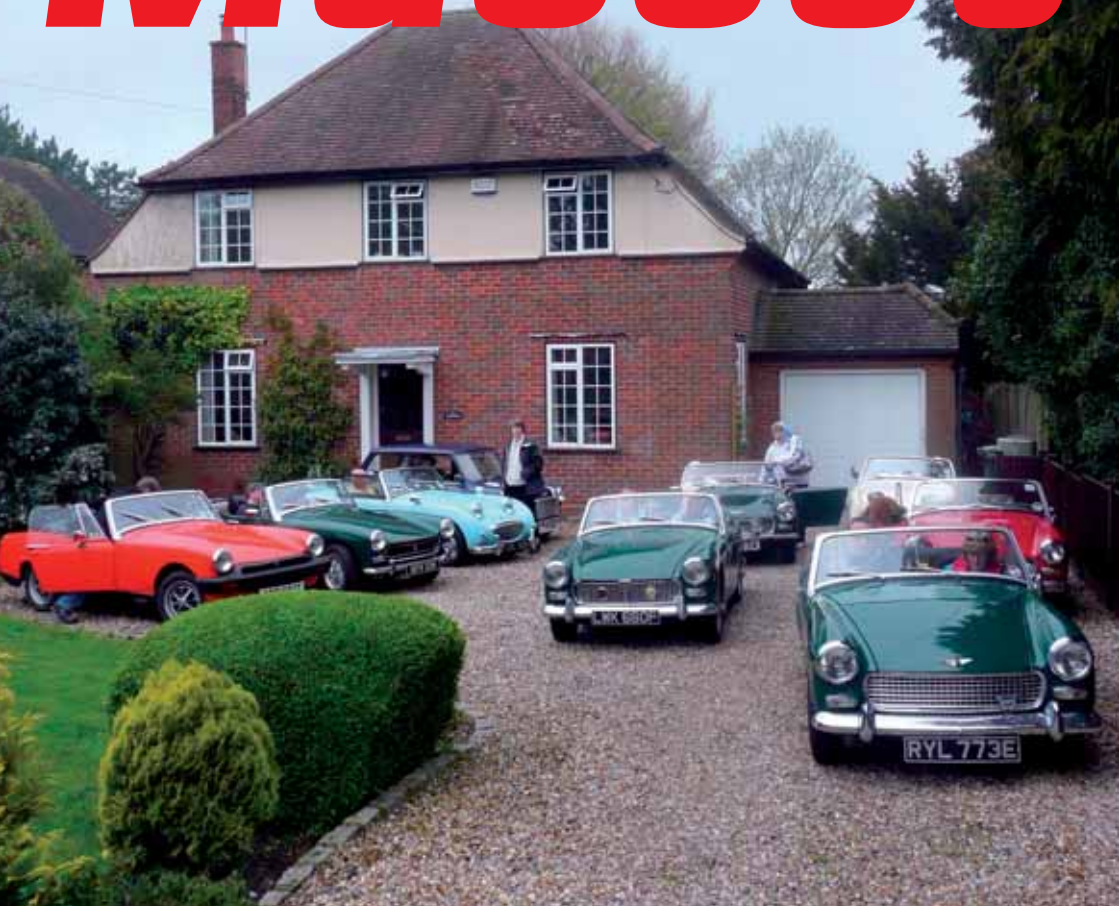


Mascot



The Magazine
of the
Midget & Sprite
Club





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

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

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

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

Talk to us soon.

We're at your service!



All our policies include the following as standard

Motor Legal Expenses

-

24 hour Breakdown Recovery
(UK and European)

-

Personal Accident to include Road Rage
& Carjacking

-

Limited Mileage and Multi-Vehicle
options are also available.

Call for a quote

0845 330 9731

www.footmanjames.co.uk

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

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

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

COMMITTEE

CHAIRPERSON
GENERAL SECRETARY

Now on a rota basis

Philip Sellen, 40 Amberley Way, Wickwar, Wotton-under-Edge, Glos, GL12 8LP.
Tel: 01454 299222 email: P.N.Sellen@bristol.ac.uk

TREASURER
EDITOR

Anita Lachowicz, email: spridget.girl@yahoo.com

Gary Lazarus, 40B Hungerford Road, London, N7 9LP. Tel: 0207700 5696
email: editor@midgetandspriteclub.co.uk

AREA REP'S DELEGATE
TECHNICAL ADVISOR
MEMBERSHIP

Geoff Hunter, Tel: 01562 851544 email: hunters360@btinternet.com

Mark Boldry, email: mark26r@hotmail.com

John Platt, 2 Pear Tree Gardens, Bearley Road, Aston Cantlow, Henley-in-Arden, Warks.
B95 6HT Tel: 01789 488321 email: membership@midgetandspriteclub.co.uk

Mark Hall, Tel: 01296 660103 email: markdhal@aol.com

Nigel Williams, 7 Kings Avenue, Hanham, Bristol BS15 3JN.

Tel: 0117 961 2175 email: nigelwilliams8@tiscali.co.uk

OFFICERS

CLUB ARCHIVIST &
TECHNICAL
DOCUMENTATION

Terry Horler, 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770

EVENTS CO-ORDINATOR

Gary Lazarus, 40B Hungerford Road, London, N7 9LP. Tel: 0207700 5696
email: editor@midgetandspriteclub.co.uk

MEMBERS ADVERTISING
MUTUAL ASSISTANCE
CO-ORDINATOR

Alan Lo, Tel: 0117 9572617 Mob: 0775 3867806 email: alan@mobuzzing.net

David Hill, Llyserfan, Beulah, Newcastle Emlyn, Ceredigion. SA38 9QB.

Tel: 01239 811307 email: david@hill.be

CAR REGISTER
REGALIA OFFICER

Bob Clarkson, Tel: 01902 842643 email: raclarkson@tiscali.co.uk

Mike Grout, 55 Park Road, Spixworth, Norwich, NR10 3PJ. Tel: 01603 890211
email: mike@motorparts.freeseerve.co.uk

WEBMASTER

Toby Ancombe, 7 Lysander Court, High Road, North Weald, Epping, CM16 1HF.
email: tobyanscombe@taratec.co.uk

TRADE ADVERTISING

John Clark, 16 Barley Close, Broomfield, Herne Bay, Kent. CT6 7XG

Tel: 01227 368638, Mob. 07971 153556 Email: jrclark@sky.com

AREA REPRESENTATIVES

BRISTOL
EAST ANGLIA
DEVON
DORSET

Terry Horler, Tel: 01454 881770

David Dixon, Tel: 01733 222810 email: e-dave@ntlworld.com

Vacant

Ian Beaver, Tel: 01722 326840 email: ian.beaver@btinternet.com

Bryan Fox, Tel: 01202 683842 home, 01202 674017 work

email: susanfox123@btinternet.com

Jane Gates, Tel: 01255 830 509 Email: Jgjanegates257@googlegmail.com

Terry Langridge, Tel: 01252 626063 email: Hampshire.spridget@ntlworld.com

Chris Jackson, Tel: 01707 261567 chrispatj@btinternet.com

or Mark Hall, Tel: 01296 660103 markdhal@aol.com

Alan Anstead, Tel: 01322 384050 email: alan.anstead@btopenworld.com

Vacant

Gary Lazarus, Tel: 020 7700 5696 email: garyfrogeye@gmail.com

Bill Mohan, Tel: 0121 353 7211 or mobile: 0798 461 6371 email: bill.mohan@sky.com

ESSEX
HAMPSHIRE
HOME COUNTIES
NORTH WEST
KENT
LINCOLNSHIRE
LONDON
SOUTH STAFFS &
NORTH BIRMINGHAM
SCOTLAND
NORTH WEST
NORTHERN IRELAND
NOTTS/DERBY
OXFORD
SOMERSET
SOUTH WEST WALES
SURREY
SUSSEX
WARWICKSHIRE

WILTSHIRE
YORKSHIRE

Betty Kerr, Tel: 01357 300355 email: Deansgrove@aol.com

Les & Diane Robinson, Tel: 01772 432138 email: lesrobinson@blueyonder.co.uk

Robert Holmes, Tel: 02892 689274 email: robertholmes25@hotmail.com

Ian Cooke, Tel: 0115 938 3838 email: ilc@bgs.ac.uk

Grahame Gibbins, Tel: 01865 383199 graham_gibbins@hotmail.com

Dave Bearne, Tel: 01823 412004 email: david.bearne@barnwoods.co.uk

David Hill, Tel: 01239 811307 email: david@hill.be

Alan Anstead, Tel: 01322 384050 email: alan.anstead@btopenworld.com

David Southcott, email: dsouthcott@ukonline.co.uk

Alan Couch, Tel: 01564 773302

Chris Yates, Tel: 01608 665066 email: chrishe@tiscali.co.uk

Andy Cross, Tel: 01225 743554 email: andy@cross743.freeseerve.co.uk

Sarah & Tim Saunders, Mobile: 07968 261990 email: yorkshireMASC@googlegmail.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

July Editorial

Are there many sunburned heads, necks and shoulders out there this month? Summer has eventually arrived interspersed with some serious showers. This makes top down motoring quite interesting, especially if you have an older Spridget which involves the erection of scaffolding before one can continue a journey in the dry.

My recent drive to Le Mans in June looked to be one such adventure and to be honest it's just as well that I took the simple option of driving the whole way with the roof up as I experienced torrential rain for most of the outward journey. Guess what? I'm doing it all again in July when I join with other MASC members for a visit to the Le Mans Classic. This should be a great experience as we've been invited to display our cars within the Bugatti circuit as guests of Amicale Spridget, the French version of the Midget & Sprite Club. If you were at Spridget50 back in 2008 you would have seen them positioned strategically up on the hill overlooking the vast expanse of Gaydon. The massed French ranks with noses of their cars all lined up on the brow of the hill reminded me of a scene out of the film Zulu or Spartacus!

After the Le Mans Classic, Gaps and I will be at the Silverstone Classic (23-25 July) which is now firmly established as the World's biggest classic racing festival. Will we see you there? There should be a designated MASC area for you to pop along to. Come and say hello.

Tim and Sarah Saunders who had recently taken over as the Yorkshire area reps have reluctantly had to step down from that position due to real life looming up to meet them. I would like to thank them for all the organisation and effort which they have put into the Yorkshire area over the years. I'm pretty certain that they will once gain take up the mantle at a later date, but in the meantime if anyone else in Yorkshire would like to consider being the area rep, the committee would love to hear from you.

Talking of the committee, you will see if you turn to page 13 of this month's MASCOT that there is a nomination form. Please consider putting yourself up (or bullying another member) for nomination to the committee. We really do need your help as always. Because the small group of people who run the club are often spread quite thin.

This year we have been very lucky as everything has pretty much gone to plan. The tasks undertaken by the committee have been carried out with relatively little fuss and most aspects of running the club on a day to day basis been very straightforward. The main objection I hear every year is that members think that they have no particular skill which could be of use to the committee. Nothing could be further from the truth. All you need is a bit of enthusiasm and to be relatively (but not essentially) coherent.

Why not have a think about it.

If you are worried about spoiling your copy of MASCOT by tearing out the page, don't worry as we would be happy to receive scanned or photocopied nomination forms.

Have a great month

Gary & Gaps

Please note that next month's deadline for articles and reports for MASCOT is Tuesday 13 of July.

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.

Cover image: HCNW before setting off for Drive It Day 2010

Club Nights

- 1st Tuesday **Essex Area** – Now meet at **The Bell**, Beckenham Road, Tolleshunt Major, CM9 8LL. For further details contact Jane Gates Tel: 01255830 509 or email: jgjanegates257@googlemail.com
- 2nd Tuesday **London Area (Congestion Zone)** – Meet at **The Ace Cafe** at 7:30pm. together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garylazarus@blueyonder.co.uk
- 1st Wednesday **South Staffs and Birmingham** – Meet at the **The Green Man**, Middleton Village, 8.30-8.45pm
Contact Bill Mohan on 0121 353 7211 or bill.mohan@sky.com
- 1st Wednesday **Oxford Area** – Meet at the **Blackhorse Pub**, Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Grahame Gibbins at grahame _ gibbins@unipart.co.uk
- 1st Thursday **Notts/Derby border Area** 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
- 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
- 2nd Saturday **Yorkshire Area** – for maximum coverage, the meeting moves around Yorkshire each month – venues are listed at <http://yorkshireMASC.blogspot.com/> for the next 3 months, or contact Sarah & Tim at yorkshireMASC@googlemail.com or on 07968 261990 for more details.
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE 7.30pm
- 3rd Tuesday **Scotland** – Meet at **The Garfield Hotel**, Stepps, East Dunbartonshire. 7.30pm in the Lounge. Contact Carson on 013606-22334.
- 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 Red Lion**, Handcross, RH17 6BP from 19:00. Contact David Southcott at dsouthcott@ukonline.co.uk
- 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.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 **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

www.midgetandspriteclub.co.uk

Members Only pages for July

User name: Micro Password: Blister

Events

From David Hill and Webmaster Toby Ancombe

Events organised so far

July

- Sunday 4th Independence Day Run. West Wales are going to the Welsh National Botanical Gardens. Meet in Morrisons Car Park, Carmarthen at 10am. Details from David Hill, 01239 811307.
- Sunday 4th Dorset Area are having their Sunday Afternoon Tea Run. Details from Bryan Fox on 01202 683842.
- Monday 5th to Friday 16th 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.
- Saturday 10th & Sunday 11th Hampshire are going to The 47th Woodcote Rally, nr Reading. Details from John Tel: 01420 8794 or Emailjohn@johnfoard.wanadoo.co.uk
- Sunday 18th Kimbolton charity classic at Kimbolton Castle, great country show with hundreds of classics plus horses, dogs, displays, food, stalls and something for everyone – contact Dave Dixon for tickets (EAMASC).
- Friday 23rd to Sunday 25th 25th July – Silverstone Classic BRILLIANT!, come for one, two or three days. Overdose on the best of British historic racing machinery anywhere, watch the racing, meet Stirling Moss, view the car clubs and stalls and drink in the atmosphere of the birthplace of F1 – contact Hubie or Dave Dixon for details (EAMASC).
- Saturday 24th Warwickshire will be at the Silverstone Classic. Details from Chris Yates on 01608 665066 or email chrishe@tiscali.co.uk

August

- Sunday 1st BMC Rally at Ferry Meadows, Peterborough, hundreds of classic cars, guaranteed sunshine and an autojumble, all in a country park – contact Dave Dixon for details (EAMASC).
- Saturday 7th Kent and Surrey will be at the Whitstable Classic Car Show. Details: Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050
- Sunday 8th Kent and Surrey are having a BBQ at Turners Hill. Details: harding.cm@btinternet.com
- Sunday 8th Wisbech road run, start from Peterborough or Wisbech, great event in association with the Wisbech Historic vehicle club – Contact Fred Leach or Dave Dixon (EAMASC).
- Tuesday 10th South West Wales Area are going racing – horse racing at Wales' newest race course, Ffos Las. Meet at 5pm, Morrison's Car Park, Carmarthen. Details: David Hill 01239 811307
- Tuesday 10th Warwickshire are going to the Ace Café for Classic Night. Details from John Platt on 01789 488321 or email john@platt2085.freeserve.co.uk
- Saturday 14th & Sunday 15th Classic Cars and More at Leeds Castle. Kent and Surrey will be there. Details: Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050.
- Sunday 15th Cranleigh Car Show. South East Area are going with the Club Stand. Details from Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050.

Saturday 21st Herne Bay Classic Car Show. Details: Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050.

Friday 27th
to Monday 30th Warwickshire are going to the French Ardennes. Details from Alan Couch on 01564 773302 or email roalan@talktalk.net

September

Sunday 5th Pembrokeshire Run. Classic vehicle Run through the magnificent SW Wales countryside. Let's get loads of Spridgets taking part. More details later.

Sunday 5th Warwickshire will be at the Coventry Motoring Festival. Details from Dave Colclough on 02476 677897 or email david@colcloughsonline.co.uk

Saturday 11th Warwickshire are going to the "Fly to the Past" at Cornborough Hall. Details from Dave Colclough on 02476 677897 or email david@colcloughsonline.co.uk

Sunday 19th Church Knowle 2010 Classic Car Show. Near Corfe Castle, Dorset. Dorset Area will be there. Details from Ian Beaver on 01722 326840 or Bryan Fox on 01202 683842

Sunday 19th Turweston Wings and Wheels. Lots of Spridgets are planning to be there. Details www.turwestonflight.com or phone on 01280 705400.

Sunday 19th East Anglia are having a Treasure Hunt in the Cambridge/Newmarket area. Great fun and a nice pub lunch at the end! Details from Dave Dixon on 01733 222810 or email e-dave@ntlworld.com

Sunday 19th South West Wales' Gower Run. Meet in Morrison's Car Park, Carmarthen at 10am. Details from David Hill, 01239 811307

Sunday 26th The September Kent meet will be at the Bearsted Classic Car Show. Details from Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050

October

Saturday 9th
& Sunday 10th Warwickshire will be at the GWR Vintage Rally. Details from John Platt on 01789 488321 or email john@platt2085.freeseve.co.uk

November

Thursday 11th
to Sunday 14th South East Area are planning a Remembrance Tour to Ypres and Bethune. More details later but in meantime contact Alan Anstead alan.anstead@btopenworld.com Tel: 01322 384050.

Friday 12th
to Sunday 14th Warwickshire are going to the Classic Car Show at the NEC. Details from John Platt on 01789 488321 or email john@platt2085.freeseve.co.uk

December

Wednesday 8th Warwickshire are having their Christmas Dinner at the Green Dragon. Details from Sheila Yates on 01608 665066 or email chrishe@tiscali.co.uk

Sunday 12th EAMASC Christmas lunch at the Mad Cat, great food excellent company and fantastic value (you can even bring the Spridget if it stays dry) – Contact Dave Dixon at East Anglia M&SC.

Tuesday 14th South East Area's Christmas Meal and December meet. Details from Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050

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.

Spridget Ski Holders

A rare item indeed

MASC member Jason Trevorrow has sent MASCot the following note and images. I have added an image of a contemporary boot rack mounted ski holder to suggest how it might have looked on a Spridget. Jason writes:

I wondered if anyone would be interested in some details of a period accessory purchase I made off eBay a few years ago. The items concerned are what was listed as ski holders for a MG Midget. There are no identifying manufacturer's



Not a Spridget but you get the idea



Does anyone know anything about these or have any pictures from old accessory brochures at all?

Jason Trevorrow
1972 RWA Midget

marks but the chap I bought them off swore blind that they were for a Midget or Sprite, he was adamant about this and as they were very reasonable I purchased them out of curiosity. He said that his father had used them extensively for skiing holidays in the early sixties, driving from the UK to whatever resort he was skiing in.

As can be seen from the pictures the webbing straps are missing, but you can see the black brackets where the holders fit to a boot rack.



Prescott

In May this year, I had the opportunity to take for the very first time, my "Frog Eye" up the famous hill climb at Prescott.

This event is annual and is run by the Rotary Club of Cheltenham and Cleeve for vintage and classic cars. I understand that there were over 200 entries and all proceeds go to designated Rotary club charities.

Overseeing the event is the Bugatti club, who assist the Rotary club. All participants must have the standard briefing and sign the usual disclaimers. After the briefings, everyone using the hill had to wear issued wrist bands, and these were checked by the marshals before every start. The whole event is very professionally conducted, and anyone driving dangerously is immediately black flagged.

Many marques of cars attended, from an old Bentley to Morgans, Spitfires, Jowett Javelins, Healeys, Mustang, Marcos, MG TD's, Sunbeam Tigers, Renault Alpine, SS Suffolk Jag, many XK 120s, 140s and 150s. I counted 6 Frogeyes, three coming from the Netherlands. The Alfa club was out in force and there was even a 360 Ferrari. I did point out that this 360 would bottom out on the "Pardon hairpin" and true to my word, the sound of under body scrapping could be heard around the course.

I know the feeling as I did it last year at the same spot driving an F430.

As the event is not timed, it was not compulsory to wear crash helmets and you were allowed to take up passengers, providing they had signed the same disclaimer.

I was pretty relaxed on the start line, having been up the hill on more than one occasion. My passenger was just a little bit nervous. Cars were setting off in two minute intervals.

Past experience told me that after the start, I needed to move over to the right to take the first left hander (Orchard). This could then be taken in third, with no need to back off, providing you clipped the apex and hugged the inside.

Once through Orchard, there was just enough time to straighten out, brake and change



The IOW Frogeye at speed

down to second for the first right hand hairpin at Ettores. I found this bend very deceiving, as having taken the right hander, the track then curved to the right, and it was very easy to miscalculate the bend. Your steering had to be spot on if taking this corner at speed.

Then a quick squirt up into third for a few seconds, braking hard before the next left hairpin into second. On my first run I lost the revs and spluttered round "Pardon".

The inside is steeper, and tighter to turn, so one has to enter this bend on the right. On my second run, I absolutely got it perfect, a side drift, a little wiggle, the tail end coming out a little, but a quick flip on the wheel easily correcting itself, then a full blast still in second shooting out of the hairpin. Ok so the barrier did get a bit close but all under control. My passenger did not think so as he said afterwards that his bum twitched.

The next sector allows you again to have a quick squirt up into third before you approach the Esses, On my "Frog Eye" I have a 5 speed Toyota Corolla gearbox and the gearing is quite high, so I was able to hold it in second right through to the top of the hill.

The last sector is a long blind right hander, once on the top you can just change up to third for the last 50 yards to the finish line.

The "Frog Eye" is just the right width to go up Prescott and certainly recommended everyone to experience the thrill, without to much pressure. I will be there again next year.

Graham Storry
Member 3783

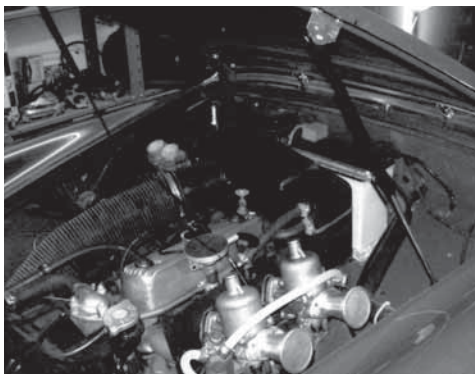


A year in the life of PMK 536F

For the past three years, I have regaled the reader with tall tales of daring driving to distant domains with occasional visits to various places of interest. But, with retirement looming (yippee!!), it is time for a change as we are not taking a touring holiday this year. Instead we will be doing some shows and some scenic drives organised by classic car clubs. So I thought that it would be a good idea to keep a diary of these events to pass on to the readers at regular intervals (... oh, yes, it would ...). So, eyes down, sit up straight, and pay attention (I may ask questions later), and I shall begin with ...

JANUARY

The weather curtailed most outdoor activities, salt, snow, and Sprites do not go together very well, so the time was used for maintenance, mending, and modification. The mending was the fitting of a new speedo cable, the old one having cried enough



The gas struts

on the Morgan 3-wheeler Club's excellent pre-Christmas Holly Run. Maintenance was routine and the opportunity was taken to start the engine and give it a run. So, plugs out, spin the engine to build up the oil pressure, plugs in, and fire it up which it did first time, bless it. The modification was by way of fitting 2 gas struts to the bonnet. A kit was purchased from MG Hive and was fitted easily in an evening. Now, instead of manually lifting the bonnet and fiddling with the strut, the catch is released and 'up she rises' – very sexy. Welsh David tells me that the same can be done with the boot lid by using the rear window struts from a '91 Renault Scenic; watch this space!

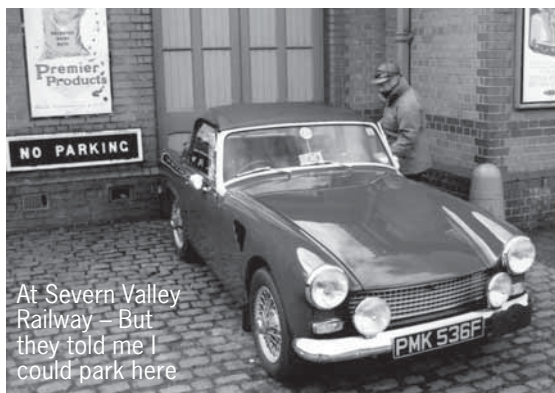
FEBRUARY

February looked like it was going the same way as January, weather-wise, until the weekend of 20th/21st. Saturday, 20th was the Severn Valley Railways classic car and motorcycle day with vehicles on show at all stations between Kidderminster and Bridgnorth. The day dawned cold but sunny and stayed that way until late afternoon. As a means of blowing away the cobwebs that collect during the winter months it was enjoyable for both car and occupants, particularly with the hood down. Sundays weather was similar so we took the opportunity for a drive in the country. We have two circuits of country roads that we frequently use, one takes us from Worcester to Eastnor Castle, via the Malvern Hills and Jubilee Drive, returning through the riverside browsing town of Upton-upon-Severn. The second is basically a tour of the Bredon Hill through the villages of Eckington, Bredon,

and Overbury, returning home via Great Comberton with its 'hole-in-the-wall' point of entry. Between these two circuits, an excellent carvery lunch was taken at the Raven Inn in Worcester (well, how long did you think it would be before food was mentioned!!).

MARCH

The weather was much improved here and the first two weekends of the month saw us taking to the leafy lanes of wonderful Worcestershire. Every year, at St. James' church in the village of Burlingham, people arrive in droves to see the display of snowdrops in the churchyard, and this year did not disappoint. Sunday 20th. found us at Frankie and Bennys restaurant in Erdington along with members of the South Staffs and Brum chapter for the annual Brum Tunnel Run. After an excellent breakfast (2 for £10 including tea) we set off in convoy towards B'ham City Centre and the Queensway tunnels. Now, the object of the exercise is to drive up to the entrance of the tunnels in an orderly fashion, 2-abreast, drop down 2 gears and give it some wellie in a most disorderly fashion. Now, it came to pass that those members of the public who were not



At Severn Valley Railway – But they told me I could park here

members of the club could not overtake (oh dear, how sad, never mind!) After several passes at each tunnel, we set sail for the Bus and Tram museum near Portway, leaving B'ham traffic to re-organise itself and B'ham folk to re-adjust their hearing-aids! For those of us who have given up trying to grow up, a most successful day.

To be continued.

Adrian Turley
Worcester

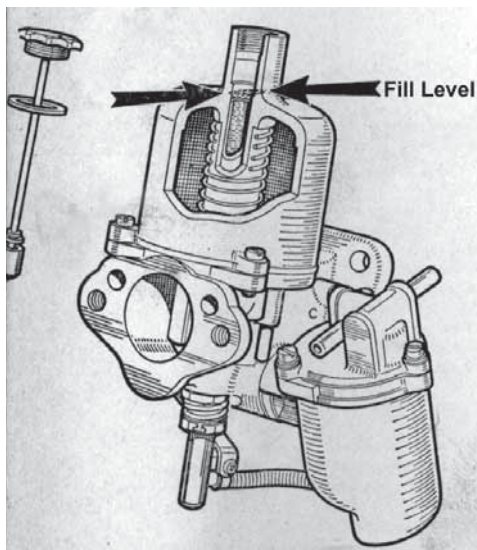
What does it do?

SU Carburettor Dashpot Oil

The purpose of the SU damper is to retard the rapid upward movement of the piston on the rapid throttle opening associated with acceleration. This delay in piston movement causes a momentary decrease in pressure at the throat, thus achieving a momentary increase in richness much the same as with an accelerator pump. The weight of the oil in the damper determines the amount of dampening. SU publications recommend 20 weight oil.

Do not overfill the damper. The proper procedure is to fill "below the top of the hollow piston rod", not "below the top of the chamber neck". Overfilling just spills over into the suction chamber and makes a mess. One easy check is to remove the damper and then re-insert it. If you feel resistance before you reach the threads on the cap, you've put in enough oil.

©1999, 2001 Chicagoland MG Club





Quentin Somerset's Frogeye

New Members

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

- | | | | |
|------|-----------------------|-----------------|-----------------------|
| 416 | Ian Bond | Leicestershire | Midget Mk 3 RWA |
| 3308 | Michel Armandi | France | Frogeye |
| 4294 | John Pardo | Scotland | MGB |
| 4295 | Robert Eades | North Yorkshire | Midget Mk 3 RWA Turbo |
| 4296 | Tony Haird | Cambridgeshire | Midget Mk 3 x 2 |
| 4297 | John & Bridget Moss | Essex | Frogeye Sprite |
| 4298 | Cian Blackwell | Irish Republic | Austin Sprite |
| 4299 | Paul Sears | Staffordshire | Midget 1500 |
| 4300 | Stuart Thompson | Essex | Frogeye Sprite |
| 4301 | Neville & Janet Smart | Worcestershire | Frogeye Sprite |
| 4302 | Trevor Large | Avon | Midget Mk 3 |



Michel Armandi's French Mk1 Sprite





Top:
Alan Oakes in his Mk1 Sprite

Centre: Stuart Thompson's
Frogeye

Bottom left:
Dyfrig Hobbs and his
Frogeye

Bottom right:
Neville Smart with his
Frogeye



Club Exclusive Ticket Deal!

"Advance Offer" Book today- Save £'s & beat the queues!



Club Single £15.00

Quote code CLUBS10

Club Family £34.50

Quote code CLUBF10

Book by phone or web now...

Sponsored by



Official partner



In association with



The place to share your passion for cars

12 13 14 NOV

www.necclassicmotorshow.com

Book online or call the ticket hotline **0871 230 1088**

Organised by



Classic Motor Show tickets also allow FREE entry into The Classic Bike Show AND the MPH Show (excludes Top Gear Live Theatre). Offer applies to Sat 13th/Sun 14th November 2010 only. Club Single ticket offer limited to 2 tickets per member. Club Family ticket admits 2 adults and up to 3 children (5-16yrs) and is limited to one family ticket per member. Club Single tickets save £5.00 off the Sat/Sun door price. Club Family tickets save up to £37.00 off the Sat/ Sun door price compared to buying individually! Offer applies to advance bookings only. Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission! See website for all information. All bookings are subject to a single transaction fee. All information is correct at time of publishing.



Nomination for Committee 2010

Please read the following carefully

This year the nomination and election process is slightly different to previous years. Candidates will not have to stand for a particular committee position; just register a particular area of interest. If we have two candidates for a particular role then both can be elected then the committee and candidates will decide on who fills which role. In this way we hope not to lose valuable experience from the committee whilst ensuring we cover all the major roles. It also gives us the opportunity to job share.

If you wish to stand for election to the committee for the following year then please complete this form. Enter your name, sign and add your membership number against your area of interest. There are up to eleven committee positions in total. All nominees and proposers must be fully paid up members; joint members are also eligible to stand.

Completed nomination forms must reach the company secretary by 12th August 2010. Some designated committee roles will also carry the extra responsibility of Directors. There are no limits to the number of directors so if you wish to volunteer as a director then please indicate on the nomination form by adding a D next to the post. Committee roles with a D already indicated are the designated Directorships for the coming year.

Area of Interest	Name	Signature	Mem No	Date
Chairperson	-----	-----	-----	-----
Administration	-----	-----	-----	-----
Company Secretary (D)	-----	-----	-----	-----
Finance (D)	-----	-----	-----	-----
Membership	-----	-----	-----	-----
Editorial (D)	-----	-----	-----	-----
Area Rep Contact	-----	-----	-----	-----
General Member	-----	-----	-----	-----
Web Master/Internet	-----	-----	-----	-----

Proposer	Signature	Mem No	Date
-----	-----	-----	-----

Completed forms should be sent to:
 P. Sellen, 40 Amberley Way, Wickwar, Wotton-under-Edge, Glos. GL12 8LP

The Key to low cost insurance

for Midget and Sprite Club members



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



0800 089 0035

Quoteline Hours:

Mon to Fri 9am-7pm
Sat 9am-4pm
email: quotes@adrianflux.co.uk



www.adrianflux.co.uk

Authorised and Regulated by the
Financial Services Authority



ADRIAN FLUX

modern approach, traditional values



Letter from America

Gary: When I joined The Midget and Sprite Club, two or three years ago, I owned two Midgets, a 1972 and a 1974, both in No. 2 or better condition. I still have them. You were very gracious to feature them in the December 2008 *MASCOT*, (From across the Pond.) I stated to you at the time ... the only car missing ... that I had been looking for, for many years was a "Bugeye, (Frogeye), Sprite. About nine months ago I found what I had been looking for. A 1961 A/H Sprite Mk-1. Excellent condition, no rust. It had been parked in a man's garage for the better part of three years. Fuel pump and Master cylinder shot. I took it to a British Auto Shop and had EVERY NUT, BOLT and all moving parts "touched". It has a 1275cc motor in it that was totally rebuilt 6600 miles ago. The 948cc gave out at 108,000 miles.

I had the following items replaced with up-to-date new parts: master cylinder, complete brake system- new drums, new shoes, new lines, and new wheel cylinders. Also ... new H/P electric fuel pump, lines, filters, etc., a lot of new electric components. A Petronix electronic ignition system and coil. Had the SU's completely reworked. A new gear reduction starter. A new water pump, a new radiator, all new hoses, belts, etc. All new fluids, anti-freeze, motor oil, trans oil, differential oil ... and a few things I'm sure I forgot.

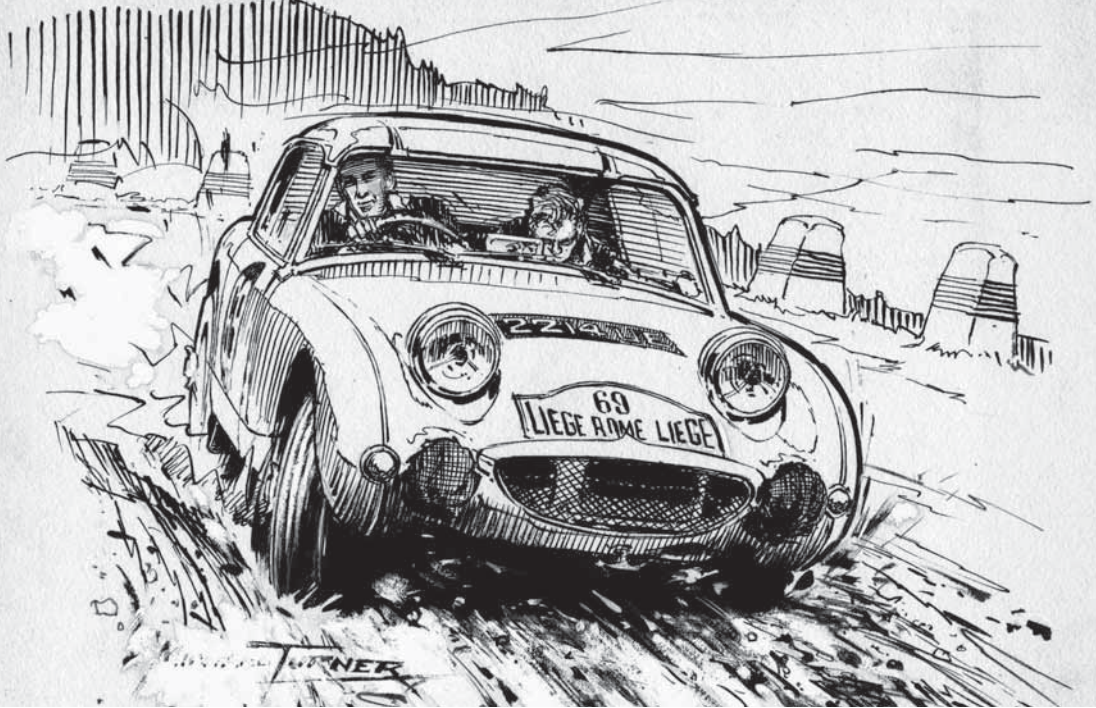
I have everything for the car: new soft top/ frame, the original hard top, side curtains, original wheels and hubcaps, steering wheel and more. I have Documentation on the car that is approx 4-inches thick. Everything



from the Build/Ship Date, to first buyer in Düsseldorf, Germany up to me, the sixth owner. I have receipts/records for almost everything that's been done to the car. As of this date, (May 30, 2010), including the six purchase prices for the car ... I can document OVER \$81,000 that has been spent on this car!

I STILL LOVE THE *MASCOT*, read it cover to cover as soon as I get it, I have every copy on file. Keep up the GREAT Work.

Douglas Warren
Member 4030
Cullman, Al., USA



The Liege Marathon

Probably the toughest event during the fifties and early sixties, the "Liege-Rome-Liege" Marathon was unique in that the regulations didn't once mention the word 'rally' and always referred to the event as a 'race'. Although it had long since ceased going to Rome, because of the ever increasing tourist traffic on Italian roads, Yugoslavia and latterly Bulgaria had provided a lot of the tough and unmade route which covered some five thousand kilometres in four days and nights of virtually nonstop motoring.

The hundred or so cars which made up the entry list, were not expected to conform to the FIA's list of categories, and were merely expected to have four wheels and comply with road traffic laws. Very few amateurs were lured to compete and factory entries included Mercedes 300SLs and various highly modified cars from Ferrari, Jaguar, Porsche, Austin Healey, MG, Triumph, Citroen, Ford, Sunbeam, Alfa Romeo, Renault Alpine, Volvo, Peugeot, Auto Union, SAAB, BMW, Lancia, Fiat Abarth and Denzel. The drivers came

This artwork by Michael Turner captures the Sprinzel / Patten Sprite brilliantly. This image has been copied from an original John Sprinzel (1960) Christmas card.

from all branches of motor sport and included many Formula One and Le Mans pilots, as well as the regular Rally crowd and from these experts the convoy of finishers arriving back at the town of Spa in Belgium was usually between fifteen to twenty five gallant crews.

The reason for this huge percentage of retirements could be put down not just to the very rough roads much of the route covered, but also to the high average speeds throughout. While the speeds listed in the regulations complied with the legally authorized 50 kph, there was another page detailing the opening and closing times for each competitor of all the control points, and these made a huge increase in the required average speeds. True, if you kept to the 50 kph average, you would not receive any penalties, but after a day or so, the controls would be officially closed to you, and you would arrive back at the finish a day and a half after everyone else.

Protests, which marred quite a lot of rallying in those days, were not only discouraged, but I recall one manufacturer who dared



it is not hard to see that the “Liege” had become the most popular event among the motor sports fraternity. In terms of ‘flat out’ driving, there was more mileage than now takes place in the entire season of the World Rally Championship, we probably saw service crews three or four times during the event, and often finished on the same four tyres with which we started.

Before 1960, I had competed in three of these contests, finishing with an Austin A 35 in 1957, retiring with a broken stub axle on a Sprite in 58, winning my class in a Sprite in 1959 and raring to go with a Sebring Sprite prototype in 1960. At the time, I was running Donald Healey’s Speed Equipment division in London’s Mayfair district, close to the US Embassy where most of the Export sales of Austin Healeys originated. Geoff Healey and I had drawn up a decent specification for the Sebring and managed to get it homologated with the FIA as a one litre GT car. Over lunch with Donald at the nearby Steering Wheel Club, John Patten, an experienced rally driver, had wandered over to ask what competition car I thought he should buy. Much to Donald’s amusement, I proceeded to sell John the idea of a Sebring Sprite, and he asked if I would drive it on the Liege with him, which proposal I naturally accepted.

to disobey this protocol, was denied entry in future Liege events. There was also an announcement of ‘secret’ police speed checks, but at the driver’s meeting before the event Maurice Garot – who was the driving force behind this terrific organization team – quietly held up a list of where these controls would be. So with this background,

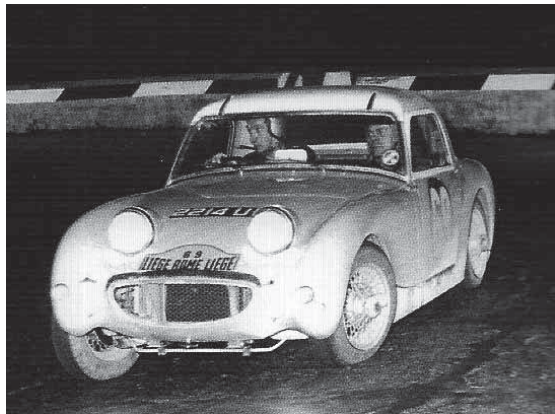




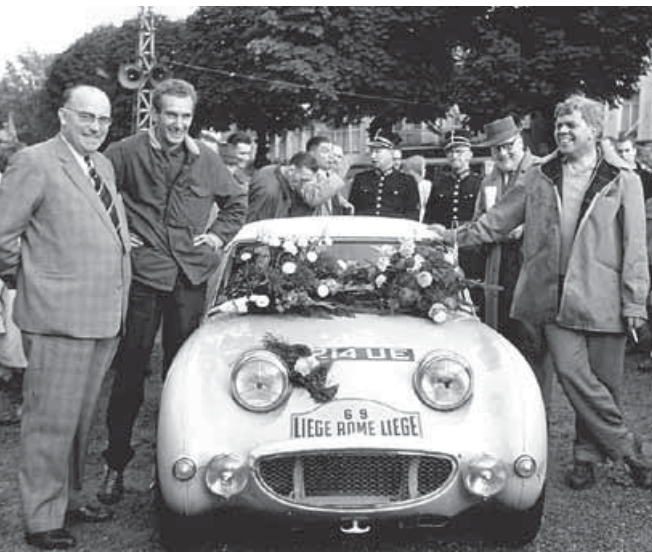
For 1960, Abingdon had entered four 3000s with John Gott – Rupert Jones, Peter Riley – Tony Ambrose, David Seigle Morris – Vic Elford and Pat Moss – Ann Wisdom as the crews. There were also four Sprites, with Norman Blockley, La Trobe, Danny Margulies with Stuart Turner, and John and I. Two Jags, five TRs one MGA one Lotus Elite, One Ford Anglia and a Morris were the remainder of the British Cars which contested in this field of ninety teams.

In the late afternoon our convoy did the ceremonial drive to the village of Spa just below the famous racing circuit, a portion of which formed the first part of the route. There was a short special stage during the first night, just to give everyone a chance to try for the lead in the rally, then a hasty journey across Germany and Austria's lesser used lanes into Northern Italy and Yugoslavia where the really rough unmade roads started to play havoc with the convoy. First of all, the dust was horrific, making passing virtually impossible. To try and counter this, the Liege always had three abreast starts from every control, so you tried to establish yourself as the leader, which gave you three minutes before you caught up with the dust cloud of the slowest of the trio ahead. Secondly, as most of the local traffic was horse drawn, the edges of the tracks were littered with shoe nails, and sliding too near the side of the road tempted the chance of punctures. This was one time where the usual Sprite cornering technique with the tail hung well out was certainly not the way to go, and we passed quite a few of the racing 'aces' struggling to replace not just wheels, but repairing punctured inner tubes at the roadside.

Across Yugoslavia and into Bulgaria to Sofia, where we did enjoy a couple of hours official rest, a chance to actually eat some hot food, and even to get the BMC mechanics to check the oil and stuff, before we headed back into the dust and gloom. On all night rallies, most crews took wakey pills – prescribed by our doctors, to ensure that one didn't fall asleep at the wheel, and on a long event as this, they were virtually essential. Now John had never taken them, and when he did, he found they caused him double vision, so I had the pleasure of driving the entire distance. This was not really a problem, for unless I am navigating for someone who is really good at the wheel, I never did enjoy being driven, but 96 hours is rather a long time for this bravado. We did have another problem in this rather backward country and that was refueling. We only had the standard five and a half gallon tank, so this required rather a lot of fuel stops, mostly at villages with manually cranked pumps and stopping for anything at these averages meant a loss of time, whether it was to pump in or – as they say, to pump out, so we inevitably dropped a few minutes waiting for the local Yugopetrol lad to crank away at the dispenser. Still, we were pleased not to have had any punctures, sweated out most of what we drank so cut down on nature stops, and finally exited Yugoslavia at Predil, to the welcoming news from the BMC lads that Pat Moss was leading the rally in her Healey 3000, and our little Sprite was in second place just a couple of minutes ahead of Sander's Porsche. That was the good news; the bad news was that the final night would include a succession of



Sprinzel and Patten in 2214UE



The photo at the finish is with M. Maurice Garot, the brilliant mind behind the Liege. He continued to run the Liege until the final event in 1964, when the growth of traffic just made road racing quite impossible. I can proudly claim I was the last person to finish that last Liege – In a Ford Cortina which we had driven all the way back from the halfway point in Yugoslavia, with a broken right hand front suspension which left the wheel flapping and unsteerable. We got within 90 seconds of exclusion after the Dolomite Stelvio Pass!

It is amazing that we don't look at all tired after four days and nights of tough motoring, but that is what the adrenalin of success does for you.

French Alpine passes, all with steep climbs where we would have a tough time staying in front of the Porsche. However, on the run across Northern Italy, Pat's clutch started to slip rather badly, and it was only a terrific drive by Erik Carlsson helping with his girl friend's service team in getting a replacement oil seal to the mechanics who were waiting at a village just inside France, and with barely enough time to do the job. As it was, Pat had to do the very narrow, unfenced and dangerous Allos Pass after the road had been reopened to local traffic, and a had a few close shaves before taking her place back at the front of the rally convoy.

As I had thought, Sander's Porsche managed to get a minute and five seconds ahead of me, so we had to be content with third place on the podium, but we had the rest of the work's 3000s behind us, and shared in both the manufacturer's prize for Austin Healey and for the coveted Nations team award for the best placed trio of drivers for one country. With two classes, two team prizes, the Ladies award and the outright win, this was certainly the finest result ever achieved by the Austin Healey crews, and to have achieved this on the toughest rally in the regular championship calendar made the victories all the sweeter. Only thirteen cars had managed to reach the finish, and even Pat had lost over an hour on the scheduled time.

For the run back through Belgium to Spa, cars were in general classification order, and the roads were lined with knowledgeable crowds who cheered every survivor all the way to the finish. Tradition also had it that the cars stopped just outside town for a quick wash, so that the outside at least looked clean and dust free. The inside was another matter, and for weeks afterwards every bump in the road would produce a dust cloud that blossomed from every crack in crevice in the car.

As to John Patten, he stopped at the Casino on the way to the Channel Air Ferry, and tripled his winnings – we were usually paid cash prizes on the continental events – and easily paid for the entire cost of the car and the rally. He even lent me the little Sebring a couple of weeks later, and with my sister as co-driver on her first ever event, took a second in class on the International German Rally, with only a change of oil and brake pads for this tough and plucky little Sprite.

The car was later rebuilt into a full racing Sebring, and is still around today, half a century later. Whoever said that British sports cars were unreliable?

John Sprinzel
May 2010



Shaun Rainford's Lenham GT leads Nick Swift
in the Dart – built on a Mini Van floorplan



Goodwood Test Day

Words and images by John Baggott

I recently spent an enjoyable day with my camera at the Goodwood test day for sports cars which were hoping to be invited to participate in the Fordwater Trophy Race at this year's Goodwood Revival Meeting in

Spridget Derivatives present

Brian Arculus. Midget WSM Coupé: 793 XPP
Antonio Bertinni. Speedwell Sprite GT: 585 MY
Charles Clegg. Sebring Sprite Fastback Coupé: 184 FGJ
Chris Clegg. Ex Cyril Simpson Sebring Sprite: S 221
Clive Cocks. Sprite WSM Coupé: 609 EGI
Martin Davidson. Sebring Sprite Coupé: 7080 AC
Rae Davis. Sprite WSM Coupé: 677 EGI
Gordon Elwell. Ex Mike Garton Sprite: MEG 199
Mike Haigh. Lenham Le Mans GT: HYL 836C
Neil Hardy. Speedwell Sprite GT: 5755 MM
Shaun Rainford. MG Lenham GT: "SS 1800"
Dick Skipworth. "Ecurie Ecosse" Sprite: 1413 WD
David Stubbs MG Lenham GT: 910 DRV
Julius Thurgood. Ashley MG Midget: 572 NLG
Paul Woolmer. WSM Prototype: 46 BXN
David Wylie. Speedwell Sprite GT: 505 BZ

September. Though there were a spattering of European models most of the cars were based on our favourite Spridget floorplan!

The list of cars and drivers present was a veritable Spridget who's who.

Nick Swift was shaking down Stefan Wray's Dart and other A Series powered vehicles seen on track included two Deep Sandersons and two Ogle GTs. These five are all rare transverse engined, Mini based GT cars. Oh yes, there was an even rarer Lenham bodied Spitfire but that broke a stub axle.

Observed in the paddock were: Dave Grove, Ian Hewlett, Bill McDonough, Paul Webb and Jack Wheeler whilst up at the chicane master snapper Geoff Bloxham of Autosport fame was busy digitally recording the cars' progress.

So really quite a gathering – can't wait for the Revival on 17-19th of September.

No admission on the gate so you must book your tickets in advance
(Ticket Hotline 01243 755 055).

John Baggott



Two cars with very interesting histories. S221 the ex Cyril Simpson Sebring and Jack Wheeler's 7080 AC



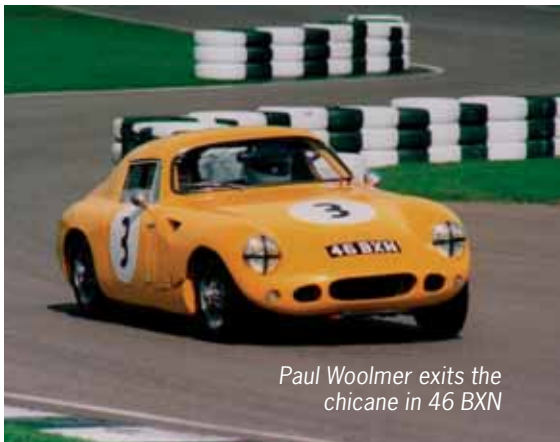
Bill McDonough's Speedwell GT waits to go out



Julius Thurgood in his Ashley Midget



Most of the WSMS were based on Sprites; this is the only Midget version



Paul Woolmer exits the chicane in 46 BXN

MASC at the Seven Oaks & District Motor Club

Motor Sport Revival Meeting at Crystal Palace



Andrew Actman's Sebring Sprite". ©Chris Playfoot

Crystal Palace was the scene of many a good motor race. I can remember watching Graham Hill, Jack Brabham, Denis "Denny" Hulme, Jochen Rindt and other well knowns of that era racing Formula two around the Crystal Palace circuit. Unfortunately motor racing was stopped at this venue some years back. This year the Sevenoaks and District Motor Club were invited to put on a sprint meeting over the Bank Holiday weekend (30/31st May). An invite was extended to MASC to display five cars in the Classic Car Arena. Sunday 30th May 2010 and no restful lie in for some; another event in our busy Kent and Surrey Area, schedule of events and tours. *As an aside please note that we (Kent / Surrey sections) extend a warm welcome to anyone*

from other MASC areas wishing to join us at events or on tours with their Sprite, Midget, or derivative. You'll find us a friendly bunch. It was unfortunate that no one took advantage to display their cars on the Monday and represent the Club. Chris Playfoot, (testing larger 1.5 S.U.s and a large bore exhaust on his Midget prior to our Le Mans Classic / Loire Valley tour in July), John Clark (bringing his Frogeye all the way from Herne Bay), John Larrington (Frogeye), and I (Frogeye) were to meet at Farningham at 0800hrs for a convoy to the venue, where we were requested to be in position by 0900hrs, whilst Keith Warner (Midget), joining us from HCNW, went direct. We were joined at the event by Ron Edwards whose car was unfortunately not allowed with us due to the five car restriction. A good day

was had by all under clear blue skies blessed by sunshine. Kent members Martin Ingall (Sebring rep) and Darren Tyre (Mk2 Sprite / Zetec) were there to participate amid much varied group of competition and road cars. I dare say that you will be able to find out more of Martin's exploits on this day at: www.sebringsprite.co.uk

Hopefully this event will cement the return of motor sport to this historic venue.

Alan Anstead



MASC at Crystal Palace

My Spridget – GAN4 55879: 1967 Mk3 Midget Lenham Le Mans Coupe



I bought my car on the 14th of November, 1979, from Alex Robertson. Alex had built the car during 1979, based on a Mk3 Midget, with a genuine Lenham Le Mans coupe body that had been imported by Ray English. I say genuine because Ray was the official distributor of Lenham bodies in Australia and he only imported three. There have, however, been a number of copies made over the years. One of the other original bodies is owned by Myriam and Ian Greenland (On a Mk3 Sprite and Williams and Pritchard bonnet.) I am yet to determine what happened to the other.

Alex had basically built the car for competition. The engine was a 1310cc with a Wade 176(0) cam and a 45DCOE Weber. The gearbox was straight cut close ratio and the diff was Limited Slip (Unfortunately, Alex wanted this back!). The interior was pretty bare with no carpet or headlining (Although Alex supplied me with a roll of headlining material.) Two sets of wheels and tyres were supplied; one set being slicks on steel wheels (Can't remember the exact size), the other being the road wheels. (Two piece alloy mags with 205 x 60 x 13 Dunlop SP Sports on

the front and 225 x 60 x 13s on the rear.) It has telescopic rear shockers, a rose-jointed Panhard rod, tramp bars, 10 inch front disc brakes and a few other goodies. The colour was Ford Ice Blue, as used on the GTHO.

I ran the car in this trim, as a daily driver, for about 12 months, including a spontaneous trip to Queensland (Melbourne to Brisbane in 20 hours), to join other AHSDC members for a gathering with the Sprite Car Club of Queensland. It was here, after a run in his Healey 100M to the Breakfast Creek Inn, that the late Carl Stecker offered to swap a 100/4 (very rough and in pieces) and a 2a Sprite (complete, but in pieces), with rail fare for myself and the cars home, for the Coupe. I must admit that it took a bit of soul searching (And threats from Alex!!), but I managed to say no.

In March of 1980, I decided that the coupe was not fast enough, and that I should respray it a faster colour. GMH Sebring



Motorkhana Lenham





Targa'd

Orange was chosen. This was a colour used on the XU1 Toranas, so it should be more than adequate for a Spridget.

I was also missing the fact that I couldn't take the roof off. (My previous car was an MGB that only ever had the roof up twice in the time I owned it. Once on the day that I bought it and again when a lady friend complained that the rain was wet. Needless to say she did not remain a lady friend for much longer!) Good friend, and Master Fibre-glasser, Jeff Smith and I took saw and file to the roof section and created the "Targa" Lenham Le Mans.

Some new Huntmaster racing seats and Rainsford 4 point harnesses were fitted, completing my dream car.

The car remained a daily driver until late 1982, when I bought a Chrysler (Pre Mitsubishi) Sigma.

In 1983 I was preparing for marriage and saving for a house. It was agreed that the only way that we would be able to raise a deposit would be to sell the Coupe. Enter my future father-in-law. He offered to buy a half-share in the car, so that it would stay in the family and we would still have enough to go toward our house deposit. The best of both worlds!

The last time the car was driven in anger was the 1984 National Challenge. Unfortunately an oil leak developed through the rear main seal. On returning home, the engine and gearbox were removed and the car sat that way for the next 20 odd years, only moving for change of addresses.

Fast forward to 20th of November 2006. I received an e-mail, out of the blue, from Randal Young. He was enquiring if I still had

the Coupe, as it had not been sighted for many a year. He was interested in Lenhams and wondered if I would consider selling. I told him that I wasn't interested in selling but he was more than welcome to come and have a look, anyway. I then went out to the shed and thought that I should clear away the junk that surrounded the car. I spent a couple of hours in and around it, at close quarters. Then a strange thing happened. I picked up a spanner and started to undo a nut and bolt. Before I knew it the engine was in pieces, and the car completely stripped!! (This actually took a few months.)

In between times I have started a Register of Lenham bodied Spridgets and have listed over 30 cars world wide. I also have a website dedicated to these cars www.lenhamspridgetregister.com



Le Mans Coupe with trophies - 1980

The Coupe is in pieces still, but I am about to embark on the road to rebuild (as time and finances permit!) It will get back on the road, or track, one day. My aim is to have it running by the end of this year, but I have said that before!!

Finally, if anyone has any old photos of the car from '70s or '80s I would love to have copies.

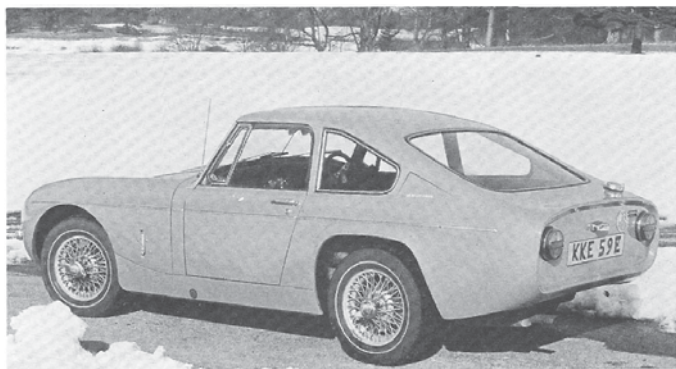
Spridgetly Yours,

John Shep
Australia

Ed's note: On the next page you can see two pages reproduced from the original Lenham Brochure.

The *Le-Mans Coupé* Conversion

Special coachwork for the Austin-Healey Sprite — MG Midget



The Le Mans Coupe body conversion for the Sprite and Midget is a completely new rear end which replaces the existing bodywork. This fixed head Grand Touring bodywork gives greater streamlining, an increase in top speed of around 9 mph, and much more room inside.

The conversion comes as a kit comprising a one piece rear end/roof moulding, windows and rubbers. For those who feel that the fitting is beyond them we would be pleased to quote for cutting the old bodywork off and bonding on the new, and for painting and trimming.

A special bonnet is also available for these cars and this forward hinged one piece moulding comes ready for painting. The lights change over.



Hardy Engineering

Est 1969

*The
Transmission
Specialist*

Sprite & Big Healey:

Gearboxes, Diffs

and Overdrives

Supplied or fitted

Customers own units repaired

Straight Cut gears and LSD's in stock



Tel: 01372 378927

www.hardyengineering.co.uk

268 Kingston Road, Leatherhead, Surrey, KT22 7QA

Five go to France



On route to Laon

The 21st May 2010 and it was time for our Laon Historique trip. So Alan was with a small group of five cars at Laon. The instructions received with the Continental Car Tours booking was to go from Calais to Laon

by way of Peage but that would have been boring. So a route via D roads was planned. Do French D roads, usually, have grass up the middle? Although we all – three Frogeye, a de-bumpered 1500 Midget, and a Sebring rep all started together we soon fragmented due to certain people not listening and missing the assembly, another having a temperamental Megajolt(?), and it might have been useful to bring a map. John Clark, who accompanied me in the Sebring rep and John Gibbons with Bethany, in a Frogeye, formed a group and had an easy drive through wonderful countryside. Our route was not the quickest by any means but I doubt could be bettered for a driving experience. We detoured later in the day to a restaurant, found on a previous Battlefield Tour, at Curlu after which we continued to the St Vincent Hotel, our base for the weekend, arriving in time to join the others on the veranda for a drink which was to become a daily trend.

Saturday we took part in a planned drive together with about four hundred classics. There were three official routes to break up the numbers using any one route. At signing on we were given an umbrella (was

The town square assembly





MASC & L'Amicale Spridget at Laon

rain forecast if so we never saw any. Sun cream would have been better – not that I am complaining either about the umbrella nor the weather. The Sebring was our own little Sauna throughout the weekend, rally plaques, water, etc, and an official photograph was taken to be presented to entrants later.

Then off we drove on the fourth route (paying attention) before going off that route to explore an Art Deco church. The lunch halt brought all the cars together in a typical French village where the local restaurants, bars, and cafés seemingly were unaware that so many were to descend upon them for victuals. The day ended at the Sports Arena where locals were being entertained by a Police motorcycle team demonstration.

Sunday saw us parading around the town on closed roads for the benefit of the locals, after a champagne reception with the Mayor. As the parading came to a close Aude Evrad introduced herself to us. A Frogeye owner, she is a member of L'Amicale Spridget. Then brother and boyfriend arrived on vintage motor cycles. We were able to assist re the loan of spanners to fix one on which the ignition lead had fallen off. A little while later, with Aude's elder brother leading, we gathered up all of our troupe and were kindly invited to meet Aude's parents at their home where we were well looked after. Father is an enthusiast with a D type Jaguar. We hope to meet the family again at the Le Mans classic.

Monday and it was time to go home. After three days I really needed a cup of tea. Again with John & Bethany following John and I set forth to where I knew that I could get a good pot of English tea. The Ulster Monument at



The tour group with Od from L'Amicale Spridget

Theipval (where the caretaker is a Midget owner). Unfortunately if you want a cup of tea desperately do not go there on a Monday as it is closed. We crossed the Somme to Montreuil thence to Calais where we met with Mel & Barb, Hils & Pete, and Alex for the return ferry. A great event and perhaps one to consider for next year when the date is to be changed to the late May bank holiday (28th / 29th).

Alan Anstead

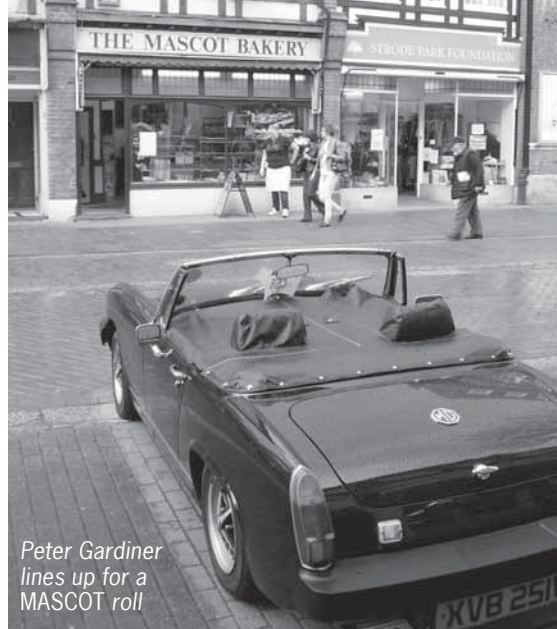
A busy month is May

Well we might as well start the month off with a Classic Car Show at Herne Bay, Kent on 1st May 2010. Ten MASC Sprites, Midgets or derivatives filled the street designated for us to display. Right outside MASC member Andy Barras's front door but unfortunately Andy and Tracey, had to work this day to pay for the upkeep of their Spridget. Normal Saturday traffic was diverted to allow designated streets to be used for the show. One non member joined us in a Spridget but immediately after the event James Sinfield joined Kent MASC. We would have been more but James Ker was unwilling to bring his car out in the rain. Eventually suckered by sunshine he, and his car, apparently took a soaking when the forecast showers struck. He was not able to display with us having totally confused me during the preceding week with a change of heart with every change of weather forecast that caused me to save his entry ticket for reallocation. Patience is not my strong point!

A great location for a Classic Car Show: Herne Bay offers many distractions; pubs; beach; promenade; various performers in each designated street, shops and pavement cafes so it is not just a day spent amongst the cars. Crikey! even Mrs A put in an appearance! We shall return to Herne Bay for another Classic Car Show later in the year. Whilst at the show, and displaying, but not with our group I saw a Tifoi Rana type Frogeye, registration AVT803H, with a MASC sticker displayed in the windscreen. Was it a member's car?



MASC members enclosure at Herne Bay



Peter Gardiner
lines up for a
MASCOT roll

I had an offer of a Club Stand at Cranleigh (Dunsfold) "Dads' Day Out" Show on 16th May, from the show organisers, but no one from Kent, nor Surrey was apparently, interested. I made mention in my last month's write up that John Clark had entered the charity Moonwalk on this day. John completed the walk in 7hr 12min raising nearly £500 for the charity. Helen Ward followed behind with a time of 8.5hrs. Well done both!

The 18th May 2010 and the monthly Surrey Meet at the Blue Ball, Walton on the Hill, Surrey. A great evening for some top down motoring: but where was everybody? As the clock struck seven o' the clock I was beginning to think that I was to spend an evening alone. Tim and Helen Ward saved the day; Helen proudly wearing her Moonwalk achievement medal around her neck. Victoria Cross? No she's always in that mood. Then those stars of stage, screen, and ... magazine arrived. David Southcott, accompanied by Linda, brought along the copy of 'Practical Classics' that he and his, chrome bumper Spridget have been featured in. Apparently the feature was cars for £1,000 but you'd need a lot more than that to buy David's if ever it were for sale. Mel Collins, accompanied by Barb, had Classic Monthly that he, and his de-bumpered rubber bumper 1500 Midget, featured in. Mike Gorman came with his Austin Sprite and John Gibbons completed our group coming in an M.G.

Alan Anstead

A-Head Healeys



Everything you could possibly need, just a click away

Visit the NEW A-Head 4 Healeys Website
www.ahead4healeys.co.uk

The leading Austin Healey parts manufacturer and supplier of quality UK made products

Complete with Big Healey and Sprite online catalogues and illustrations

New user friendly browsing and ordering facilities

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

WANTED

Midgets and Sprites

Excellent prices paid for properly restored cars
 Especially Frogeyes, Original or IOW Frogs
 Even unfinished restorations and Heritage Shelled cars



Call Mike Authers Classics on Abingdon
 Tel: 01235-834-664
 Mobile: 07703 465224
 or
www.mgmidgets.com



www.FrenchBlat.com

Club members Lynne & Norman Verona run 2 gites in the Loire Valley specifically designed for sports car owners. Their home, La Foie, is a haven of peace and quiet with the nearest neighbour about 1 kilometre away.

You will arrive to a full wine rack, full fridge and a very warm welcome.

Visit the web site to learn more and make your booking.

**To Advertise Your Service
 or Company In MASCOT**

Please Contact

John Clark

For Rates

Email: jrclark@sky.com

Or Call

Mob: 07971 153 556

East Anglian Report

The Mad Cat night attracted a good turnout of proper roofless cars. Main topics were coming events and the inevitable fumble bag. My tactics of not bringing in fumble bags for a few months and then bringing in a non-Frogeye selection paid off with even Ninger Nigel failing to identify everything correctly. I am not sure who was the winner in the end so I will claim it by default.

On Sunday the 16th we had the brilliant Hubble Bubble car run up to sunny Lincolnshire, yes despite the met office crystal balls telling us different my giant pine cone won through predicting a topless day. We met up at Haddon services west of Peterborough, and were beset by Japanese tourists with cameras until I attempted to photograph them back and they all ran back to the safety of their coach. The run was great with Hubie having kept us off the A1 for most of it and meandering through nice little villages (with appreciative villagers of all ages). The bubble car museum was very good but quite small (as you might expect) but containing at least one of everything I could remember and a couple I don't. A particular favourite of mine was the Bond Mini car, which predates the more well known Mini by 10 years. When I was about 18, a pal of mine had a Bond Mini and I always found it hilarious watching this strange looking skinny guy with staring eyes open the bonnet and climb in to kick start the car. This strange aluminium bodied convertible contraption had the engine mounted on the front wheel such that it turned with the wheel, hence the huge bonnet (to allow for the swing) and the huge



*Our invasion of Halls forecourt
(nice MkIX Jag on left)*

steering wheel to provide the leverage to heft the engine about.

After the museum we adjourned to the Byards Leap Café for coffee and cakes before continuing on to Heckington windmill. Heckington is the only working eight sailed windmill and was the real star of the show, and where we spent most of our time. This was a brilliant place with a guided tour on all floors (wasn't it Pat), with all the engineering being explained by the miller. The view, the noise, the smell, the power in those sails, the fantastic backdrop for our photos and the things we all learned were all fantastic. When we finally departed laden with stoneground flour for bread making, we turned south heading for our lunch venue at Dyke, great car park and good food (brilliant choice, Hubie).

When we managed to drag ourselves away from yet more cream cakes we continued south through Morton and Halls classic car garage for a bit of drooling before our final stop in Bourn to take a look at the memorial to Raymond Mays (of BRM fame) before splitting up and going our separate ways home.

Dave Dixon



*Heckington
8-sail mill*



*Aerial view of Spridgets
taken from mill*

Kent Report



Spridgets at Wrotham

The Kent meet was held as usual at The Moat at Wrotham despite some members deserting the group for foreign parts. We understand that this jolly of theirs has been a great success and no doubt we will be hearing a good deal more about this in *MASCOT*. Anyway back to this month's Kent meet. Five cars in all turned out on a glorious summer's day arriving with roofs down so that all the occupants could fully enjoy the weather. Apologies were received from Ron and Marilyn Edwards whose car apparently has a slightly worrying clonk coming from the front suspension.

First to arrive were ourselves as we had been entrusted with Alan's special book (which makes very interesting reading) and had to make sure everyone signed in! Next on the scene was Ralph who joined us at a table in front of the pub. Then a phone call was received. This turned out to be from a certain Barb from the Mel household requesting that she and Mel be signed in and stating that they may be a little late; could this be due to the fact that they were out of the country? She then told Paul NOT under any circumstances to sign in Alan or John. This was considered to be a fraudulent claim and has subsequently been reported to the authorities.

A short while later Peter arrived in the car park sporting his usual baseball cap. The

men adjourned to the bar and between themselves decided that the rear pub garden looked more inviting so I was entrusted to find a suitable table whilst the food and drinks were ordered. Next to arrive were Lisa and Jerry who soon found us in the garden and a further table was acquired so that we could all sit together and have a good natter. Shortly after this Darren and Tracy arrived in their racing Sprite and after ordering their refreshments joined us all outside.

Talk turned to the impending Le Mans trip that is now less than six weeks away. A discussion was instigated regarding Alan's antics on previous trips i.e. the tantrum in Arnham, begging on the boat, the large drinks bill on one of the Battlefield trips and the large parking fine on the last Le Mans trip when he parked in the Mayor's space outside the Town Hall. (This is payback time Alan).

Good conversation was enjoyed by all with a great deal of laughter. Peter at one point announced that he nearly acquired a lodger. It turned out that a small kitten had gatecrashed Peter's homecoming one evening looking for home comforts!

No tin tops today we wonder why? It was a great day to be out in a Midget or Sprite. Where is Alan?

Paul and Jane Coveney

Bristol Area Report

Now then, I have always made it very clear that all members are made very welcome to our meetings and events. Whether your Spridgley thing attends makes no difference. Should it be under restoration, laid up, broken down or perhaps you are looking to buy, all are welcome at the Rose and Crown at Pucklechurch.

However, there is an exception. Rule 37(B) states that a member selling their Spridgley thing and failing to replace it within 7 working days may only be tolerated if made to sit at the naughty table, face the wall and wear a silly hat. And so it was that we had to invoke Rule 37(B) on Alan Lo who with malice aforethought, did sell the oldest Midget in the village and to hide away the proceeds where only he knew. The worth and effectiveness of Rule 37(B) was soon endorsed, Alan simply could not face (wall or otherwise) another club night chained to the naughty table at the Rose and Crown. In fact, the Landlord had only just finished cleaning up the rotten fruit and vegetable stains from the leftovers that the kitchen staff aimed at Alan from the previous meeting. So, Alan had to buy another Spridgley thing – fast!

With great relief Alan is now the owner of an incredibly frugal Midget MkIII. Well, at least the first week with it was – it wouldn't start. With new battery in hand, all would be well, except it wasn't. The engine still refused to motor over. Taking a closer look, Alan was now confused, the engine didn't look anything like those depicted in his favourite night time read, 'Original Sprite and Midget'. It wasn't painted green for a start, it has two belt driven camshafts, 16 valves, fuel injection and four exhaust pipes. Trying to find a starter motor proved a challenge, trying to fit a new starter, even a greater challenge. The two pieces of the exhaust manifold have to be shuffled around each other in order to remove, refit and tighten each bolt and cable in exactly the right order and position. A sort of Chinese puzzle that even Alan Lo found difficult to master.

Alan was wondering what he had bought, more especially when it did finally get going only to find five forward gears on the oily end of the gear stick – oh dear, what has our hero let himself in for now? I think he may be on a



Castle Combe circuit for the Classic and Sports Car Action Day

diet, the mention of 'K' cereals (series?) came into the conversation quite a bit. It seems that 'Special K' may not be such a good start to the day in Alan's short experience. No doubt this will be cerealised in future editions of *MASCOT*.

Fortuitously, Special K was up and running for our annual gathering at Castle Combe circuit for the Classic and Sports Car Action Day on June the 12th. Somehow, we squeezed 14 cars onto our space in the paddock. I reckon that this must have been the first dry and sunny day that the Bristol area members have enjoyed together in the last three years.

We had a great diversity of Spridgley things on display, including such extremities as an Innocenti Coupe, a Paul Banham Sprint, a sprint and hill climb Frogeyed Midget, an IOW Frogeye, a circuit racing Morris Minor and a Minivan. Oh, and Special K.

Jim White, Philip Sellen, Barry Lowe and David Lunson tied for the most 'Unimaginative member's award' by turning up in original specification Spridgley things. I'm still trying to find the Ruling on this one but I think it's pretty serious.

Most of us managed a couple of laps of the circuit, I got stuck behind Colin Gale in his hill climb Frogeyed Midget which I have to say may be burning an illegal, controlled substance. When I saw three dinosaurs at marshal station three on the second lap I reckon I could be right! – Man. A great day out, we didn't get wet.

Terry Horler



Scotland Report

Firstly, some words of explanation. Carson, the doyen of Scottish Spridgetry (Is there such a word!) has decided to relinquish his chain of office and lay down his quill pen. Betty Kerr has magnanimously taken on the post of Scottish contact but it would appear that when volunteers were being sought for correspondent I was momentarily inattentive; everyone else took a step back I was left at the front! Hence, you are going to have to accept my inane drivel for the foreseeable.

The Scottish Spridget season started inauspiciously. John and Betty had a run organised for April 25th. However, the day didn't so much dawn as the murk lift sufficiently for us to be able to visually confirm that the incessant drumming was indeed rain hammering down on the roofs. With so many runs last year having resembling synchronised swimming and indeed including one ceremonial drowning, a round of telephone calls called the day off.

A number of us attended the talk given by Roy Locock of Bridget the Midget fame at Whitburn, an event organised by the Caledonian Centre of the MG Car Club. As I'm sure you know, Roy drove his Midget round the world, a total of 39000 miles in 17 months with all proceeds from the trip and succeeding lecture tour going to UNICEF. It

was an excellent presentation and well worth attending if you have the opportunity.

Douglas and Sheila led a run on May 16th. Six cars met at Strathaven where bacon rolls, croissants and coffee were dispensed prior to setting off. We then proceeded via Stonehouse, Blackwood, Crawford, Dalveen Pass, Thornhill, Auldgirth and Dalswinton to Sheila's parent's farm where scones, jam, clotted cream, pastries and other goodies were served. I'm beginning to think that membership of MASC should include free access to the local gym! The run continued via Moffat, The Devil's Beef Tub, Broughton and Biggar to Cornhill House where lunch was scheduled. However, all were in agreement that enough victuals had been consumed and a drink was sufficient. From Cornhill House to rejoin the M74 at Douglas Road End and a blast north through some heavy rain showers completed an excellent day out.

May 23rd found some of us at Strathaven for the first Classic Show organised by Strathaven Rotary Club with approx. 200 vehicles in attendance. It was a gloriously hot sunny day and those with red cars had colour co-ordinated faces and vehicles at the close. Seven cars assembled at East Kilbride and were greeted by a cool, bright and dry day for Ricky's excellent run on May 30th. Following the obligatory bacon rolls we followed the A77 to Girvan for a halt. Then via Culzean and The Electric Brae to Ayr for fish suppers on the seafloor. Return was via Kirkoswald, Galston and the Irvine Valley to Strathaven where everyone headed their separate ways.

A good month and coming up we have a weekend in Arran, my run in July and then the Glamis Extravaganza.

John Pardo

For information on Scottish happenings contact new Scotland Area Rep Betty Kerr:
Tel: 01357 300 355
or email: Deansgrove@aol.com



*Spridgets
at play*

Wark's Talk



*Journey to
Berrington Hall*

When Mo organised the Hereford Tour last year, she arranged for us to meet at Berrington Hall, a National Trust property. As Berrington Hall's Manager happens to be the son of the organiser of South Staffordshire's MGOC, we gained an invite to the MGOC meeting at Berrington Hall in May. Mo and Phil invited us to start from their house and kindly provided coffee and biscuits, before outlining the route to us. The day was sunny, but cool, which added to the quality of a gentle drive through delightful countryside. We arrived at Berrington Hall to find that South Staffordshire MGOC had arrived before us. We were warmly welcomed to the event and handed details of their treasure hunt, which was based on the house and its grounds. Mo had co-ordinated a "bring and share" picnic for Warwickshire MASC, so we agreed a time for lunch and, as the house did not open until one o' clock, set off to explore the grounds. Janet and Geoff, having passed the entrance twice, still managed to arrive in time for lunch. Thanks to Caroline's observations, we found a sunny sheltered spot for the picnic, which proved to have an amazing choice of food in such quantities that we could have fed twice our

number, and with an equivalent amount of wine, although not for the drivers of course! Lunch was followed by a visit to the house, however, with the quality and quantity of the food and the sparkling company, we rather lost track of time and our visit to the house was much shorter than was required to find all the answers for the quiz. As a result, Warwickshire did not win a single award, although everyone achieved a sufficient number of correct answers to avoid the booby prize. We had a most enjoyable day, for which we must thank Mo and Phil and were again blessed with good weather.

Alan and Chris made their annual visit to Beaulieu for the Spring Autojumble, but were a little disappointed to find it was predominately based on Landrovers! This month's club meeting, as always, was well attended with a full room at the Green Dragon, which is being used as a set for a television production based in the Victorian period. Unfortunately, Midgets and Sprites will not be required. Events for this month were discussed, which include a further outing with MGOC at their "MGs in the Trees" event and the Worcestershire/Shropshire Run, now called "The Gold Rush" for reasons which will only become apparent on the day. The local car meeting "Coventry Wheels Event" at the Blue Lias Inn, situated by the Grand Union Canal near Stockton, was proposed by Andy as an evening drive out on Wed 16th June. Providing the weather is reasonable, it will be an enjoyable event. We also wished Bon Voyage to Alan and Rosemary, Jim and Rosemarie and Geoff and Janet, who are setting off to join Spridget Treffen, then extending their tour to include more of Germany and Belgium.



Berrington Hall Parking

Chris and Sheila



In the end the weather was fairly kind and all six cars finished. The Feathers pub at Wadebridge refueled us at the end of an enjoyable day when we toasted absent friends.

And what of the wallet? It was found by a member of the public and returned, complete, on a flat bed truck with heavy lifting gear. There are still good'uns out there. Thank you Maggi and Roger for a good day out.

Chris Jackson

We had volunteered to organise a run for the HCNW crowd, and really hoped we would get sunshine in May, but 16th dawned light grey. The start was at Tesco Hatfield as usual, and for a short while we had the company of two custom cars in the car park before they set off on a different run. Ten MASC crews had indicated they would take part, but we had two apologies for absence before the off.

Only three miles from the start Andy had coil problems again, and decided not to go any further from home, then there were 7 cars. All arrived safely at the coffee stop at Westmill, where we gossiped whilst admiring the view over three lakes to Bengoe. As we came to leave the restaurant, Vic realised he was missing his wallet, so decided to retrace his steps to Tesco where it had last been seen, (later recovered). Six cars pressed on.

The route to Westmill had been a mild intro to the Byfords Run, on the second leg to lunch – 47 miles to a restaurant two miles from the coffee stop! – the name of the run was put into play. We went through:

Home Counties North West Report The Byford Run

The story of the ten green bottles (adapted)

Two apologies for prior engagements reduced the possible field to ten cars, then Mark withdrew (pressure of work) and, at the last minute Ian was drowned out. He was starting out downwind from the rendezvous and was overcome with a deluge. We then knew what we might expect weather wise. Tops were firmly up (except for Lily and Vic. She got wet)

So eight left Tesco, Hatfield (yet again our departure point) but in very short time Andy and Gail suffered the indignity of the previous outing and ran out of spark. Having been recoiled they were again decoiled and limped home.

First stop for coffee and Vic mislaid his heavily loaded wallet and so retraced his steps in the hope of recovering his fortune.

Six cars set out on the Byford run. Maggi and Roger Byford took us through the high lanes and Byford lanes of Hertfordshire touching, passing and on two occasions wading through rivers, fortunately not in flood. So we travelled by ford and through ford which afforded some lovely views despite the inclement weather. The only Ford missing was the Model T.





Classic and Custom at Tesco's

- 3 wet fords
- 2 dry fords
- 5 towns or villages with ford in their name
- 2 roads with ford in their name
- 3 other towns or villages mentioned on signposts with ford in their name.

As some names were mentioned more than once there were 22 fords on the route instructions.

Despite the one or two spots of rain at the start the weather held dry, and there were some good views over the Hertfordshire countryside to be admired. Yellow rapeseed fields added colour, as did banks of cowslips, bluebell woods and white cow parsley.

At the last ford, we managed to take the photo of Mike and Di, through the back window of the Sebring, and we were pleased to find that all six cars that left the coffee stop arrived at the lunch halt unscathed. We left Wadesmill in the sunshine, but ran into rain two miles from home, as someone said today "we don't need seasons in Britain, we have weather!"

Roger & Maggi

Mutual Assistance Directory

It looks like we are going to have a summer this year! Already we have had more sunny days this year than in the whole of last year. Great, isn't it?

West Wales is particularly stunning this year and there is hardly any traffic on the roads. Normally the A487 in particular is quite busy but this year it is just like mid winter, i.e. with hardly any traffic. Where have all the tourists gone? Mind you, it is great for those of us lucky enough to live here. However, if you are thinking of visiting the area in your Spridget,

rest assured that should the worst happen and you are stuck, you have friends around who will help you out. Just ask!

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

Caption Competition Replies

Last month's caption competition elicited an all time low response from you. So I've now got the message that you just don't want to get involved in the "cut and thrust" of competitions in the magazine. Shame really.

The one and only caption received is as follows:

"Well, Old chap, she said she was game, so I shot her".

Submitted by Alan Crowther

My thanks to Alan who will receive the 1963 booklet published by CAMDA (The Car and Motor Cycle Drivers' Association) entitled "Advanced Driving For All", full of handy driving tips and some lovely period photos.

Gary



Hampshire Happenings . . .

**Four Frogeyes, two Midgets and a Sprite,
some square balls and pins that just about stand up!**

Most of us seem to spend a lot of time either looking at the sky, or talking to Mother Nature about the sort of weather we would like when we're out in our cars. Well, after our first event being rained off at the beginning of April, I think all of us were definitely doing either or both of those! Barry had organised a weekend in Somerset, staying just outside Chard on the second weekend in June, and we weren't even thinking about our Open Day!

Friday saw us driving down individually with the ten of us who were staying the whole weekend meeting at the Haymaker. After settling in, we investigated Saturday night's playground. Looked like a skittle alley to me!



Hampshire & Somerset gather for Skittles

Saturday bought good weather too, so we went out and about, a quick run by Aud's gaff in Cricket St Thomas, and off for coffee and a wander in Lyme Regis. Lovely though this was, we had to get back and limber up for the big match! But on the way back we made a slight detour to help Ken, he'd travelled up that day, and his car seemed to want to stay put in a supermarket car park! Well, after we'd hit the starter motor, we got him on his way.

Barry had challenged the Somerset region to skittles ... which was all very well, but any of us Hampshire lot who'd played it before, hadn't done it for years! Suffice to say that after a game of Killer, which we all played,

and a "proper" game where we each had teams of eight so it wouldn't go on all night, they beat us. Least said the better on that score. After the trophy was presented, the winners' medals and losers' dummies shared, and a return match agreed we sixteen from Hampshire plus the thirteen from Somerset all sat down for supper and a natter.



*David Bearne (Somerset)
receives the trophy for his team*

One of the nicest things about belonging to a club such as ours is the opportunities we can make to meet like minded folk from different parts of the country. We get to sit and tell the same old stories to different people, great isn't it?

After a leisurely breakfast the following morning we went on a mystery tour, starting at Ken's car park, and ending at a pub for lunch. Mid-way there was a stop at Colyford and the Motoring Memories museum. What a wonderful place, we all marvelled at the memorabilia, and the "No Soviet fuel here" signs.

After lunch we all wended our weary ways home. Apart from Barry, who had suddenly realised that the banner was still attached to the Haymaker! Any excuse to get the Frog miles in Barry! A lovely weekend, thanks to Barry and all from the Somerset region who made it a good one.

Harriet Langridge

Mission Accomplished

When the day of our long awaited Open Day finally dawned, we opened the curtains and our collective hearts sank. After several weeks of fine dry weather, it was raining and our hopes of beating last year's attendance of 34 cars looked very unlikely.

We gathered at the Fox and Goose and by the time we had erected our new gazebo the weather was looking more promising and we waited with bated breath to see who would turn up.



A day to remember

Well, we weren't disappointed, by early afternoon there were more than 40 cars parked up in the sunshine, people were picnicking on the grass or enjoying a pint from the pub and there was a real 'buzz' around the place with everyone chatting and exchanging stories. Pete and his dad had brought along his miniature Burrell steam tractor and he was driving it around for everyone's amusement. An elderly gentleman from the village walked in with his dog for a look around and commented 'this is wonderful, so typically English' I took it as a compliment.

Several people who weren't club members turned up to see what was going on and to find out about our activities, we hope they liked what they saw and decide to join us.

Inevitably the time came for people to start heading for home. Some of our visitors had come from Surrey, Kent and Sussex and had a long journey ahead of them; we hope they had an uneventful return trip. As they were leaving several said 'see you next year' and I think it is highly likely that this may become an annual event – so yes, see you next year.

Polar Expedition I & II

Our luck with fine sunny weather eventually ran out and both our outings to the Popham Vehicle Rally and Fly-In and to the Basingstoke Festival of Transport will long be remembered, unfortunately not for the displays or the fantastic entertainment but more for the biting wind and what felt like sub-zero temperatures, I think b..... cold will just about sum up both occasions. I suppose we should be grateful it wasn't raining but that is small comfort when one has lost all feeling in most appendages.

To be fair Basingstoke wasn't quite so cold, or was it the fact that we had learned from the previous week and most of us were wearing even more layers? Needless to say we are keeping everything crossed for our visit to the Spring Meet and Autojumble at Picket Piece, near Winchester – this event has been cancelled once because of the weather so hopefully We'll let you know next time.

Jenny Green

www.midgetandsprite-hampshire.info



Is it time to go home yet!

Ed's note: My humble apologies to the whole of the Hampshire area, especially Harriet and Terry Langridge as well as Jenny and Barry Green as their report was due to be included in last month's MASCOOT and I lost it! I can't even claim that it arrived too late for the deadline as it was in fact one of the first reports which arrived in June. Once again, SORRY!

NW Area Report

On the 22nd May we had seven cars taking part in the Weaver Wander Charity Classic car run, an event organised by the Nantwich Rotary Club. In total I think there were about 100 cars or so ranging from a very old vintage Rolls Royce to modern day cars. Start point was the Bentley Motors social club from where we headed towards Nantwich town centre. Here we lined up and were officially set off by the mayor waving a union jack. There is also a Scottish piper although I must admit the relevance of this is lost on me – very nice though.

There is then a 50-mile run through parts of Cheshire, Shropshire and North Wales. The route is followed by using tulip diagrams. At one point we were behind David and Heather so I just blindly followed until Diane shouted to turn left. David went straight on, obviously he knew a short cut. It's amazing how many cars you pass coming in the opposite direction! The weather was glorious which made things very enjoyable.

We all stopped for a picnic lunch at Erdigg Hall, a stately home near Wrexham and just behind the Welsh MG centre! A lovely location, very quiet and relaxing here, I could have stayed there all afternoon. After lunch was another 50-mile run which ended at a static show at Barony Park, Nantwich. Unfortunately Diane and I had to head off for home after lunch due to other commitments so we missed the second part of the run.

I think everyone enjoyed it, mind you I personally think there is just a bit too much driving; it's hard work to get going again after a very relaxing lunch – just my view. Well done to the Rotary Club though, this is a very well organised event on a large scale and only their second time of doing it. Hopefully it will be on again next year.

This month's club meeting was our annual pilgrimage to the dark lands north of Cheshire.

Once again we met at The Plough at Euxton; near enough to be my local so suits me! Good turn out again although only three cars plus Neil in his MGB (again), mind you he did have the decency to park away from the rest of us. Most of us met early and had a bite to eat with Andrew and Alan (our newest member) arriving at the usual time. Alan has a Frogeye but currently has a problem with the carbs, hopefully this should be sorted soon.

As the girls were talking about what ever girls seem to find interesting (boring), us boys were talking about man's stuff, however not football. At one point though I heard the girls talking about underwear but couldn't quite get the gist of the conversation as someone kept harking on about cars. I know who I'm going to be sitting with next time! So leaving the girls to talk amongst themselves, with what seemed to be an unusual amount of 'dirty laughter' going on, we went outside to talk around the cars. Now at this point I would like to set the record straight; I might have been overheard telling Neil that I thought his car looked good. This in no way implies that I am starting to get an unhealthy interest in MGBs, I was merely being polite. Granted that isn't like me but it is fact so end of, I'll have no more discussion on the matter!

We seem to have had a quiet spell of late on the events front. However some of us are going to Moffat at the end of June followed by the Fiddlers Ferry car show and the Pageant of Power at Cholmondely castle during July. Incidentally we will have a stand at the Pageant of Power so if you are around come and say hello.

Well that's all for now, I'm sure I've forgotten something but can't think what. As usual I've left the report to the last minute so it's bit of a rush, in fact it's late – sorry Gary.

See you back at the Kiltan on 14th July.

Les

Market Place

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

FOR SALE

Frogeye rear left hand (near side) wing. Brand new £283 (which is £100 less than I bought it for).
Peter 07860 481569

Brand new red hood (Moss supplier) for a later Frogeye, possibly MK1 Midget at £120.
Barry (Bristol) 01179 653638; mobile 07779 943 007,
email: barrieashford@yahoo.co.uk

MASC Badges

Is your Spridget properly dressed?



In last month's MASCOT, Membership Secretary John Platt made an appeal asking that members display the Club's windscreen sticker or grille badge on their Spridgets, especially if they are likely to feature in magazines or other publications.

In response, Ken Samen from Pennsylvania, USA, has sent an image of his Rubber Bumper Midget with its newly installed MASC window sticker. It's nice to know that there are Spridgets in America driving around showing that MASC has members worldwide. I did however note that the badge bar on the front of the Ken's Midget is devoid of a MASC Badge.

The good news Ken (and other members) is that the situation can be remedied by contacting our Regalia Officer Mike Grout where a beautiful new MASC grille badge can be obtained.



The MASC Grille Badge

The cost of the badge is **£27.95 plus £2.95 p&p** for the UK only.

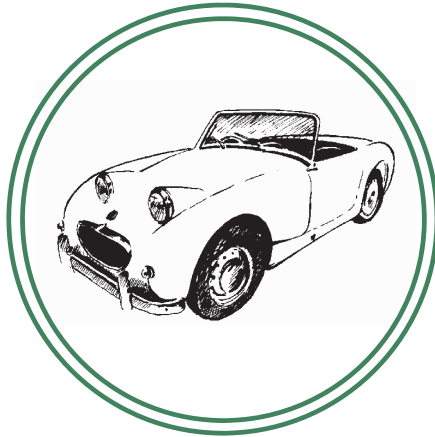
Please ask for shipping cost to Europe and Rest of the World

Contact Regalia Officer:

Mike Grout

55 Park Road, Spixworth, NORWICH, NR10 3PJ, UK

Tel: 01603 890211 email: mike@motorparts.freeserve.co.uk



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

New Parts, Performance Parts and Many Used Parts

Interior Trim - Seats, Carpets, etc

Hard Tops, Tonneau Covers, Hoods, Side Screens

Engine Rebuilds - Standard & Fast Road

Restorations Carried Out - Complete or Partial

Download our Catalogue from the Website

Gift Vouchers £10, £25, £50 & £100

New Range of Prints and Cards for all Occasions

Visit our New Premises in Droitwich (Jⁿ5 - M5)

Tel: 01885 400791

Fax: 01885 400791

www.frogeyespares.co.uk