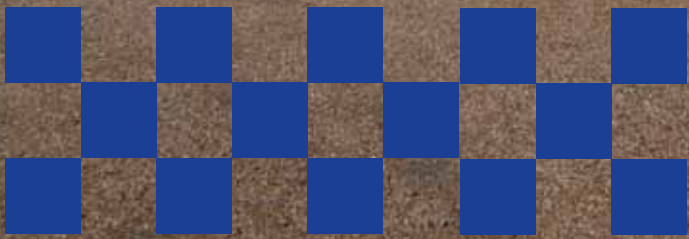


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of the
Midget & Sprite
Club





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

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Vacant

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

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November Editorial



AGM at Coventry
October 2010. MASC
assesses a new
Spridget derivative
Image © Bill Mohan

It's not very often that MASCOT has anything "hot off the press" however having just returned from the Club's AGM at the Coventry Transport Museum this afternoon (17th of October as I write this). I can report that the full complement of 11 committee members, the maximum allowed under the constitution, has been installed and has had their first get together. No fisticuffs or tears as yet, so things couldn't have got off to a better start. We have a group of new and experienced committee members all of whom are motivated to take the club forward in a professional way over the coming 12 months. We mustn't forget the outgoing committee members, Nigel Williams, Mark Boldry and Anita Lachowicz. The new committee would like to pass on our thanks to them for their efforts over the years.

Look out for news and announcements over the coming months and remember to contact the committee or your area rep if you have any questions or issues. We can only move forward, sort problems and implement new ideas with feedback and suggestions from you, the members.

Without wishing to sound like "Family Favourites" (obviously I'm far too young to remember it). I'd like to pass on our congratulation to webmaster Toby Anscombe and Rachel on the birth of their daughter Jessica, albeit a bit earlier than expected. Also a very happy 80th birthday to John Sprinzel.

As the evenings close in and the weather turns colder, now is not the time to stop using your Spridgets. There is no reason to stop having fun in it just because you can no longer feel your hands, your ears have dropped off and you are blinded by the headlights of oncoming vehicles. Simply switch on your lights, put the roof up and turn the heater on to maximum, as MASCOT needs to continue to receive reports of your adventures to fill it over the coming months.

Have a great month

Gary & Gaps

Next month's deadline for articles and reports to be included in MASCOT is Friday 12th of November.

Please remember that I will be having a word with Santa to let him know who has been good and bad this year.

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:

The Rotunda and treasure hunting Spridgets from the East Anglia area. Photo © David Dixon

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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 & Birmingham** – Meet at **The Green Man**, Middleton Village, 8.30-8.45pm Contact: John Collins, Tel: 07970 213084 email: green_mx5@hotmail.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 & 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 & 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**, Steps, 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.freeserve.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** – Venue changed. Please contact David Hill for details of new venue, 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 November

User name: Micro Password: Blister

Events

From David Hill & Webmaster Toby Anscombe

Events organised so far.

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 membership@midgetandspriteclub.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

Friday 10th Essex Area are having a Christmas Dinner. For details please contact Jane Gates on 01255 830509

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.

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New Members



Mark Wilson with his
MkIII Midget



Jack and Pauline
Torrance with their
Brooklands Green Midget



Tony Reeve's MkIII Midget



Alex Trueman's MkIII Midget

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

2124 Paul Johnson	Tyne & Wear	Frogeye Sprite/Sprite Mk 2
2674 Mark Cairns	Devon	Midget Mk 3 RWA
4336 anon	Somerset	Midget Mk 3 RWA
4337 Mike de St Paer	Merseyside	Frogeye Sprite
4338 Philip Bradshaw	Cambridgeshire	Sprite Mk 4
4339 Peter Vallins & Stephanie Smith	Dorset	Frogeye/Sprite Mk 3 / Midget Mk 2 x 2
4340 Anthony Reeve	Herefordshire	Midget 3
4341 John & Carole Gully	Dorset	none yet
4342 Peter Crook	Surrey	Sprite Mk 3
4343 Kevan Rowe	Hampshire	none yet
4344 Jack & Pauline Torrance	Hampshire	Midget Mk 3 RWA
4345 Raymond Hiscocks	Somerset	Frogeye Sprite
4346 Peter Heron	Surrey	Frogeye Sprite
4347 Alex Trueman	Kent	Midget Mk 3 RWA



Peter Vallins with some of his and Stephanie Smith's Spridgets



Peter Heron at the Crystal Palace Sprint in his Frogeye

Remembrance Run 2010

A late Battlefield Tour - 11th-14th November 2010

**** This tour is for Sprite Midgets and derivatives thereof ****



Picture
from Nay's
Collection

A visit to the Menin Gate (Ypres), Bethune, and Fromelles on the WW1 Western Front.
On the Thursday evening a visit to the Menin Gate at Ypres for the Remembrance Day ceremony.

On the Friday there will be an opportunity to visit the new Tunnelers Memorial at Givenchy and on Saturday there will be an opportunity to visit the newest Commonwealth War Grave site at Fromelles.

The tour will follow our usual Battlefield Tour format. P&O ferry Dover/Calais (£25 each way 0915hrs outbound on 11/11. 1655hr return on 14/11).

Book your ferry at www.poferries.com

We stay at the Campanile Hotel (Bethune. Fouquieres les Bethunes (Euro 225 for three nights)). Book your room at www.campanile.com

Recommended reading: Major & Mrs Holts Concise Illustrated Battle field guide - The Western Front North. ISBN 0 85052 933-6 rrp £15.99p

Alan Anstead, Kent/Surrey Rep

Tel: 01322-384050 (answer phone) Mail to: alan.anstead@btopenworld.com

Polybush Frogeye Rear Spring



The red and blue polybushes

I am writing this article in response to a request, from Gary, for articles for the magazine. It is all a bit of a rush so please excuse any errors.

Polybush, although a registered trade mark, of a manufacturer of polyurethane bushes, has so become, like Hoover for vacuum cleaners and biro for ball point pens, the name most commonly used to cover all of that genre.

Having said that in this case it was actual Polybushes that I fitted to my Sebring coupe that most will, by now, know is the car that I generally use for continental touring. Polybushes are supplied in three types, signified by three colours blue; orange and red dependant upon hardness. I have chosen to fit the touring bushes seeking (and quoting from the Polybush site): - "Superb ride quality and beautiful manners on and off road. Polybushes most compliant grade provides excellent longevity and greater shock absorption with a factory fresh feel." It is untrue that I chose them because blue suited the colour of my car (Speedwell blue) as they are unseen when fitted.

The bushes can be fitted without having to remove the rear quarter elliptic spring from the car. Lift the car only so far that it is possible to remove the road wheel. Support the car safely in this position.

I shall digress slightly and suggest that whilst the wheel is off that the wheel nuts and studs are carefully examined. In the Kent/Surrey area, in the past month, there have been reports of one car losing a wheel through stud failure, one losing a wheel through not

tightening the nuts, and one case of wheel nut thread stripping. If anything does not look right then replace for your safety and the safety of others.

Support the rear axle with a jack. Undo the bolt that fits the spring to the rear axle assembly and drift out. Now lift the axle assembly away from the spring to expose the rear spring bush.

Remove the rear spring bush. This can be done, for example, with a G-Clamp or (the method I used) with a long bolt passed through a washer just under one inch in diameter (so that it passes through the spring shackle), then through the bush 'eye'



Leaf spring and bush

to a tube on the other side of the spring two inches in length and slightly larger than one inch diameter (so that (a) it sits on the spring (b) the bush will pass through it) topped with a suitable washer and nut. As the nut is tightened, if all is assembled correctly, the bush should pull through easily. If the spring appears heavily rusted you may wish to apply some penetrating oil to help ease the bush on its way.

Smear some silicon grease or washing up liquid, or soapy water on the polybush and push it, minus the stainless steel insert, into the spring 'eye' checking that it seats well.

I now encountered a small problem the stainless steel sleeve supplied is two inches in length whereas my rear axle assembly that receives the tube is only one and fifteen sixteenths of an inch. I checked that the axle



Removing the bush

Bush removed



assembly had not been pinched over time, and use, and it had not. This may be because pre HAN6/12068 and GAN 1/7442 cars have a narrower axle assembly as spacers are listed for the latter axles. Can anyone confirm? Any way the polybush appeared to have some compressibility, so without reference to the manufacturer, I shortened the stainless steel sleeve to one and fifteen sixteenth of an inch and pushed it into the poly bush.

Lower the axle assembly over the spring, align all the holes and replace the bolt (liberally smeared with copper grease). Fit the nut onto the other end of the bolt but do not pinch tight until the car is back on ground with all four wheels fitted. You may at this stage wish to consider tightening wheel nuts with a torque wrench. As I said earlier this article is at a rush so, although I have road tested the car with new polybushing fitted it has not had enough use to comment much on ride and longevity.

Alan Anstead

Area Rep Kent/Surrey Sections

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In this month's Kent/Surrey area report (on page 30), Alan Anstead mentions the Scottish Sprite Club. Not one to rest on his laurels, Alan decided to do some internet detective work and discovered some information about this now extinct club.

Did any of our current or past members also once belong to The Scottish Sprite Club? And if so, do they still have the very nice looking grill badge? I would love to know.

The following brief history is taken from the excellent website of the Veterans of Scottish Motorsport Association www.vσμα.org.net



Scottish Sprite Club

This Club is no longer active. The Scottish Sprite Club was formed by a group of about a dozen Austin Healey Sprite (Frogeye) owners in 1961. It organised club rallying, driving tests and social motoring events and included an associate membership for non-Sprite owners. It was, like Sprite clubs elsewhere, fiercely independent, staying remote from the national Austin Healey Club. The membership grew and co-promotions, especially with Bruce Peebles Motor Club, meant a large sporting programme was available. It was also part of the West of Scotland Association of Motor Clubs which pooled members and events to ensure plenty entries for excellent motor sport. In 1963, Jim Clark became the Club President and attended a Club meeting before his tax exile. The Club sent Jim a telegram before every Grand Prix thereafter until his death. He corresponded with Ian Scott, the long-time Secretary and really appreciated the telegrams! After, Jim's untimely death, Andrew Cowan agreed to become President and was an excellent successor. By the late sixties, the membership had reached around 85 and most of these were active competitors in all branches of motor sport. The Club was providing around a third of all the competitors in Scottish speed events and because of this it was invited to join with the other clubs that had hill climb venues with a view to setting up the Scottish Hill Climb Championship. Unfortunately, as the '70s went on, the Club started to wane and, as with any one model club, when production of the Sprite stopped the end was inevitable.

© **Veterans of Scottish Motorsport Association** www.vσμα.org.uk

LED Bulbs

The benefit of using LED bulbs to replace traditional filament bulbs is that they give a better light and use less power than the conventional bulbs they replace. They also last longer.

A recent article in *Classics Monthly* has hinted that the use of such bulbs may not be legal if they do not carry an e/E mark to show they have been type approved. The paragraph that follows is an updated summary of an article that appeared in FBHVC's newsletter in April 2005. Regulations normally require that replacement vehicle parts be type approved (e/E-marked), but this does not apply to those vehicles that



were in use before the relevant European regulations were in existence. Research into the Road Vehicles Lighting Regulations (1989), its schedules and six subsequent amendments reveals that the regulations for each type of lamp assembly (including bulbs) differ. For vehicles first used prior to 1972, no lamps need to be e-marked. For vehicles made between 1972 and 1974, the front lamps have to be e-marked while for those made between 1974 and 1986, the indicators do not have to be e-marked, but most other lamps do. Where lamps are not required to be e-marked, the normal requirement in respect of power is simply that the lights should be visible from a reasonable distance and angle, but in the case of stop lamps, a power range of between 15 and 36 watts is specified, so replacing a 21 watt stop lamp bulb with a 2.5 watt LED bulb would (theoretically) be illegal even though the light emitted may be clearer. But who is going to know?

Letters to the Editor

Shakespeare

Hi, Gary,

I've no doubt you've been inundated with inquiries as to where one might be able to get hold of a copy of **Shakespeare's** "Tale of Two Cities". I have to assume that it was written posthumously as the French Revolution was nearly 200 years after he died - or have I missed something. Anyway, if you know where I could lay hands on one, I'd be much obliged.

It's a **Dickens** of a job keeping up with the literary world these days!

Regards

John Gibbons

Hi John,

Do you know that you are the only person to have picked up on that mistake (or at least the only person to comment on it). I'd like to say that this is a sad indictment of the recent education system and the literary ignorance of the youth of today. However, as the average age of our readership is 97 years old, I can't use that excuse!

*By the way I've just finished reading **Christopher Marlowe's** "War and Peace". It's a bit long but I understand that it's also quite a rare copy.*

Gary

Engine lift

Dear Gary,

Much of what John Davies wrote in the October edition of **MASCOT** about removing engine and gearbox from Spridgets struck a familiar and often painful chord. For anyone that does not relish repeating his admirable efforts at solving the lift and tilt problem, I would strongly recommend spending about £35 on a Clarke Load Leveller. I have used one on my Sprite and for various Mini engines and it does just what it claims to do: allows you to adjust the tilt and balance of the

engine at any time as it comes in or out. I did have some initial concerns about the longitudinal strain that might be placed on the rocker cover studs as the lift vector is not along the stud axis. However, after trying a variety of complex systems to reduce this effect, I experimented on my son's Mini engine without such subtleties and convinced myself that no harm results. My healthy and rebuilt MkIII Sprite engine is testament to this conclusion.

I have no interest in Clarke or Moss Europe who supplied it, but I am happy to testify to its effectiveness.

Best Regards,

Dale Lodge 4168A

New Sprite



Gary,

Hopefully I haven't missed the deadline. Having just renewed my membership for my 3rd year. Here are some pictures of my new acquisition the Red 1967 Sprite, next to my 1972 Midget. The strip down has begun and it will be restored back to its original Old English White glory. Made in June 1967, it was supplied to Voss Motors in Liverpool and has had nine owners from new.

Regards

Jason Trevorrow

If you have any questions or opinions which you wish to have printed in **MASCOT, please send them to me. editor@midgetandspriteclub.co.uk**

Or by post to; Gary Lazarus, 40 B Hungerford Road, London. N7 9LP UK.



Drag Racing Spridgets

at Santa Pod 22nd August 2010

Nitrous powered Midget and BGT V8

There were four Healeys... Two Frogs and two "Big" Healeys, so by far the greatest number of Healeys ever at Santa Pod on the same day! There were also two MGs. The BGT V8 and a nitroused Midget.

I had a paperwork problem so couldn't run until the afternoon and so only got one run in before the track was oiled down.

My time was a slow 15.7 at 88mph with a couple of cylinders running lean (possibly dirt getting into a Weber or low fuel delivery?). The other Sprite broke its gearbox on the start so didn't get any runs in.

Still it was a very friendly day and the weather was fine!

More next time....

Philip Herric



Under the bonnet of the Nitrous Midget



Philip's Drag Sprite lining up



What lies beneath the bulge

PFV 763 (Aka Suki)



My wife's car is Reg. No. PFV 763 and, for reasons I will not go into, she is named "Suki".

Should it be of interest I add a brief history, with reference to two other cars.

After Suki was purchased for my wife-to-be in 1969, I 'restored' her rather roughly and cheaply with new sills, etc., and, having owned two Minis, the latter of which was a 1071cc Cooper "S" fitted with Taurus tuning parts, I embarked on uprating the Frogeye. A 1098cc engine was obtained, tuned, with twin-choke Weber, and a 1275 gearbox, 6" rims, rally seats and Ford 2000E Cortina instruments! It was comfortably capable of an indicated 100 + mph and went round roundabouts level and as if on rails. Only a Lotus could match it on a roundabout.

My wife used her every day Summer and Winter to go to work, for eight years. We had spent little money putting it together, and had sprayed it at a friend's industrial heater manufacturing factory, where all their production was finished with Finnigan's Hammerite in a strawberry colour! My better-half loved it.

Some years later we re-sprayed it in Ford Saluki Bronze and retrimmed the interior in beige vinyl and Dralon velour seats to match (I run an upholstery business). It looked terrific, but we had worn our fingers to the quick flattening the hard hammered paint with wet & dry paper. I could have committed almost any crime - undetected - for weeks afterwards.

We had to have the GRP hardtop vinyl-covered after it blew off one day at over a "hundred", when the internal air pressure popped the front lip from where it clipped under the top of the windscreen - like the hood front bar.

As it lifted, it ripped out the screw-hooks from the hood-frame tube-mounts on the "B"-posts and climbed fifty feet into the air. In horror I watched it in the rear view mirror as it crashed down into a fortunately otherwise empty carriageway. The resulting crazing of the gel-coat made repainting impracticable.

When my wife became pregnant with our second child, I gave the car an 'inspection' one day while she was out. I found the "new" sills to be quite rusty, and went round the car looking for trouble. I found it! When my wife returned I had impetuously poked a large probe through everywhere there was any corrosion - inner and outer sills, floors, "A"-pillars, and all the usual places. The sills already certainly needed replacing again, and I jacked the car up in the garage for a closer going-over. Dismayed by what I found, I realised that time had arrived for further major works to be undertaken. I stripped the car completely, bare-shelled it, paint and all. That was as far as it went. Lack of funds, each of our job commitments, and the raising of two children, meant the car remained on axle stands for the following eleven years. Eventually the point came when we had to make a decision whether to dispose of her (the car) or continue the restoration, and fortunately, in spite of the likely crippling cost, a fair and understandable level of nostalgia obliged us to decide upon the latter.

I rebuilt the old girl over 1988/9 in eleven months, with the help of a friendly local body shop, which put in new floor-pans and spot-welded panels and seams where necessary; things I could not really manage in our garage. I gas welded many small panels and fittings and repairs that would not show when the car was complete, and etch primed the body (I was not well afterwards, in spite of a good-quality mask) and took her back to them for painting.

In the meantime I had rebuilt the engine and refurbished all suspension and ancillaries. The donor car afforded an original steering wheel, seats, bumpers, instrument panel, road, wheels, engine and gearbox. With the return of the bodyshell I assembled the "kit", resulting in a car in almost showroom condition. It came second in the Austin-Healey Club's International concours that year, missing the win only by about eight

points - five of which were down to the chromed fuel filler cap (which ought to have been body colour) and the rest down to my inability to locate wire hose clips for two of the heater hoses. The car was too good to use very often, thus it has done only a very few hundred miles since. Sunny high days and holidays on purely local outings. Our daughter considers the car to be part of her inheritance!

The donor car was Reg. SDL 642 that was used for parts in the rebuild of PFV 763. That number plate now resides on our everyday car. Although it was at one time re-registered as ANO 422A when the number was transferred, the Frogeye SDL 642 is no more, my young cousin having cut up the remains of the bodyshell with a large angle-grinder in our front garden. Our neighbours were all superb and forgiving during all this time, as long as they were given a ride.

I also have the original logbook for another car, stamped "Entries discontinued by direction of the Ministry of Transport". This is another dead vehicle - Reg. RBN 782.

Photo of "Suki" attached. She is now fifty years old, and has been in our ownership for more than forty of those, a true family member.

Terence Smith

Ed's note

I wonder if any MASC members may be able to help Terence as he is desperate to find an original cast iron water pump or a repair kit such as were once available. He has only so far been able to obtain a die-cast replacement. If you can help, please let me know or Terence can be contacted via email: tohs@rifleman.org.uk

Thanks

Gary

USA Spec Midget 1500

In honour (or should that be honor) of Roy Locock and Bridget's upcoming adventure from Abingdon to Cape Town in 2011, I thought MASCOT should show a photo of Bridget's American cousin. The American Specification MG Midget 1500. Obvious differences are the front and rear side indicators/reflectors as well as the three windscreen wipers although why you'd need three wipers on a screen as small as a Midget's is quite beyond me. Other differences under the skin (I believe) included an anti smog device which further stifled the US Spec engine. Perhaps some of our American members can highlight any additional differences.



Gear Lever Lock



The WASO lock in pieces

Lars Lindner's Gear Lever Lock (P17 October MASCOT) is probably a period Waso security device. I had one fitted to my Frogeye, since I bought the car in 69, until recently. The standard gearbox remote gearlever retaining plate is removed and an alloy casting is substituted held by three bolts. A spring is slipped over the gearlever and the sliding plate introduced to the slot in the alloy casting. It is necessary to grease the sliding parts. Then the cover is located on to. It is pushed down onto the alloy casting and lugs on the cover locate in the slots in the casting. The cover is twisted to secure and locked in position with two machine screws. The gearlever surround 'tin can' is fitted as per usual once a hole has been cut to allow the lock boss to sit through with grommet surround.

To activate the gearlever is placed in reverse position. The key is turned clockwise to engage the locking mechanism and withdrawn in that position.

Alan Anstead

Editor's note

I have subsequently been given permission by Jonas Lindquist from Sweden to reproduce these additional images of the Waso Gear lock. Jonas confirms Alan's locking instructions.

"I have just read through the fitting instruction and it actually says «put the gear in reverse» as you all can see (who can read swedish ...)

then turn key to the left, push the lock inwards and then turn the key back to the right again. So it is similar to some old SAABs - gear in reverse before locking the gear lever".

Jonas Lindquist
Sweden





The sleek lines of the GTO improve the car's performance

The Lenham GTO is Back

Whilst I expect that lots of you will know of the Lenham GT and the Le Mans GT; how many out there in the land of Spridgety things are aware of the Lenham GTO? The clue is in the letter O – which stands for open.

The first Lenham GT was built, as a one off coupé in aluminium by Julian Booty and Peter Rix at the Lenham Motor Company in Harrietsham over the long winter of 1962/63. The pair met in the RAF during the 1950s with Julian going to Kent and opening the business in 1962.

After several visits to see his friend, Peter then joined him in the company. Their GT attracted a lot of attention and soon they received orders for further cars and decided that it would prove more cost effective to produce them in glass fibre.

When the Sprites and Midgets progressed to the semi elliptic springs and wind up windows, Lenham came up with the Lenham Le Mans GT to fit the new body. At the same time the bonnet gained a power bulge, to accommodate the bigger carbs and became the Superfast Bonnet. There is no accurate records of how many Lenhams were built but certainly more Le Mans versions survive that the earlier GT model.

The obvious progression was an open top version. Some enthusiasts had simply fitted a Superfast Bonnet on an otherwise standard

car but Julian was looking for a more sympathetic back end to harmonise with that bonnet. So in 1966 The GTO was born. It seems that this was the least taken up of the three options. With only 12 to 15 body kits seeing the light of day. But for the tenacity of one enthusiast, David Matthews, it would probably never have been heard of again.

In 1989, David came across information about the GTO and was fired with enthusiasm to build one. He got Lenham to break out the moulds for the GTO rear end, changed the arches from square to round and make amendments to the boot. By May of that year, he had acquired an original Leyland body shell, had it converted into a GTO and registered it with the number of the donor car, CYC 7C. In 1995, regretting selling CYC, he built another UON 533H. It appears that three further cars may have been built using the revised mould.

Meanwhile in 1999, David Caplowe had approached Rix and Booty, whose core business was now trading as "The Vintage & Sports Car Garage Ltd" to buy the trading name of the "Lenham Motor Company" and took ownership of it along with all the moulds.

Though the deal excluded the GTO, which Matthews now had rights to; it did encompass the moulds for aftermarket hard tops for a number of other British sports cars. All the moulds were stored and David basically used



The lamp covers have been remanufactured and are now available from Lenham Motor Company



The new GTO sports round wheel arches, which enhance the vehicle's appearance

the name to run his racing team as Lenham Racing for a period.

In 2002, Shaun Rainford from Classic Cars of Kent and Sussex, met Caplowe and it was suggested that CCK used the moulds to produce items on licence. Eventually, David offered to sell and in 2009, Shaun acquired the Intellectual rights to all the drawings and moulds along with the trading name "The Lenham Motor Company". The following year, all Lenham products were reunited under one roof when David Matthews sold Shaun the mould and rights to the GTO. They have completed a yellow GTO demonstrator, which CCK and Lenham Motor Company finance director Cheryl Sowerby will be using. The car is also due on the MASC stand at the Classic Motor Show at the NEC, 12/14 November.

More information on the GTO and all other Lenham bodywork can be obtained by calling 01825 733060. The company would be interested to know how many of the cars or projects in the club have any Lenham bodywork. If your car is a Lenham GT, Le Mans GT or GTO perhaps you could either let the club membership secretary John Platt know, his contact details are on page 1 or email The Lenham Motor Co at: racersofkc@aol.com

John Baggott



The rear end has very clean lines and has been modified to retain the opening boot lid

A Frog for all Reasons

By Jeremy Walton



Waiting for Walton to pick up at Rawles Motorsport, surrounded by Big Healey brothers.

Fed up with watching my 1985 BMW gobble cash with sad resale value, now priced way below the performance Fords and Minis I was weaned on, I started looking for an affordable British sports car. One that packed top value fun-to-finance ratios and that might appreciate.

After a working life centred on high performance and racing saloons, I could not believe I was even thinking of a 43 horsepower vehicle that would struggle to top 80 mph. I decided to keep the BMW as it works in my business and is exactly the opposite to the Sprite as a supreme motorway mile gobbler.

So the search started for some raw driving pleasure around ten grand. Something easily understood and maintained, as I am not in the same DIY class as so many *MASCOT* readers.

I had rebelliously owned a K-plate MG Midget 1275 during my Essex Ford days and had tested, when I worked for *Motor Sport* and *Motoring News* Special Tuning's 1293cc factory flier. We 5th-wheel tested "SOK 94H" on a number of occasions. To say it impressed is to take Brit understatement too far. The 11.5:1 compression A-series motor fed by 1.5 inch SUs was reasonably radical for the street back then, but the Midget was otherwise almost unmodified...Wire wheels, standard suspension and production brakes with harder pads.

Our 1970 measuring gear revealed that the 95 horses allowed 0-60 mph in 9.2 seconds

when I used 7500 rpm. and a 116 mph max. I recorded 28.5 mpg for the week, which included collecting the car from Abingdon in June and October of 1970.

A truly entertaining drive!

Still, simpler early Sprites had more appeal, so I dismissed modified Spridgets, although I was tempted by the track potential of the K-series/Frontline breed.

The original 'Frogeye' Sprite had visual and sentimental appeal, as I had been a passenger in a supercharged version over some snowy miles, back in the day. I started looking late in 2009, reading the period pieces, absorbing magazine buying and service guides, scanning websites.

RBK 159, the white Sprite photographed, showed immediately as a balance between sensible dealer price (advertised at £8,450) and above average condition. A re-trimmed interior at the vendors, Rawles Motorsport, the Big Healey specialists in Hampshire, was persuasive.

The Rawles car was still advertised months later, so I deliberately picked a raw January day to drive RBK. This early production example (August 1958 registered, *MASCOT*'s editor reports it was number 2859 amongst 49,000) came with the dubious attractions of drum brakes and no heater.

A brave Rawles technician test-drove with me and we returned with a list of more obvious defects, including uneven braking through



Retrimmed by Rawles inhouse, but subsequently the interior benefited from owner detailing of doors and dash. Radio is a horrible BL-branded item and like many of the non-standard instruments, non-functional!

This original dual master cylinder arrangement for clutch and brakes cost over £130 to replace, but freeing off the wheel cylinders also made a cheap and quick improvement. Now the drum brakes are excellent.

any camber or serious application. Sagging oil pressure of 20-25 psi hot at what passes for speed, no evidence of unleaded fuel conversion and so on accompanied milky white edges of a water-damaged windscreen.

...But I grinned through the rain spots and town traffic and the bug had bitten... That's why they call them Bugeyes in the USA!

Rawles were relaxed and supportive to deal with. No managerial sales tactics, so I sat and read through a thick history file. The previous owner had died and left it to one of his daughters, having owned it since the late seventies and been a prominent member of an Austin Healey club.



It had been with Rawles for more than two years and had lived all its recorded 97,600-mile life in Hampshire. I could see the motor was an 8C-prefixed exchange unit and that it carried slightly oversize SU together with tubular manifolding, but the lack of straight line shove whilst the traditional white van tried to drive over the top of us was a concern that would have later implications.

The test drive, superb trim [bar the scruffy old steering wheel] and history may have hooked me, but the body was my major concern. This Sprite had been delivered in blue, adopted primrose yellow. Then a lorry had biffed the bonnet, before it was revived in white with a green interior. A reassuring and thorough floor and inner panel restoration in Romsey, with a quality respray had lasted admirably since the nineties.

Big snag was that monster bonnet to body gap, sitting proud of the scuttle.

Thanks to Frogeye Spares Company I knew that a new steel bonnet was around two



Took time to master the lift up bonnet, which does not sit square.



Exchange engine sported oversized SUs and tubular manifold

12-volt Dynamo and rev counter drive, tacho gears had to be replaced

grand, without VAT. They are similar money in alloy, or much, much cheaper in glass fibre. But don't expect resale value to be the same as for metal...

I made an offer considerably below the asking price. Rawles came back with some £1000 off 'as seen,' or £11,000 with my extensive job list completed.

Apprehensive, I left the buying decision for more than five weeks. I had one e-mail from Rawles saying they had somebody else interested, but that was it, no pressure.

What tipped the balance?

I enjoyed the fresh air drive [I still have not driven it with the hood up] and I could see Frogeye prices escalating. They ranged from imported LHD imports for full restoration at £3500, or UK RHD dealer projects at £3750 to a sniff over £4000. Most asked £12,000 to £14,000 for fully rebuilt examples and in August 2010 one classic dealer wanted £15,995 for what sounded an outstanding example.

Finally a day out in a supercharged MG P-type, courtesy of fellow snapper/writer Andrew Morland convinced me I wanted more breezy fun. I don't have the skills to maintain a pre-war racer, but the Sprite would deliver a rewarding drive.



More as the Sprite experience unfolds. Meanwhile, here are some of the contact/sources I found useful in the buying game.

Rawles Motorsport Ltd, Alton. www.Rawlesmotorsport.com

Mike Authers Classics, Abingdon. www.mgmidgets.com

Classic Revival [Frogeye specialist], Nottinghamshire. www.frogeyesprite.co.uk

MG Barn Ltd, www.mgbarn.com

Frogeye Spares Company [midlands] www.frogeyespares.co.uk

Midget & Sprite Club www.midgetandspriteclub.co.uk

Bugeye Home page, USA [comprehensive links/reading]. www.ado13.com

Jeremy Walton [www.jwarthog.com] acknowledges the cooperation of Classic Cars for Sale monthly magazine to reproduce part of this text. Any correspondence via the editor, please.

The following two articles, the first by Jill & Dave Hansford and the second by Doug Plumb give a great taste of this very popular event. The one constant theme in both seems to be the bad weather!

101 Things You Can Do in a Sprite



The Supercharged Frogeye

We often wonder what some people do in their Classic Cars, whether they are Sprites, Midgets or whatever. Hands held up in horror when you mention in passing that you “take your car out in the rain!!!!” Here are but a few examples of what you can do, even if competitive events are not your scene.

The MSA Classic on 3rd October attracted an entry of over 600 cars, 21 of which were Sprites and Midgets. There were seven different start locations with the finish being at Rockingham. We started at a very wet Castle Combe with 2 laps of the circuit in Dave’s big Healey and then headed off towards Williams Formula 1 at Didcot following a tulip road book. There were three Midgets and Sprites at Castle Combe including the 1960 Mark 1 Frog of Peter



Under the bonnet

Houghton and Sheila Mawdsley, 604XUD, very well prepared and boasting a 2600cc engine under its bonnet. Real fun in the pouring rain for 2 laps!! After the Williams museum, we drove on to Prodrive at Banbury, still raining, where we were able to look at their rally cars and Le Mans Aston Martins. Then it was on to Canons Ashby National Trust and then Rockingham for 2 laps, and the rain had stopped!



The 2600cc Healey-engined Frogeye

The Healey Driver’s Club ran their Exmoor Rut on Sunday 10th October starting from Buckfastleigh station, home of the South Devon Railway. This weekend the weather was dry but some fog in the morning up on the moors, so hood down. There were only a handful of Sprites and Midgets, including 278ALN, a supercharged Mark 1 Sprite, which seemed to produce a lot of smoke on the overrun coming down the hill into Winsford for its coffee stop. All was well though and the route took us up Porlock Hill and along some of the roads used for rallying in years gone by. An interesting days drive of about 120 miles, finishing at the Highbullen Hotel for a cream tea.

Our year has been full of events such as these, albeit in the big Healey, but you could equally well use any eligible car. The hairdryer has been employed (on the car and navigator) on more than one occasion when we got home!

Jill & Dave Hansford
member 4224



AKU, alongside a very nice Frogeye, in the car park at Rockingham

MSA Classic

3rd October 2010

The event, more commonly known as the Norwich Union (which was rebranded as Aviva in 2009), always attracts a large entry of wide ranging classic cars. The basic format is a series of routes from various starts that converge at a finish venue. When the details for the 2010 event were announced, I decided to choose the Andover start as it included the opportunity to drive on two race circuits - Castle Combe as well as at the finish at Rockingham Motor Speedway.

Whilst preparing the car on Friday, I noticed a wiper arm had become slightly detached at the rivets. I made a temporary repair with screws in place of the rivets and hoped I wouldn't need to use them too much – how wrong can you be! Early on a very wet Sunday morning, we – Jenny and I – arrived at the Museum of Army Flying, Middle Wallop on Salisbury Plain. After documentation, we paid a short visit to the very interesting museum before our start time, which was based on the age of car. With it still raining, we were able to leave early due a number of non starters to initially follow a nice looking Escort Twin Cam that subsequently took a wrong turn at the 3rd instruction. Some of the undulating Salisbury Plain roads were complete with tank crossings! Then came a series of pretty villages that led to Castle Combe.

On arrival, we were warned about the damp surface and circuit etiquette before joining the track. As I was last here in the early '70s, I couldn't remember the circuit layout but the organisers included a plan in the roadbook. After a cautious first lap, the second lap was much more fun but over all too soon. Then time for a comfort break. To help preserve the temporary repaired arm in intermittent rain, Jenny was kept

busy operating the wipers between reading the route instructions. We passed through some lovely villages along the Cotswolds/Oxfordshire boarders to arrive at Prodrive, Banbury. Having previously been to a Subaru/Aston Martin open day, we decided not to visit the Heritage Collection of race and rally cars. The weather had improved slightly but the wipers were still needed from time to time. Nice views and beautiful stone cottages continued in the section to Kelmars Hall, a stately home near Market Harborough. On arrival, the cars were parked along the access road with the Midget between the ex Andrew Cowan World Cup Rally Triumph 2.5 and a Healey 3000 – we were in good company. After a well earned coffee and cake break, all that remained was the final 15 miles to Rockingham. With less than 3 miles to go, we came across some police in discussion with the drivers of two AC Cobras that had appeared to have collided at a roundabout. The last section around the outskirts of Corby led to Rockingham Motor Speedway.

After collecting our very nice finishers' medals, we left the pits to start our 2 laps of the track adhering to the 240mph speed limit sign! Being wet the first lap was taken with caution before being more adventurous on the final tour. Again, all too soon it was time to leave the track to park up before watching some of the other cars on the circuit. However, with the rain getting heavier we decided to leave and head off to our B&B.

A total of 24 Spridgets were entered in amongst the entry of 620 cars ranging from AC to Volvo and manufactured between 1913 and 1989. All in all, a great day out in the Midget.

Doug Plumb – member 4071



African Odyssey – 2011

On Sunday 22nd June 2008 Roy Locock commenced his 39,000 mile, 17 month round-the-world journey from Oxford. Roy and 'Bridget', his affectionately nicknamed 1977 MG Midget, journeyed through a total of 27 countries in a trip that saw the Oxfordshire based enthusiast dodge gunfire from the Taliban in Pakistan and narrowly avoid flash floods in Australia.

Now Roy and Bridget are heading off on their next adventure....

An expedition of MG Midgets will be leaving Abingdon and driving to Cape Town, South Africa, in September 2011. It is being lead by Roy in Bridget the Midget and is a celebration of the 50th anniversary of the modern Midget.

Five or six cars are expected to take part, hopefully including either an Australian or

a Kiwi, or both to make it an International event. The group wish to extend an invitation through the Midget and Sprite Club magazine to the owners of MG Midgets and Austin Healey Sprites, Mk II or later, that would be interested in joining.

We have held our first official meeting and now have a confirmed route that will take us from Abingdon through France, Germany, Austria, Hungary, Romania, Macedonia, Turkey, Syria, Jordan, Egypt, Sudan, Ethiopia, Kenya, Tanzania, Zambia, Botswana, Namibia and finally into South Africa.

We will be leaving during September 2011 arriving before Christmas.

Interested owners/drivers should contact:

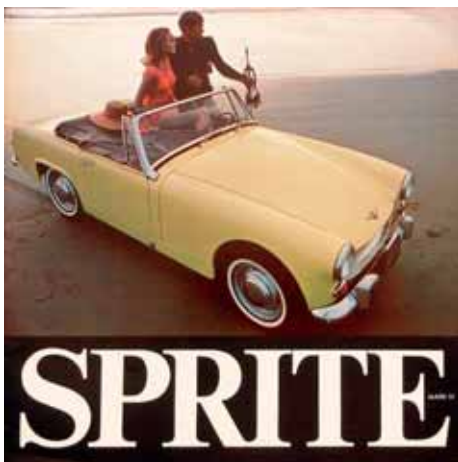
roy.locock@btinternet.com

Image courtesy of Andrew Hardie.

Spridget Colour Schemes

(Part 4 Sprite MKIV and Midget MkIII)

We continue the series listing the various colour schemes throughout the Spridget range.



HAN9 Sprite/ GAN4 Midget

Body Colour/Paint code	Seats/trim/carpet	Piping
Black (BK1)	Black	Grey
	Black	Black
	Red	Grey
[2] Mineral Blue (BU9)	Black	Black
[2] Basilica Blue (BU11)	Black	Grey
British Racing Green (GN29)	Black	Grey
	Black	Black [3]
Tartan Red (RD9)	Red [4]	Grey
	Black	Grey
	Black	Black
[2] Old English White (WT3)	Black	Grey
	Red	Grey
[2] Snowberry White (WT4)	Black	Grey
	Black	Black
[5] Pale Primrose (YL12)	Black	Grey
	Black	Black

- Hood, tonneau cover, hood cover & hardtop were available in black only for all Sprites & Midgets from October 1966.
- Colours from November 1967, Mineral Blue & Snowberry White replaced Basilica Blue and old English White.
- Sprite Only.
- Midget Only.
- Pale Primrose was new for Midget but had been a Sprite colour since late 1965.

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



East Anglian Report

Firstly a little bit of news, I was asked to canvass my local members to find a mug who might be persuaded to allow him or herself to be nominated for committee membership. Despite my best efforts to find a suitable victim from those who had been foolhardy enough to mention that our group should have some representation at MASC towers, I came up empty. Rather than take the sensible course and leave things there, in a moment of extreme insanity I volunteered. Now since there were 11 committee positions to be filled and 11 nominations, it doesn't take a member of MENSA (that other club with MAS in its title) to conclude that I am probably in it (possibly up to my neck).

Getting back to normal area happenings, the main event this month was Graham's treasure hunt on the 19th. The weather had been poor all week and not wanting to squander a superb event with the brilliant and unique starting point of the Rotunda at Ickworth house, I phoned Graham to discuss contingency plans. Graham being a nautical type was able to restore my faith in East Anglian MASC weather, by telling me that the wind Guru had predicted 0.8 millimetres of rain in Peterborough (where Hubie and I were starting out from) but no rain at all at Ickworth and the surrounding area all day. I must admit that when I crawled out of my pit and peered round the curtain it looked more like 0.8 metres of rain. Pat and I dressed up like fishermen and I scrapped the idea of tacking the pretty route in favour of the AIM to get us as far south (and out of the wet) as quickly as possible. My change of route had two consequences, firstly we were very soon dry and warm and secondly we were first to arrive at Ickworth, where we were able to park in pole position in front of the wonderful Rotunda and were made very welcome by the super friendly staff who even opened up the café early so we could have a coffee. Most

of the others soon arrived (didn't they Nigel), we could have done with a few more cars to be honest however we had enough to make it a worthwhile and enjoyable event and to impress our hosts.

After a photo shoot, with us trying to get all of the Rotunda in and still manage to see that the specs in the foreground were actually our cars, and struggling until HTJ suggested us moving the Rotunda back a bit to shrink it down (ah! The benefits of an Australian education, we did put it back when we were done honestly). The event kicked off with a sort of driving/judgement test that I think, most people failed to fully grasp the rules of, which made it even more fun! After the test we had to work out our route from anagrams of the village names, and then proceed to the various locations collecting treasure items on the way and answering questions about the places we visited. Pat and I were particularly stumped by one clue and decided to venture into the village church and ask the locals, who turned out to be just as stumped as we were (despite trying very hard) but were able to console us with a nice glass of sherry. We always have fun on these events visiting wonderful places off the normal through routes and meeting nice friendly locals who love to see our cars.

As normal the event finished up in a brilliant old English pub for the traditional mickey taking (sorry event review) and Sunday lunch although JHT (I used an anagram to protect his true identity) spent most of the afternoon in another hostelery. When all the answers were checked and treasure examined it turned out to be a very well deserved win for Hubie and Sally. A good time was had by all (especially JHT) and a vote of thanks is due to Graham and Maggie for organising the event.

See you all at the Mad Cat and beyond.

Dave Dixon

Woz it Wurf Mister?

I have long been keeping a close eye on the values of Spridgley things. Since I first compiled the club Valuations Table back in the 1980s, there has been but a gradual increase in values, until now. The doom and gloom of recession has had a surprising effect on the values of many 'classic' vehicles, suddenly, becoming a better place to stash your cash than an ISA it may seem. Rather than just sit there and despair at the falling interest rate, if you are a saver, or rejoice if you have a mortgage, then why not enjoy your money more by having a classic vehicle? The Classic Vehicle Traders have had a field day, to the extent that many are now crying out for more stock in the 'affordable' category. Forget the Ferraris, Astons and alike, they really are in a field of their own but to us mere mortals with less than £10K - substantially less – it means that you can have a lot more fun than just watching a few numbers grow on a piece of paper each year. We know that you cannot have more fun for the pound than with a Spridgley thing, others are finding this out too, our cars are now sought after by a new breed. This is not to suggest that our Spridgley things are being targeted by get rich quick investors as did the aforementioned Ferraris and Astons did in the past, But it does mean a renewed interest from people who just a couple of years ago, would not have been so tempted to drive with their arse so close to the ground.

So what does this mean to us? Firstly, as long standing and die hard enthusiasts of all things Spridgley, we need to check out our insurance policies. If you have an agreed value policy, which I guess most of us do, then is the agreed value still relevant? If you set this figure more than 2 or 3 years ago, I would suggest you review it in line with current values. For the last few years, most insurers were quite happy to accept your own valuation of your car. More especially if the value was less than £5000 or so. This would have been enough to cover most of the Spridgley population other than the Frogeye which most Insurers would expect a £7500 benchmark for a near mint and original spec example. However, top notch Frogeyes can now break the £10K barrier, especially from the dealers, and this has pulled up the values of all of its descendants

too. But it's not quite that simple, although the values of top notchers has risen, the more run of the mill and the knackered have not reacted in quite the same way. The cost of bringing a mild minger up to top notch is not so cost effective in the longer term, especially if it has to be done both properly or professionally. Restoration costs can certainly exceed the marketable value even with the increase in the top notch category. Weekends and evenings spent in the garage is not everyone's idea of how Spridgley things should be enjoyed. We are gradually moving away from the era when to enjoy a classic British sports car meant you had to be on intimate terms with every nut, bolt and washer holding the thing together. Potential purchasers today do not necessarily come from the age of the 'bonnet lifters' or 'dipstick wipers'. No, they just want to pay their money and live happily ever after(?)

The dastardly MX5 has created a generation of people who believe that the traditional open two seater sports car is comfortable, totally reliable, fun, economical and, well let's face it, damn near perfect. The fact that you can now buy one of these for £1000 and it still has an MOT, its floor and sills rather takes the edge of buying a knackered Spridgley thing which you will spend more time and money on restoring rather than enjoying with our brief glimpses of sunshine. Another factor now making Spridgley thing valuation a touch more complicated than when our Valuation Table was first compiled – our Government. As we know, our elected leadership have ended all arguments on what makes a vehicle a 'classic'. If it was built before the 1st of January 1973, it's a Historic Vehicle, after that, it should be crusher fodder.

This makes valuing a Round Rear Wheel Arch Midget Mk111 rather confusing. Given a choice, a potential purchaser is sure to favour a pre 1973 offering and the vendor is sure to make the necessary adjustment for this – upwards.

The really crucial thing here is that the top value price tags should only apply to truly top notch examples. Never mind the fact that an example may be as clean as the day it escaped from Abingdon, if it has the wrong engine, seats, instruments, wheels

or any other intricate details, it shouldn't be top price. As we all know, Spridgley things are much messed about with cars and any example that stayed factory spec for more than 2 hours after being purchased probably meant that the owner was arrested on the way home. There were good modifications and there were bad modifications, over the course of a Spridgley lifetime, I would say the latter overwhelmed the former! Would the Alternative MX5 student of today have any hope of identifying what makes a top notch Spridgley thing I ask?

The accompanying Valuations Table is pretty well where we are today. I stress that this is marketable values, not asking prices or what

has been spent by the vendor. There are many exceptions to the rule; you could spend anything between £500 to £15K to become an owner. Which, whatsoever, the club is here and happy to advise when required. If you are asked for a written Valuation of your Spridgley thing by your insurers then we can supply this for just £5. Also, if you have a Midget with a VIN (car number) below GAN5129951 and are currently paying the road fund licence fee, then you shouldn't be. For more information please contact me:

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MIDGET AND SPRITE VALUATION GUIDE

The following guide table gives the Club's opinion of typical current marketable values of Midgets and Sprites. Examples of special historic interest, modified examples or cars of special significance may command a different value to those listed below. To make using this table simple, match your car to our condition index and then match the chassis prefix number to the table. Values are given in GBP.

CONDITION INDEX

- A.** Examples in as new condition and to original specification
- B.** Examples in very good overall condition and very near to original specification
- C.** Examples in good, useable condition but with minor changes to original spec:
- D.** Roadworthy but needing some work to sustain or improve.
- E.** Non-roadworthy and needing work but not a full restoration
- F.** A complete example requiring a full restoration.
- G.** Basket case, incomplete, suitable as spares or donor vehicle.

	A	B	C	D	E	F	G
AN5 FROGEYE	9500	8500	6250	5000	3500	1500	800
HAN6GAN1	6000	5500	4500	3200	2000	1000	500
HAN7GAN2	6000	5500	4500	3200	2000	1000	500
HAN8GAN3	6250	5750	4800	3000	2000	1000	500
HAN9GAN4	6750	6200	4800	3300	2000	1000	500
HAN10GAN5	6750	6200	4800	3300	2000	1000	500
AAN10 (AUSTIN)	6750	6200	4800	3300	2000	1000	500
GAN5 ROUND ARCH	6900	6500	4900	3400	2000	1000	500
GAN6 1500	4000	3500	3000	2000	1200	850	500

Monthly Kent Meet for September held at



Bearsted Classic Car Show

26th September 2010

For this month's meet we moved to the Bearsted Classic Car Show. It was in the events section of *MASCOT*, and I did remind folks, but even so on my return I did find the answer phone to have one query as to where we would be.

This was the third Classic Cars on the Green, organised by Phil Hill, at Bearsted, Kent. Held once again in support of the Kent Air Ambulance Fund. I have had to call upon the air ambulance, professionally, several times and this is a great tool when it comes to removing serious accident injury cases from incident scenes so it was great to be able to combine our hobby with a very worthwhile cause. Paul Coveney recently witnessed the air ambulance, at an incident he was involved in, when a motorcyclist decided to use Paul's brand new van when attempting Sepuku.

On previous occasions the weather had been kind but not so today. It rained. But even rain did not deter the hardy souls that are Kent\ Surrey Masc members. Fifteen we were in number. O.K. one was Simons MGB - he thinks it is a Midget on steroids. Stupid boy Pike!

At the bottom of the green there is Bearsted House where Maria and John were serving hot drinks and refreshments and by heck they were welcome as the wind blowing across the green was quite chilling. There were some varied trade stands. Now an enamel, retro, garage thermometer took my eye. Mrs A appeared, having travelled in her own car, solely because she was visiting her aunt and uncle in the same village but uncle dragged her along for a look. I wanted the thermometer for the garage whilst she thought it was for the house. Anyway who am I to argue with her impeccable taste? For the house it is! Good Girl! I am (very) slowly converting her.

There are two pubs on the green so I can expect them to have done a good trade as people sheltered from the rain.

The Tuxedo Jazz Band struck up a note but no sooner started than they finished. No doubt water was seeping into their pipes or warping their strings.

Despite the weather there was goodly turn out of classic cars gathered for inspection. There was to be a prize giving at 1500hrs for best pre 1940 vintage, most desirable car; and favourite post war classic car: but unfortunately the rain defeated us. Col and Nay 'wimped out' first showing that we are harder in Kent than in Surrey. Then Simon - that's MGB owners for you. Or perhaps it's the youth of today. Slowly the retreat turned into a rout.

The candelabra (yes really!) was packed away with the cake stand (we do it in style in Kent especially having recently 'found' Sir Paul and Lady Coveney). I did think they had assumed this role too far when his lordship, sitting enthroned beneath his umbrella telephoned Carole, only sitting feet away under her umbrella, requesting, nay demanding, that she brought the cake stand to him for his selection.

I must tell her to curtsy next time. Or did I miss the point being made as others joined in the stupidity of phoning and e-mailing each other from no distance what so ever across the table. The mobile phone - the curse of this century!



We really need a gazebo, with sides, for such occasions. Wet meetings not the attendance, and comfort, of his Lordship! So might I suggest that Surrey and Kent members have a whip round and purchase a gazebo? If people want to donate cash or cheques to the fund I will gladly receive them and perhaps one can be purchased ready for next year's season of events.

Roger Gray and Baz White then departed. Roger had brought out his restoration fresh Midget to show and MASCOT Editor Gary had immediately descended upon it, camera in hand, to photograph it for the honour of appearing on the cover of MASCOT Magazine.



Roger's shiny carbs

Roger's even shinier car attracting a lot of attention

Baz followed Roger back to Essex in his own Midget. Thanks to all that made the effort to attend perhaps the weather will be better next year. For my part I was one of the last, from Masc, to leave. Judging the weather situation to perfection I awaited a break in the rain before a dash for home that did not necessitate the raising of the Frogeye's hood. Did I mention the prize giving at 1500hrs? Well I was sitting in front of the television, at that time, with car in Garage, leathered down, and watching the final laps of the Singapore Grand Prix.

I was unable to attend the September Surrey Meet as I was holidaying, in Scotland, with Mrs A. I managed to, during the course of the hols, drag her to the Jim Clark Room (Museum) at Duns. Well almost there - she sat outside in the car! Amongst the late World Champion's awards I noticed a plaque: given to him by the Scottish Sprite Club. The award was a plaque given in 1963 but I cannot recall for what achievement. The crest upon the plaque was a blue circle with white cross as per the Scottish Flag. Centre was a red frogeye frontal caricature. Above the caricature was the word Scottish and below Sprite Club. Can anyone from across the border, or elsewhere, supply any history of this club?

Alan Anstead



South Staffs and North Birmingham



Just a quick update from our October adventures I'm afraid. Following on from our small numbers who met last month, I was wondering who I'd see in October. I was running late myself due to the school where I work having had a visit from OFSTED that day, and I was in the blue midget as the K-series was having tantrums and throwing its alternator drive belt off!

Anyway, I was pleased to see Geoff's Midget in the car park on my arrival.

However, when I ventured into the Green Man, there were very few people to be seen at the bar area. But on further investigation, just around the corner out of sight, but not out of sound were a table of sprideteers.

Geoff had managed to arrange his frequent visits to Devon a bit better this month, which meant that he was able to join us, as was John W, Bill 1 and Bill 2, Gary, Andy, Mark, Stephen and Steve. (I do promise not to include a register each month, but old habits die hard!)

Steve entertained us all with a photo that he had taken in Coventry of a modern people carrier which he was following that had a ladder in it, but it was being carried across

the width of the car and was poking out several feet from each of the side windows, it's a good job there were no cyclists on the road that day.

Steve and Gary had also bought along photos showing progress on their projects, and much nodding, sucking of teeth and "I remember that stage" comments were to be heard around the table.

Talk then turned from cars to technology as it always does, and in particular iPhones and useful and non-useful time wasting Apps that can be had. We particularly liked the GPS feature that links to google maps as it was able to locate us in the pub within 10 feet or so. Just hope that an App doesn't become available for wives to be able to track us!

Finally we arranged a drive over to the AGM in Coventry on the 17th, so hopefully we will get a few cars travelling over together and as long as we remember our bits of old carpet, we should be allowed a photo opportunity outside the Museum and meet up with a few of our friends from other regions. More on that next month.

John Collins



Warwickshire Group at the Cheltenham Steam & Vintage Fair

9/10 October

Following a devastating landslip near Cheltenham on the Glos Wark's Steam Railway, this year's event was relocated to Toddington but because that site had recently had a major gas line through the fields, we had been asked to reduce numbers having taken 16 cars last year.

MASC were well represented throughout the weekend. Despite a bitterly cold and overcast day on Saturday we had the five Spridgets of Andy Bourne, Alan East-Jones, Barrie and Margaret Smithson, Neville and Janet Smart and John and Ann Platt with also Shaun and Michele Walsh and David Davies on the Cotswold Classic Car Club stand.

Sunday was a complete reversal with the weather being nice and hot all day. Andy Bourne came back again together with Kate, Mike Pope, Geoff Hunter, Andy and Mark Smith and all enjoyed tea, coffee and cakes by Ann and John in their Classic Viking Caravan also on show in the Period and Classic Caravan Club display.

This Fair is a terrific country event with Steam Railway, Traction Engines, Classic Cars, Lorries with Tractors, Motorbikes etc on show and is likely to revert to a site adjacent to Cheltenham Racecourse for next year.

John Platt

Hampshire Happenings

Tilford

We were encouraged to 'go retro' to this event; we are still trying to work out what era Chris had in mind when he chose his wig – or was it just a novel way of keeping his head warm on the drive to the show? – Perhaps we will never know!



This annual event takes place at the Rural Life Centre, which means there is plenty to see besides the cars and auto jumble. The prefab bungalow brought back a lot of memories for some (naming no names) and we stood by the Egg Vending machine for some while pondering how it could work, perhaps someone can enlighten us - for instance where does the chicken sit?

Hampshire was well represented by seven cars with Dale and Freda and new members Jonathan and Alison joining the usual culprits. The organisers of the show have already invited us back next year; the date is in Future Events for 2011.

Alton

We set off in bright sunshine looking forward to the rally from Tilford to Alton, where we



were to park up in the town centre and join in the fun that had been organised by the Alton Herald in aid of Macmillan Cancer Support.

When we stopped at a junction en-route we noticed a puff of 'smoke' from the front "don't worry" he said "I spilt a drop of oil when topping up, it's just burning off" Just as we arrived at the pub where we were to meet up with the rest of our group the 'puff' suddenly turned into an 'eruption' – not spilt oil then?

To cut a very long story short, the water pump had failed again (it was new in February this year, see *MASCOT* dated April 2010) and despite the best part of two bottles of Radweld and several trips with John to the river Wey for water, it was obvious we were going no further. Consequently we were recovered home to jump in the modern car and quickly drive to Alton and meet up with the rest of the gang. We really enjoyed Alton, Vic gave us a guided tour of the shops, a jazz band played in the square, stalls to visit and a pub lunch in the sunshine and we bumped into Hilary from Surrey Region; an eventful day to say the least!

Jenny Green

D.A.F.T. Show

D.A.F.T. it may have sounded, but The Dorset All Ford Types classic car show at Burley in The New Forest was anything but – the show was being held to raise funds for Macmillan Cancer Care.

We arrived at the event at about 9.45am and were greeted by Mike (Sleath) who had arrived in his Midget just a few minutes before us.

As expected there were quite a few classic Fords there and a large number of Subaru Imprezas supporting Dorset Scoobys Club, but there was also a large selection of all types of classic cars to look at including Alf's old Mk 2 Jag that he parted with a couple of years back after many years of ownership.

The village of Burley was within easy walking distance of the event, with a few unusual shops for those who didn't just want to look at the cars. The weather stayed fine but chilly and all in all a nice day in the New Forest.

John Foard

www.midgetandsprite-hampshire.info

Notts and Derby Area Update...

Although I had planned to go to the "Steam Threshing" at Bicker (near Sleaford) some time in advance, the uncertain nature of the British weather meant that I left it to the last few days before deciding which day to go. Saturday had been cold with some heavy showers, so I was rather pleased with myself as I headed eastwards from Nottingham, topless, on Sunday morning. Upon arrival I was marshalled to the end of a row containing two Frogeyes and a freshly painted E-type rolling-chassis. The classic vehicle area was fully booked and soon filled its allocated area with an extreme variety of cars including Rolls Royce and a Mk1 Vauxhall Viva. Two Frogeyes were present. One a previous concours winner and the second recently restored to a very high standard. Another visitor claimed to be restoring what may prove to be the earliest Frogeye in existence and promised to bring it to a future Bicker show when complete.

The threshing machine was steaming away in the centre of the arena, and fresh corn being turned to flour by another steam driven mill. The flour was later given away and I can confirm it tastes good in home-made bread and pizza.

Before long I realised that I had left my flask of freshly brewed tea sitting on the kitchen worktop, next to my digital camera - therefore no photos of the event itself. As consolation you can look at my mug of steaming tea enjoyed back home in new celebratory mug given to all vehicle entrants!

The October area meet was a good turnout for drivers, although the Japanese sports car element is increasing as the nights draw in – didn't Spridgets come with headlights or does the wind blow out the candles? Still cause for concern over the disappearance of Alan's Midget into the spray shop. Will it come out in Christmas wrapping?



Best story of the night goes to someone who wishes to remain anonymous....

While fitting the window mechanism into the driver's door he got his hand stuck and had to wait for half an hour before the family came home to release him. I'm sure that must have happened to most of us at some point. (Is that ok Ian?)

...or how about the sight-impaired Le Mans SR Healey driver.....

Don't you just hate it when they park like this in Tesco's?

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NW Area Report

At Mouldsworth Motor Museum

As well as being a member of MASC, Neil is also in the Preston and District MG Enthusiasts club – well he does have an MGB. Anyway, each year they have their ‘Lanes Run’ which Neil suggested might be a good event for us to enter. So on 19th September Neil and Shelly (MGB!), Mike and Karen plus Diane and I all took part.

Start point was the Marriot Hotel at Broughton. Tea and biscuits were supplied together with comprehensive route directions and rally plaque. The three of us set off in convoy with Mike leading the way, up through Lytham then along Blackpool front towards Fleetwood. The weather was absolutely horrendous with it lashing down with rain all day. Despite this there were still 65 cars taking part. We stopped at the Bay Horse at Thornton Cleveleys for lunch. From here it was onto Glasson Dock then back to the Marriot for a wonderful buffet.

The event ended with a speech from both the Chairman and President, all very formal, just like our NW centre! One of the purposes of the day was to raise funds for St Catherine’s hospice for which they actually raised £1200 – so very well done to them. There were also some awards presented and guess what, my Sprite got the award for best classic car. Why I hear you ask, well I’ve no idea either but it was a nice end to the day.

The week after the Lanes Run we were out again. This time on a run organised by the High Legh garden centre; which is located just up the road from the Kilten.

This was their first event and initially they had hoped to get about 30 cars. Unfortunately they only ended up with seven of which we made up the majority. We had six cars taking

part, all the usual suspects i.e. me and Diane, Bernie and Lynn, Andrew and son Oliver, Mike and Karen, Neil and Shelly plus Lee and daughter Maddie. The other car was an Opel Manta, I think anyway – having bit of brain fade at the moment so if it wasn’t then I do apologise. The chap, whose name I can’t recall was a member of the Knutsford and District motor club. Before the start we were served bacon butties (veggie options for me and Andrew). Unlike the previous weekend, the weather this time was lovely and sunny.

The first part of the run took us to the Mouldsworth Motor Museum. Here we were given a talk by curator James Peacock. He gave us a presentation about car mascots and motor art work, which really was interesting. Andy, who is currently without a car also joined us here. If you haven’t already been to this museum then make a point of going. It really is unique, a complete jumble of cars and motoring memorabilia, absolutely fascinating.

Also visiting the museum were some members of the MG club, can’t remember what area or district they were from – actually I wasn’t paying too much attention as they had those other models, you know, the ones that people over the age of 60 seem to like. I’ll whisper it for you so no one can hear “they are MGBGT’s”. At least they had the good grace to park away from us, apart from one that is, he parked right next to us! Mind you, what disturbed me most was that Mike and Neil couldn’t resist having a look. They are just like naughty children, you tell them not to do something, they know they shouldn’t do it, but they still do it anyway; it was so embarrassing. There will be no sweets for them when they get home!

Following the visit to the museum, and finally dragging the naughty boys away from their new friends, we set off for the second part of the run. The finish point was back at the garden centre for a refreshing brew and cake. This was an excellent run and all in all a very pleasant and quite relaxed day.

October club night was 'lan's quiz'. Once again this was excellent. The quiz consisted of various categories but by far the best was

the one relating to the Argos Catalogue – brilliant. Mike and Karen were overall winners with Neil and Shelly picking up the booby prize. A fantastic night with a very good turn out. Once again many thanks to Ian.

Well that's it for this month, see you at the Kilten on 10th November.

Les

Bristol Area Report



Messrs. Ruderman, Williams and Horler prepare to greet new members to the Bristol Area

The theme was 'old farts night' for our October coming together at the Rose and Crown at Pucklechurch. Adding the membership numbers of just three ageing members together resulted in a figure of just 33. John Ruderman 001, Nigel Williams 015 and Terry Horler 017 formed the subjects of this sample calculation. Can any other branch of the club match such a result we challenge? We impressed the 'young uns' present by our ability to stay awake and to go to the loo unaided. This demonstrates that Spridgley things are good for you even though Nigel can't quite remember where his is at the moment. We had a very good turnout of Spridgley things in the car park, mostly, excepting the rouge BMW Z4 parked amongst them. Guilty party being Alan Lo who would have come in 'Special K', but the dehumidifier was leaking. No – we couldn't work that one out either. Not that we asked Alan, his explanations often exceed our bedtimes. However, when the dehumidifier isn't leaking, Special K continues to patrol the local Link-Road terrifying the Hot-hatch highway boys as much as its owner.

Andy Cross sampled some 4-wheels on the ground Spridgley driving in Philip Sellen's

red Midget Mk11 following some head surgery at Andy's grotto in Box tunnel. Philip was unusually quiet but then had the forthcoming AGM on his mind. With the Club General Secretary present, we duly signed the club disclaimer to which we have added the next of kin to be named. We thought this a good idea considering the way some Bristol meetings end up. We did experience a mild confrontation, this time, some angry exchanges and some evil looks and raised voices. Fortunately, the landlord pulled his dog away from Nigel's dog and peace soon returned. Jim White's Austin Sprite now has a proper boot badge, this most prized and valuable item now means that Jim has to bring the boot lid into the pub with him. He is currently making a suitable cloth carry bag in order to avoid the strange looks and inevitable questions. Philip and I attended a local car show in Philip's home village of Wickwar recently. Despite our parking either side of an immaculate green Frogeye, we failed to enrol the owner to the club. He has obviously heard of us before somewhere! Our second Wednesday of the month meetings at the Rose and Crown at Pucklechurch will continue throughout the winter months. Please come along and help keep the dogs apart.

MORGAN CARS VISIT

So far, only two members have expressed an interest in the proposed visit to Morgan cars at Malvern Link early next year. This will be a week day visit and will have to be booked in good time. If anyone else out there in MASClan is interested please let me know as soon as possible.

Terry Horler

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HCNW at Knebworth on August Bank Holiday Monday

Home Counties North West

Hey! Over here. In the corner. Yep - we're still here albeit a bit quiet. Not a lot happening so not a lot to say which is the reason for our absence last month. Being unable to produce a study on the effects of altitude on carburettor balancing or other technical paraphernalia, when the wheels don't turn the words don't flow.

We do have our final fling of the season next Sunday, October 17th but as you read this it is already history and you have missed it - sorry.

There was a small attendance at Capel Manor Classic car show on September 19th and two

cars spent a pleasant day at Hatfield Forest yesterday, October 10th, enjoying the Indian summer afternoon.



The September pub meeting was attended by fourteen members but none of us had dared to Spridget there due to the totally unreasonable weather.

Do join us next time, on October 27th, at The Chequers, Redbourne. 6.30 onwards.

Chris

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Scotland Area

It is early October, the weather is getting cooler, it's raining steadily (O.K. I know this is Scotland!) and we'll be altering the clocks soon. Those cars taxed for six months are now in the garage; the remainder are seeing less and less of the outside world.

We will just have to accept the inevitable; another year of Scottish MASC runs has drawn to a close. It is time to reflect on the past year, look ahead to the winter period and start planning next year.

This year the Scottish Group has enjoyed a varied programme. We have driven on both the mainland and on one of the Western isles; we have covered motorways, A and B roads and even single-track roads with passing places. Those roads have been up and down mountains, over the moors, through the glens and followed rivers and valleys.

Prevailing weather has included travelling in comfort with roofs down, although at times we had sun was so strong that we have had to use sunscreen. Unfortunately, we have also driven in rain so hard that boats would have been more appropriate forms of transport.

We have visited castles, ports and harbours, classic car shows, craft outlets, a secret underground bunker, a cycle museum, ancient stone circles and a cheese factory.

We have dined on three course meals in hotels, eaten in public houses, had McDonald's breakfasts and enjoyed fish and chips, from the wrappers, al fresco on the seashore. We have seen herons fishing, birds of prey wheeling about in the skies and deer foraging amongst the seaweed on the foreshore.

Yes, all in all it has been a very good year.

Over the winter David A and John T are renovating their Spridgets (as mentioned last month), David L is to re-spray his Spitfire, Michael is renovating his Spitfire, Steve is hoping to get front brakes on his 'B' finally silenced and I am installing some new carpets in my 'B'. In addition, there will obviously be all the normal servicing, tuning and general tinkering of all the cars in the group.

The Group's normal meetings will continue on the third Tuesday of each month with the exception being the December meeting which will be the usual gathering at Betty's "Christmas Grotto" which really has to be seen to be believed.

In November we are going to the NEC for the Classic Car Show and a Christmas lunch is presently being organised.

The programme for next year's runs and outings, has yet to be finalised but some suggestions have already been received and others are welcomed.

Whilst rummaging through some (very!) old photographs, I found the attached.

This is my very first car, purchased when but a poor student. I hope it goes to show that while I may now own a 'B', I do have personal experience and a soft spot for Sprites and Midgets.

John Pardo



Footman James Classic Motor Show

12/13/14 November 2010

We have finally selected our six cars for display on the MASC stand at the NEC in November. We are showing a Frogeye Sprite – Andy Smith, Sprite Mk 3 – Ian Cooke, Midget Mk 3 RWA Turbo - Robert Newton, Midget 1500 – Andy Bourne, Sebring Replica – Ian Ashfield and Midget Lenham GTO – Cheryl Sowerby.

Mike Grout will be attending on Saturday and Sunday and hopes to have the full range of club regalia available.

New for this year we are introducing a free Sales, Wants and Message board – Let me have your items on a postcard (my address inside MASCOT) either before or on the day and we will pin it to the board.

All that remains to do is to set the whole thing up and work out a rota for the members who have kindly offered to man the stand over the three days.

Still time to book the “club advance ticket offer” for Sat and Sun - See the NEC advert in this copy for details of booking online tickets. This also gives entry into the adjoining MPH show (not Top Gear Live).

Please bring all your advance ticket stubs to the stand and the club will benefit £1 each commission.

We suggest that you consider parking at Hampton-In-Arden railway station for free and travel in one stop by train which will avoid the inevitable traffic queues and the high car parking charges at the NEC

Please do all come and introduce yourselves to us on stand 3C265, opposite the autojumble, buy some regalia and take the opportunity for maybe a rest and a chat.

John Platt

Market Place

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

FOR SALE

1974 MK111 Midget 93,000 miles w/ wheels, wood dash, White. Structurally good, interior excellent, body could do with respray. Mechanically good just been serviced. Hardtop with full weather equipment. Large file, some spares. £2,950.

Please phone for further details
Ian Garner 0208 643 2417 (Surrey).

1970 Lenham Midget, unfinished restoration, much work done. Ring for information, leaflet or email
alan@mobuzzing.net for scanned copy.
Offers to John Norman 07528 199065 (Gloucestershire).

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Contact John Platt tel 01789 488321/ email: membership@midgetandspriteclub.co.uk (Warwickshire)

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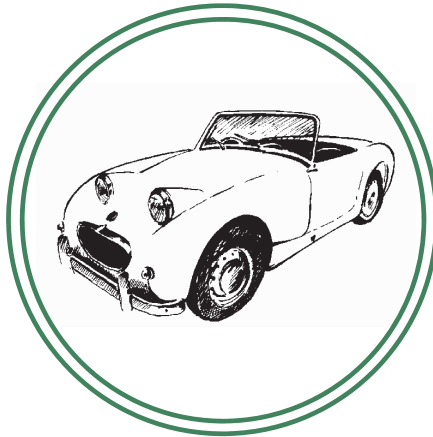
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