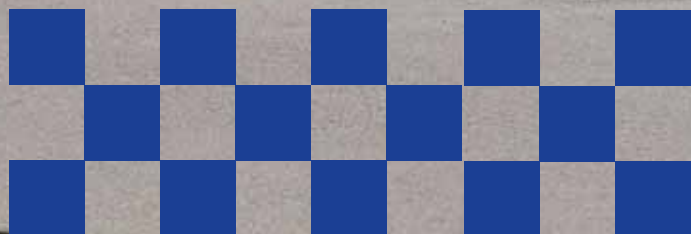


Mascot



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

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

MUTUAL ASSISTANCE CO-ORDINATOR

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.freemove.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 chrisspatj@btinternet.com

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

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

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@btpenworld.com

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

Alan Couch, Tel: 01564 773302

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

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

Vacant

KENT LINCOLNSHIRE LONDON SOUTH STAFFS & NORTH BIRMINGHAM

SCOTLAND NORTH WEST NORTHERN IRELAND NOTTS/DERBY OXFORD SOMERSET SOUTH WEST WALES SURREY SUSSEX WARWICKSHIRE

WILTSHIRE YORKSHIRE

Also see the Club Nights section on page 2 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

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: jjganegates257@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**, Gozards 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 **East Anglian Area** – Previously the **Cambridgeshire 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.
- 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.freeseve.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.

August Editorial

The catchword(s) for this month is (are) "cutting it fine". It's not some password for a secret Spridget related website. It's just simply how my month has panned out.

Cutting it fine: 1 My front UJ/Yoke

My return trip from the Le Mans 24 Hour in June was noisier than usual due to the rapidly failing front (as it turned out) universal joint on the Frogeye. Not usually a big or complicated job. However I had the choice of driving 250 miles home with a steadily worsening UJ or calling out the recovery services in the middle of France. I chose the first option. The problem was that because of the prolonged journey (and I may have been going a tad fast too), I not only finished off the UJ but also damaged beyond repair, the front yoke which joins the prop shaft to the gearbox. This wouldn't usually cause a headache regarding replacement spare parts if I had a standard gearbox. However, my Frogeye has the relatively rare Datsun/Rivergate 5 speed conversion from the USA. Rivergate in Tennessee could get the part to me in time for my next trip, this time to the Le Mans Classic. No problem or so we thought! UK Customs and Excise however had other ideas and decided to hold onto the part for over a week.

A frantic call to fellow Spridget (with Datsun box) owner Jeremy Cogman confirmed that he would be willing to lend me his propshaft complete with the Datsun front yoke. Jeremy kindly removed it from his Sprite and it was ready for me to collect from Hampshire after work on the Wednesday evening. A four hour round trip saw me finally finish installing the replacement propshaft at 11:30pm ready for my 7:00am departure the next morning to catch the ferry. Without even having the opportunity to start it between Le Mans trips, the car once again performed faultlessly.

Cutting it fine: 2 Nomination Forms

My completed nomination form for re-election to the MASC committee will be filled out in time for the cut-off date of 12th of August. Have you filled out yours yet?

Cutting it fine: 3 This month's MASCOT

Which finds me typing this editorial on Wednesday 21st of July when the completed magazine should have been with the printers for the 15th of July! If it arrives through your letterbox after Monday the 2nd of August it will be my fault. If however it arrives on time, it will be down to the expertise and hard work of MASCOT's printers, Quorum Print Services.

So thanks this month to Jeremy Cogman, Quorum Print Services and finally to Bill Mohan (Ex Chairman of the Midget and Sprite Club) who is stepping down after many years excellent work as Area Rep of South Staffs and North Birmingham. I'm glad to say that Bill will continue to take an active part in MASC events so it's hardly like he's disappearing off into the Midget and Sprite sunset. Best wishes to him and Gwyn. I'd also like to take this opportunity to welcome new SS&NB area rep John Collins

That's it for this month. Have fun.

Gary and Gaps

The statements and opinions expressed in each and every issue of the MASCOT are not necessarily the considered views of the Midget and Sprite Club. The views expressed by the editorial contributors, letter writers and advertisers are their own and do not necessarily reflect the view of the Club. The Midget and Sprite Club accepts no responsibility for the results of following contributor's advice, nor does it necessarily endorse the services or products offered by advertisers.

Wiltshire Area Rep Andy Cross at the Gurston Down Hill Climb School



*Arrival at the Le Mans Classic
image copyright and thanks to Tim Saunders*

Club Website

www.midgetandspriteclub.co.uk

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

Events

From David Hill and Webmaster Toby Anscombe

Events organised so far

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 racecourse, 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
- Tuesday 10th Hampshire are going to the Ace Café for Classic Night. Details from events@midgetandsprite-hampshire.info
- 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
- Friday 20th Hampshire will be at Poole Quay for Quay for my car, British sportscar night (pre1983). Details from :events@midgetandsprite-hampshire.info
- Saturday 21st Herne Bay Classic Car Show. Details: Alan Anstead at alan.anstead@btopenworld.com or Tel: 01322-384050
- Friday 27th Warwickshire are going to the French Ardennes. Details from Alan Couch on 01564 773302
To Monday 30th 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
- Sunday 5th Hampshire will be going to Twyford Waterworks near Winchester for their Vintage Vehicles Event. Details from events@midgetandsprite-hampshire.info
- 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 19th Hampshire will be at The Classic Vehicle Gathering at Tilford Rural Life Centre. Details from events@midgetandsprite-hampshire.info
- 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 chrishet@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.

Mutual Assistance Directory

Oh dear! I did speak too soon last month. The weather here has gone pear shaped! For the last three weeks we have had cool, wet and windy weather here. Not nice Spridget weather. Had to have the hood up on the last run to the Welsh National Botanical Gardens. Still we did drive through some magnificent scenery - at least I am sure that it was magnificent if we could have seen it!

I hope that you are having better weather and better runs and enjoying your Spridget.

Our next trip is off to the races, horse racing that is. Well, make the best of the summer and don't forget to take your copy of MAD with you. It is on the club's website, on the members' only pages.

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

Accelerator Cable Tips (1)

by David Lieb (USA)

Don't bother looking these up in the usual suppliers' catalogues, just go down to the bicycle shop and select a nice braided stainless steel brake cable and matching cable housing. These can be trimmed to fit very nicely and are available with teflon coatings and other goodies that will really smooth out that throttle action.

This is also a good time to make sure that your throttle cable is not doubling as an earth for your engine block. Find and remove your earth cable and clean it as well as the points where it bolts down.

Accelerator Cable Tips (2)

by Joel M. Young in Albuquerque, New Mexico

Atached is a photo of my Midget, and a close-up of a tip I came up with for a smoother throttle cable. It's called a 'noodle' by the bike mechanic crowd, and is from Shimano 'V Brakes.' It fits into the flange perfectly, and gets the cable away from the bonnet nicely. I use a standard teflon-lined bike brake cable, and the throttle is much smoother.

Obviously this is seen here fitted to a LHD car



Similar to this



With thanks to David Lieb and Joel M. Young for their technical articles ©2010 Chicagoland MG Club. www.ChicagolandMGclub.com

New Members

Francis White's (Jim's)
Austin Sprite



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

3604	Natalia & Richard Flynn	West Midlands	
3732	Janet & Robert Thompson	Cheshire	Frogeye / Midget 1500
4303	Lee & Madison Juby	Cheshire Midget	Mk 3 RWA
4304	Rob Bruce	Oxfordshire	Sprite Mk 4
4305	Ray Downham	Cheshire	Sprite Mk 3
4306	Andrew Smith	Devon	Frogeye Sprite
4307	John & Barbara Jones	Cornwall	Frogeye Sprite
4309	Stephen Casson	Surrey	3000 Mk3/Sebring Sprite Rep



Lee Juby and Lee's daughter Madison
in their Midget



Peter Murray in his Mk1 Sprite



Stephen & Jan Casson's Healey
(yes I know it's not a Spridget
but Stephen is just about to
start building a Sebring Sprite
Replica based on a Frogeye. Ed)

Spot the Clanger



*Looks like she could be saying
"Hello Terry, I'm going on a
Caribbean Cruise and you're not!"*

It's taken me since the May edition, but at last, I have found it. Page 13 of edition 304 contains the answer to the mystery 'error' competition that somehow never got mentioned.

The 1961 factory photo of a US market Sprite Mk11 is of course a cunning test by our editorial department to find out how many of the readership are still paying attention. A Sprite Mk11 with door handles and quarter light windows? No such animal. Either a Mk111 or more likely, judging by the slope of the rear window, a Mk1V. Only two windscreen wipers and no side reflectors so an early North American spec Mk1V. The real mystery however, did our editorial department deliberately omit to mention that this was a test of our observational skills, or, more worryingly, fail to notice the difference between a Sprite Mk11 and a later version? No, I really can't believe it was the latter either! Seriously fellow members, our editorial department are putting us to the test without telling us.

Do I get a prize for this?

Terry (with little else better to do) Horler

Ed's reply

Well done Terry for noticing my ~~mistake~~ secret competition. Unfortunately not the first to notice it as Mk11 Sprite owner Paul Harker had already commented on my gaff.

However, Terry would still have won the secret prize (a fully paid, all inclusive Caribbean Cruise for two people) had it not been for his own clanger.

As most of you will undoubtedly have noticed, the secret competition was in fact in *MASCOT* edition 314 and not edition 304 as Terry incorrectly stated. Thus, invalidating his entry.

Sorry Terry, rules is rules!

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

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

Legionnaires' Disease and Windscreen Washers

Without wishing to sound overly dramatic, recent research, reported in the European Journal of Epidemiology, suggests that as many as one in five cases of legionnaires' disease may be caused by the use of plain water in windscreen washer systems.

Legionnaires' disease is caused by a bug that is found in warm, stagnant, water and transmitted when droplets of such water are inhaled.

Badly maintained air conditioning systems in large buildings (such as hospitals) are usually the first thought when new cases of the disease occur, but statistics show that professional drivers are five times more likely to be infected with the bug. It is believed this is because of exposure to infected water droplets created when windscreen washers filled with plain water are used.

The use of a proprietary screen-wash stops the water stagnating and thus prevents it becoming infected.



Frogeye Request

I am John Reader and I am hoping you may be able to help me or point me in the right direction. I used to own a 1961 Cherry Red Frogeyed sprite between September 1962 and March 1967 registration no 220 CHO. When my Dad died in 1991 I was hoping to find a cine film of me driving my car. I know that there was a least 2 films taken. The trouble was Dad had hundreds of films none of them marked up and the films were taken on an old standard 8 camera.

So on my bucket list I have been trying to find a Sprite that the owner would allow me to sit in just one more time. I don't want to drive the car just a few photographs. I have attended several classic car shows in Devon and I have been in touch with the British Motor Museum in Beaulieu without success.

If you know anyone living near Exeter, Tiverton, or Barnstable who will let me sit in their car it be great to be able to this just one more time.

Look forward in anticipation to your reply.

Regards

John Reader

john-reader@hotmail.co.uk

A Head 4 Healeys

www.ahead4healeys.co.uk



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



A year in the life of PMK 536F ...cont'd.

The Sprite at the Worcester Car Show

In last month's MASCOT, Adrian recounted the first three months of adventures in his Sprite. This month the story continues with April, May and June.

April

Easter weekend was upon us almost before the month had started and the Healey Club had been invited to the Coleford Festival of Transport on Monday 5th. This extraordinary event takes over the whole town - literally - all other traffic being banned. Every street, car park, and supermarket service area is taken over and filled with classic cars, lorries, buses, and tractors for the day. The crowds came pouring in despite the windy but dry weather and it was good to meet and talk with so many people.

The national 'Drive-it' day on the 25th. was a bit of a damp squib, weather-wise. But the effort was made and we were rewarded with a good soaking on our way to that lovely browsing town of Ludlow. As the rain came down, Management put our umbrella up as we were stationary in a queue of cars. In theory, the faster you go in an open-top car, the drier you remain as the air-flow takes the offending water over the top of your head.



Lined up at the Coleford festival of transport

Sadly, the theory fails to take umbrellas into account and ours duly suffered as I gave it some wellie (no pun intended!) when the traffic allowed - win some, lose some.

May

May was a busy month. Saturday 1st. was the Chepstow Rotary Club's Wye Run starting from the car-park in the shadows of Chepstow Castle, with the full 'Welsh Contingent' present. Despite an 'iffy' forecast, the weather was good for a run taking in the Severn Valley, the Forest of Dean, and the



Award winning display at the finish of the Wye run

Wye Valley, to a finish at Caldicot Castle where the cars would be on display to the public. Morning coffee, and a 'sticky bun', were taken at the Dean Heritage Centre with lunch at Goodrich Castle. The afternoon took us to Monmouth, Raglan, and Usk and Caldicot, an excellent day's run. The icing on the cake was winning an award (a bottle of bubbly) for the best display at Caldicot, along with David's Midget.

The following weekend was Prescott, with just David and Kate of the 'Welsh Contingent'. The weather could have been a bit kinder to

us for the Cotswold Classic Tour on Saturday, but it would take more than a bit of wind and rain for us not to enjoy the delights of the Cotswold roads, villages, and scenery. This year's Tour took us through the wonderfully-named villages Guiting Power, Windrush (no jokes please), Notgrove, and Compton Abdale. A tree-lined lay-by gave us some relief from the elements while we partook of Management's excellent picnic lunch. Neither the weather nor the enjoyment let up during the afternoon, so it was two soggy, but happy, crews that returned to Prescott at the end of what all agreed was the best Tour for some time.

And then came Sunday and the thrash up the hill. This is an un-timed, non-competitive event (in theory) and the chance to be a hooligan in safety. Everyone starts with two runs up the hill, paid for in the entry fee, with the chance to purchase further runs as and when available, with all proceeds to charity. The Cheltenham and Cleve Vale Rotary Club's organisation is second to none, but



In the paddock at Prescott

Saturday. This show is normally the preserve of the local motor dealers and franchises, but, this year, selected classics were invited. The Sprite proved to be a hit with children and adults alike, the children sitting in and the parents photographing their offspring. A busy but enjoyable day, talking to visitors - a 'good 'ol boy' from Texas made me quite a reasonable offer for the car - and keeping an eye on the children and parents - one 10-year old nearly made off with my driving gloves!

June

After all the excitement of May, both we and the car were grateful for the lull in activity in June. Mundane things, like trips to Tesco and looking at possible caravans to purchase took up our weekends. However, Sunday 13th was one of the Gloucestershire and Warwickshire Railway's Nostalgia Days to which we had been invited. Good weather and a nice quiet day with a ride on a proper choo-choo as well; you can't beat the sight, sound, and smell of a 2-10-0 locomotive with a good head of steam up!

Adrian Turley

Giving it some round Ettore at Prescott



with 200 cars present, and time pressing, it came to pass that extra runs were about as available as hen's teeth! We did manage to get one extra run, more by luck than judgement. David and Kate used the day to celebrate Kate's 50th birthday, that is, not runs up the hill - so, Happy Birthday, Kate, and thank you for the delicious slice of cake. A great way to end a great weekend.

The Sprite sailed through its MOT on the 17th and celebrated by being the star of the Worcester Motor Show the following



Two great pieces of machinery

Spridget Colour Schemes

Over the coming months, *MASCOT* will run a series listing the various colour schemes throughout the Spridget range. It will run in chronological order so obviously this month it begins with Frogeyes.



Strangely, although the cover of the original Mk1 Sprite brochure featured a black car, it never came in that colour

Part 1 - Sprite MKI (AN5)

Colour / Paint Code	Seats / Trim	Seat Piping	Floor Covering	Hood/ Tonneau	Hardtop [6]
[1] Speedwell Blue (BU1)	Blue	Light Blue	Blue	Black	Ivory White
[1] Iris blue (BU12)	Blue	Blue	Blue	Black or white [5]	Ivory White
[2] Dark Green (GN12)	Green	Green	Green	Black	Ivory White
[2] Leaf Green (GN15)	Green	Green	Green	Black or White [5]	Ivory White
[3i] Primrose Yellow (YL3)	Black	Yellow	Black	Black	Ivory White
[4] Whitehall Nevada Beige (BG4)	Cherry Red	White	Cherry Red	Black or White [5]	Ivory White
Old English White (WT3)	Cherry Red or Black [iv]	White [4]	Cherry Red or Black [iv]	Black or White [5]	Ivory White
Cherry Red (RD4)	Cherry Red	White	Cherry Red	Black or White [5]	Ivory White

Notes

- 1 Iris blue replaced Speedwell Blue from AN5 - 9420 (January 1959)
- 2 Leaf Green replaced Dark Green from AN5 - 9927 (January 1959)
- 3 Beige replaced Primrose from AN5 - 9605 (January 1959)
- 4 Black seats and trim became an alternative to red from AN5 - 9603 (January 1959)
- 5 White hood, tonneau cover and side curtains became available from AN5 - 13543 (April 1959)
- 6 Hardtop available from AN5 - 8283 (December 1958)

These charts are based on information obtained from the MASC Archivist Terry Horler's book 'Original Midget and Sprite'.



2009 overall champion Dominic Mooney, currently heads this year's points table in his Group B Rogeye

MGCC Surveying Devon and Cornwall Midget Challenge

Our 34th season started with a double header at MGCC Brands Hatch. For various reasons the Group A grid was somewhat depleted with Paul Sibley annexing pole. Current champion Dominic Mooney, was fastest man in group B with Langford claiming C.

When the lights went out, Sibley was off never to be headed. He was followed by David Weston and fast starting Mooney. Ed Reeve anticipated the lights then realizing what he had done, stopped but having moved before the greens he attracted a ten second penalty. On lap 2 things settled down with the order now Sibley, Weston, Duffy but on lap 5 Ed passed Duffy for third but unable to finish more than ten seconds ahead had to relinquish the place once that penalty had been applied. The safety car had been deployed on lap 7 after Ian Haddrill took to the gravel.

One could be forgiven for thinking that after that start, Dominic would have Group C sewn

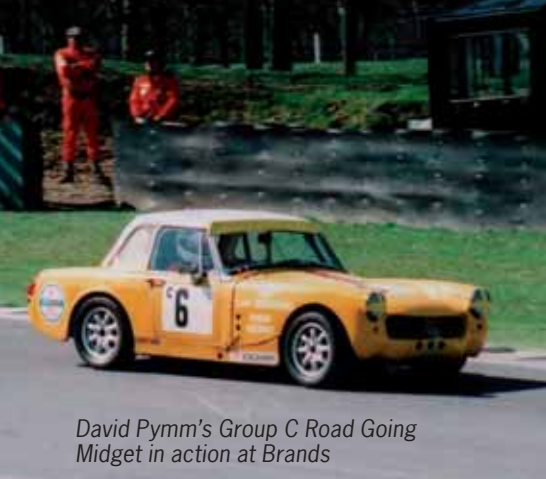
up, but Nigel Pratt had other ideas. Ever closing in the early stages, he hounded him for a couple of laps before making his move on the tenth tour. The lead then changed at least once a lap till the finish, which saw Dominic win by scant two tenths with Andrew Actman in third, Langford looked secure in Group C but he retired on lap 3 leaving David Pymm to win and set fastest lap. Tom Neat was second and David Jenkins third.

Reeve was away cleanly in Sunday's race but Mooney was again a fast starter to sit third overall behind Sibley and Weston, who only lasted a lap before he retired. Reeve then fought his way past Duffy for third. After the previous day's encounter, Nigel Pratt was again in a determined mood. Running behind Mooney from lap 2 he reeled him in and made his move on lap 12. There then followed five laps of close, exciting racing that typifies what the Midget Challenge is all about. Again Dominic finished in front, just, to claim the Group B honours with Actman third. Langford made up for his maladies in the previous race to stamp his authority on this one and beat Pymm by 42 seconds with David Jenkins third.

Castle Combe saw poles claimed by the same suspects: Sibley, Mooney and Langford. Dominic made another of his storming starts, which resulted in his Group B car leading the whole field into Quarry before David Weston got to the front followed by Richard Perry and Sibley, who was up to second next time round. He took the lead from David on lap 4 and there then followed three laps of place swapping between the pair of them before David retired on lap 6 leaving Sibley to win from Perry and Edward Reeve. That start ensured that Dominic took the Group B spoils 25 seconds ahead of Nigel Pratt and Andrew Actman.

David Pymm managed to pass fellow Group C man Langford in the opening stages and stay in front till the flag, but it was close – just half a second separated them at the line. Peter Hartle was third. It was good to see former Group A Champion Greame Adams back in a Midget, having his first outing in his newly built Group B car. Word is he has bought his original car back and intends to be out in it next year.

MG Live at Silverstone always brings out a good entry and this year all the races were on the new Grand Prix circuit. It was to be



David Pymm's Group C Road Going Midget in action at Brands

a double header with the first of the two races for the Steve Everitt Memorial Trophy. However some of the drivers expressed some concern that the qualifying and both races were scheduled for the same day. Steve Everitt was the first ever Midget Champion in 1977 and then went on to take four consecutive crowns in the late 1980s.

Previous champion Will Smallridge returned to the fold to set Group A Pole at 2:06.827. Pratt pipped Mooney by a tenth for Group B with Langford taking yet another Group C pole. Will made the best start but threw it all away with an off at Brooklands on lap 1. Unhappy with the handling he took it easy for half a lap and having found the new limits then started his fight back from sixth place. By lap 4 he was up to second and closing on Sibley, with Weston a safe third. Next time round will made his move and hit the front but Paul was having none of it and reclaimed the place next lap. The dice continued to the flag where Will crossed the line just three tenths ahead. A clean close race and he gets to have the Everitt trophy on his mantelpiece for a year!

Mooney trumped Pratt's pole by heading him off the line and staying in front till the flag. Meanwhile Nigel had to deal with the close attention of Mark Turner, who relegated him to third on lap 7. Mark then slowed and was not running by the finish. Andrew Actman's Sebring Sprite finished third. Langford had Group C sewn up heading home Pymm's yellow Midget. Another former Group A competitor Tim Storrar, was also back with us. He soon got to grip with racing on road tyres to finish third in Group C. Ian Hulett was seventh overall and won the Invitation Class.

As it turned out the second race was held in far from ideal conditions. It had started to gently rain on the warm up lap with all the Group A and B runners on slicks! Sibley and Smallridge were neck and neck off the line before Paul got the upper hand with Weston on third. On lap 2 the heavens opened, making the track very tricky. Next time round Sibley headed for the pit for wets but they were not there. He drove through and rejoined the fray well down. Smallridge kept his nose clean at the front to win from Weston, who closed to within two tenths at the line, and Reeve. Another close finish.

As is often the case in such conditions, Langford capitalized on his treaded tyres to finish fifth overall beating all the class B drivers that were still running. Actman was the best of these, obviously making the most of his extensive rally experience to master the rain. Dean Stanton and James Bisland were next up, with Pymm and Richard Homer second and third in Group C. The race saw near record 13 retirements, most weather related.

As the series heads for the halfway stage the points standings are as follows:

Group A: 1st Paul Sibly 71, 2nd Edward Reeve 37, 3rd David Weston 37, 4th Will Smallridge 35, 5th Gil Duffy 33.

Group B: 1st Dominic Mooney 92, 2nd Andrew Actman 84, 3rd Nigel Pratt 76, 4th Dean Stanton 42, 5th Tom Neat 35.

Group C: 1st Ian Langford 71, 2nd David Pymm 71, 3rd Dave Jenkins 36, 4th Ian Hadrill 29, 5th Richard Homer 22.

John Baggott



David Weston's Fully Modified Midget rounds Druids Hairpin at Brands Hatch

The Month in Pictures



Bill McDonagh's
Sprite at Brooklands



Masc at Classic
Le Mans, guests of
L'Amicale Spridget



Young Thomas Musgrave
(NW Area) enjoying a
Spridgety picnic



Warks area's attempt at 9 cars in one space



Masc area at Le Mans Classic



Kent Area 1500 at Cliftonville Classic Car Show

**With thanks to members who have allowed
MASCOT to reproduce their photos
including Les Robinson, Tim Saunders,
Jeremy Walton, Nay and Col Carpenter**



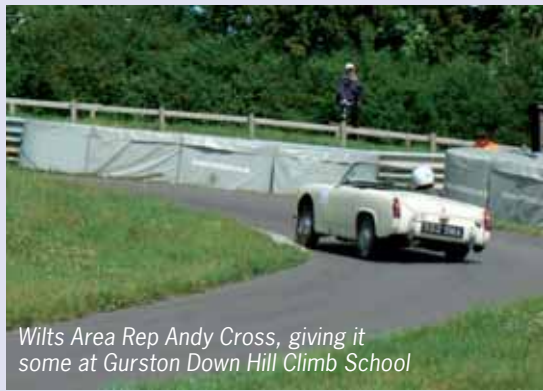
Recently joined member, Jeremy Walton's Frogeye



*Innocenti Spider at
Classic Le Mans*



*Masc at Classic
Le Mans, guests of
L'Amicale Spridget*



*Wilts Area Rep Andy Cross, giving it
some at Gurston Down Hill Climb School*



*North West Area Rep, Les Robinson's
Sprite in Scotland*

The Works Falcon, or Nassau, Sprite

When **Roger Menadue** was given the task of building a lighter and faster Sprite for the Healey team to race in the **12 Hour Race at Sebring in 1960**, he acquired an unfinished “kit car” project in order to fit its Falcon fibreglass body on to a Sprite floor-pan. This was the first of the lightweight cars, preceding the rather more sophisticated all-alloy race cars which followed in later years. The body was originally designed for “special” builders to convert old Ford saloons into “sports” cars.

The car's first outing was at **Nassau** in 1959 in the hands of **Ed Leavens, John Christy** and, possibly, **Phil Stiles**. It was fitted with Girling disc brakes at the front and the larger than standard 8” drums at the rear, together with steel wheels.

At **Sebring** on 26th March 1960, the car had a full height and width Perspex windscreen. The story goes that **John Sprinzel** practised the car but the Healeys felt he was using too many revs for the engine to last the distance. **Stirling Moss** was driving a Maserati in the 12 Hours but asked if he could try the Sprite during practice. He went out and did 3 laps, improving on **Sprinzel's** best time by some four seconds, and using lower revs. Moss was able to tell John where he could improve his speed through one or two of the corners, and save the engine at the same time. In the race Sprinzel and co-driver **John Lumkin** were delayed by a blown head gasket but continued, and succeeded in taking the class win. They finished 41st overall. (Picture opposite top left, thanks to Dave Nicholas)

The car was also entered for **Le Mans** that year when it had a faired-in headrest behind the driver and the Perspex screen had to be

Ed Leavens with the newly-built Falcon Sprite at Nassau in 1959 (top), and in the hands of John Colgate (bottom), again at Nassau in 1960. The centre three shots show the car at speed with wire wheels, the cockpit with split, glass windscreen and passing the pits at Le Mans the same year. [We acknowledge that the three black and white photos are borrowed from Geoff Healey's book 'More Healeys'.]





changed for a glass one in two pieces - which had an adverse effect on its top speed. It was also fitted with the Dunlop Light Car 4 wheel disc brake set-up and wire wheels (for this race

only). **John Colgate** and **John Dalton** were the drivers, the car using an XSP engine bored out to 996 ccs. It ran as a special sports edition in the prototype class, which it won, displaying the UK registration number **5983AC** - used subsequently by the DHMC on other racing Sprites. The car's best lap was 91.15 mph, and it covered 2,055 miles, in the 24 hours, coming in 20th overall (though a Corvette and the entire Triumph TRS team were later disqualified moving it up to **16th**). It was also 11th in the Index of Performance and 12th in the sports car class. (Photo courtesy of www.sebringsprite.de)



The car later returned to the US where it was raced as a 'works' entry for the fourth and final time, at **Nassau**, in the hands of **John Colgate** - once again winning its class. After the

race, in December 1960, the Healeys sold the car, in the States, to **Leo Picard** who subsequently had **John Colgate** race it for him at Thompson Raceway. It had three or maybe four more owners, all of whom are believed to have lived in Rhode Island, before passing into the hands of **Tom Bratten** who ran a firm called Auto Technia. The business went broke and it may be that Tom took the car away with him leading to its eventual abandonment.

In 1971 the Sprite was discovered, and acquired, by its current owner **Roger Sieling**, rusting away on an Ohio farm. It is currently in pieces under-going restoration.

(Right, the car as purchased by Roger, complete with seized XSP engine)

We would like to thank Martin Ingall and www.Sebringsprite.com for allowing this article to be reproduced in MASCOT.



Kent Report

27th June and time for the monthly Kent Meet. On this occasion we had a change of venue and held our meet at the 12th Cliftonville Classic Car Show.

Not being, personally, overly keen on static shows this show does have some merit. The car show is held on the cliff top overlooking a beach allowing for walks along both the top and bottom of the cliffs. Those wanting to can dip their toes in the waters or hire a jet ski nearby. A farmers' market is held in conjunction with car show and a bandstand, in the centre of the park, provides shade for various bands, and groups, that supply free entertainment and music throughout the day.

This venue allowed for us to meet member Steve Cliffe a keen Francophile not often in the U.K. to coincide with club meets. Tony Amos was also a first time visitor to a club meet but alas, on medical advice, his very nice rubber bumper Midget was for sale. During the course of the day, subject to a road test on the following morning, his car appears to have been sold. I would like to think that my presenting the possible purchaser with a copy of *MASCOT* magazine may have gone a long way toward clinching the deal. Who knows we may have a new member joining. Tony will continue to support MASC as, although he cannot now drive a Spridget, he has another part way through a rebuild that he wishes to complete.

As we gathered around Paul & Jane Coveney produced a cake to present to 'Miss MASCOT 2010'. I had not heard of this award previously but a photo on top of the cake explained all, for it was of cross dresser



Paul & Jane present the cake to "Miss Mascot 2010" (John Clark)



On the cliff top at Cliftonville Classic Car Show

John Clark wearing the female brassiere that he wore recently on his marathon walk in support of the Breast Cancer Charity.

Conversation drifted to future events. Paul & Jane Coveney had recently completed a recce of Suffolk for a possible four day tour over the May Bank holiday 2011; returning to the usual format. It is known that some are keen to visit the Laon Historique at the same time next year; a repeat of the tour we had this year. Unfortunately cost and location excludes some members so with a show of hands it was decided to support the Suffolk Tour. Planning being in the early stages nothing was being given away but Paul did mention that although primarily a Tour of Suffolk there would be a foray into Cambridgeshire for a visit to his ancestral home at Coveney just north west of Ely.

Having read *History at Oxford*, as well as *GQ*, I did not make the connection until Paul mentioned it. In 1412, when England was engaged in the 100 years war with France, Castle Coveney was the seat of the famed knight 'Sir Paul the bastard of Coveney'. The French chronicler Cardinal Thomas Basin described Sir Paul as "an abominable Englishman and ferocious brigand whose men were not his inferior in wickedness". Unfortunately the title has lapsed but the name has continued down through the male lineage to this present day. It may well prove an interesting and entertaining visit. Expressions of interest please, to gauge numbers, to Paul & Jane: paulandjane007@02.co.uk.

Ralph Whitmarsh had fitted a new battery to his Frogeye having had the last one for fourteen years; is this a record?

Thirteen Spridgets of varying marks formed our club display.

Alan Anstead

5th International Spridget Meeting Gelsenkirchen

18th – 20th June 2010



Ferry Crossing the Rhein

Planning for this event is always fun, from the “cake and coffee” meetings at our house organised by Rosemarie, to the routes and itinerary, delivered with precision by Alan and Rosemary Couch & Geoff and Janet Hunter, all of whom are intrepid Spridgeteers.

Then there are the cars.....serviced, fettled, polished, tools and spares on board for every emergency during the epic trip, will anybody have a problem??

We decided to travel from Hull to Rotterdam, on the overnight ferry, as Gelsenkirchen is near to the Dutch boarder, a route we have not taken before. The boat was due to sail at

21.00 hrs, so an easy drive was planned, part motorway, but mainly A roads.

Just before Lincoln, we decided to have a well earned coffee break. Time was on our side.

Then, disaster struck my Frog. It began to misfire, then lose power, getting worse as I drove. I eventually stopped for a consultation with the two experts Alan and Geoff. After an hour of changing things, and much deliberation, we came to the conclusion the cylinder head gasket had blown! The car was going nowhere.

A fond farewell to the other two cars, waving them off to Hull, and we were left on the roadside waiting for a tow truck, which duly arrived, and after another consultation, and changing of this, that and the other, the same conclusion was reached. We finally arrived back in Redditch at 23.30pm, tired and fed up. It was my birthday as well!!

The group had arranged to spend two days in Arnhem to visit various museums and memorials, before moving on to Germany and the Treffen, and we were determined to meet up with our comrades on time.

It was back to the drawing board. We got up really early on the 16th, and sped furiously to Dover, in our modern, comfortable BMW cabrio. We eventually arrived in Arnhem at



Group photo at Arnhem

19:30 local time, and we were very glad to get there. We spent two lovely days there, and unwound after the rocky start.

On Friday, we drove the 80 or so miles to Gelsenkirchen and met up with the other 55 or so cars from Germany, Holland, Luxembourg, and England (The Essex boys were there again.) The meeting began at about 15:00 hrs and roadbooks, rally plaques etc were presented. There was lots of time to relax, and explore the Hotel which was a 4-star hotel, set in the most beautiful grounds and park.

A BBQ was held in the evening for us, or you could choose from the wonderful array of dishes on the "pub" menu as an alternative. This Hotel catered for all tastes, and there was plenty of catching up to do with friends old and new.

Next morning looked bright and sunny, and at 10.00 we all assembled for the drivers briefing, the clouds began to gather, the wind got up and guess what?? Rain came!! For the fourth year running it would be wet and windy.

At 10.30 the rally began, and followed the time honoured system. A road book with good instruction, a visit to a place of interest on the way, and, by 12.00 noon we arrived at the town of Xanten, where lunch was booked. It was about a 15min walk from where we parked to the Town and restaurant, and about two mins into the walk, the heavens opened. We were soaked to the skin!! Along the way, were the "German" Highland games, which are similar to ours, but the participants are all German! Not quite sure how that works, but they all enjoyed themselves.

After a wholesome lunch we carried on with the second part of the route, which took us through some lovely countryside, and back to the Hotel, where questions relating to all things Spridget, and the tour where required to be completed before handing in your test sheet.

The Gala dinner and prize giving took place in the evening, and surprise, surprise, the English did not win anything!! The well deserved winners were awarded their gifts, and much talk, and car talk, ensued.

Up, bright and early on Sunday for a magnificent breakfast, we set off on the Sunday run at 10.00am, to travel through the Bergisches Land to the Altenburger Dom, a Gothic church built in the 13th Century. The tour followed the traditional "follow the leader" format, which we have become used to. The trip was about 90Km, and bar one hitch where some cars got lost, we had a super lunch in the café nearby, we said our fond farewells, and went off in the direction of home, which for us was another night at the Maritime.

On Monday morning, we three couples met for a leisurely breakfast and then Geoff and Janet went off to North Germany, and we went to Bruges for another two nights, before returning home. The weather was hot and beautiful.

It would have been better in Frog, and I was a bit disappointed that only three from MASC made the trip, but the comfort of a radio, heater (that works), automatic hood, and turn of speed, had some consolation for Rosie, who has always wanted to go abroad in her car.

Many thanks go to the German organisers Marcus and Birgit, and all the other teams for making this such an enjoyable event.

Next years event is to celebrate 50 yrs of Midget and Sprites and will be held in Bad Lippspringe on the 2nd to 5th June. Don't miss it, put it in your diaries now!

As to the the Frog, it has come off the naughty step, is already fixed, and waiting for the next run.

Jim and Rosie Willis
Member no 2582 Warks Group

*Parking at
Altenburger
Dom*



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

Hampshire Happenings

DEERS HUT VEHICLE MEET

This is the second time we have attended this popular event. This year extra space was made available by opening a second field; a total of 300 cars were on show. A jazz band provided the entertainment, with a BBQ laid on by the local Scout group, and for those with a sweet tooth a wide range of cakes and pastries were available on the cake stall (not that I was interested in those!!). It was great for all the attending 'Petrol Heads' to spend a gloriously sunny Sunday chatting about cars.

NEWTON VALENCE STEAM & CAR RALLY

Hot! Hot! Hot! – Thanks goodness again for the gazebo – I think it saved us all from sun stroke, and as an added bonus, we were able to pitch it right next to the show ring, so we could sit in comfort and be entertained at the same time. We were also visited by several people who enquired about the club and our activities, or was it just to get out of the sun? Either way we got to talk to some interesting people who gave us their details so that they could receive our Newsletters, and we would



Woodcote Show

like to think that we may see them at one of our monthly meetings some time soon.

As well as the usual suspects and their cars, Pete and Lou were there with the Burrell; a very large steam traction engine and in the evening we all gathered together for our dinner, which had been cooked in the smoke box. The menu consisted of Lamb Hotpot, Jacket Potatoes & Roasted Vegetables followed by Fruit Crumble and Custard – our compliments to the chef!

WOODCOTE STEAM RALLY & BEER FESTIVAL

Hot! Hot! Hot! – Thank goodness for Lyn & Alf's caravan awning – We certainly have been lucky with the weather for most of our shows this year. With the exception of Popham

Airfield & Basingstoke Festival of Transport (where we froze on both occasions) it has been sunshine all the way.

You may have seen this show featured on the BBC South Today news programme, but if you missed it I can tell you it was a great show with something for everyone, apparently attracting 15,000 visitors over the two days. So great value for exhibitors who get in for free including good camping facilities.



Bring on the Dancing Girls

Jenny Green

www.midgetandsprite-hampshire.info



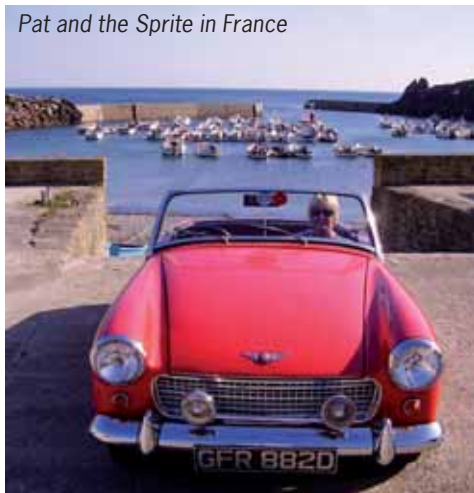
East Anglian Report

First up was fabulous Flixton aviation museum, my original plan was to try to tempt some of our coastal colleagues out of the garage and into the bright sunlight of an East Anglian MASC event, to this end Pat and I scoured Norfolk and Suffolk (and the internet) to find some great countryside to drive through, a great place to eat and a fabulous place of interest to visit. All this involved hundreds of miles of driving, the sampling of vast quantities of food and beer, tough but someone has to do it.

On the day we all met up at Bardwell for lunch at a brilliant little village pub far from the beaten track, the wonderful Dun Cow. The landlord not only opened up earlier than normal for us but even roped off an area of his car park exclusively for MASC. The choice of lunch venue had necessitated all comers taking a pleasant pre lunch hour or more run through nice country without the need for an early start, which set things up nicely for a very relaxed and pleasant day. Unfortunately a few people dropped out at the very last minute so the landlord had set us up a large table in his dining room for twice as many as

we actually were and by now it was very hot and sunny so he very kindly moved us to his outside eating area, saying it was no trouble at all. We were then served exceptionally good food at a very reasonable price (a truly brilliant English pub).

Pat and the Sprite in France



After lunch I led our convoy to Flixton aviation museum by the quicker route since we spent rather longer over our excellent lunch than I had allowed for (no time for the pretty route). We arrived at Flixton where we parked our Sprites among the planes to enhance the exhibit and spent the rest of the afternoon looking around the fascinating array of planes and other exhibits. There was a propeller driven passenger plane from the 1950s, dozens of other aircraft and countless smaller items to look at until closing time at which point we had to drag ourselves away and return home happy in the sunshine after a brilliant day.

I missed the Mad cat night, but for all the best reasons since we were on a Sprite adventure in France, the first since the engineectomy, and I have to say that my brave little Sprite performed magnificently for the 2000 or so miles she covered (500 of them with only three millimetres of ground clearance due to the 30 litres of wine in the boot). I love taking the Sprite to France and driving down those brilliant traffic free roads through glorious countryside, everywhere we go we are greeted with smiles and gestures of approval. Some people even stop to admire the little car and ask questions about it.

See you all at the Mad Cat and beyond

Dave Dixon

NW Area Report

For July club night we had almost a full house, excellent turn out. This was despite the atrocious weather, torrential rain, it was horrendous.

We have another new member, welcome to Lee and his wife Sonia (I'm sure that's her name and hope I've spelt is correctly!). They have a very nice '72 round wheel arch Midget.

A good deal of the night was taken up making arrangements for the Cholmondley Pageant

of Power which was taking place the weekend after club night. As last year the weather was turning bad, just to make it more fun for those of us camping over!

On the weekend of 26th/27th July some of us went up to Moffat for the weekend. This was for an event organised by the Rootes Enthusiasts Group. There was Mike and Karen, Neil and Shelly plus myself and Diane.



At the hotel



The event consisted of a run on Saturday with 300 cars, and a show on the Sunday with 900 cars!

The weather was absolutely glorious and this part of Scotland is really lovely.

We stayed at the Moffat House hotel on the main street which was really nice.

The whole weekend is very relaxed and peaceful.

The run took us on a circular route up towards St Mary's loch, then across to Tweedsmuir passing Talla and Megget lochs and then back down to Moffat. We stopped at Glen café at St Mary's loch for a picnic lunch.

On the Saturday evening we went out for a meal before hitting the Moffat nightlife. Surprisingly there was nothing at all going on except for a vocalist in the local pub, so this is where we ended up to finish off the night.

On Sunday Diane and I didn't take our car to the show as we had to leave early, although we did have a good wander around the show first. When we set off for home, it was such a lovely day that we decided to travel on the A-roads avoiding the motorway; there is

some beautiful scenery in this part of the country.

Mike and Neil set off later in the afternoon and also travelled off the motorway.

The following week we had planned to go to the Fiddlers Ferry car show organised by the Casual Classics Car Club. Unfortunately Neil and I dropped out, for unrelated reasons, but I think Bernie and Pete still went. I totally forgot to ask Bernie how it went, sorry Bernie!

Now then, on August bank holiday, Sunday 29th and Monday 30th, it is the Gold Cup race meeting at Oulton Park. Once again we are having a stand there which means we can get free tickets for driver and car. If you are interested then please let me know **before** 7th August on 01772 432138 (evening), if I'm not there then please leave a message.

Finally, for November club night we are hoping to organise a talk by Malcolm Hague on the topic of preparing a car for the Mille Miglia. Further details will follow.

That's all for now.

See you at the Kiltan on 11th August

Scotland Area Report



This month's report commences with a few words of introduction from Betty Kerr the new Scottish area representative.

"Firstly I would like to thank Carson for his years as Scottish Area Rep. It was due to meeting him that we became members of MASC and we have had years of fun, meeting new friends and lots of wonderful car runs. My late husband and I bought a 1275 red MG Midget as our first car together. As an only car, at that time, it was used for everything, car club rallies, dog shows, carrying bags of horse and dog food, straw bales etc. It was photographed coming off McBrayne's ferry and was used as an advert for their timetable. Many years later, after retiring from showing dogs, John (my new partner) and I decided to get another Midget. That car has turned into three Midgets and growing! I hope I can follow Carson's footsteps as Area Rep. and enjoy many more years with our cars."

The weekend of 18–21 June found the Scottish Section of MASC on Arran. The glorious weather allowed the island to be seen in all its beauty. Arran is referred to as "Scotland in Miniature" and it certainly lived up to that label, it was stunning. A total of eight cars – three Midgets, three B's and two moderns (Any colour as long as it's black and a Swedish aircraft manufacturer – no more clues!) made the trip. Due to differing aspirations,

personal circumstances and geographic locations the attendees adopted various lengths of stay, routes and ferries. Everyone met at Lochranza on the Saturday and took advantage of photo opportunities in front of the castle. Unfortunately, by this time Bob and Lorraine, who had arrived on the Friday, were already "hors de combat" as the clutch release bearing of their Midget had disintegrated. Angus and his transporter had been arranged via the AA to recover them on the Sunday and for the rest of the time they occupied spare seats in some of the other cars. From Lochranza we headed in convoy to Blackwaterfoot where the hotel was situated. Following an excellent meal in the hotel, the evenings socialising appeared to involve some impromptu impressions. Steve's "Hank Marvin", Pauline's "Tumbler" and David's "Clown" were all successful but Ricky's "Trick Cyclist" is obviously work in progress. On the Sunday the group headed anticlockwise



The Group at Lochranza

round the island to Brodick for lunch prior to completing the circumnavigation back to Lochranza for the return ferry. A number stayed another night before returning on the Monday.

My run on July 3 had a lower than expected turnout. However, the weather was bright all day with rain in the air but never materialising.

A scenic route via the Campsie Fells, Fintry Hills, Strathallan, Glen Devon, Stirling and Kilsyth Hills was completed with stops at Callander and Powmill for ice-creams and lunch respectively. Due to lack of space, the report for the Glamis Extravaganza will have to be included next month.

John Pardo

Wiltshire Area Report **(and other related matters!)**



Jill and her cars

How did I talk myself into this!? Well here goes!

The Wiltshire Group met on a lovely June evening, the threat of rain coming to very little. Situated beside the Kennet and Avon Canal, The Barge Inn at Seend was busy with trade from the narrow boats, motorists and locals – most pubs would kill for business like this on a weekend, and this was a Monday. Dave and I arrived and no other likely vehicles in sight apart from a Morgan. Then we spotted a copy of *MASCOT* in a stranger's pocket! We introduced ourselves to Richard and Alan who have acquired a Frogeye in bits and who are on a very steep learning curve! The sound of more Sprites and we became a group of eight, with three Sprites and a Morris Minor Convertible between us.

We all compared notes on our exploits over the last month or so; Andy Cross had tried his hand at Hill Climbing with Gurston Down Hill Climb School (hopefully more on this elsewhere?); Colin Gale is a regular Hill Climb competitor and had been to several events, Prescott, Aintree etc. Dave and I had been to the 24 Heures du Mans, and then along with members of the New Forest branch of the

Austin Healey Club had spent an enjoyable few days touring the Cotswolds in our "other car". This was organised by Colin & Sue Dimbylow, Colin being another member of our party this evening.

Dave and I joined the MASC last year after I purchased my 1971 Austin Sprite (still searching for the proper badges, any update?). Dave has a Big Healey which I have yet to master, so I spent my retirement lump sum on my own car! We thoroughly enjoy the monthly meets of the MASC, everyone having an interest in different aspects of motor sport. Most of our motoring pursuits seem to involve the 3000 and we are about to embark on trying our hand at Regularities – any tips!? Meanwhile the Sprite is my summer shopping car, although we don't rule out using it for any future events.

A reminder that the Wiltshire group meet on the last Monday of the month at the aforementioned pub. Do come and join us!

Jill Hansford
Member no: 4224



Colin Gale's sprite at "La Vie en Bleu" at a rather wet Prescott in May



Home Counties North West Report

A quiet, but busy month for the Home Counties North West if that makes sense? The month started with an invitation to join the Harrow Car Club's Annual Concours at the Windmill Pub in Chipperfield.

After the recent good weather you may not remember that the first part of June was a wet affair and unfortunately the bad weather kept not only MASC members away from Chipperfield, but also Harrow Car Club members. It is a shame as the event is usually well attended and a fun evening with an unusual mix of cars to enjoy. Two of us went along from HCNW and my Frogeye managed to win a prize – admittedly not against much competition, but a win is a win! The car of the evening award went to a perfectly restored Amphicar; if you have had a chance to have a close look at one of these contraptions I am sure you will agree they are amazing vehicles. I wouldn't want to sail too far in one though!

In the middle of the month we had a double header weekend with a trip to the Datchworth Village Fete and Car Show on Saturday and trip to Stowe Landscaped Gardens on the Sunday. Unfortunately I was not able to attend either event as Jen and I took the Frogeye down to the New Forest for a long weekend away. The Datchworth event is

known as a car killer for HCNW, but this year wasn't quite as bad as last year. No low loaders were needed for the journey home, although I understand not everyone managed to arrive in the car the originally set off in ...

On the Sunday Chris had organised a get-together at Stowe Landscape Gardens (just outside Buckingham). A few members met up and had an enjoyable time touring around this very impressive National Trust site. If you get the chance a visit is well worth it.

And finally our regular pub night fell on the same night as a local event at Luton Hoo. Plans at the beginning of the year were to hold the club night at 'Classics in the Walled Garden', but it turned out not everyone got booked in and a couple of us who had planned to be there found ourselves without cars to go in. My weekend away left me with wheelbearing problems and the Datchworth curse took another! However, we had a bumper turnout at the Chequers, with most of those who attended Luton Hoo popping in on their way home. We had six Spridgets in the car park at one point. It was good to see everyone!

Mark

<http://hcnwmasc.blogspot.com/>

Wark's Talk

The MG in the Trees event organised by the South Staffordshire MGOC, was the first June event mentioned, but not attended, by Mo & Phil at the last meeting. However Andy Bourne, Kate and Stuart Gunn who are among our groups MG owners joined in their runs.

A late addition to our events was the Coventry "Wheels" meet which took place at the Blue Lias Inn where an adjacent field was filled with a variety of interesting vehicles from a 1920's Bentley to a 650 bhp Ultima, it was a glorious warm evening for a run and attracted literally hundreds of cars and motor bikes with half a dozen from our group attending.

The main event of the month was the "Gold Rush" organised by Roy, Geraldine, Stuart and Sybil. We met at the Hagley Little Chef, where we were given our routes and, as there were 14 cars, split into three groups, led by the organisers, plus Mo and Phil. We were delighted to have Maurice Stacey join us in his Banham Sprite from across the Severn, along with first timers Neville and Janet Smart, as well as David and Mary Cox. The first stop was Ray's Farm for coffee, where the owner's '30s Saloon gained more attention than the animals, although the reindeer did cause some comment. The route followed country roads to Much Wenlock,



John's Car on its Way Home



The Medal Winners

the town which started the modern Olympics and from which the run gained its title. Our first stop was the Priory, but although we were expected they forgot to mention it was the one day in the year when the Bishop of Worcester was holding an open air service. The consequence was that the car park was completely full, the only space being one reserved for a coach. We managed to park nine of our cars in it, and if a Toyota had not been parked there before us, the space would have accommodated all our cars. We walked from the Priory to the George and Dragon in the High Street for lunch, which was followed by an informative treasure hunt around the town that also provided some healthy exercise for us. Despite Jim announcing the final score of the England football match, we continued onto the final part of the route which took us to Sybil and Stuart's home for tea, with delicious home-baked cakes and scones provided by Geraldine and Sybil. While we were eating tea, the treasure hunt results were announced. Four couples had full marks, so tie breaker questions were asked. An Olympic styled award ceremony took place and in first place, taking the gold medal, were Mo and Phil, Neville and Janet won silver, and Chris and I took bronze. Our membership secretary, John Platt had been struggling with his clutch all day until he could not get any gears at all, not wanting to wreck his gearbox completely, his return home was by courtesy of the AA. Our thanks go to Stuart, Sybil, Roy and Geraldine for arranging a day of super driving and interesting visits.

Chris and Sheila

Wales Area Report



Arriving in Morrison's car park in Carmarthen at 10am on Sunday 4th July we saw Dyfrig and Lynwen were already waiting there in their 1958 cherry red Frogeye resplendent with nine stud screen. Believe it or not, this car is original with only 37,000 miles from new! Quite a specimen, the car I mean, not Dyfrig! Sharon and I parked our Old English White 1958 Frog next to theirs. Unfortunately mine has got the later type screen. We were soon joined by 'Welsh' David and his wife Andrea and their dog, Flossy, in their red Mk111 Midget. We were just waiting then for Dave & Liz. They arrived soon in their German MG. The MG BMW. Their 1965 Sprite was poorly with faulty master cylinder. It didn't matter a fig though. There's no exclusion clause in our little group.

Normally we would have been joined by a couple of other Midgets but other commitments prevented this on this occasion. By the way, I should mention that this 'gathering of friends for an informal drive' was going to be a wet one. Hoods were up. And yes, despite what David tells everyone, he does use his car in the wet. Good on you. Whilst I was supposed to have organised a route to follow I dipped out when Dyfrig volunteered to lead the way. Years of living in the area and having cycled almost every road in south west Wales made him more than qualified to show us the way. Phew!

We headed off on the A class Lampeter road but soon turned right, in Peniel, on

to an unclassified road signposted Horeb. As we progressed along wet and misty roads we soon arrived in the beautiful little village of Brechfa. We weren't the only ones using these fantastic lanes. We soon met a collection of vintage motorbikes coming towards us which were accompanied by a three wheeler Lomax. We were dry. They were wet! "I don't mind" the driver of the Lomax said, "I've always ridden motor bikes". Next we met a variety of road racing pushbikes who were on a cycle event. They looked very wet but not a bit miserable. They were loving it.

Soon we were sat in the Black Lion at Abergorlech drinking fresh coffee and either



cup cakes or double chocolate muffins. Very nice. We couldn't stay long though as we were blocking the car park for the other people booked in for Sunday lunch. Following our little treat we continued on our journey towards Talley. We dodged Llandeilo, taking a back road towards Golden Grove and then on towards Llanarthne. Our destination now was the National Botanical Gardens of Wales. Having parked our little gems up we headed for the restaurant. It was too wet to eat our picnic and so we treated ourselves to some hot food. This too was the finishing point of the cycling event and so we ended up meeting lots of people we knew who were into their cycling. In fact I felt a bit ashamed as we had been travelling around in the dry and the cyclists were very wet. Oh well.

Following lunch we had a look around the gardens. The Pleasure Dome of Xandu had come on a long way since the last time we

visited in 2002. The plants from around the world had grown considerably. We didn't see any of Dr Who's adversaries either. That was reassuring. It was still raining and so the decision was made to head home. We all said our goodbyes and left. By the time Sharon and I reached St Clears the rain had stopped and the sun was out. We stopped in St Clears to drop the hood and decided to take the coast road through Laugharne and on to Amroth where we stopped for a coffee and soaked up the sun. It was like being in the Med. Well it is the South Wales Riviera!!

This had been a very nice little road trip and thanks must go to Dyfrig and Lynwen for leading the way. Here's looking forward to the next one.

Neil Thomas,
Tenby

Surrey



The third Tuesday of the month means time for the Surrey section monthly meet. The weather was good so John Larrington and I drove the 89 mile round trip to the Blue Ball, Walton on the Hill, Surrey in my Frogeye. We went via the M25 in haste but returned home in the moon and starlight, along quiet roads, through Westerham, Brasted, Riverhead, Otford and Eynsford encountering little traffic as we progressed our journey. An excellent run.

Only five Spridgets were in attendance as Courses, work, holidays, sickness and car problems depleted our number so that only eleven people attended.

As the teacher used to put on my old school reports - Can do better. Perhaps next month!

Alan Anstead

Surrey and Kent Area Rep

Tel: 01322-384050

Mail to:

alan.anstead@btopenworld.com

Avon 'appenings

Hello again fellow MASCites. Tremendous response to the previous 'APPENINGS' but despite that, here we go with output No2. The curse of the summer evening club run again prevented us from venturing out from the Rose and Crown for the June meeting. Yes, it rained yet again. Despite this, nine members gathered around the 'big' table at the R&C at Pucklechurch. This included Alan Lo who is now allowed off the 'naughty table' to rejoin his old comrades. Yes, realizing the folly of selling his Midget Mk1, "The oldest Midget in the village", Alan has now bought its replacement "Special K". Gone is his conversation on topics of the 1960 way of Spridgley life, Alan regaled the gathering with tales of 21st century technology encompassed within his Midget lookalike. It has to be experienced.

Our annual attendance at the Classic and Sports car Action Day at Castle Combe circuit saw 14 cars compacted into our area. At last, the weather was smiling which helped bring out all but Robin Harwood who unfortunately, suffered an MOT failure on the dark green Frogeye. Philip Sellen only just made it with fingers crossed, his Midget Mk11 suffering some mysterious temperature related problem. Barry Lowe came down all the way from Ilkley with his green Innocenti coupe. Andy Cross brought both his Sprite Mk11 and Morris Minor circuit racer whilst Colin Gale deafened everyone with his sprint/

hillclimb Frogeyed Midget. Representing "MASC Heritage" were membership No's 1, 15 and 17, John Ruderman, Nigel Williams and Terry Horler respectively. These old timers reminiscing on old times - which didn't take long as their memories are shot. The MASC secret service and master of disguise, Maurice Stacey again fooled many with his Frogeye lookalike Banham Sprint. "I used to have one of these" was quietly discounted with the thought "No you bloody well didn't". David Lunson brought along both his IOW and genuine Frogeye Sprite whilst the Minivan parked amongst our number was quite obviously not an item in our "Can you spot the intruder" line-up. Jim White fooled no one with his immaculate Austin Sprite, it really is immaculate. Alan at last summoned enough courage to venture out in 'Special K', the first time I had actually seen it move in his ownership. Most of us enjoyed a couple of gentle laps of the circuit, except me. I was stuck behind Colin's exhaust pipe which not only excretes loud noises, but has a very strange smell emanating from it.

And so to our next gathering at the Rose and Crown at Pucklechurch on Wednesday the 14th of July. Curse aside, we shall attempt an evening run leaving the R&C at 8.00pm. Most likely destination, the Yew Tree at Norton near Hullavington. Please ring me beforehand 01454 881770 to confirm. Remember, you do not have to be piloting your Spridgley thing to join in, but you may be questioned if not.

See you then

Terry Horler

Market Place

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

FOR SALE: 1979 Midget. Only 14,720 original miles. Comes with the almost-new original wheels and tyres, and a hardtop. Vermillion red. Corrosion protection. SS exhaust. This car is in pristine condition with no scratches. No restoration has been needed. Always garaged. It has won numerous honours at MG Car Club events. Has had a full service every year, and most service and MOT records are still available. Other photos available. Lovingly cared for, and very sad to part with it. Reason for sale -

wife has a back injury.

£4750.

Contact John Dunicliff 01626-832919
or john@dunicliff.eclipse.co.uk

FOR SALE: Pair of Peter May uprated halfshafts, unused, £150. Peter May 900 uprated disc brake conversion, unused £150. Manifold large bore LCB exhaust manifold, unused £120.

Contact: Stan (Yorkshire) 01423-712436
or stanapleton@aol.com



“We're off to

INTERNATIONAL MIDGET 50

at Burghley House, Lincolnshire

on 12th June 2011

- see you there?”



For
further
details, see
reverse or visit:

www.midget50.com

Prototype & Production

AH PANELS

People often wonder how we can provide outstanding quality parts at such a low price.

A.H. Panels was founded by A.H. Spares Ltd to establish a professional sheet metal manufacturer that would focus on producing high quality and precision reproduction body panels for the Austin Healey.

We have time served craftsmen turning top quality material into superb hand crafted items. In fact we are the world's only manufacturer of a substantial range of parts currently available!

Being the world's premier supplier of Austin Healey parts, we take on board input from internationally renowned restorers to help perfect our products. We are told that they are at least as good, if not better than the originals!

We can also provide custom and bespoke parts. All you have to do is ask!

Handcrafted by enthusiasts for enthusiasts!

Quality Sheet Metal Products

WWW.AHPANELS.COM

UNITS 7 & 8 WESTFIELD ROAD, KINETON ROAD IND. EST. SOUTHAM, WARWICKSHIRE, CV47 0JH, UK

Tel: 0044 (0)1926 817181 - Fax: 0044 (0)1926 817868

Email: sales@ahspares.co.uk

All major credit cards accepted