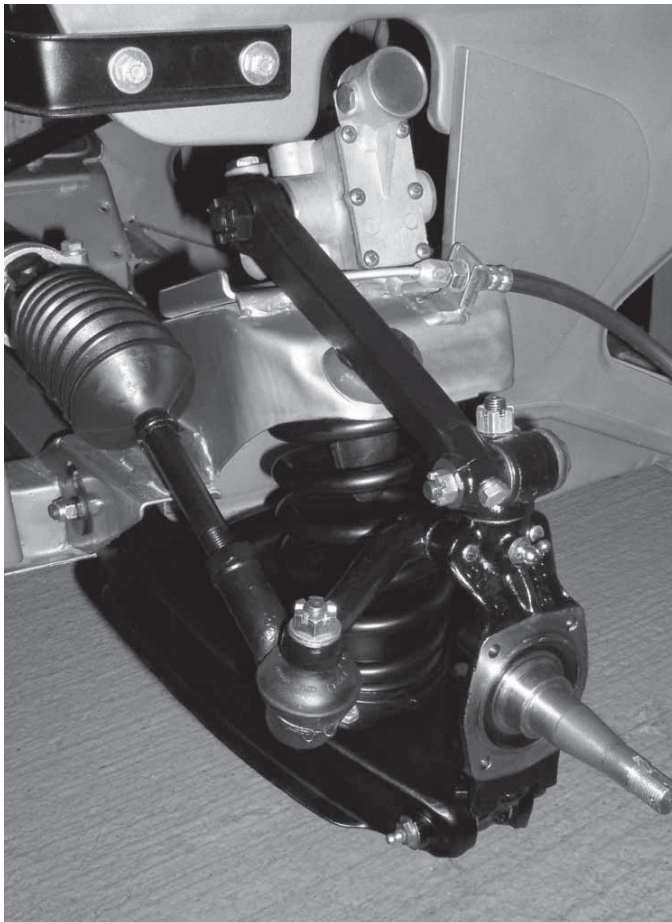
the arm through its full travel upwards and downwards and watch for bubbles of air emerging from the filler. Continue this until no more bubbles appear and replenish as required. Refit the filler plug and check the operation of the arm once again. All being well, any free play will now be dispelled and you will feel resistance immediately upon changing direction. You can now refit the shock absorber. If necessary, replace the trunnion rubber bushes at the same time.

OK, I know some of you will say that if a shock absorber has lost oil then it is knackered anyway. Not necessarily. Any visible external leakage then yes, replace it.

But very minor leakage over a period of years is not enough to condemn a shock absorber. Certainly, you should check it from time to time just as you should check many other Spridgley thing components periodically.

Check also the 3 securing bolts periodically. New bolts especially. These can stretch in use allowing the shock absorber a certain amount of freedom. Left too long, the bolts can break and Spridgley thing does a nose dive. It can happen so heed any warning noises front the front end and get checking.

Essentially, this is the only maintenance that the home mechanic can perform on a shock absorber, other than paint it! You should not use an incorrect grade of oil in an attempt to alter the damping resistance rate. Competition specification shock absorbers achieved this by using a different valve assembly.



The shock absorbers on Jonathan Whitehouse-Bird's immaculate Sebring Sprite 410EAO

Terry Horler

Final Musings from the Chair – almost

As the end of another club year approaches its time to reflect on what has past and what is to come. The past year has been difficult for me to focus entirely on the role of chairperson, mainly due to work commitments and the stress which that has caused. My work commitments are likely to increase next year as well, so giving me even less time to devote to that particular role. To that end I do not think it fair on my fellow committee members, and the club membership in general, that I continue in that role. I hope to continue to support the club and the committee by becoming a general committee member but not necessarily have a specific role.

Some good news on the club's change to a limited company. Anita and I had a very productive meeting with the solicitors advising us on the change over. With this month's *MASCOT* you should receive a

copy of the articles of association, which will replace the current constitution, some guidance notes to explain the changes, a ballot form for electing the committee/directors and a resolution to change the constitution to allow the transfer of members and assets to the new company. I am satisfied that the articles of association which have been drawn up are a good replacement for our current constitution. They offer the safeguards we need in terms of limiting members liabilities and protecting members rights whilst giving the directors and committee the framework in which to run the club.

I urge all of you to vote in the ballot for the new committee and to vote for the changes to the constitution to allow the club to transfer to the new company.

Nigel Williams
Chair

IMPORTANT NOTICE TO ALL MEMBERS

For some time now the Committee have been slowly moving the Club towards a limited liability status. The main reason for this change is to protect the members and therefore also protect the Club.

By changing the Club from an Association to a Company Limited by Guarantee the liability of any member of the club will be limited to £1. Currently there is no limit to members' liability. The Club will remain non-profit making and the aims of the Club will remain the same. There will be no paid employees, the Directors will not receive any remuneration and there will be no shareholders.

The process of change requires an alteration of the Club's Constitution to allow for the Club's assets and liabilities to be transferred from the Association to the Company Limited by Guarantee. You will find a Dissolution Resolution with this month's *Mascot*.

Please take some time to read the Articles of Association in conjunction with the Guidance Notes. Both documents are to be found as an insert in this month's *Mascot*.

Please note you are not required to vote on the Articles. They are included to assist you in deciding if you agree to the Dissolution Resolution. The Dissolution Resolution will be voted on by a show of hands at the AGM in accordance with the current Constitution. The Committee encourages you to take the time to come along to the AGM to vote. It is the Committee's opinion that this route is the best way to take the club forward and we hope that you will support the resolution.

Ross Clark, Head of Corporate at Hempsons Solicitors Harrogate, will be attending the AGM at Coventry Transport Museum on 18th October 2009 at 2pm to answer any questions. Please note he is giving his time at no charge to the Club.

The Museum opens at 10am so please come along, enjoy the Museum and then join us at the AGM.

The Committee
28th August 2009

New Members



*Andrew and
Jacqueline
Doherty's
Frogeye*

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

2145	Andrew and Jacqueline Doherty	West Sussex	Frogeye
3774	Paul and Angela Greene	West Yorkshire	Midget 1500
4159	Andrew Lewis	Warwickshire	Austin Sprite
4160	Ron and Kath Higgins	Shropshire	Midget 1500
4161	Mark Courtier	Dorset	Sprite Mk 4
4162	Anon	Essex	tba
4163	Andrew Duff	Surrey	MGA



*Mike Courtier's
Mk4 Midget*

The Photographic Database of UK registered MK1 Sprites

For a few years now, I have been collecting images and photographs of UK registered Mk1 Sprites. The photographs have been taken by me at various shows and events including Spridget50 at Gaydon in 2008. Others images have been kindly donated by owners and ex-owners of Frogeyes, either by email, access to personal websites and also the good old fashioned method of photos through the post.

The database is designed to be a free reference point for ex-owners who wish to know if their old Frogeye still exists as well as for new owners wishing to fill in the gaps in their cars history. I have already had some

success in putting the ex owner of a Frogeye (who sold it 30 years ago) in contact with its current owner and he was able to supply a lot of the previous history much to the delight of both of them. I've also in the last couple of weeks been able to provide the (well known) owner of a Mk1 Sprite with the information that his car was used by Williams and Pritchard early in the companies history. He was unaware of this as was the Williams & Pritchard register which had no knowledge of the survival of such an important Sprite.

I must emphasize that this is not a commercial venture, just an extension of my hobby.

The web site with the first 380 (or so) cars can be seen at:
www.frogeye.fotopic.net

There are approximately 700 additional UK registered Frogeyes waiting to be uploaded to the site, some of which still require permission to be published. This will continue over the coming weeks and months.



The photographic database would welcome any additional images of surviving Mk1 Sprites as well as photographs of long since deceased ones.

The images can be emailed to garyfrogeye@gmail.com and the same address can be used for search enquiries. There is also the facility to search for cars by registration number on the database site.

Gary

Another (ex) Pink Sprite

I read with interest the article in *MASCOT* regarding the pink Mk2 Sprite. When I bought my Mk2 Sprite 19 years ago it was green and in a very sorry state. However under the green paint the car's original colour was deep pink, you can still see traces of it on some of the pictures.

My Heritage certificate confirms that the car was indeed deep pink, built during the 1st week of December 1961.

Like the one in the magazine it was a de-luxe model and had exactly the same options i.e. toughened windscreen, rev counter, adjustable passenger seat, bumpers with over riders etc and 'less heater', although a previous owner had thankfully fitted a heater a some point.

Were all deep pink Sprites sold as the same spec de-luxe model, a sort of special edition?

After leaving the factory my car went to Lookers in Manchester but didn't sell until October 1962, I put this down to being the colour. Plus, also at this time the 1098cc engine became available so I wonder if mine was sold off cheap to actually get rid of it.

I restored the car myself and during this time I bought a bonnet, boot and from cowl assembly from Country Lane Classics, Knutsford (no idea if they are still trading).



Finished

They had bought a Mk2 Sprite from California and were converting it into a racing Frogeye hence had no need for the bonnet etc. The car was a sort of powder blue colour but can you believe that underneath the original colour was deep pink!

Anyway, whether right or wrong I decided not to keep the deep pink colour but went with old English white, a decision I am more than happy with.

Les Robinson



Quite rusty!



New floor



More rust and a bit of the old pink colour



The bare shell



An Invitation to Sprint

Harrow Car Club are running a Sprint at North Weald Airfield, Essex on Sunday, 20 September, 2009. To be able to take an active part in the driving you will need an appropriate MSA licence (entry regulations are available on request) but to marshal or just spectate all you need to do is contact me and I will send you entry passes. There will be a free lunch voucher available to signed on marshals. All are welcome.

For more details contact MASC member Keith Warner, mrkwarner@hotmail.com, 07800 875835, 01923 672917.

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Bristol Area Report

Our second Wednesday of the month meetings at the Rose and Crown is by chance, the same time and venue for the local Ford Mustang club. We are well practiced at leaving our handbrakes fully applied, low gear selected and all loose objects safely secured. The large litreaige of thundering Mustangs is sufficient to suck in any Spridgley thing through its air intake or to blow the same through the wall and into the field from a close encounter with a full on exhaust portall.

The Mustang drivers love it – to see us cowering in the furthest corner of the car park, grimly hanging on to flapping tonneau covers as we gradually disappear from view into the dust from the combined effect of 120 litres of exhaust blast. Actually, on a cold night the rise in temperature as they reverse into a parking space is almost welcoming.

However, we firmly stand our ground (although we do have to tie Alan Lo to the kiddies swing). We will not be chased from our meeting place. The monthly ritual of Mustangs dominating our Spridgley things took a surprising turnaround at our August meeting – thanks to Jeremy Clarkson. No, I can't believe that any Spridgley thing owner should be thankful to J.C. either, but did you see TOP GEAR on BBC 2?

In case you have never seen the programme, it's for viewers that were brought up on such TV marvels as TIZ WAZ and thought that it was serious. Different subject, same mentality. Anyway, for no better reason than TOP GEAR had seriously upset Morris Marina owners, the producers had reacted by trying to do something of a more positive nature for the 'classic' car viewer. By which I mean THE classic car viewer as by now, all others must have boycotted the programme. The stunt was for the three presenters to go to a classic car auction with a £3000 budget apiece, buy a 'classic' and then enter it in a regularity rally. J.C. did the amazing by bidding on a 1969 Sprite Mk1V and exceeding the budget by £600. How he fitted into it was equally amazing, how do you get such



*J.C. Squeezed into his Sprite while not on his way to the Bristol area meeting"
Image copyright Benjamin Grimley with thanks*

a large ego into such a small car? Anyway, despite the lack of a clutch, J.C. and Sprite survived the event (another good news bad news line). Despite being a regularity event, J.C. got carried away on the race circuit and challenged a Mustang. The Sprite comfortably out cornering the land bound oil tanker despite the disadvantages of no clutch and well – J.C. in the driving seat.

The most surprising bit came at the end, J.C. liked the Sprite so much, he bought it from BBC2. Note for John Platt, check carefully the membership applications, especially anyone with a white 'G' registered Sprite Mk1V enquiring about a new clutch.

Well, whether you saw this episode or not, our local Mustang Club had. Drawing into the car park of the Rose and Crown to be confronted by 2 Sprite Mk1Vs parked next to each other had them worried. They came in slowly and quietly, ensuring their exhaust portals didn't point our way. They respectfully asked that they hadn't drowned out our conversation or covered our Sprites in dust. Even offering to wash our cars should we desire. One driver thoughtfully asking to the whereabouts and well being to the little fella we usually have tied to the swing – but he was in Canada this month.

So, there we have it, a big thank you to Jeremy Clarkson and TOP GEAR for redressing the balance. "And on that bombshell, I bid you good night".

Terry Horler



From our Foreign Correspondents

Fed up with the summer rain? Two of our Sussex members recently enjoyed a car show in the sun. David Southcott and John Harle recently found themselves 4912 miles West of Sussex at the same time. What to do then? Answer: take in the local Midgets and Sprites at the Seattle British Car Show.

With the help of local friends they were both able to arrive in open sports cars, but in order to preserve our readers blood pressure, they are declining to reveal the models, although I can say that one had a 5.7litre V8 and the other was a Tr**** 6 cylinder with fuel injection.

Most people will not be surprised to learn that there were lots of British sports cars such as MGs, Healeys, Triumphs and Jaguars. More of those later, but there were also several unexpected delights, a 1938 art deco Wolseley, a Mk1 Fiesta, original Minis, several Morris Minors, Jensens, Lotus, Morgans, Standard 10, and 2 Hillmans.

Without MASC, the Midgets and Sprites were separated into allegiance with the MG Car Club North West Centre or the Austin Healey Club and parked in two different areas, a great shame, as the impact of their popularity was somewhat lost. The MASC website was





mentioned to both, so perhaps we will be the uniting influence on the North West Pacific Coast! All owners were proud of their engine bays with a lot of bonnets raised to show the tiny engines.

Standards varied, but the one above definitely needed some originality advice from Ashley.

There were also some cars for sale, but with the present exchange rate, deals were not so attractive as they were last year and the Jags were out of reach. However our reps were very tempted by this 1967 Midget with a telltale note on the windscreen.

\$4950 is just over £3000, mmm! If you can't read the number, its +1 425 356 7419. Just remember that Seattle is 8 hours behind UK time.

David Sothcott





Works Modified MkII Sprite - 925 CNX. Was this the fifth car taken from Abingdon? Was '925' (9251 WD - 9254 WD) chosen deliberately?

The Donald Healey Motor Company Sebring Sprite MkII

by Jonathan Whitehouse-Bird

Of the five brand new, partially assembled MkII Sprites dispatched from MG at Abingdon to Healeys in Warwick, at the end of 1961, only four were built with standard shape alloy panels to compete in the 3-Hour event at Sebring during 1962.

It's not clear what happened to the fifth car, but there is a possibility that it was used as the basis for 925 CNX - a 'works' modified MkII Sprite. This was road tested, first by John Bolster for *Autosport* magazine in August 1962, and then later by *Autocar* magazine during October 1962. This Sprite had been equipped with almost every modification offered by Healeys at the time. The long list of special tuning and deluxe equipment fitted included:

- a 'Warwick' glass fibre hardtop, lightweight glass fibre bucket seats, fitted carpets, rear bumperettes (inverted MkI Sprite items, but with unique MkII Sprite fixing brackets), and a 3" Smiths chronometric rev-counter.

- a Healey Sprint Kit, comprising of a modified cylinder head with enlarged and polished ports, twin H4 SU carburettors and a high-efficiency exhaust system; anti-roll bar, uprated front springs, uprated damper valves and a woodrim steering wheel.
- an engine block bored .060 in. oversize bringing the capacity up to 995cc. together with flat-top, high-compression pistons, a three-quarter-race camshaft and matching distributor, larger Inlet and exhaust valves, a lightened flywheel and a nine-spring clutch, oil cooler and an alloy "Healey" script rocker cover with quick-release filler cap
- a Lockheed "Thin Disc" front disc brake and wire wheel conversion (this Lockheed conversion - in no way similar to that fitted to the later production cars - enabled the fitment of either standard type steel road wheels or wire wheels), modified tandem master cylinder, plus a 4.55 to 1 differential.

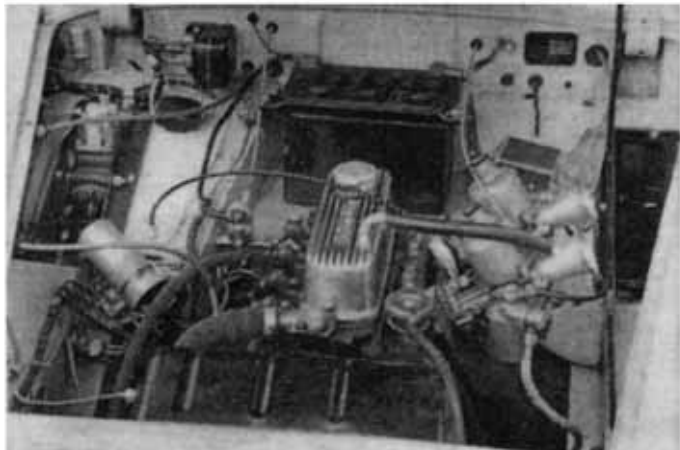
John Bolster in his *Autosport* review commented;

"Apart from these few items, 'my' Sprite was 'absolutely standard, old man'!". He went on to say, "From the above specification, it is pretty obvious that the test car was a pretty hot little package. The engine was dead smooth, flashing up to 7,500 rpm at the drop of a hat.

Conversely, practically no power was generated under 3,000 rpm and it was advisable to keep below half throttle when coaxing the willing little unit past this critical speed.

At 4,000 rpm, things were beginning to happen, and in the band between 5,000 and 7,500 rpm, the performance was almost beyond belief. The figures speak for themselves. The 0 to 60 m.p.h. time of 10 seconds is tremendous motoring but the standing quarter-mile in 17.2 secs. is simply breathtaking, 80 m.p.h. coming up in third during this exercise."

The cost of all the parts fitted to 925 CNX amounted to around £400 excluding labour costs. When added to the purchase price of a standard car, this took the total to over £1,000. As to whether Healeys sold many such examples is not clear, but only two



similar 'works' modified MkII Sprite road cars are known to survive and sadly 925 CNX isn't one of them.

In addition to 9251 WD - 9254 WD (the four alloy panelled MkII Sprites built for the 3-Hour race at Sebring in 1962), a small batch of other MkII Sprites were registered by Healeys with the consecutive numbers 9255 WD - 9260 WD, two of which have survived.

Amazingly, the registration numbers of both of them - 9255 WD and 9256 WD, follow on numerically from the four alloy panelled cars.

9255 WD was originally built in LHD form. It may well have been produced for the UK home market, but curiously featured US spec' lighting.



Photos: Heater-less engine bay of 925 CNX. Healey chassis plate on bulkhead and alloy rocker cover (top). Looking purposeful with wire wheels, 'Warwick' hardtop, and inverted MkI Sprite rear bumperettes (left).

Photos: Pages from the Healey Speed Equipment brochure for 1962 depicting a left hand drive 9255 WD (bottom and right).

Used by Healeys in their *Speed Equipment* brochure for 1962, 9255 WD is believed to have been painted Highway Yellow and is shown in what appears to be standard road trim, with ventilated steel wheels, white-wall tyres and bumpers front and rear.

For the purposes of producing a brochure, the Sprite was then fitted with a lightweight glass fibre bucket seat for the driver, a woodrim steering wheel, seat belts, a carpet set (instead of rubber matting) and a rear seat cushion. Other equipment included, a luggage rack, badge bar and spot lamps, a 'Warwick' MkII hardtop and "Healey" script alloy rocker cover.

Steering Wheel

A steering wheel of laminated mahogany on an alloy frame gives more positive control and enhances the cockpit. It fits the steering column.



Cockpit Fittings

Rear seat cushion is all standard from colours covers the shell behind the seats and additional passenger seats. Floor carpet, tailored to suit, offering additional luxury and comfort, in Red, Blue, Black. Safety belts fit to the anchorage points provided. A 'must' for the family motorist. See essential for the lightweight seat.



Luggage Rack

Luggage rack in chromium plated brass. Lightweight and rigid. Easily fixed without any body drilling. Centre section plastic coated to prevent abrasion. Adjustable for width.



Hard Top Mk. II

Moulded in fibreglass for strength, light weight and airtight. Fully weather-proofed cellulose finish in standard colours. Quarter lights offer maximum visibility. Truncated head-lining. Easily fitted by one person.



Badge Bar

For installation of spot and fog lamps and your club badge.



Rocker Cover

In polished cast aluminium alloy, this enhances the engine compartment and adds siren. Available also with quick action filler cap.



It is not known who purchased the Sprite from the Donald Healey Motor Co., but the car emerges much later, during the early 1980s, in the Humberside area being offered for sale on a car dealer's forecourt.

9255 WD was by now right hand drive, painted red and looking somewhat tired. The car was eventually purchased and restored in the late '80s / early '90s to its current rally spec', still finished in red with an added white B.M.C. works hardtop.

In February 1998, 9255 WD was advertised for sale in *Revcounter* (the magazine of the Austin Healey Club) for £5,500 and bought by historic rally driver Allen Tice. In early 2007, the car once again changed hands via *Ebay*, and is currently owned by Ian Thomas of Lancashire.

The other surviving car - 9256 WD, was originally painted black with red interior trim. It was given the "full treatment" at *The Cape* and was prepared and equipped to a similar 'works' tuned spec' as the road test MkII Sprite 925 CNX.

Not a great deal is known about the car's early history, but from the late '60s onwards 9256 WD had a number of owners in the London area. Then during the 1980s and as a result of successive ownership changes, the Sprite eventually found itself residing in the Norwich area.

In the early 1990s it received a cosmetic restoration by a local specialist company.

Photos: 9255 WD during the early 1980s in need of a little TLC (top right). 9255 WD as it is today - a historic rally car (right). 9256 WD now Old English White, but relatively unchanged since 1962 (below). The Lockheed "Thin Disc" front brake conversion fitted to 9256 WD (bottom).



9256 WD was discovered by chance (by the writer) in 1998, when it was advertised as a "standard MkII" at a small classic car dealership near Norwich. It had survived relatively untouched and in good useable condition, albeit minus its front anti-roll bar and original tuned 995cc engine (the latter having been replaced with a B.M.C. 948cc Gold Seal unit).

Aside from these missing items, 9256 WD still retains its *Healey Speed Equipment* which includes the ultra-rare Lockheed "Thin Disc" front disc brake conversion, uprated front shock's, Healey woodrim steering wheel, Alfin rear brake drums and Armstrong adjustable rear shock's, etc.

9256 WD hasn't been used since 2001, although a detailed restoration to 1962 'works' tuned specification has recently begun. Hopefully it won't be too long before the car returns to the road - watch this space for more details...!

In the South East



At the Moat

Surrey Meet

Tuesday 21st July and our regular monthly meet at the Blue Ball Walton on the Hill.

Do other reps struggle? It is often difficult to know what to write. Thirteen members sat around eating bar meals, talking, drinking, and spent an enjoyable evening, before going home.

Sussex Meet

Thursday 23rd July at The Red Lion, High Street, Handcross, Sussex.

Is it me? I begin to fear! Perhaps my aftershave? The clothes I wear? When I was area rep for Sussex attendance was poor. David Southcott, who lives in that county, recently took over the role. June, apparently, saw some twenty people in attendance and most with their cars. David and Linda would be away for the July meeting so I gave notice that I would return to deputise.

People stayed away. Attendance was low. The weather was kind! Only three cars – a Frogeye, an Ashley Sprite, and my Sebring rep were present. Even upon my arrival a couple made hasty exit (they had to capture a cat?). South African member John Bental, on a rare visit to the UK, stopped by. Had he not heard? Is it really me?

Kent Meet

Sunday 26th July dawned bright for the monthly Kent meet. Back at our usual meeting place The Moat. Wrotham Heath, Kent. A good turn out of members, prospective members, and visitors. Twelve Spridgets. Not a bad tally! Andy Borris and Tracy Gibbs joined us from their recent tour that took them to both Germany and Italy. What about a write up with some pictures folks? Visitors called from the Sprite Car Club of Australia – Rhonda and Eamonn Mathews. Prospective members Rob and Suzy Pike paid a visit

in their very yellow Frogeye. Geoff??? and family visited as a follow up to our meeting at Groombridge. With a bit of luck our membership man John Platt will be contacted soon.

Martin Bird was showing a recent acquisition – a Les Leston steering wheel. This period accessory has a boss but is missing the horn push. Anyone out there have the missing piece?

Martin Ingall brought his Sebring Coupe JJO along following a recent refit brought on by over enthusiastic pressure on the loud pedal at a hill climb. Looking good again!

Conversation as usual was about cars and events. Paul and Jane Coveney have come up with a superb idea for a charity event in 2011 whereby each Masc area can enter a team. Once we have finished brainstorming the idea I shall discuss further with Area Reps. Watch this space!

The weather held and we all ate together outside in the open. A good day!

Alan Anstead
Area Rep Surrey and Kent



Rob and Suzy Pike's Yellow Frogeye



Andy Borris's Spridget



Les Leston wheel

NW Area Report

On the weekend of 18th/19th July we went to the Pageant of Power at Cholmondley Castle, a similar event to the Goodwood festival of speed. This was expertly coordinated by Ian, mind you I think he just liked talking to Pippa!

We had a club stand although we could only manage to get 6 cars there due to holidays etc. There was Ian in his Sprite (still with top up, I'm sure its glued on), Jane in Ian's MGB GT, me and Diane, Neil and Shelly, Andrew and Rachael and Peter V – this time with 3 alloy wheels; nearly there Peter, only one more wheel to get.

This was truly a superb event, even though its only the second year its been run.

Diane and I decided to camp for the weekend as did Andrew and Rachael and family.

Due to dreadful weather all week the campsite was just a quagmire but the stewards did a sterling job in making the site accessible. Fortunately on the Saturday the weather was fine although it rained again on the Sunday.

There was an impressive array of vehicles, my favourite being the 24 litre Napier engined Bentley – what a deafening noise that made.

In addition to the cars there were motor bikes, power boat racing, army tanks, the JCB dancing diggers, aerial displays and even a fly past by a Spitfire – the flying type, not a Triumph!

We will definitely be there next year so book it in your diaries now and come and join us.

On the 9th August we went to the Lytham Hall classic car show. Now when I say we I actually mean David and Neil, I was double booked with grandson's birthday so couldn't go. This was the first time here for us and apparently it was a very good do so will give it a go next year.

Now, I must raise a serious issue of concern. I have noticed that among the Northern Area membership there is a rather disturbing trend occurring. It involves a small number of members who, at first, kept their secret well hidden. To begin with they would meet at a friend's house after dark, in lonely back street bars or talk via the internet chat rooms. Well now they seem to be 'coming out' and are willing to openly talk about their inner most desires and feeling. It appears at first glance to be that once someone has turned the age of 60 they get the overwhelming desire to own an MGB GT. I know I couldn't believe it either, you think you know someone and then wham, they hit you with this truly shocking revelation. Its their families that I feel for, how will their children cope when their friends find out, they are likely to be traumatised for life.

Now this is something that wasn't acceptable in my parent's day or a least was never talked about openly, there was a certain social stigma attached to it and they would have been shunned by society.

In Neil's case this can be excused because he is actually a hairdresser. As for Ian, we all know he likes a car with the top permanently up. But Mike, well I'm just totally flabbergasted as he is neither 60 nor a hairdresser. Could he just think it's a trendy thing to be seen doing, perhaps he's at a crucial time in his life when he can't decide which way his feelings are pushing him. Don't worry Mike, we are with you on this one and together we can get you through it – just hang on there. When you get the sudden urge then take a cold shower, it works for me.



Perhaps this might fit the bill? – Ed

Les

East Anglian Report



East Anglia at Silverstone

First up was Kimbolton, we arrived early in bright sunshine and claimed a huge pine tree, big enough to shelter 20 Spridgets from the threatened rain. As we erected the gazebo more Spridgets arrived (although a few of our fine weather friends didn't show). I planned to park the Spridgets in a circle round the tree like the numbers on a clock face, in an attempt to produce a photo that would steal the front cover of *MASCOT*, however at that point HTJ arrived topless (having finally cracked after three years of intimidation) and of course soaking wet, having come through a storm, so I just had to get a photo, in the meantime another 10 spridgets had arrived and were now beyond synchronised parking. It turned out to be a great day with a good turnout and a very keen potential new member in the offing. It stayed mostly dry apart from a short but torrential downpour in the afternoon forcing us to take refuge (and real ale) in the beer tent. The only downside being that when it cleared up people thought they had better head for home while the going was good hence it finished a little earlier than planned.

Next up was the wonderful Silverstone classic, we arrived early having beaten the Autoroute prediction by quite a bit, but we were not the first, a midget and MGB were already on site, and Hubie was fifty yards or so behind us. We had been allocated a kind of corner plot and soon had the gazebo and banner up, the sun was out and it was already quite hot. We were soon joined by another 25 or so assorted Spridgetly things, it was great to see so many old friends from other areas, and great cars again. I must especially mention Chris Jackson, who was back on the

road after a bit of trouble in the engine room which kept him away from Kimbolton. I always love to see that stunning V8 Spridget that usually puts in an appearance on our stand, and generates a lot of interest, not sure what it would be like to drive, but the concept and execution are brilliant.



HTJ (Hard Top John)

We watched Stirling Moss, Chris Rea and a few others in a fabulous race for pre 1956 sports cars, with 4, D type Jags heading up the field, awesome. We overdosed on close encounters with legendary old cars that form the very fabric of motoring history, dined on overpriced food, bought a few stainless steel nuts and bolts, caught the sun, had a great day out and all in the fabulous atmosphere of the home of British motor racing. We called it a day at about 1700 (since Pat had an early start the following day), leaving Hubie and a few of the others, who were staying on until midnight for the Santana concert, brilliant.

See you all at the Mad Cat and beyond.

Dave Dixon

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Dorset Area Report



Masc at Kingston Lacy

Following our very successful MG's at Kingston Lacy on Sunday 14th June we are able to make a donation of £1000 to the Dorset and Somerset Air Ambulance. The money will be presented to Tracy Bartram (wife of former Arsenal Goalkeeper Vince) of the DASAA at our September Club Night (21st). Tracy will give a 20 minute talk on the night explaining where the monies we raise go and how the DASAA works. All members are very welcome to attend.

The weather for the second year in a row was brilliant with unbroken sunshine all day. The music was once again supplied by the band 'Outrage' who were excellent and played a variety of 60's and 70's hits.

The Tombola on the day raised £222.10 thanks to the prize donations from members and the team manning the stall, particularly Alan Mousley who persuaded quite a few passing National Trust visitors to buy tickets.

Dorset's tea run 2009



We had a grand total of 105 cars present of which 30 were Midgets and Sprites. Other cars of interest were a 1938 Morgan 4 x 4, a 1950 Healey Abbott which won the furthest travelled award (130 miles), a 1949 MG TC and a 1964 Triumph Herald with a genuine 14,000 miles on the clock.

On Sunday 5th July we held our third Afternoon Tea Run (previously Mystery Run but now everyone knows where we will finish and the lovely tea that awaits us). We had

the excellent total of 16 cars present with unfortunately 2 having to drop out on the day. The run started as usual from the Avon Country Park on a route planned by our Route-master Colin Morris and wound its way around the New Forest on even more roads that I had never been down before and finished up at Chris and Lyn Smith's lovely 17th Century home at Cowpitts Lane near Ringwood. We seem to learn about more new roads in the forest every year of this run.

On arrival we were met with a sumptuous variety of homemade cakes together with cups of tea or coffee. Lyn had been very busy in the baking department the previous day using freshly laid eggs from their own chickens.

A well deserved vote of thanks goes to Chris, Lyn and Josh for their hospitality and to Colin and Vi for the planning of the lovely scenic run.

Completing the run in lovely sunny weather were 5 Midgets, 2 Sprites, 1 Frogeye, 3 MGBs, 3 Healey's, 1 MGF and 1 VW Camper Van. We were later joined by another Frogeye and a modern BMW Saloon for afternoon tea.



More Tea

Ian Beaver

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Wark's Talk



Lined up at Berrington Hall

On Saturday, 18th July, 14 Spridgets, 1 MGC and 1 BMW, met at Berrington Hall for coffee, where we were allowed to park in front of the house, which made an impressive backdrop for our line up of cars. Jim and Rosie Willis have two Sprites and neither were available for this occasion, hence the BMW. From the Hall, our route directions with the associated questions, took us to Shobdon Airfield, which is one of the few privately owned, for another coffee, and a talk on the history of the airfield. To celebrate the centenary of the Bleriot's flight across The Channel, we were entertained by an interesting history of Bleriot and his development of the engine used to complete the feat, by our resident pilot Barrie, who also presented us with an Airport Quiz. Before we left the area, we visited Shobdon Church, with its unusual white baroque interior. This was followed by a brief stop in Eardisland, with its 1920s AA Box and Georgian Dovecote Museum. Lunch was served at Dunkerton's Cider, followed by a very pleasant cider

tasting. Their Black Fox, a dry sparkling cider for which they have won prizes, is to be recommended and four bottles fitted neatly into our Sprite boot. The route then took us to the Vineyards in Broadwas on Teme for High Tea, where the quiz results were checked. Alan and Rosemary Couch won the Airport Quiz and Ann and John Platt the Hereford Quiz. The route was extremely well planned and took us through some delightful countryside, with some very interesting stops. Our thanks go to Mo and Phil Wood for such a lovely, varied day.

This trip was followed by our visit to Silverstone. There were fewer of us than usual this year, with just eight from Warwickshire attending. Alan did not make our rendezvous, as his car was making noises that resembled a wheel bearing breaking up, so he returned home and joined us at Silverstone in his friend's E-Type. Stuart and Margaret met us at the Warwick Service Station, but then had to return home to collect their tickets. However, they arrived

at Silverstone soon after us, so must have covered the ground very quickly, which is hardly surprising with his V8 engine!! The Club stand was in a different position this year and was next to the track, with a view of the racing, but further from the pits etc. The day concluded with a barbeque at Alan and Peggy's, where we were joined by those unable to make Silverstone. The barbeque was wonderful and Peggy, with the help of her daughters had worked hard during the day to provide the accompanying salads and deserts. Many thanks to Alan and Peggy for a most enjoyable evening, which could become an annual event, we hope!!!

Last Tuesday, John Platt led 7 cars to the Ace Café with another joining at Amersham. The evening was warm and sunny, just a summer should be, making it a perfect evening for the visit. The group arrived ten minutes later than our previous visit and found that it made a huge difference to ease of parking, with much of the space already taken. There was a particularly chaotic moment when a "man in a van" tried to leave. They were joined by a



Enjoying Peg and Alan's Barbeque

number of other spridgets at the event and it was good to link up with other members.

Coming up we have the Isle of Man Visit, the Coventry Run and Mike and Benita's Fun Weekend around Market Bosworth. These were discussed at our monthly meeting, where we welcomed Rob, whom we haven't seen for a while, and Carl, Melissa and Graham who attended their first meeting.

Chris and Sheila



Parked at Silverstone

Another Quiet Borders Run...

Having just done a long trip to Whitby on top of a number of other runs, I was not expecting many cars to show for a blat through the well worn roads of Tweedsmuir, so both cockles in my heart were warmed as two Spitfires, two midgets, two Bs and Alfa Spider and an exotic VX220 all joined PNH and me at the rendezvous. In truth I needed cheering, having been up all night looking for my runaway dog – happily now snoring beside me as I type!

We set off from the Crook Inn, scene of a fabulous rearguard action by a local community against a piratical property developer and twisted along the always brilliant 3 lochs of Meggets, Talla and St. Mary's. This was part of La Carrerra, but had been closed so it was good to scream up its corkscrew climb once again. Having scraped the rust off the bottom of our exhausts and had a wedge of cake at the Glen Café we took a little known but recently re-tarred back road into Hawick, dodging showers.

Alas from here it all went downhill, largely because I went downhill and round a corner and then through 360 degrees and then into a ditch backwards! I was badly shocked – not at the spin, but with incredulity that for the second time I had crashed, not whilst hooning along in my usual insane way, but whilst driving miss daisy at the front of a crocodile. And after I had invested in new 155s as well! You would think we would be good at post accident protocol with all the practice I provide, but sadly we nearly had another dented MG as John came round the corner only to be met by a wall of stationary cars. His robust reflexes, even firmer brakes and a natural escape lane in the long grass ...

lesson now learned but not before John's wife Fiona has invested in airbags.

After the near tragedy came the certain farce, when having picked the grass out of my radiator and reattached my exhaust, we trundled up to posh country house in Hawick that I had singled out for lunch. The piper in full regalia at the door looked with disdain at our mud spattered posse but the bride's mother was even more withering and as there was no food to be had, we retreated to a place of greater safety.



*Bented
and
Dented*

The aim of the run was to arrive at a place deep in the forest enigmatically called Castle O'er – for no other reason than I spotted it on a map and had never been there. We solved the enigma pretty quickly though. Apparently O'er is Scottish for really crap place in the middle of nowhere with no amenities, attractions or redeeming features. We had lost Doug and Dave in their Spitfires on the way there, largely because Doug had lost his new stainless steel exhaust. Fortunately he had his Swiss pen knife with him and caught us up at Lockerbie. I have a feeling that fewer cars will turn up to the next run I organise.

Bob Miller

*Three of the MG
guys push starting a
Spitfire. The pushers
are Bob Miller (RWA
Midget), John Pardo
and John's son*



July in the South East



Masc at Ardingly

The two day (11th and 12th July) Ardingly (Sussex) Classic Car Show is a well established, annual, event attracting classic cars and commercials; military vehicles; auto jumble; craft stalls; collectables; old style fun fair; steam and stationary engines; Punch and Judy show; and much more. The weather really impacts upon such a show and on the first of this two day event its impact was to keep exhibitors and public at bay. It rained! Low cloud stopped the, promised, aerial displays. The area's gazebo, being devoid of side curtains, was little protection against the elements indeed members sat beneath its covering with umbrellas as extra protection against the rain. It was that fine sort of rain that seems to pass through every type of clothing. It was that type of rain that makes you want to not do much let alone stand about looking at exhibits.

On the club stand, which was manned by members from Kent, Surrey, and Sussex we displayed three Frogeyes (Mine, Pete and Hils and John Clark), an Ashley bonneted Sprite (Chris Harding and Carol), a 1500 Midget (Nay and Col) and a de – bumpered 1500 Midget (Mel and Barb Collins).

What a difference a day makes! Sunshine and a picture postcard sky that was the backdrop to a fantastic aerial display by a Type19 Griffon engined Supermarine Spitfire followed by a Supercharged Merlin engined Supermarine Spitfire Type 9 both bearing 'invasion markings' upon their wings. The exhibitors came as did the public.

On the club stand, on this day, we displayed a 1500 Midget (Peter Gardiner); the Ashley bonneted Sprite (Chris Harding and Carol); an MGA? (David and Chris Wright); an IOW Frogeye (Nic Bowker); and three Frogeyes (Mine, Laura Peaple and Chris Banton, and Helen and Tim Ward).

Other members dropped in occasionally John Harle without a car whilst Mike and Pam Gorman displayed their Morris 8; Roger and Eileen Pearce displayed Triumph Roadster; Jason Alexander and Sue Gibbs displayed a Ford Anglia; and John Baggot was with the MGOC, all elsewhere about the site.

At the end of each day those people that had made the effort to attend, with an exhibit, were presented with a souvenir in the form of a caste horse brass.



Mascers trying to keep dry



The Wedding Day Masc line up

Saturday 18th July 2009

I don't do weddings – OK twice. I don't do funerals – I may have to relent one day. An exemption to my rule found me at church to celebrate the marriage of two very selfless and charitable friends – Paul and Jane Coveney. Where? Hoo! Where? St Werburgh. Bride Jane arrived in a 1920's Dodge. She wore a Dolcis & Cabana outfit in a metallic blue from this year's Renault colour catalogue. Shoes and accessories were from Jimmy The Chew. The groom and best man (Simon Coveney) arrived in an MGBGT in dark suits clearly displaying the family's Italian/America origins.

The Ancient church was a-buzz. No ordinary wedding this! The vicar is a scooter riding Mod and also a budding comedian.

The organist struck the right cord – well once or twice and the entertainment (?) began. Jane's father proved charitable and gave her away. Personally I would have put her on eBay and got a couple of bob. A loose adherence to a script with Paul and Jane, and that man with his collar back to front, being applauded. Is this allowed in church? I was



The happy couple

shocked! Call me old fashioned! The girl band sung whilst Mr, and now Mrs, Coveney signed some form. I think it was a club liability disclaimer. Doesn't the Archbishop have his own? We then all went up the road for tea with reserved Midget and Sprite Club parking. As evening turned to night a covert operation ensued to ensure the couple's Austin Sprite was suitably prepared for their departure.

Let's all wish the couple many Spritely years together.

Sunday 19th July 2009

Whilst some were off on honeymoon a good number turned out for a club display at the Groombridge Car Show. We were able to display twelve Spridgets and an MGA(?). The spacious plot allowed for more had some Masc visitors to our gazebo read my e-mails.

It was good to see Malcolm Youngman with his Midget and Mark and Amanda Dunk with their Frog. Members for some time, it was their 'first time out' and we hope to see more of them.

The weather held good enough for a flying display by a Russian Yak and another stunt type the name I could not grasp over the tannoy system. A goodly mix of cars and commercials were on display. Steam trains ran to one side of the field whilst slow narrow boats were on the stream to the other side. The house at Groombridge was not available to view but the grounds and gardens appeared extensive. I believe we may have recruited some new members!

Alan Anstead

Area Rep Surrey and Kent

mail to: alan.anstead@btopenworld.com

Tel: 01322-384050 (answer phone)

Home Counties North West

'Twas a gathering of the clans reminiscent of Spridget 50.

Annually Pat and Zara Kimber organize a charity run in aid of Livability, an organization enabling disabled people to live in the community.

The meeting point is the Robin Hood and Little John pub at Tonwell, near Ware, for lunch and then a 40 mile meander through beautiful Hertfordshire lanes following a tulip diagram of instructions. The horror of this form of instruction is that if you miss one point you are lumbered because, as the local yokel pointed out, "...if I be going there I wouldn't start from here". I think that we all arrived, in time for tea, back at the Kimber Garage where refueling was carried out by friends and neighbours of our hosts. Good fodder!

The clans involved were members of The 750 Club, The Austin Healey Club, MGOC, MGCC and MASC., all friends of Pat and Zara collected over many years of club membership and activity. The cars, a 1930 Austin 7, an Austin A40, a Ford Capri, an MG TA, Big Healeys, MGBs, a Riley 1500, a Morgan, Midgets, Sprites – including a Sebring and a Frog – and a Ferrari. Of the twenty nine cars present ten were MASC members although some of these had a wheel in two camps.

During the run, finding myself at the front, moving smartly up a narrow lane, we met a tractor. Not a nice friendly Fergie but a TRACTOR bank to bank and then some



with space to drive underneath. Seven cars backed up after the driver indicated that he was unwilling to select one of his numerous reverse gears. There are times when 'right of way' is of little relevance.

The weather was kind, the run enjoyable, the company amicable, the provender perfect and the organization faultless.

Thank you Pat and Zara.

Chris

Pat and Zara say:

Our charity Classic car run on Sunday, 2nd August, was blessed with very good weather, so we were able to enjoy sitting in the sun at The Robin Hood and Little John at Tonwell and again in our garden afterwards. No-one got lost and we have sent the sum of £243 30 to Livability, previously the Shaftsbury Society and John Grooms. Thank you very much for your support.

We enjoyed organizing our eighth run and plan to keep to the first Sunday in August next year, which will be August 1st. However we cannot take more than 30 cars and, as we had 29 entries this year, it will have to be on a first come first served basis after the forms are available at the beginning of the New Year.

Thank you everyone.

Pat and Zara Kimber

And finally, the July pub night was a bit of a wash out. Lots of members, but two Frogs and a Morris Minor convertible was all we could muster. We did have a welcome visit from 5 Hampshire members, Barry and Jenny, Alf and Lynne and John. We are planning a return visit to the Hampshire club night in September and will be phoning through our pie orders to Lynne before we go!

Mark



Hampshire Happenings



Photo by Vic Foard

Our second meeting at our new venue was well attended with twelve people taking advantage of the 'Credit Crunch Special'. We were also joined by two new potential members, Freda and Dale with their spaniel Nelson and an orange Austin Sprite. It was great to meet them and we hope they will become part of the 'regulars'.

Poppy goes to the Prom



We were delighted when a neighbour asked if we could take her daughter to her Prom Night to celebrate leaving primary school. Luckily the evening was dry and warm, we could go with the top down and Poppy could wave to all her friends as we queued to get in along with stretched limos and other assorted vehicles. It was great fun to be part of the celebrations.

Hampshire Visits Home Counties

We decided to make what is turning out to be an annual event and visit Home Counties for

their July meeting. Unfortunately the weather was foul and we decided to go 6-up in John's modern car. As before we received a warm welcome and spent a great evening swapping stories and catching up on what each group had been up to. By the end of the evening they had decided to try and visit us for our September meeting. So we are looking forward to seeing them at the Fox and Goose.

Twyford Water Works

We had been invited to their Annual Summer Open Day. Along with many other classic vehicles there were craft stalls, a model boat lake and not forgetting tours around this preserved Edwardian water pumping station. (Pub Night Trivia follows!) This pumping station still extracts 5 million gallons (25 megalitres) from the original boreholes and the site is a popular venue for a wide range of group visits by both local and national organisations.

Ace Café Classic Night

John, Barry and Jenny decided to run the gauntlet up the M3 and North Circular to visit London Area's Club Night at the Ace Café. It was a great evening, meeting up with Home Counties, Warwickshire and Surrey areas, none of us had been before. It was great to view the range of classic vehicles in attendance over a drink and natter with friends.

Jenny Green

More info:
www.midgetandsprite-hampshire.info

SS&NB in August and Almost Balmy Weather

Out for the count too! Our club night was another light, warm evening so we were outside almost all the time.

I was soundly “torn off a strip or two” by Mark for sending him to Snibston with the wrong girl... Anyway... Who is Karen? I am useless with names, always have been so I'll try again with THAT sentence:

“On Sunday Mark and Louise, 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've probably got it wrong again, sorry Mark if you get it in the neck, I have slept several times since you told me the right name and I forgot to write it down. If I'm wrong this time it'll be time for a new scribe, OK.

Anyway, we had lots of Spridgets on the car park including one that drove off just after I got there (probably wise folks!). A very good turnout for high summer, I ought to have taken Rory!

This week Geoff, Bill2 and I were joined by Andy in his immaculate Red Big Healey and Rob in our honorary Midget, his Blue Westfield on our planned run south to the Ace Café to mingle with the London Congestion Zone crew and their other visitors.

There were some familiar cars and some very rarely seen ones. Warwick's were there in force, having brought along Stuart Gunn with his impressive 4WD V8 Supermidget as well as some other very tasty cars.

Cambridgeshire were due to be there as were HCNW and Essex, Kentshire and Surrey, there was even a car from Hampshire. No doubt Gary will have a roll call of sorts... I hope!

I counted twenty-four Spridgets inside but sadly my camera chose to have a bad battery day so I only have some



Crowded and sunny

poor phone cam pictures to show for it all. You can see one of Dutch Area rep Arie.

I met up with many old friends both within the club and outside it. While I was looking around at the predominantly Spridget laden car park a non-member asked me if I knew why there were so many of our cars there, I just replied that the Ace is a very popular venue for classic car owners, like US. He wandered off a bit bemused.

There were lots of other lovely classics to feast my jaded eyes on too, Jensens, Lotii, Imps even a right hand drive Mustang convertible in original (Slightly lived – in) paintwork. I loved that one. There were all sorts of cars, no lists, just happy memories.

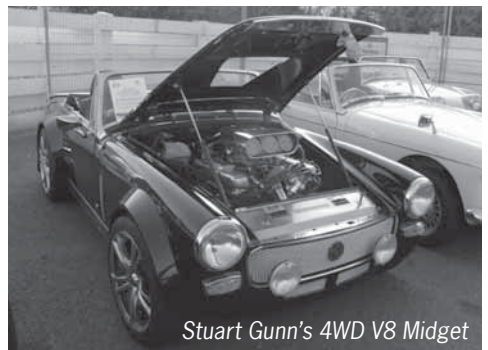
At the end of the day and after endless jockeying about to get from “jammed in” to ready to run parking places we set off home in relative warmth, no shivering and just lightweight jackets generally. At the seventy limit we ran easily up the M40 to home. I put 17 litres in at Oxford services and on arriving home still had over three quarters of a tank left.

In all a night to savour. See, we did have something of a summer.

Bill



Dutch rep Arie



Stuart Gunn's 4WD V8 Midget

Paul and Jane's Exciting Journey



Paul and Jane 900 miles to go

It all started with Paul deciding to go to the Car Show at Cliftonville, as we do each year. Then to add to the fun of it all we decided to take the scenic route from Harrietsham via John O'Groats and Land's End to Cliftonville.

Our journey started early on Saturday morning, the 20th June 2009. Once through the Dartford Tunnel I decided that I fancied some chocolate, Paul said he knew just the place to go! We journey on and eventually arrived at Bourneville (Cadbury World) for the chocolate. After a tour of the factory and several bags of free chocolate later we left to continue our journey.

As we travelled further north we had beautiful breathtaking views through the Lakes and into Scotland eventually arriving at Dumfries in the early evening. Having booked into the hotel for the night we walked over to the Little Chef for a meal. As we paid the bill Paul

mentioned our Fund raising trip and as it had already been established that I had a liking for the free lollipops that are handed out to children, we were given a large quantity for our journey (I still have a few left!)

After breakfast we continued our journey, calling in at Gretna Green (no contrary to some club member's thoughts we did not get married there). This was to come some four weeks later in a totally different location. Anyway having had coffee here and taken a few photographs we continued on our way northwards. We travelled towards Edinburgh and eventually managed to drive down part of Princes Street and then after some considerable time The Royal Mile where we encountered an elderly Scotsman. This gentleman announced to crowd that we were on a challenge to raise money for the British Heart Foundation. The city was very busy as they were preparing for The Tattoo. Onwards through Stirling, Pitlochry, Inverness and over the Black Isle onto Thurso and John O'Groats.

The following morning after a full English breakfast we went to the famous sign post and had the obligatory photograph taken with the sprite of course.

Then it was onto the Castle of Mey (well worth a visit if you are in that part of the world), before travelling to Dunnet Head the most northerly part of Great Britain. Back at the hotel we had an early meal, loaded the little car ready for our 01.00hrs start and whilst doing this people were donating money in our collection pot.

At 00.02hrs we had an early morning call from John Clark (thank you John), and proceeded to load the final baggage into the car including a packed breakfast from the hotel. There was low cloud but we still decided to travel with the hood down, leaving the hotel at 01.00hrs as planned. As we set off the car was making a noise that sounded like a loose fan belt. We crossed over Dornoch Firth Bridge at 03.05hrs and carried on along the A9 across Kessock Bridge, all the time the cloud base was rising giving us better visibility. At Inverness we refuelled, the tick over was rough, firing on only three cylinders! The car was



behaving well all the time we were travelling but on tick over it was difficult to handle. Onwards to Drumochter Summit, 1516ft above sea level, the views here were fantastic. It was really cold so layer upon layer of clothing was put on and I managed to butter and put jam on the rolls that the hotel had packed for our breakfast. This was eaten as we continued to travel south. As we joined the A823 a red squirrel appeared and disappeared just as quickly.



Just as we were approaching Edinburgh in a quiet country lane Paul kept saying that the timing was out on the little sprite. I then reminded him that we had had this problem before, the previous year when we had gone to Le Mans. We both turned to look at each other and said simultaneously Carburettors. Once the bolts were tighten, using Paul's trusty spanner that is kept under the drivers seat to release hood, we were on our way again with one very happy Sprite. The noise had miraculously ceased and tick over was back to normal. A fuel stop in Rosyth then across the Forth Bridge and around the outskirts of Edinburgh the time is now around 06.30hrs.

We were still on schedule and carried on to the border with England crossing 10 miles south of Jedburgh at 08.55hrs, we had now completed approximately a third of our journey. Distance travelled so far 350 miles. Now we were aiming for Scotch Corner for another pit stop for fuel. Here we were running behind our schedule by about 30 minutes.

On the road again this time heading for Leeds where we ran into a spot of difficulty with the road numbers but soon got ourselves back on track. We skirted the ring road around Leeds where all the traffic lights were in our favour. Now onto the A6120 to Garforth and then onto the A642 to Wakefield. We were now heading for Barnsley on the A61 and continued onto Sheffield where we encountered fairly heavy traffic. We had now made up a little time. Continuing on the A61 to Chesterfield and onto the A38 to Derby. Here we stopped for fuel and received more donations in our pot. Lunch in the guise of

sandwiches were purchased here to eat whilst travelling to our next checkpoint. We were now on back on schedule the time now being 15.00 hrs. By this time we had travelled 566 miles. The little car was now purring along and rising to the challenge we had set her and ourselves.

Travelling onwards on the A38 to Coleshill where we picked up the A446, which enabled us to skirt round Birmingham, this was Paul's real concern on this trip. The A452 and the A4177 took us onto Warwick. The scenery was lovely. We now travelled along the A429 heading for Cirencester. We were still on Schedule at this point having travelled 648 miles at this point in time. Onwards now to Chippenham.

Once we cleared Chippenham we were on our way to Warminster on the A350. Our next destination was Wincanton on the A303 and here we stopped for yet more fuel and refreshments. We were now ahead of time. Great relief all round. Next port of call was Honiton and then onto the A30 through to Exeter, where we encountered green lights all the way through the city. We were now well ahead of schedule and the time was 19.30hrs.

With 151 miles to go we were heading for Okehampton and at this point Paul decided to put his foot down. Now across Bodmin Moor and yet another fuel stop. The sun is now sinking in the sky and we are trying to make it to Lands End to see the sunset over the water. We carried on along the A30 to Penzance with the sun setting rapidly and telephoned Hils and Pete Stevens who were waiting for us at the finishing line. We needed to check that they had collected the key

Alan &
John
do final
fettling



USELESS INFORMATION

Total miles travelled 921 Miles
Fuel used from John O'Groats to
Lands End 26 Gallons or 118 litres
Miles per gallon 36 mpg
Total cost of fuel John O'Groats to
Lands End £128.06
Cost per mile 14 pence
Average speed 46 mph
Driving time 20hrs 5mins
Overall time 21hrs 30mins
Total number of roundabouts 152

to our room. We were to telephone them again when we were 5 minutes away from the finishing line so that they could greet us with the chequered flag. It was all duel carriageway along here.

Alas the sun did not wait for us and set before we reached our final destination. We stopped a few miles from the hotel and finishing line to telephone Hils and Pete. This done we pressed on towards the finishing line and the end of our challenge.

Hils was at the finishing line with the chequered flag while Pete was the official photographer. Over the line we went to be greeted with hugs and kisses and a bottle of

champagne which was greatly appreciated. Hils had even brought champagne flutes from home. The time now was 22.30hrs. We had covered 921 miles. The journey had been completed without using any motorways.

We would like to thank everyone for their support especially Alan Anstead for preparing our Sprite, John Clark for donating the bonnet plus his wonderful artwork, Alex for the stop watches and Hils and Pete for the welcoming party at Lands End. Many thanks to you all.

Would we do it again? YES.

Jane and Paul

FBHVC News

Beware 10% Ethanol in Petrol in France

We have published a number of articles in our newsletter in the last few months about the effects of ethanol in petrol. The maximum amount of ethanol that is permissible in fuel in the UK is 5%. However in France it is now a different story as the Daily Telegraph reported on Saturday 11 July.

"British tourists holidaying abroad this summer have been warned a new 'environmentally friendly' fuel on sale in French petrol stations could damage their cars and even cause breakdowns."



The petrol called '95-E10' is a mixture of regular unleaded fuel and ethanol. It is suitable for new cars but can damage vehicles registered before the year 2000, motoring bodies have warned.

The biofuel sits alongside the commonly used and similarly named unleaded Euro 95 in many garages across France and while a public awareness campaign in the country has avoided confusion amongst the French, British holidaymakers face the prospect of unwittingly picking the wrong pump.

Motoring associations, including the RAC, yesterday warned those preparing to travel to France to be aware of the biofuel which is 90 per cent regular unleaded and 10 per cent ethanol."



new car outside the scrappage scheme, so everyone wins.

(There have been reports from various sources about MGF/Midget/MGB being scrapped under this new scheme ... Alan)

Government Scrappage Scheme (see Mascot June edition 303)

Congratulations to the Riley RM Club who have had a victory over the scrappage scheme, when they saved a 1954 Riley RME from the crusher. Thanks to a great deal of hard work a buyer was found for the car and the sympathetic motor dealer was happy to cooperate.

This has been a lesson for us all, and the message is – if you are thinking of scrapping an historic vehicle please do contact the relevant club first and see if they can help. Very often a better deal can be struck on a

Whilst mentioning the FBHVC. Our editor Gary Lazarus' April Fool article on 'Your Spridget's Secret Identity Stamp' received mention in the FBHVC newsletter thus: Mascot the Magazine of the Midget and Sprite Club had a feature on the origin of Vehicle Recognition codes and there application

The Federation were aware that they might be subject to Aprils Fool so added a codicil. 'Great care has been necessary. A number of April magazines and newsletters were included in recent mail and I am resigned to being the victim of one or more cleverly prepared spoofs'. Gotcha!

Alan Anstead

mail to: alan.anstead@bopenworld.com
Tel: 01322-384050 (answer phone)

Horler's Hints

Rain Stops Play (For Geoff Hunter it does)

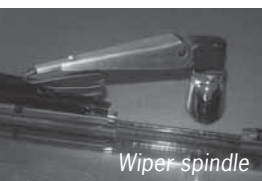
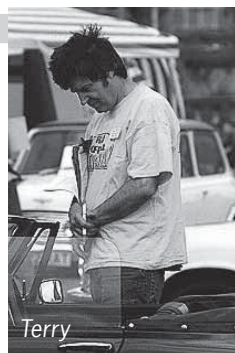
It was interesting to read in the August edition Geoff Hunter's plea as to why his Spridgley thing dies in heavy rain. Geoff has obviously gone through the basics and replaced anything (and everything) that is replaceable under the bonnet. So maybe the problem isn't under the bonnet.

Now ask yourself this, if it's heavy rain, are the wipers switched on? I assume the answer will be yes. The wipers will only operate when the ignition is switched on which increases the current flow through the ignition switch. Have you ever noticed that the ignition switch heats up the more demand you place upon it? So just maybe the heat build up is causing a breakdown in those elderly connections.

Is the windscreen seal and wiper spindles allowing rainwater to drop behind the dashboard to create some unwanted circuitry?

Simple test. Run a lead directly from the battery to a toggle switch placed conveniently near to the driver. Run the output lead to the coil. You now have a switchable 'hot wire' to by pass the ignition switch and wiring loom. When it rains next, and you shouldn't have long to wait, flip on the hot wire circuit and see if you keep going. If so, then check out for any dampness on the behind the dashboard wiring and perhaps replace the ignition switch.

Should the above not provide an answer, don't go out in the wet in your Spridgley thing. Alan Lo never does!



Terry Horler



Queen of the South

(Image seen on the web)

South what I don't know. Possibly South Dronfield. No that's being unkind! But South Yorkshire didn't exist then. Taken at the Beauty Pageant at the Barlow Well dressing ceremony in August 1969.

As the photo is 40 years old this month, I expect the Midget is long gone.

David Ayers

Editors note: The registration number is 771FVJ or 771FWJ. Does anyone know if it still exists?

Market Place

Adverts to Alan Lo

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

For Sale

Garage Clear Out:

5 Steel Wheels (Frogs) £30, 5 painted wire wheels £40, 950cc engine £35, 950cc block, head and box of bits £5, smooth case gearbox £35, ribbed case gearbox £30, 2 Frog doors with capping £30, 2 half shafts with wire wheel splined hubs £20, pedal box £3, Frog windscreen and and surround (separate) £10, Frog front bumper with powder-coated irons £10.

Phone 01730 264456 (Petersfield, Hants.) Buyer collects.

One used OSF wing good condition £50. One used OSF wing ex USA paint free, no rust but has had dent "filled" £50. One used NSF wing, rust in usual places FOC. Pics can be emailed to interested enquirers.

Bill Longstaff (Barton North Yorks)
Tel. 01325 377981

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) £30 each. Front and rear rubber bumpers (good conditions with fittings) £15 each. Rear lights good order with wires attached £5 each. Car was restored at some point in past, so wings show signs of past repair but surface looks good. Photos can be emailed on request. Items located in Herts.

Contact: David Driscoll,
Mob: 07962 064555 or
Email: DDrisco34@aol.com

Spridget Black Tonneau Cover (non-headrestraint type) – Unused 20+ years needs i fastener –

Offers to Michael Moore (non member)
01845 526598 (North Yorks)

Close racing
under grey skies



MGLive at Silverstone July 2009

As reported in last month's *MASCOT*, this year's **MGLive** at Silverstone held in July was a great success. I know that many MASC members visited the event over the weekend and it was great to see quite a few competing too. Here are a few images from Saturday.



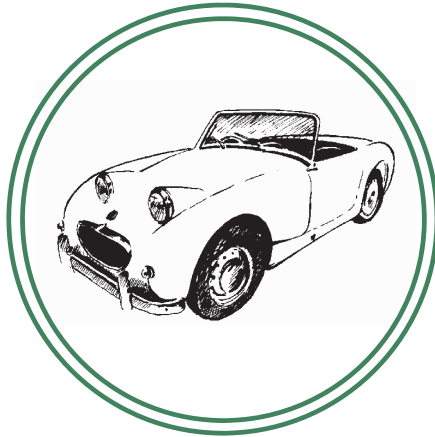
MASC committee member and racer Mark Boldry looking relaxed before going on track



Rubber bumpers out in force

Highly modified Midget with Ashley Laminates top and front





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