

July 2011

£2 No. 328

# Mascot

The Magazine  
of the  
Midget & Sprite  
Club



[www.midgetandspriteclub.co.uk](http://www.midgetandspriteclub.co.uk)





## 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](http://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

<b>CHAIRMAN</b>	<b>Alan Anstead</b> , Tel: 01322 384050, email: alan.anstead@btopenworld.com
<b>GENERAL SECRETARY</b>	<b>Philip Sellen</b> , 40 Amberley Way, Wickwar, Wotton-under-Edge, Glos, GL12 8LP. Tel: 01454 299222 email: P.N.Sellen@bristol.ac.uk
<b>TREASURER</b>	<b>Natalia Flynn</b> , Tel: 0121 559 3103, email: natalia.flynn@hotmail.co.uk
<b>EDITOR</b>	<b>Gary Lazarus</b> , 40B Hungerford Road, London, N7 9LP. Tel: 0207700 5696 email: editor@midgetandspriteclub.co.uk
<b>AREA REP'S DELEGATE</b>	<b>Alan Anstead</b> , Tel: 01322 384050, email: alan.anstead@btopenworld.com
<b>MEMBERSHIP</b>	<b>John Platt</b> , 2 Pear Tree Gardens, Bearly Road, Aston Cantlow, Henley-in-Arden, Warks. B95 6HT Tel: 01789 488321 email: membership@midgetandspriteclub.co.uk
<b>GENERAL MEMBER</b>	<b>Mark Hall</b> , Tel: 01296 660103 email: markdhall@aol.com
	<b>Tim Saunders</b> , Tel: 07968 261990 email: yorkshiremasc@googlemail.com
	<b>Alan Couch</b> , Tel: 01564 773302, email: roalan@talktalk.net
	<b>David Dixon</b> , Tel: 01733 222810, email: e-dave@ntlworld.com
	<b>Geoffrey Hunter</b> , Tel: 01562 851544, email: hunters360@btinternet.com
	<b>Jim Willis</b> , Tel: 01527 402804, email: jim.willis@tiscali.co.uk

## OFFICERS

<b>CLUB ARCHIVIST &amp; TECHNICAL DOCUMENTATION</b>	<b>Terry Horler</b> , 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770
<b>MEMBERS ADVERTISING</b>	<b>Alan Lo</b> , Tel: 0117 9572617 Mob: 0775 3867806 email: alan@mobuzzing.net
<b>MUTUAL ASSISTANCE CO-ORDINATOR</b>	<b>John Clark</b> , 16 Barley Close, Broomfield, Herne Bay, Kent, CT6 7XG Tel: <b>01227 368 638</b> , mob: 07971 153556, email: jrclark@sky.com
<b>CAR REGISTER</b>	<b>Bob Clarkson</b> , Tel: 01902 842643 email: raclarkson@tiscali.co.uk
<b>REGALIA OFFICER</b>	<b>Mike Grout</b> , 55 Park Road, Spixworth, Norwich, NR10 3PJ. Tel: 01603 890211 email: mike@motorparts.freeseerve.co.uk
<b>TECHNICAL ADVISOR</b>	<b>Mark Boldry</b> , email: mark26r@hotmail.com
<b>WEBMASTER</b>	<b>Richard Mumford</b> , email: richard.mumford@me.com
<b>TRADE ADVERTISING</b>	<b>Richard Flynn</b> , Tel: 0121 559 3103, Email: richard.flynn@live.co.uk

## AREA REPRESENTATIVES

<b>BRISTOL</b>	<b>Terry Horler</b> , Tel: 01454 881770
<b>EAST ANGLIA</b>	<b>David Dixon</b> , Tel: 01733 222810 email: e-dave@ntlworld.com
<b>DEVON</b>	<b>Dave Price</b> , Tel: 01805 603133 email: daveprice@daveprice.plus.com
<b>DORSET</b>	<b>Ian Beaver</b> , Tel: 01722 326840 email: ian.beaver@btinternet.com
<b>ESSEX</b>	<b>Jane Gates</b> , Tel: 01255 830 509 Email: Jgjanegates257@googlemail.com
<b>HAMPSHIRE</b>	<b>Terry Langridge</b> , Tel: 01252 626063 email: Hampshire.spridget@ntlworld.com
<b>HOME COUNTIES</b>	<b>Chris Jackson</b> , Tel: 01707 261567 chrispatj@btinternet.com
<b>NORTH WEST</b>	<b>or Mark Hall</b> , Tel: 01296 660103 markdhall@aol.com
<b>KENT</b>	<b>Alan Anstead</b> , Tel: 01322 384050 email: alan.anstead@btopenworld.com
<b>LINCOLNSHIRE</b>	<b>Vacant</b>
<b>LONDON</b>	<b>Gary Lazarus</b> , Tel: 020 7700 5696 email: garyfrogeye@gmail.com
<b>SOUTH STAFFS &amp; NORTH BIRMINGHAM</b>	<b>John Collins</b> , Tel: 07970 213084 email: green_mx5@hotmail.com
<b>SCOTLAND</b>	<b>John Pardo</b> , Tel: 01698 814791 email: jp1kg@talktalk.net
<b>NORTH WEST</b>	<b>Les &amp; Diane Robinson</b> , Tel: 01772 432138 email: lesrobinson@blueyonder.co.uk
<b>NORTHERN IRELAND</b>	<b>Robert Holmes</b> , Tel: 02892 689274 email: robertholmes25@hotmail.com
<b>NOTTS/DERBY</b>	<b>Ian Cooke</b> , Tel: 0115 938 3838 email: ilc@bgs.ac.uk
<b>OXFORD</b>	<b>Grahame Gibbins</b> , Tel: 01865 383199 grahame_gibbins@hotmail.com
<b>SOMERSET</b>	<b>Dave Bearne</b> , Tel: 01823 412004 email: david.bearne@barnwoods.co.uk
<b>SOUTH WEST WALES</b>	<b>David Hill</b> , Tel: 01239 811307 email: david@hill.be
<b>SURREY</b>	<b>Alan Anstead</b> , Tel: 01322 384050 email: alan.anstead@btopenworld.com
<b>SUSSEX</b>	<b>David Southcott</b> , email: dandlsouthcott@btinternet.com
<b>WARWICKSHIRE</b>	<b>Alan Couch</b> , Tel: 01564 773302 email: roalan@talktalk.net
<b>WILTSHIRE</b>	<b>Andy Cross</b> , Tel: 01225 743554 email: andy@cross743.freeseerve.co.uk
<b>YORKSHIRE</b>	<b>Sarah and Tim Saunders</b> , Tel: 07968 261990 email: yorkshiremasc@googlemail.com

Also see the Club Nights section on page 2 for new areas and contacts.

Compiled by Richard Flynn (richard.flynn@live.co.uk). Please advise me of any changes, errors etc.

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

© Midget & Sprite Club

# July Editorial

Well that was quite a momentous month in the history of Midgets and Sprites. With 800 or so of the little things all congregated at Burghley House on Sunday 12th of June. The weather tried its best to dampen (pun intended) everyone's spirits. But the rain Gods should know that it takes more than a bit (ok a lot) of precipitation to stop you Spridgeteers from missing a party.

Congratulations to everyone who attended and a very special mention to those who volunteered to help on the day. A massive thank you goes out to the small group of members from all of the participating clubs who literally put the whole thing together from scratch. It's no mean feat, especially as those involved gave up a tremendous amount of time to make sure that everything ran like clockwork on the day.

Another major change (as mentioned in last month's *MASCOT*) is the relaunch of the club's website. Hopefully most of you have not had a chance to look at it. Our new webmaster Richard Mumford has been toiling away in the background and we are delighted to say that it has kicked off with relatively few teething problems. If however you have had issues with it or would simply like to give Richard some feedback. His details should now be in the Who, What, where section on page two of this month's magazine.

Over the coming months you will see major changes to the club's regalia, not simply in the way it's organised and distributed but also the chance of having a much wider choice. Therefore we are clearing out the old stock at bargain prices.

Around this time of year the club starts its countdown to the election of next year's committee. Obviously this is vitally important to the successful running of MASC and the present full committee of 11 members has really made great steps forward in 2011. It would be great to keep this momentum but new blood is always essential to keep us moving forward. There are so many small jobs that need doing and there never seems to be enough time, so please consider applying for a nomination form. Details of how to get hold of one as well as detailed information regarding the election process are in this month's *Mascot*. Please read them and consider if you might like to be part of the team that steers the Midget & Sprite Club.

Finally the committee would like to thanks outgoing Scottish Area rep, Betty Kerr as well as welcoming John Pardo who has stepped in to take Betty's place. New member David Price is very keen to get a group of like minded people together in the Devon area and has therefore decided to become the Area rep for the Devon area. Please contact Dave if you are in that part of the country. You will find an introduction from him on page 10.

Have a great July and try to keep dry.

## Gary & 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.**

---



Cover image: John Clark's Mk1 Sprite at Le Mans" image copyright Sarah Saunders

# What Next?



*Before the Rain at Burghley  
© Tim Saunders*

Who would have thought it? Certainly not me way back in 1983 when the fledgling Midget and Sprite Club was formed. Our Spridgley things were at their lowest ebb, not worth a lot, unless for spare parts to keep another one going. They were being lost at an alarming rate. Indeed, I played my black part in making Spridgley things a rare breed. So, who would have thought that in 2008 and in 2011, that around 1000 Spridgley things would assemble to celebrate 50 years of the Sprite and Midget? From those humble gatherings in the earlier 1980s, I would never have guessed that two such major events would take place. I was gobsmacked at Gaydon in 2008 only to be gobsmacked again in 2011 (despite the weather). Just incredible sights which raises the question, will we ever see the like again?

What will be the next great milestone for our cars, do we have to wait until 2058 and 2061 for the centenaries? Well, I can't wait that long so what is on the calendar for us? 50 years of the end of production perhaps? Not quite sure about that, should that be 2020 for the Austin-Healey Sprite or 2021 for the Austin Sprite? At least we can pencil in for 2029

for the Midget. Truly, the two half centuries that we have just celebrated have been breathtaking. For 'one off' events, they have been very well organised by the cross-club committees. All involved can feel justly proud for their part in these two historic events. Certainly, these cannot be repeated, will there ever be another occasion or milestone that will approach them? I rather think that for many of us, we have witnessed the very largest and best gatherings of Spridgley things in history. I was so pleased to have attended both.

Finally, going back to 1983, I know our fellow A-H and MG clubs took something of a dim view of this young upstart Midget and Sprite Club, "Just who do they think they are in this established territory?" We may have been viewed with some suspicion, and no doubt, thought that we might disappear up our own exhaust pipes after a short and mis-guided time. But no, 28 years on, the Midget and Sprite Club is most definitely here to stay and an accepted and respected part of the establishment. We can feel proud of that too.

**Terry Horler**

# 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](mailto: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](mailto:garylazarus@blueyonder.co.uk)
- 1st Wednesday **South Staffs & Birmingham** – Meet at **Whitacre Ex-Service & Social Club**, 66 Station Road, Nether Whitacre, Coleshill, Birmingham, West Midlands. B46 2EH, 8.30-8.45pm  
Contact: John Collins, Tel: 07970 213084 email: [green\\_mx5@hotmail.com](mailto: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](mailto: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](mailto:ilc@bgs.ac.uk)
- 2nd Wednesday **Heart of England, covers Worcs, Warks, West Midlands and surrounding areas** – 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 Ferry Boat**, at Holywell, 8pm
- 2nd Saturday **Yorkshire Area** – meet each month at **Ye Jolly Farmers Inn**, Dalton near Thirkstall 3HY – please note new fixed venue – more information at <http://yorkshiremasc.blogspot.com/>
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE 7.30pm
- 3rd Tuesday **Scotland** – Meet at Holiday Express, Keith Street, Hamilton 8:00pm. Contact John Pardo on 01698 814791
- 3rd Tuesday **Surrey** – Meet at **The Blue Ball**, Walton-on-the-Hill, 7.00pm onwards. Contact Alan Anstead, Tel: 01322 384050. [alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com)
- 4th Thursday **Sussex** – Meet at **Selsey Arms**, Coolham, RH13 8QJ from 19:00. Contact David Southcott at [dandsouthcott@btinternet.com](mailto:dandsouthcott@btinternet.com)
- 4th Thursday **Hampshire** –New Venue! Now meeting at **The Fox and Goose**, Greywell, RG291BY. Please ring Terry or Harriet Langridge on 01252 626063 for details.
- 4th Sunday **Kent Area** – Meet at **The Angel**, Addington Green, West Malling, Kent, ME19 5BB at 12:00 for lunch. Contact Alan Anstead, Tel: 01322 384050. [alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com)
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm except on Bank Holiday Mondays when it will be the Bell Inn at Yatton Keynell near Castle Combe, 6.30pm. Contact Andy Cross on 01225 743554 or e-mail [andy@cross743.freemove.co.uk](mailto:andy@cross743.freemove.co.uk)
- Last Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Chris Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton-sub-Hamdon. 8.00pm
- Last Thursday **South West Wales** – Venue changed. Please contact David Hill for details of new venue, Tel: 01239 811307 or email [david@hill.be](mailto:david@hill.be)
- Northern Ireland [robertholmes25@hotmail.com](mailto:robertholmes25@hotmail.com). If enough interest, will arrange a meeting.

## Club Website

[www.midgetandspriteclub.co.uk](http://www.midgetandspriteclub.co.uk)

Members Only pages    User name: Micro    Password: Blister

# Events

## From Richard Flynn & Webmaster Richard Mumford

### July

- Saturday 2nd – Sunday 3rd July Brittany weekend “discovery of the Emerald Coast: Le Mont St-Michel – Le Cap Fréhel” for Midgets, Sprites and derivatives. A 300 km tour in two stages with the charming village of St Briac (near St Malo) as a base. Details from Thierry Schimpff, Member n°4386, thierry.schimpff@wanadoo.fr Tel +33 (0)6 86 41 50 56 or David Dixon e-dave@ntlworld.com Tel 01733 222810
- Sunday 10th East Anglia Kimbolton classic and country fayre. Contact Dave Dixon for tickets (01733-222810)
- 12th East Anglia Another Ace Cafe night, meet at entrance to Knebworth house near Novote on the A1M 1800. Contact Graham (01223-511835)
- 16th SW Wales Area's Run around Pembrokeshire. Meet at car park on A40 just east of the roundabout where the A478 crosses just north of Narberth. 11am Details from David on 01239 811307
- Friday 22nd – Saturday 23rd – Sunday 24th July National / international MASC event of the year at Silverstone Classic, the biggest and best classic sports car event in the world including dedicated MASC members infield parking area, celebratory lap of the circuit for Midget 50th birthday, over 6000 classic cars, classic racing and lots more. see further information on Silverstone classic website and elsewhere in *MASCOT* for booking info or contact David Dixon e-dave@ntlworld.com Tel 01733 222810. Note heavily discounted tickets available to MASC member
- 28th SW Wales Area are meeting in Cenarth, at car park on B4332, 100 yds from junction with A484, just south of the bridge. 8pm Details from David on 01239 811307

### August

- 7th Essex Area are having a trip to Lavenham. Anyone interested please contact Jane Gates on 01255 830509 or email.jgjanegates257@googlemail.com
- 7th Two events on the same day either join us at Bletchley Park classic car day contact Hubie for details (01733-212722) or join us on our stand at Ferry meadows BMC Rally near Peterborough. Contact Dave Dixon (01733-222810) or just turn up on the day and find us
- 13th East Anglia Treasure Hunt, Contact Chris (01480-880268)
- Sunday 14th Heart of England Cotswold Capers. Contact John Platt. johnplatt1275@btinternet.com
- 20th/21st SW Wales Area are going on the MGOC Snowdonia Run. Details from David on 01239 811307
- 25th SW Wales Area are meeting in New Quay, Ceredigion at 8pm. Details from David on 01239 811307
- Monday 29th Heart of England Pershore Plum Fair. Contact Tim Storrer. timslenham@hotmail.com

### September

- 4th East Anglia Visit the top secret Nuclear Bunker, contact Hubie (01733-212722)
- 10th – 20th MIGLIA 2011 For M.G. Midgets, Austin Healey Sprites, and derivatives only. For more details contact Alan Anstead Surrey / Kent Area Rep. alan.anstead@btopenworld.com Tel: 01322 384050
- 10th SW Wales Area are going on a Carmarthenshire Run. Meet at Morrisons Car Park, Carmarthen at 10:30. Details from David on 01239 811307
- 18th East Anglia Mystery Tour Details from Nigel and Dianne ( 01954-789503)

### October

- 15th East Anglia Bowling and Meal in Pidley 1700 details from Nigel and Dianne ( 01954-789503)
- Sunday 23rd MASC AGM 2011, Coventry Transport Museum Millennium Place, Hales Street, Coventry CV1 1JD 024 7623 4270. 1:30pm for 2:00pm start

### November

- Friday 11th To Sunday 13th Join Heart of England group at the Classic Car Show at the NEC. Details from John Platt on 01789 488321 or email john@platt2085.freemove.co.uk
- 12th East Anglia we are all going to the dogs (Greyhounds that is) Contact Dave Dixon (01733-222810)

### December

- 11th East Anglia Christmas meal (Sunday lunch) details from Dave Dixon on (01733-222810)

# New Members

*Stuart Guest's pagent  
blue 1978 Midget*



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

1690 Mark Watkins  
2402 Roger Chittock  
4453 Paul & Diane Coult  
4454 Kevin Bishop  
4455 Stuart Guest  
4456 Mark & Cheryl Macaulay-Chapman  
4457 Ian & Gerry Ball  
4458 Matthew & Stuart Breeze  
4459 Diane Knights  
4460 Roger Cooper  
4461 Peter Gibbons  
4462 Daniel Wood

West Midlands  
Notts and Derby  
North Lincolnshire  
Nottinghamshire  
West Midlands  
Hampshire  
Lancashire  
Shropshire  
Essex  
Hampshire  
Gloucestershire  
Cornwall

Sprite Mk 4  
MG Midget  
Sprite Mk 4  
Sprite Mk 4  
Midget 1500  
Frogeye Sprite  
Midget Mk 3  
Sprite Mk 3  
Frogeye Sprite  
Midget Mk 3  
tba  
Midget MkII



*Andy Williams Sprite*



*Ian and Gerry Ball's Midget MkIII*

*Roger Cooper with his son Joe (11) ... also known as a total petrolhead*



*Paul and Diane Coult with their Sprite*



*The Frogeye of Mark & Cheryl Macaulay-Chapman*



*Rejoined member Roger Chittock's MG Midget*



*Daniel Wood's 1963 1098cc MK2 Midget*

# Nominations and Appointment of the MASC National Committee

## An explanation of how it works



It is the time of year to start the process for appointing next year's national committee. Because this is a relatively new procedure that was introduced in 2009, we thought that it might be useful to explain to you how it works, how it differs from the old appointment system, and why the changes are positive ones.

When MASC became a not-for-profit company limited by guarantee in 2009 (to protect you as a member from the risk of personal unlimited liability), the governance structure of the club legally had to change to comply with company law. MASC has to follow its Memorandum (which sets out the aims and goals of club along the lines of the old club constitution), its Articles (which set out the mechanics of how the club has to be run), and the general requirements of company law.

MASC now has directors, who are appointed from the national committee (in reality, they volunteer to do so). These brave individuals in a personal capacity carry ultimate legal responsibility for the proper running of the club, but follow the instructions of the national committee in carrying out their duties. The national committee are the representatives of you, the members, and are appointed from your nominations each year.

The articles of the club provide for all seats on the national committee to be vacated and put up for appointment every year. There are up to 11 committee places, and each willing candidate for a place must be nominated by another member in writing before 12 August. You will see that Gary has printed a request

for nominations in this month's *MASCOT*, to give you plenty of time to get this year's nominations in.

Around 1st September, a list of nominees will be published. If there are more than 11 candidates, then a ballot will be held. The ballot will be based on one positive vote per member, so in effect you will get to vote for a single candidate of your choice, just like you do in general or local government elections. The 11 candidates receiving the most votes will be appointed at the next AGM in October.

If there are 11 candidates or less, then those 11 positions are automatically filled at the next AGM without the need for a ballot. This is because no matter how many (or few) votes those candidates receive, they would all "win" their seat, and holding a ballot would be a pointless exercise with wasted costs. MASC is run on tight purse-strings, and given the cost of holding a ballot would be considerable, this is a sensible cost saving. It is also perfectly democratic as it is what happens in national and local government elections if there is only one candidate per seat – in the recent local elections my local councillor was returned unopposed with no voting because he was the only candidate for the seat.

How does the new system differ from the old system? Well, the old system guaranteed a ballot each year regardless of the number of candidates per seat and allowed each member multiple positive and negative votes that they could (but didn't have to) use against each candidate. Under this system,

if you vote for candidate A and someone else votes against candidate A and for candidate B they have in effect robbed you of your vote and put candidate B 2 votes ahead of your choice, candidate A. This clearly was not fair.

With multiple positive and negative votes allowed, it becomes even more opaque and unfair. For example, in an election there are 4 candidates, A, B, C and D. If I only cast 1 positive vote for candidate A on my ballot paper, and you cast 3 negative votes against candidates A, B and C and a positive vote for candidate D, and Jane Bloggs cast 2 positive votes for B and C and a negative vote against candidate D – you can see that because different people cast different numbers of positive and negative votes, that each vote has a different value. Some votes cancel each other out and gain more weight than others, and when scaled up across 1000 members, the value of a vote becomes incalculable. In fact you could say that the value of each vote is as clear as mud, as it will change each time a ballot paper with a different number of positive and negative votes on it is counted.

As you can see, the old election system was actually a highly undemocratic system as each vote cast didn't have a fixed or even an ascertainable value, unlike the new "one member, one vote" election system we now have.

The 2009 Committee were advised by the club's lawyers at the time that the Articles were prepared that the old positive/negative voting system was illegal under company law and that the club had to change to a transparent and democratic voting system, such as that used in the political electoral system, which is what they chose to adopt. The new committee appointment system was explained in some detail by the club's lawyer to the membership at the AGM where the articles were adopted in October 2009 and they were unanimously approved in a vote of the members present.

The current Committee approve of the current appointment system which is open, fair, democratic and provides for sensible costs savings where the number of candidates is equal or less to the number of positions available. The system has resulted this past year in a full and balanced Committee which is representative

geographically of the whole UK, includes a breadth of different professionals who have brought their expertise to bear for your benefit, and contains a wide range of views which results in robust yet very healthy and unpartisan debate and discussion – all of which has led to the club taking positive steps forward in many areas of its governance and operation.

To date, only 2 members out of almost 1000 have raised formal concerns about the new Committee appointment procedures, but we appreciate that there may be more of you who are also unsure about it. Hopefully this explanation will go some way to explaining why the new system is better, fairer, and more democratic than the old system, and also why legally we cannot revert to it.

It is also worth clearing up another misconception. Even if the Committee wanted to do so, which it does not, it could not unilaterally change the appointment system. Under the Companies Act 2006, any change to the Articles has to go through a special resolution procedure and be approved by 75% of the balloted membership at an EGM. This protection is there in company law for the protection of you the member, to make sure that the directors / committee don't go moving the goalposts and entrench themselves. The Committee would need to have concerns expressed by a very substantial number of members before it could legitimately consider looking in detail at alternative systems, take legal advice, propose a change by special resolution, and call an EGM – all of which would cost a substantial amount of the club's financial reserves.

To the extent that you want to see a ballot take place this year, then we will need 12 or more nominated candidates for the Committee, so get volunteering and nominating! Being on the Committee does involve a time and to a lesser extent financial commitment (we each pay for our own travel / fuel, food and even drinks – no MP's expenses here!) but it is very rewarding when everyone is pulling together for the good of the club. Next year, you could be part of that.

**The Committee**

# Prospective Devon Area Rep

## Dave Price

For as long as I care to remember I have always wanted an MG. Whilst in the RAF a colleague had a red Midget which we had to fix on a regular basis so he and his better half could get away at the weekends. My father said it was impractical to have one – always breaking down, not secure, slow and old. As a young man I took his advice.

Time passed, I left the RAF and eventually ended up teaching, married and with three children. When could there be a better time to buy a Midget than then? I cashed in my 'free' Halifax shares – just before the crash luckily – and bought Blackie, a 1972 RWA Mk3, colour ... black!!!

So far Blackie has not let me down. We have been crashed into, repaired, moved house/garage and got well and truly drenched on the long way back from Midget 50. At the moment he

is in the garage, carpets out and awaiting a good waxoyl – other products available!!

Despite the odd hiccups, front end suspension replacement and service I have that MG bug and I can't help but smile when I am out and about driving in Blackie. The children think he's great and SWMBO, who takes him to work and back now and then, loves the drive there and back. My dad still does not approve, and I left home 29 years ago!!!

Having initially joined MASC, lapsed and subsequently re-joined I noticed that the fine county of Devon is still bereft a rep and I hope that I can fill this void. We have

great driving roads here in the South West and with two large moors to roam over, two coasts to explore and all in-between to connect them, I would like to ask all parties residing here to make contact and get the Devon branch of MASC up and running. Our cousins in Cornwall are but a spit and stone's throw away and I'm sure if their passport



*Dave & Blackie*

allows them they too could join in our little gatherings and jaunts.

If anybody is interested please make contact, set a date and let's get these Spridgets where they belong – on the road being driven and enjoyed.

Yours

**Dave Price**  
[daveprice@daveprice.plus.com](mailto:daveprice@daveprice.plus.com)  
01805 603133  
1 Marshalls Mead  
Beaford, Winkleigh  
Devon  
EX19 8LH



# BEST OF BRITISH

Est. 1975

Parts & Accessories for Classic British Cars



Moss Europe sponsors of Youles Racing (JT 51)

**Established in 1975, Moss Europe is one of the founding companies of the British classic car parts industry.** As a market leader, Moss strive to maintain parts availability to help you keep your classic on the road. Moss resource and manufacture products for some of the most popular classic British cars, including MG Midget and Austin Healey Sprite models.

All parts are available to order online, in branch or from our **free** mail order catalogues. Moss prides itself on offering excellent service to classic car owners worldwide, stocking the broadest range of parts and accessories available.




Order online [www.moss-europe.co.uk](http://www.moss-europe.co.uk)

**Free 2011 parts & accessories catalogues**

Either complete & return the form, call 0800 281 182, email [catalogues@moss-europe.co.uk](mailto:catalogues@moss-europe.co.uk) or visit [www.moss-europe.co.uk](http://www.moss-europe.co.uk)



for catalogue, send coupon to: Customer Services, Moss Europe Ltd, Unit 16, Hampton Farm Ind. Est. Bolney Way, Feltham TW13 6DB   
Mascot July

Sprite & Midget  T-Type  MGA  MGB  Restoration Tools  Classic Mini, Minor & Triumph catalogues available

Name \_\_\_\_\_ Email \_\_\_\_\_

Tel no. \_\_\_\_\_ Address \_\_\_\_\_

Postcode \_\_\_\_\_

Moss Europe will not share your information with any other party. Moss may use it to send you product and special offer information. If you would prefer not to receive this please tick here   
Product prices include UK VAT and are correct at time of going to print. For the latest prices please visit our website. Moss Europe Ltd. E&O.E. 2011

**London**  
020 8867 2020  
[sales@moss-europe.co.uk](mailto:sales@moss-europe.co.uk)

**Bradford**  
01274 539 999  
[bradford@moss-europe.co.uk](mailto:bradford@moss-europe.co.uk)

**Bristol**  
0117 923 2523  
[bristol@moss-europe.co.uk](mailto:bristol@moss-europe.co.uk)

**Manchester**  
0161 480 6402  
[manchester@moss-europe.co.uk](mailto:manchester@moss-europe.co.uk)

\*Catalogue P&P per item: Mainland UK Free, EU £5.83 (plus applicable VAT) Non Mainland UK & ROW £7.00

# Nomination for Committee 2011



## 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, you will be expected to serve a full term (one year). 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 2011. 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 Secretary	_____	_____	_____	_____
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**



## 1970s Midget Ownership

*NJL 999M which I bought in 1981. That cost £775 in poor condition and Citron colour!*

**S**ad person that I am, I have always kept records of my vehicle expenditure! This goes right back to my first bike a Bantam D3 in 1963. With this in mind, and Midget50 coming up, I thought it might be of interest to others to put down some facts from my first Midget ownership.

HJU 307D was an Old English White Mark II that came with a red Ashley Fastback hardtop. In May 1973 an AA inspection cost me £8-25 and the speedo' read 78,100, and my first 4 gallons cost £1-40 ! In November it was averaging 34mpg and costing 4.1p per mile. A puncture had cost me 80p, and a new hood (in red vinyl) from Don £13, I fitted it myself, but never got it taut. I see that a gallon of Castrol XL was 95p, and EP90 for the axle was 22p. In May '74, tax was £25, a Goodyear G800 £10-50, Champion plugs 88p, and an MOT £10-70 (an expensive month!)

My rear silencer box came half off going along the A604 (now the A14 dual carriageway) near Huntingdon and the AA came out. The AA man just turned it round so that the tail-pipe was pushed onto the

exhaust pipe and I was on my way. A new box was £4-05, and on another day a broken fan belt on the A1123 near Hadenham cost 80p to purchase a replacement.

Disaster struck, however in November '74 when I was on the A45 near Bury St Edmunds. I had heard a small noise previously, which my garage in Leicester had not been able to diagnose. It was similar to pinking, but now it manifested itself ! The AA was called and I was Relayed home, this service had only just started up then, and I believe they were surprised by the demand for it. I was a baton, being passed from area to area at the borders. What was found was that a small piece of a piston top had become detached, the earlier noise was probably it coming loose! My garage charged £77-51 for sorting it out, remember this was in the days when you collected your car, then received a bill in the post, doesn't happen now does it !

By now 4 gallons of 3\* was costing me £2-86, there had been a Middle Eastern war (sounds familiar) March 1975 saw 100,000 miles, and some fibreglass to "repair" a

rusted through sill cost me 77p. Rear brake linings were £1-98, and a pre-MOT check £1-50, and I had put 735 gallons in it by August 1975 and selling it, but fatherhood was pending.

I didn't make a note of the buying and selling prices, sorry about that!!

**Chris Waters**

## 1970 according to Wikipedia

**January** – Pan American Airways offers the first commercially scheduled 747 service from John F. Kennedy International Airport to London Heathrow Airport.

**February** – Black Sabbath's debut album, *Black Sabbath* released; often regarded as the first true heavy metal album.

**March** – Citroën introduces the SM at the Geneva Auto Salon and Concorde makes its first supersonic flight (700 mph 1,127 km/h).

**April** – Paul McCartney announces that the Beatles have disbanded and Apollo 13 is launched toward the Moon

**May** – The 1970 FIFA World Cup is inaugurated in Mexico and In Washington, D.C., 100,000 people demonstrate against the Vietnam War.

**June** – The Conservative Party wins the election and Edward Heath becomes Prime Minister.

**July** – A chartered Dan-Air De Havilland Comet crashes into the mountains north of Barcelona.

**August** – The Isle of Wight Festival takes place. Some 600,000 people attend the largest rock festival of all time. Artists include Jimi Hendrix, The Who, The Doors, Chicago, Richie Havens, John Sebastian, Joan Baez, Ten Years After, Emerson, Lake and Palmer and Jethro Tull.

**September** – Jimi Hendrix dies in London while in Phoenix, Arizona Elvis Presley begins his first concert tour since 1958.

**October** – Gary Gabelich drives the rocket-powered Blue Flame to an official world land speed record of 622.287 mph (1 001.452 863 km/h) at the Bonneville Salt Flats in Utah.

**November** – The Lockheed L-1011 Tristar flies for the first time.

**December** – Paul McCartney sues to dissolve the Beatles' legal partnership and the North Tower of the World Trade Center is topped out at 1,368 feet (417 m), making it the tallest building in the world.

## Dynamo to Alternator Conversion



Alan's installed alternator

Owners of early Sprites and Midgets who use them in all weathers will no doubt have experienced problems with the dynamo charging system on these cars on a wet night.

With a good dynamo giving out a maximum of about 19 / 20 amps, a choice has to be made on what or what not to use to avoid a flattening battery. Headlamps on main beam or dip, take a chance on sidelights alone? Heater demist or not? Wipers or peer through a wet screen?

I found the benefits of Rain X liquid many moons ago to disperse the rain from the windscreen. Probably the individual choice will be a permutation of the above but a hesitation at using all.

Maybe it is creeping old age but after 42 years of Sprite struggle, with this issue, I have chosen to convert to an alternator on my Sebring Rep coupe whilst leaving the Frogeye as is.



Barry Green from Hants Chapter was also going this route so that we were able to swap ideas on the conversion.

The parts needed are an alternator – I sourced a new one from one of the usual suppliers. A mounting bracket and a fan belt. I found that the stock 948 Frogeye fan belt suited even though the Sebring rep has a 1275 engine.

Fan belt part No Moss: GCB10900; Quinton Hazel: QBA900; Unipart: GVB10900.

For the sake of originality and neatness it was decided to retain the control / regulator box and use it as a junction box for wiring.

For safety disconnect the battery.

The regulator was gutted internally and then underneath heavy duty wire was used to link terminals A, A1, and D.



*Barry's secreted relays*

Replace the control regulator to its original position and replace all the wires to their original terminals.

At terminal D should be two wires – one larger diameter and one smaller. Move the smaller wire to terminal F.

Remove the dynamo together with its mounting bracket having disconnected the two wires feeding it.

Replace the terminals on these two wires with female Lucar terminals (this will entail some soldering if a good electrical connection is sought) suitable to fix the larger diameter wire to the larger male terminal on the alternator and the smaller diameter wire to the smaller male terminal on the alternator. One of the two large male terminals on the alternator is not used.

Fit the alternator to the engine, using the new mounting bracket, together with a



*The final wiring set up*

properly tensioned, and aligned, fan belt and having checked that all appears correct and connected reconnect the battery. Time to start the engine, check that the ignition light goes out, as per normal, and drive away.

Barry has utilised the empty control box / regulator cap by installing / secreting some modern relays, for his headlamp circuits, within.

Of course as a Sprite Mk1s' rev counter is driven, via a reduction gearbox, by the dynamo I now have no rev counter so will shortly be sourcing a tachometer to replace the now idle rev counter on the dashboard.

**Alan Anstead**

# Letters to the Editor

## In Praise of MAD (Mutual Assistance Directory)

Hi Gary

Felt I had to write in praise of the Mutual Assistance Directory. Carol and I have just returned from midget 50 following a weeks touring in our Sprite. I set off confident that a new coil had at last fixed a reoccurring misfire that had plagued the car for months, it was not to be. A hundred miles from home on the M18 she not only misfired but stopped dead and refused to start, meaning we arrived at our first night's destination in Derbyshire on a tow truck. This set the tone for much of the holiday and while I'd have to write you an article to relay the full saga (misfires, shorts, flat tyres etc) it turned out that the best thing I packed was a printed list of the directory. I contacted two people and both of whom couldn't have been more helpful. Ian Cooke told me where to get a new distributor cap on a Sunday and offered spares from his own garage if I needed them and Steve Cowling drove out to help within ten minutes of my call armed with a spare condenser and put me in touch with Dominic Moony who ultimately fixed the underlying problems. All in all it showed what a great community the Midget and Sprite club is.

So thanks to mutual assistance we made it to Midget 50 and despite the rain enjoyed it very much. I only hope I can return the favour by helping someone in the future.

With thanks

**John Oulton, co Durham**

Hi John,

*Very many thanks for letting me know about your success with the Mutual Assistance Directory, however I do appreciate that you probably would rather have not felt the need to use it. The MAD can be a fantastic asset if the volunteers are willing and the benefits to someone in your position are immense ranging from a cup of tea or a bit of advice over the other end of the phone through to*

*the use of a garage/spare parts and tools and even a bed for the night and the use of a spare Spridget!*

*I hope the car is more reliable on your next journey.*

**Gary**



*David Mayle's old Sprite with Guernsey plates*

Hi Gary

Back in the mid '80s I brought a Frogeye to the UK from Guernsey, Channel Islands. It had the Guernsey registration 1913. I sold it in about 1987 to a chap that lived in Bath. I would like to know if it is still around. Not much to go on, but was brush painted green, had a single carb 1098 engine, fibreglass front and white 8 spoke wheels.

If you can put a small picture in the club magazine it would be appreciated. I'm not a Sprite owner at the moment, I have a 1950's Austin 7 special to complete first, but do fancy another Sprite .... A colleague has a neighbour who is thinking of selling a Mk2, so maybe it would bridge the gap!!!

Many Thanks

**David Mayle**

*Does anyone recognise David's old Sprite?*

**Gary**

---

**If you have any memories, tales or questions for insertion in MASCOT please send them to me at [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)**



**IGNITION SOLUTIONS**  
the only solution to your ignition problems



the only solution to your ignition problems!!!

**Reconditioning Service**

This is a complete over haul of a customers own distributor, including replacement of all serviceable parts, shot blasting and re-plating of all bolt on parts, available for conventional and electronic ignition systems for classic and modern vehicle applications. 48hr turnaround on most units.



**Performance**

H&H can customise advance curves for use on mild fast road, fast road, race and rally spec engines, matching the distributor exactly to any modifications made to the engine, this service is available on all H&H distributors for all vehicles applications.



**Electronic Replacement**

We offer direct electronic replacements ignition distributors for all vehicle applications replacing existing points type ignition, giving your classic vehicle the reliability of a modern engine, these distributors can be offered as a full kit including HT coil.



**Complete Replacement**

Because of the shortage in classic and vintage ignition distributors and serviceable parts, H&H use a Lucas based distributor in points and electronic versions as a direct replacement for vintage and classic applications, giving ease of maintenance and off the shelf parts availability.



**Engine Management Rebuild**

Due to reliability and durability, later model engines are now commonly being transplanted into older vehicles, unfortunately late engines often come with complicated engine management systems, H&H offer a direct replacement mechanical distributor system to replace the engine management on most applications enabling the engine to run with carburetors.  
Note: Engine must have a location for a distributor.



**OE Replacement**

H&H offer a full range of new and reconditioned ignition distributors for all OE applications for British, European and Japanese vehicles.



**Competition Starter Motors**

In addition to H&H ignition distributors we also stock a small range of reduction gear high torque starter motors as direct replacements for performance engines and OE applications



**Light Weight Race Alternators**

For all applications in cast aluminium or chrome show finish.



Unit H Fens Pool Avenue, The Wallows, Brierley Hill, West Midlands, England, DY5 1QA

T: +44 (0) 1384 261500 M: 07787 114417 / 07989 744351 E: [ignitionsolutions@tiscali.co.uk](mailto:ignitionsolutions@tiscali.co.uk) W: [www.h-h-ignitionsolutions.co.uk](http://www.h-h-ignitionsolutions.co.uk)

Terms of Trade: Carriage is at additional charge on individual orders, VAT charged at the current rate at time of purchase. Accepted methods are credit card or pro forma other than these methods account terms apply



**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](http://www.mgmidgets.com)

**A Head 4 Healeys**



Everything you could possibly need, just a click away



Visit the NEW A-Head 4 Healeys Website

[www.ahead4healeys.co.uk](http://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](mailto:info@ahead4healeys.co.uk) [www.ahead4healeys.co.uk](http://www.ahead4healeys.co.uk)

tel: +44(0)1788 565 000 fax: +44(0)1788 565 001

81 Somers Road, Rugby, CV22 7DG, England



## Committee Member Profile – Tim Saunders

I became hooked on Spridgets when I bought my first Midget in 2004, and currently own a red 1965 Mk II Midget called “Sebrina” that has Williams & Pritchard Sebring GT bodywork. My wife Sarah also lets me drive her white 1965 Mk III Sprite, “Daphne”. Sarah & I are the current MASC area reps for Yorkshire, and have been actively involved in helping to run the area since 2005. We have always enjoyed organising road runs and events that get people out and about enjoying their cars and the countryside.

I also run the Williams & Pritchard Register for cars bodied by what was Britain’s premier 20th century racing coachworks, which included the Sebring Sprites and all of Lotus’ early output, as well as many other famous British race and sports cars of the fifties and sixties. In my professional life I am a business lawyer for a commercial law firm in Leeds.

I was first on the national committee in 2006, when I provided the initial legal advice that started the ball rolling on the conversion of MASC’s legal status to a limited liability company, something that was very important to protect each club member from financial risk. Throughout the club’s journey on its conversion, I have assisted various committees behind the scenes until the new legal status was achieved.

In 2010 I was asked by several committee members if I would stand again to be a general member, and this year I have really enjoyed contributing to the wide pool of top notch personal and professional expertise on the current committee, that has made great strides this year in looking after the club’s management for the members’ benefit.

*Stirling's last lap!*



The main battle at Le Mans this year was between the Audi and Peugeot prototypes, with Audi no 2 beating Peugeot no 9 by only 13 seconds after 24 hours of dramatic motor racing. The Le Mans Legends race took place on the Saturday morning and this year featured cars from 1949 – 1965 in a 50 minute race round the full Sarthe circuit. The very nimble and quick 1960 Austin Healey Sebring Sprite (no 46) of Chris and Charles Clegg finished in 5th place in its class against strong competition.



In March 1961 Stirling Moss drove an Austin Healey Sprite in the Sebring 4 hours Race where he finished 4th. He returned to Sebring in March 1962 for the 1 litre GT event in a Sprite, teamed with Innes Ireland, Pedro Rodriguez and Steve McQueen. It rained and Moss drove well, leading by a minute until a misfire caused trouble and he could only finish 3rd. A month later he crashed at St Marys corner at Goodwood while racing a Lotus – Climax 18/21. This ended his career as a full time racing driver. In recent years Stirling Moss has raced in Historic events in his Italian Osca sports and his 1961 Porsche RS61 sports. This very pretty silver painted Porsche, with Stirlings no 7, was entered for the legends race, but during qualifying on Thursday after only one lap of the Le Mans circuit, Stirling decided that was enough, and at 81 years of age, announced his retirement from motor racing. The Porsche RS61 was driven by Ian Nuthall in the race and won its class.

**Dave Hansford**

# The Building of an Austin Banham Sprint

(A/H Frogeye look-alike)



Some readers will have seen my Banham, but for those who have not, and before I begin an account of the bloody knuckled building process, let me bore you with a bit of lead-up history, to set the scene.

The first foray into owning a Frogeye started when I was a penniless draughtsman in 1959/60. I had a very good friend who, with his brother, ran a car body accident repair business. One day they had a crumpled MK1 Sprite in for repair. The front engine rails and drivers footwell were pretty twisted so they decided to re-shell the car, and I ended up with the crumpled shell as a gift to repair. I reckoned I could cope with that, having done an apprenticeship with the De Havilland Aircraft Company and built a couple of Austin Seven specials and was at that time living with my parents (cheap lodgings) and working as a draughtsman.

All was progressing fairly well, albeit slowly, as is the way with things Spridgetly as you will know. And then fate sent an Angel along. Pushing into the companies lift one day in 1961, to go up one floor, and I never bothered with the lift for that short journey. I

found I was looking into a pair of hazel green eyes, and that dear reader, was it! We were married one year later, more or less to the day. Of course the rebuild took a very second place and so I sold it to a fellow who said his name was Jack Sears and he certainly arrived in an Austin A105 with numbers on the doors. In case you are too young to have heard of Jack Sears (I'm sure you are), Jack Sears was the first BRSCC Saloon Car Champ in 1958. What happened to my car then, I do not know.

After that married life, house purchase and children took over until, in 1975, the need for a second car arose. What else but to buy a Frogeye? Bit of a disaster that was. The car needed a big rebuild and I had neither the time, space nor money, so it was sold on and Midgets and Sprites were forgotten again. Then in 1999 at a Kit Car show I met Paul Banham exhibiting the Banham Sprint, as a space frame and GRP body kit of parts, to convert a classic Alec Issigonis Mini into a realistic copy of an A./H Mk1 Sprite (Frogeye), produced from a mould taken directly off a genuine Frogeye body shell.

The car is based on the chassis platform, engine and running gear of a 1984 BL Mini. The standard Mini, the progenitor of all modern front wheel drive saloons, has the same wheelbase and track as an MG Midget. From somewhere or other I bought a Mini that had spent most of its time in Malta, so it was in a fairly good condition with little rust and none in the cills or other structural parts that I would be using. Then began what Mini enthusiasts would consider vandalism.

The fibreglass Banham body arrives





Every thing was stripped out of the car and put to one side. Engine/transmission front and rear sub-frames, lights etc. Absolutely everything to leave just the empty body shell. And then began the vandalism, with my trusty hacksaw blade and metal snips I began hacking the body off. Leaving just the floor platform, front and rear bulkheads, inner wheel arches at front and rear, boot floor. The roof and all the outer body panels were not needed, so off they came, and with most of the A posts and all of the B posts went into the scrap bin. All this was in 1999/2000 when by then I had plenty of room for my vandalism and plenty of tools and other grown men's toys like mig welding gear and a compressor.

I kept a photographic record of the work, mainly for my own interest and as an aide-memoire, which was later to prove very useful. What was left of the original Mini was very light and easily handled, so any repairs and rust prevention to the underside was carried out at that stage.

There was not much alteration to the layout of the remaining components needed. The steering column required lowering and the pedal assembly repositioning to fall in the same relationship as on the genuine Frogeye. Also a couple of flexible couplings had to be incorporated in the column so that in the event of a front end shunt, the column would fold rather than spear the driver.

This modification together with an energy absorbing steering wheel, sourced from an MG Metro, was required to comply with SVA demands. The SVA, or Single Vehicle Approval, was a DVLA requirement before a log book and road licence could be issued. Basically the finished car had to be taken to a special test centre where a tester, generally more clued up than your usual MOT tester, rigorously examined the structure and standard of work done. I believe it is now known as the IVA (Internation Vehicle etc.). There is a fair bit of resentment against this test in the kit car world, but my personal view is they are just trying to stop some clown killing themselves and others with a dodgy car.

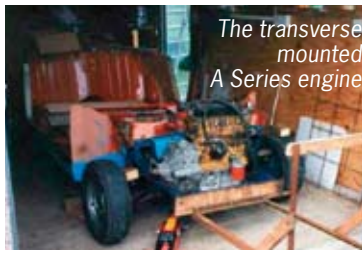
The seat mounting point had to be lowered and moved aft 10" from the original position. The gear lever and hand brake remain in the Mini position, and surprisingly fall readily to hand now. A square tube space frame structure strengthens the chassis and supports the GRP body shell.

The Mini cills are beefed up with substantial 2" square box sections welded in place and the whole structure is very rigid, so much so that jacking up one corner of the car raises the whole of that side of the car without any twist. I judge this by the fact that the door gaps do not close up, although I have not measured any deflection. So what? You may ask, neither does my Midget, and that is what helps to make the Midget such a great handling car. The short wheel base and fairly narrow door openings make for a compact and torsionally rigid body shell.

Having got the framework welded in place, the next thing was to offer up the GRP shell. It was awkward, especially as I was working mainly alone with the aid of hoists and pulley systems strung from my garage roof. Because the GRP shell tucks under the original Mini cills by quite a few inches each side, the body shell had to be sprung to fit over. Not an easy job as the moulding is  $\frac{1}{4}$ " and in places  $\frac{3}{8}$ " thick thus fairly rigid in itself. It was necessary to put on and



MASC enforcers pay a visit



take off several times to get a reasonable fit, especially as in places I had added strengthening gussets and other pieces. Eventually I worked out that half dropping and half threading the GRP moulding on, like fitting a foot into a wooden clog, worked best. Some of the moulding had to be cut and sprung wider, as in the outer footwell panels, to fit the framework, but in the end it went on OK.

If I were doing this build again there are areas on the original Mini chassis platform I would modify. One of them which offends me most, is the inner rear wheel arches which give limited room for vertical wheel movement, and do not line up so well with the bodyshell wheel arch curves.

The doors are MG Midget Mk 2, but at present with sidescreens fitted instead of the wind-up windows and the windscreen is also Midget Mk2. As everyone knows the engine is the brilliant "A series" of 998cc, but in this case mounted transversely and using an MG Metro radiator.

Minilite 13 inch alloy wheels are used, in common with a lot of genuine Spridgets. But because the gear box ratios are to suit the original 10 inch Mini wheels the 998 does not produce enough torque. Especially for where I live in the Forest of Dean, where it is rather hilly. I have talked to Terry Horler about this and his advice is not to mess about, but go for a 1275cc. So I have acquired an MG Metro 1275 engine and intend to fit it this coming winter. It will be a bit of a tight squeeze as the overall height is 10mm more than the 998, and there is only about that much clearance now between the top of the rocker box and the underside of the bonnet as it is at present.

The car, which I refer to as JTM, that being part of the reg number, has been on the road for seven years although I have not done more than a few thousand miles in that time. I get as much fun and satisfaction from tinkering/improving it as anything. It is a hoot to drive, and this year with a half way decent

summer, I have used it much more. The ride is a bit on the choppy side on rough roads, but the handling is a real eye opener. The Mini chassis was a giant killer and JTM with its light weight and low centre of gravity is equally as good.

What added to my enjoyment came about as the result of my response to a letter in a classic car newspaper. One day Geoff Hunter and Roy Cole arrived out of the blue, having read my newspaper letter had come to see JTM. They more or less had me in an arm lock, and refused to let go unless I joined the Midget & Sprite Club and for that I will be forever grateful. Living as I do well away from most centres, I do not get to as many events as I would like, but I have always been made welcome by the members I have met.

It is a great shame to my mind, that the philosophy of a simple inexpensive sports car à la Spridgets has been lost or ignored by current manufacturers. Even the venerable MX5 which began as a modern take on the sports cars of yesteryear, has grown bulbous and too fancy. I suppose I should applaud the MGF, but good though it undoubtedly is, it is not my sort of simple car. After the demise of the Isle of White Frogeye Car Company, none of the small volume builders, and there are several as per Caterham, have stepped in.

Mine is not the only Banham Sprint, there are at a guess twenty or so, all built in the same manner and in the best tradition of the amateur sports car enthusiast/special builder of yesteryear, Oh happy days.

**Maurice Stacey**

*JTM  
nearly  
finished*





## What is the Problem?

Have you ever had one of those dreaded intermittent faults? You know, the car plays up for no good reason then on other occasions it behaves itself like a very polite child. This is the position I found myself in when, soon after a routine service (liquids, plugs, points, filters and greasing in all the usual places) and for no apparent reason, my MKII Midget started to give me trouble. Driving along observing the 40 mph speed limit on a warm spring day, all of a sudden the car started to miss fire, I pulled over sprung the bonnet and jiggled the high tension leads. The problem seemed to go away and I was on my way again. I thought nothing of it until driving a few days later, a similar thing happened only this time the engine also cut out when going down a hill at 30mph. Nothing obvious under the bonnet, I tried starting the engine, it fired up immediately and I continued on my way without further incident. Driving the car repeatedly, it would perform faultlessly at times and yet on other occasions would again misfire, and

sometimes stall. I had never had this type of problem before and my thoughts naturally turned towards the ignition system.

Following the workshop manual, I carried out a series of tests on both the low and high tension side of the ignition with no sign of any fault being evident. Hmm, so where might the problem lie? Time to ask advice from MASC members at one of our monthly meetings, these people have far greater knowledge and experience on these matters than me. Logic prevailed and it was suggested when the problem arose I replace each component in turn to see if that made any difference. I duly ran through each component; I replaced like for like coil, plugs, plug caps, points, HT leads, good quality distributor cap, condenser, and rotor arm (the red type said to be better than the originals), all this to no avail. What's more, the symptoms seemed to be getting worse, the car would misfire more often than not, but then not every time it was driven. It was becoming more serious and I was no closer to discovering where

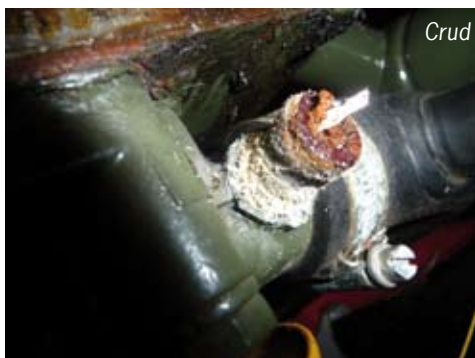
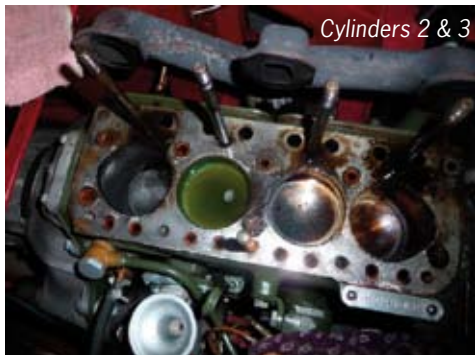
the problem lay. To make it clear, the car is positive earth with an unleaded head and the engine was re-bored a few thousand miles ago with no problems since.

Terry Horler suggested a number of areas for me to explore such as: valve clearances, timing, exhaust manifold nuts, petrol cap not venting properly and removal of the fuel filter in case there was a fuel feed fault. On one occasion I noted spit back around front carburettor area and I hadn't seen this before. It was also suggested that it could be suffering from fuel vaporisation, and while I'm aware some cars do suffer from this it has never been a problem for me so why should it be now? I dutifully carried out checks on all these areas again without success. Terry advised a compression test and this returned readings of: 1 = 165, 2 = 165, 3 = 163, 4 = 163. One suggestion was that I change my original crimped end silencer as it was giving an odd sounding exhaust note, which might be the result of blocking – resulting in running problems. I swapped it for a modern replacement but this didn't improve matters. In trying to localise the cause of the problem I found that taking the engine up to normal running temperature it would run well, if allowed to idle for a short while causing the engine temperature to increase by about 10 degrees, the engine would start to miss fire culminating in cutting out and would not start until the engine had cooled down, it would then start without problem. Great, so I could use the car as long as I didn't go out when it's hot and sunny, or sit in traffic or stop at traffic lights?

Over a three month period the symptoms had deteriorated significantly, it was now possible the engine would not start at all from cold, in addition it was starting to lose coolant; at the end of one outing I could hear the radiator rumbling away and a deposit of fluid on the garage floor. I was informed that some cars do pass some coolant and this was not necessarily out of the ordinary, well okay but my car had never done this before either. At one of our monthly meetings I vented my frustration on the matter, Andy Cross, Wiltshire Area Rep generously offered to have a look at it if I could get the car over to his place in one piece. As I was rapidly running out of options I gratefully took Andy up on his kind offer.

Driving over to Andy's house the engine cooled down excessively so, we realised

the coolant level was very low, and while a compression test returned comparable readings as before it did point to a failed cylinder head gasket furthermore, number 3 spark plug was now wet. Further investigations revealed the head gasket had blown between cylinders 2 and 3.



Blowing the coolant out of the engine had resulted in a strange deposit found in parts of the engine water ways such as the bypass hose and a core plug had nearly blown out



*Heavily grooved shaft*



I have been reliably informed since that this deposit is probably the result of my water pump slowly corroding away. It was disappointing to find the system clogged up as while restoring the car a few years before I reverse flushed the heater matrix, I had the radiator reconditioned with a new core, and the engine water ways were also flushed out. While the head was off Andy recommended it was skimmed and he also spotted significant wear on the rocker shaft specifically around number 5 rocker, the exhaust valve for the third cylinder. In the past I had noted an occasional sooty deposit on that spark plug. The shaft had worn, was significantly sloppy and required replacement.

Rocker replacement might have caused a problem for me as original pressed steel rockers are no longer available; the preferred available option is to fit forged rockers which can be re-bushed if necessary. However, thanks to Andy's predilection for parts he managed to find a suitable original pressed steel replacement and this meant I could keep the car as close as possible to original specification – my preferred choice. With a new rocker shaft the components were re-assembled ready for fitting. The valves were lapped, and the engine put back together with new fluids.



*Andy's field of operation*

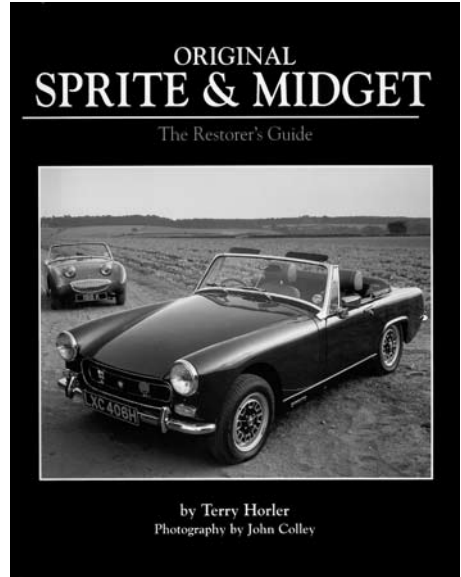
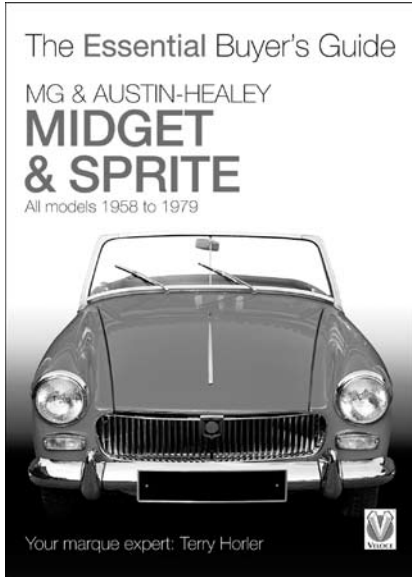
So, with all this work was a failed gasket the culprit in the first place? I understand that symptoms of head gasket failure can be quite varied, and both Andy and I were hoping this was the fault. Andy took the car for a series of test drives and initially it performed without problem. However, on subsequent test drives it started to misfire again. Huh, back to square one. Andy re-called he had – had a similar problem with one of his Morris Minors which he'd seemed to resolve with a change of plugs. Out came my NGK plugs and Champion N5 plugs went in. On a further test drive with a temperature rise a little above normal, the car behaved itself. Repeated testing resulted in a re-occurrence of miss firing and stalling again (MASCOT issue 319: Wiltshire Area report). Andy resorted to replacing the existing condenser with a known old but working unit. A good test drive, allowing the engine temperature to rise above normal again initially returned a reliable performance from the car. I have since taken the car out for further test drives and the problem has re-occurred.

I went back to the beginning; drive the car up to normal engine temperature, wait for the symptoms to present themselves then start troubleshooting again the LT side of the ignition – bypassing the ignition switch and then bypassing coil to distributor wires. Symptoms still persisted. Then I switched the coil to yet another new unit and hey presto, the problem disappeared! I continued on a 45 minute run without any further problems whatsoever. Subsequent drives have resulted in trouble free driving... so far (MASCOT issue 327: Bristol Area report).

So why, when these components had been checked and replaced at the start, was the problem now resolved? Well, I can only conclude that it would seem my original coil had started to fail and behave erratically; I then replaced this with a new coil which worked fine for a very short period then also started to fail. Because I had just fitted a new unit I ruled this out of the on-going fault finding process. The moral is as many of you know; don't ever presume a brand new component is working correctly just because it's new, modern replicas are of notoriously poor quality (MASCOT issue 327: On Replica Parts).

**Philip Sellen**  
1153

# June's Competition Answers



**V**ery many thanks to all of you who entered the competition set by Terry Horler in last month's *MASCOT*.

In spite of the questions being quite difficult (at least for me anyway), I received an above average response. These I think merely reflect the glorious prizes on offer.

First prize was the TERRY HORLER COLLECTION consisting of two books,

**1. The Essential Buyers Guide – MG & Austin Healey Midget & Sprite (All models 1958-1979)**

Written by Terry Horler and published by Veloce ISBN 978-845843-54-0 RRP £9.99p  
[www.veloce.co.uk](http://www.veloce.co.uk)

**2. Original Sprite & Midget – The Restorer's Guide**

Written by Terry Horler, photography by John Colley and published by Herridge & Sons ISBN 978-1-906133-33-7, Price £27.50  
[www.herridgeandsons.com](http://www.herridgeandsons.com)

This was won by new MASC member Andrew Dawson of Sevenoaks in Kent.

Second prize (and quite painful for me as I have to part with my review copy) consists of Terry's *Original Sprite & Midget – The Restorer's Guide*

This was won by long-time MASC member Robert Rose.

Congratulations to both of you. Your books will be posted to you very soon.

Once again, my thanks to Terry for not only writing the books, but also for setting and judging the competition.

For those of you who have forgotten, here is the question once again, but now including the answers.

**What do the following letters indicate in our Spridgley thing's Vehicle Identification number (Car Number)?**

Prefix G – MG

Prefix H – Austin Healey

Suffix G – Factory Abingdon

Suffix M – Factory Cowley

L – Left hand drive

U – Produced for North America

N – BMC code for an open two seater car

Y – Australian assembled

**Engine**

DA – Close ratio gearbox with floor mounted centre gearchange

H – High compression

I have to add that the Editor's decision is final.

# 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](mailto:quotes@adrianflux.co.uk)

[www.adrianflux.co.uk](http://www.adrianflux.co.uk)

Authorised and Regulated by the  
Financial Services Authority



**ADRIAN FLUX**  
modern approach, traditional values

*Les' Sprite on the rollers at Peter Burgess*



## NW Area Report

The June club night was once again at The Plough at Euxton. I think we should go here for all meetings although not sure everyone else agrees! Most of us met early and had something to eat – good food and vast menu served here with plenty for us vegetarians. It's the only place that I know of that has Quorn on the menu.

Good turn out again with eight cars. It was nice to see David and Neil's cars back on the road. Andrew turned up late having first of all changed his water pump in the hope of curing an annoying rattle. However it transpired that it was the crank pulley that was at fault, all the rivets fixing the pulley to the hub had become loose, in fact some had disappeared altogether! Never seen this before, fortunately he had a spare pulley.

The weekend following the club night was Midget 50. A few of us made a weekend of it and on the Friday went to Peter Burgess for a power run on his rolling road.

Four of us met up at Matlock where we dropped off the ladies before setting off to Alfreton. There was a diversion in place which took us all over the place making us late. We later discovered that the diversion was only for HGVs! When we eventually turned up, Mike's car had a massive fuel leak. He duly sorted this but decided that he didn't want to push his luck so declined the run on the rolling road. First on the rollers was Neil followed by Bernie then myself. This was an excellent day and as always Peter was extremely helpful and informative, still as enthusiastic as ever. Mind you he wasn't too impressed with Neil's carbs!

We went back to Matlock to collect the girls after which Bernie went home. The rest of us stayed over although due to some confusion (probably my fault) Neil was in a different hotel to us.

That evening Mike and Karen joined Neil and Shelley for dinner (or tea as we call it up in north) while Diane and I stayed in our hotel, Diane was not feeling too well, full of a cold – ah, poor thing; good job she didn't pass it onto me or there would have been trouble. Mind you we did manage to watch the rugby on TV but unfortunately England lost the game in the very last seconds.

On the Saturday morning we were joined again by Bernie and Lynne plus Janet and Rob. Then we set off for Stamford stopping in Melton Mowbray for lunch. We called in The Anne of Cleves pub and were told we couldn't even order any food for at least



*At Midget50*

15mins, to be honest I felt the staff were a bit offhand – probably because we were from out of town, it seemed that kind of place! Anyway Diane and I went on elsewhere, to the Crown Inn – same response so ended up in Pizza Express. Everyone else also moved on for lunch following a very public slanging match between the Anne of Cleves bar maid and the chef. Needless to say I won't be rushing back to Grumpy Mowbray in the near future, what a very odd place it was.

On the Saturday night we stayed over in Stamford, at the Garden House Hotel. We had tea, sorry dinner, at the hotel, all very nice. Other Spridgeteers were also stopping there in particular some of the MASC Warwickshire area.

Sunday morning, the day of Midget 50, we were up early getting ready to set off; although it was only about two miles away. We met up with Dennis, Andrew, Ian and Pete then set off in convoy. No doubt a full report of the event will appear elsewhere so all I will say is that it was a very good day, the weather was atrocious but it didn't dampen

our spirits too much. The location was excellent and a big thank you should go out to the organizers for a job very well done.

Now I must say that when we met up with Ian his hood was up (again), but he went to great lengths to tell me it was down all the way there and only erected just before we met. However I have heard otherwise from a very reliable source, and was told that his top was up all the time – tut tut, you naughty boy Ian!!! As far as I know everyone got home safely apart from Andrew who broke down near Stoke and had to call out the breakdown to take him home. Looks like the head gasket again, something amiss here as it's the third time it happened.

The week after Midget 50 a few cars went on the Weaver Wander run. I had to miss it this year. Will give a write up on it next month.

Later this month is the Pageant of Power at Cholmondeley Castle. The NW area will have a stand there so if you are around come and say hello. Well that's all for now. See you back at the Kilten on 13th July.

Les

## Surrey and Kent Sections

**M**ake hay whilst the sun shines certainly applied to some willing and able to get out and about. This recent spate of warm sunny weather has been great. Almost not a day has passed without one, or other, of my Sprites being out and about. When did I ever find the time to go to work? Retirement, I fully recommend it.

On 29th April, almost touching May, a Sussex pensioner with some get up and go willing to get out and about before his get up has gone arranged a drive to, and visit at, Bentley Wildfowl House and garden. But where were the Sussex members to support him? Everyone was off work on that day.

David Southcott had arranged a super day out. Fortunately members from Kent, Surrey, and London lent their support – to the event. Not to David – he still manages without supports. Where was everyone else on such a lovely day surely not vegetating in front of a television watching some royalty reality show broadcast from Westminster. Rumour has it that Sussex members, with the exception of David, instead of subscribing to car magazines like any other petrol head, actually read the drivel they publish in *OK* and *Hello* magazines and such like.



The lack of support from some leads me to enquire as to where is Idunnow? Is it from that far off land of sheep and hills, beyond Offas Dyke? My road Atlas knows no such location and Tom Tom is baffled too! I also try to arrange club events but often in asking why someone has not supported me with an attendance they state that they don't like the venue or route, for one reason or another. When I ask where we might attend, or go, the response is all too often Idunnow. I will one day arrange a tour and event at this location but for the foreseeable future I struggle to



Stow Maries WWI Aerodrome

find its location. Answers on a postcard to .....

The following day was a joint AHC / MASC drive to, and visit of, a private motor museum. A good number having originally asked to come then dropped out, mostly from Sussex. Was *OK*, or *Hello*, magazine in WH Smiths on that day? Is their some epidemic sweeping through Sussex?

Then the following day, May Day, I was the only MASC member, other than the organiser Doug Plumb, amongst a number of MGs and Triumphs, on a drive to Stow Maries WW1 aerodrome and Museum, in Essex. Now those permanently attached to a television will know that the programme "The only way is Essex" has done absolutely no favours, what so ever, for that County but I was willing to brave a visit. I was not to be disappointed as the aerodrome has potential.

Why the poor turnout this year? Are the wrong venues being chosen? Is it the economic climate? The price of fuel? All getting too old? Anyone know the postcode for Idunnow? Am I spelling it correctly?

The following weekend (8th) there was to be a fly-in by some WWI aircraft, at Stow Maries. Come on folks they can't all be, in Essex, like the 'loony tunes' on that TV programme. A chance of a picnic and my company. Is that the problem – my company? This unpopular event was so popular that a message had to be broadcast on Essex Radio for people to stagger their arrival times because of the traffic jams into the event such was its popularity.

On 15th May I joined Essex Masc, no I haven't emigrated! on a visit to Duxford WW2 aerodrome. Dave Mathews led us away from Braintree McDonalds on an excellent route through the Essex back roads to Duxford, via Thaxted and Debden, where our editor,



Paul & Jane Coveney's Austin Sprite

with yet another almost 100% turnout from London Area members, was awaiting our arrival. Another super day out.

Then to the evening Surrey Masc meeting (17th). Only three Spridgets attending. Pete & Hills arrived but looking to the car park I could not see the Frogeye. "Where's your car". Peter "I've brought the van. We're picking up some poles". I though that they had taken on some plumbers but it turns out they were picking up bean canes. Col gave a brief update on his Spridget build. Apparently Col is fitting the 1275 engine with his home made Electronic Fuel Injection which I hope he will write about once it is completed.

On the 21st I took the Coupe to Detling Kit car show which Peter Jones and I usually attend. There I met, Masc member, Nick Dennington who has just returned from working on some far off convict settlement amongst the Kangaroos. Nick was there with his Midget so hope to see him at future MASC meetings.

Then to Kent MASC (22nd). There were so many Spridgets that one was relegated to the rear car park because of a lack of room. New member Andrew Dawson turned up bringing his father for the ride. Probably intent on blagging a free meal out of dad too? But has his dad caught the Spridget bug too, he seemed enthused. Time will tell. Still a lot of car electrical problems abound but most worrying was Neville's lack of brakes. Our Late May Bank Holiday Tour is just days away and a troubling braking defect is not really wanted this close to the event. I shall let someone else write about that event to which, I know, Paul & Jane Coveney have committed much effort.

It's a way off, I know, but the 2012 Le Mans Classic is on 6-8 July 2012. If there is enough interest I may be persuaded to run another Le Mans Classic / Loire Valley Tour.

**Alan Anstead**

# Yorkshire Area Report



Anita in "Kevin" entering Burghley

We had a fantastic turn out at June's meeting, with 11 Spridgets and a couple of modern cars in attendance, figures doubtless being boosted by former area reps Anita & Mark's attendance during their holiday from Australia, and by folk driving together down to Midget 50 after the meeting.

In addition to regulars Rob & Jenni in their k-Midget, Harvey & Lesley in their Austin Sprite, Ken & Julie in their Mk 1 Midget "Little Red", and John & Jeanette in their 1500, we were joined by Mike Bainbridge in his Frog, Geoff & Hilary in their Frog, and Tony in his Toyota 4AGE powered Midget. Guy & Hazel from Cumbria in their Austin Sprite called in en route to Burghley House and Anita & Mark were over from the Gold Coast in Anita's Mk III Sprite "Kevin" which had been taken out of storage for their UK visit. Finally, in addition to our own Sebrina (Sarah's new Mk III Sprite "Daphne" staying under wraps this month), we were joined by Steve from Peterlee in his very pretty Peugeot French blue Midget on its second ever day out after restoration!

After the meeting, a group of us set off down the A1 in the general direction of Burghley for the Midget 50 celebrations the following day, meeting up others en route. It was great to meet up with and see so many Yorkshire MASCites at Midget 50, who had all made the journey down in their cars despite the weather forecasts of heavy rain, which sadly came to pass. Despite it being such a wet day, it was amazing to see so many Spridgets together in one place again, and to be reminded of how well supported Spridgets are by Yorkshire folk and to see so many old friends we have made over the years through our fun little cars. There were too many of you to mention here, but you know who you are and it was great to see you.

Our next meeting is on Saturday 9th July at Ye Jolly Farmer's in Dalton near Thirsk. We also plan to be at the MASC "Grand National Gathering" at the end of July at the Silverstone Classic and hope to see you there. Keep in touch with what's going on in Yorkshire at <http://yorkshireremasc.blogspot.com>

**Sarah & Tim Saunders**



Red and blue car line up



## East Anglian Report

We slipped up with the weather selection for the Stondon trip considering how sunny it had been through most of May and early June although it was quite mild with no need for a hood (or hardtop). Pat and I went directly to the venue since she had been working the previous night and time was a bit tight, most of the others met at Caxton Jibbet (a jolly choice of meeting place). I had expected I would be last to arrive but to my surprise there was only one red Frog (belonging to our then latest recruits, well done guys) in the car park, we waited a short while for the other four assorted Frogs and Spridgets (using the time to negotiate OAP concessions for everyone). The exhibit is brilliantly eccentric with all sorts of old cars, military vehicles, the odd scud missile, a double-decker bus, a creature from Dr Who and a life-size replica of the Endeavour. Nothing is pristine but everything is interesting and fun.

After a good look around the 400 or so exhibits I took our little convoy down the road to a nice country pub for a late Sunday lunch, very pleasant and reasonably priced with everyone lingering into the late afternoon or early evening.

Next up was the Inn night (as opposed to night in), this was the first use of our MASC meeting room in our new venue, sadly no Spridgets (not even mine) although it did manage to stay dry all night. I arrived a little late due to having waiting for the aftermath of a crash to be cleared by the police. Even with Pat having to work we had a good turnout with three potential new members, who are rebuilding a brilliant MKII Sprite (great to meet you). HTJ was also in residence having been our sole Mad Cat man the previous month (I

said there would be one but I won't embarrass him by mentioning it). HTJ provided us with an interesting fumble bag designed specifically to banjax me however I managed to identify all but the one part that was not actually part of a Spridget, he also proved a mine of MKII Sprite information and tips for our newest recruits, having built a wonderful MKI Midget himself.



At Burghley House

And finally Midget 50, I had previously arranged to meet the East Anglian troops at Peterborough services and from there lead my ten car tail to Burghley House (appropriately the place where I first fell in love with Spridgets nearly 40 years ago) by the pretty route through the villages, picking up a few cars on the way. The run was a good tops down blast through the countryside to the stunning venue, resplendent with international Spridgets (someone said 780 tickets were sold) but sadly the weather deteriorated and turned a potentially fabulous event into just a very very special historical one.

See you all at the Ferry Boat and beyond.

**Dave Dixon**



We were all looking forward to our Grand Mystery Tour of Norfolk taking place over the late May Bank Holiday. A cool and overcast beginning to the day meant that some Midgets and Sprites drove with their tops up – but topless or topped, all got to the meeting point (just off the M25 near the Dartford) crossing on time. Quickly negotiating the roadwork's on the M25, the convoy got going into a good drive through the prettier parts of Essex to arrive at 'secret' nuclear bunker at Kelvendon Hatch (secret is in inverted commas as there are now large signs directing you to the site). This extremely interesting visit gave an insight into how government planned for nuclear emergency and perhaps an idea of how present emergency arrangements might be. The bunker is huge, three stories deep, concealed under a 'farm worker's cottage' in the middle of farmland. The actual videos that would have been distributed at the time were being shown, telling you how to arrange a safe room – all very Heath-Robinson.

After this, it was onwards with our drive through Essex, clipping Cambridgeshire and into Suffolk to arrive at our lunch stop near Mildenhall and to meet two more cars (Mark, Denise and Kelly) that had travelled independently from the other side of London. Denise had to come in her Stag (designated an honorary Sprite for the duration) as Kelly, now 14, has grown too big to be stowed in the back of the Sprite. A lucky stop, as it turned, out as an interested bystander let us know that just up the road – and on our itinerary – was a humungous traffic jam. So, a bit of ingenuity and a consult of the maps and we devised a drive-around. So successful was the on-the-hoof re-think, that we all arrived at our hotel, the Knights Hill, at Kings Lynn in Norfolk with plenty of time to unpack, relax a little and change for our three course dinner – everyone remember what they ordered three months ago? Of course they did – not!

The hotel had given us a roped-off designated parking area; the roll call for the trip was 15 Midgets and Sprites (including five Frogeyes), an MGA 1600, a Triumph Stag and a BMW (given special permission to become a Midget or Sprite).

**Bethany Tucker**

Sunday is lie-in day, well sort of. At 10 sharp we set off in tight convoy, as instructed. A gentle drive through the Sandringham estate, then we park up in an orderly line. We have just over two hours to see what we want.

## Kent and Surrey Late May Bank Holiday Tour

Traditionally Surrey Area, whilst under the direction of David Wright, always held either an early or late May Bank Holiday Tour. Someone would stand up and volunteer to organise it or else, on a couple of occasions, we piggy backed on Jonathan Bowles Continental Car Tours runs. The last time we piggy backed, I believe, was in 1997 when we went to Bruges (Belgium). Since that time the tour has drawn in the new MASC Areas, of Kent and Sussex, and we have been based latterly, for these tours, at Oxfordshire (2006); Shropshire (2007); New Forest (2008); Exmoor (2009) and Laon (France) (2010). A small group of three cars, from Surrey Section, travelled to Laon this year, at the same time as our Norfolk Tour, for the excellent Laon Classique event. This year Paul & Jane Coveney, together with John Clark & Carole Grove, organised a Tour of Norfolk based around Kings Lynn.

**Alan Anstead**



*Sue Judd's & Ron Edward's Sprites*

We start with a stroll through the gardens (fantastic trees, lots of contrasts), then visit the house and an exhibition to mark Prince Philip's 90th in the ballroom. After visiting the house, a wander past the lake brings us to the museum. All very interesting. Paul is convinced that the Queen is coming to inspect the cars, but as she's not in residence at present, she clearly has better things to do. No matter, we regroup on the grass at 1pm sharp (again, as instructed, and on the whole we're an obedient lot), and tuck into a sandwich lunch. After lunch, we visit a lavender farm, but sadly no blue haze of lavender as it's too early. Some of our number buy small lavender plants for home.

Next up is a trip to the beach, with the aim of building sand-Sprites and sand-Midgets. Alas, this fact was lost on some early birds who arrived before the organisers, made a few rapid sandcastles, and hotfooted back to the hotel out of the cold wind. I understand there were some great efforts made by the more stalwart of the party.

**Sue Judd**

On the previous days we had shared a secret about a location, followed in the footsteps of Kings and Queens. What was the Bank Holiday Monday to hold in store? Not a lazy lie in bed that was for sure! Away at 08:30hrs. Bang goes my beauty sleep! Especially when the main party left the hotel car park at 08:20hrs. Billy no mates, here, along with some other seriously unsavoury Midget and Sprite characters were left to fend for themselves and follow, on time, at 0830hrs. No matter due to great navigational skills by some, and spirited driving by others, the ten minute deficit was overcome and a convoy of fifteen Spridgets was soon snaking along highway and by-way.



First stop was the station at Aylsham for the Bure Valley Railway, Norfolk's longest fifteen inch gauge line that runs between the ancient market town of Aylsham and Wroxham, the 'Capital of the Norfolk Broads'. The 18 mile round trip runs through the picturesque Bure valley countryside following the meandering river through meadowland and ancient pasture stopping occasionally at small country villages such as the villages of Brampton and Coltishall. Brampton, although now one of the smallest communities in Norfolk, has a rich history. It also has the church of St Peter one of 124 existing round-tower churches in Norfolk. Its Norman tower has a 15th century brick octagonal top. In particular, Brampton was the site of a Roman manufacturing centre from where goods were exported by boat along the river Bure. In excavations in the 1960s evidence of a bath house was found along with many kilns.

Coltishall is also famous for its RAF base, situated about a mile north of the village, and visible from the railway. This RAF base has a long history and is where WW2, fighter pilot, Sir Douglas Bader was once a squadron commander. Flying operations ceased at the end of March 2006. At the Wroxham end of the line we disembarked and were treated to a boat ride upon the Norfolk Broads where the regular pitching and rolling of the boat soon had me fast asleep. I awoke in time for our return to Aylsham and cream tea. Our adventures for the day over the weather forecast for the whole weekend finally caught up with a downpour of rain as the group broke and left individuals to return to the Hotel in their own time and at their own pace.

The evening was themed "Glitter and Glam" for Ladies and ties for the Gents whilst yours truly was chastised, severely, by Mrs A for being comfortable in jeans and sweatshirt. Following the meal there was a presentation of prizes to participants and gifts of Glass Decanters to our event organisers Paul, Jane, John & Carole as a token of thanks from us all. Now who is going to volunteer to arrange next year's event?

**Alan Anstead**

# Scottish Area Report

The Scottish Group is in a state of flux. Following closely on the departure of Carson, Betty has now informed us that, due to a clash of interests, she is resigning from the Club and relinquishing the position of Scottish contact for MASC. Accordingly, I would advise you that I will take over as the Scottish contact. My contact details are given at the conclusion of this report and also in the

“Area Representatives” and “Club Nights” sections at front of MASCOT. The loss of John and Betty in their Midget also means the group is getting very short indeed of Spridget presence. Hence if any of the other MASC members in Scotland would like to make contact with the idea of trying to find a way of meeting up I would be grateful.

From the news reports I am well aware that many parts of England have enjoyed one of the driest springs on record and are now facing the introduction of Drought Orders. Unfortunately, the same cannot be said to be true north of the border. We have enjoyed? Rain, gales and even hail a couple of days ago. A poor weather forecast and some cars being off the road resulted in the May run being cancelled. However, in combination with the Blackwood Classic Car Club several of us did attend the Strathaven Classic Car Show on 22nd May. It was raining lightly on the drive to the show, but the weather steadily deteriorated during the morning. The show site was exposed sitting near the job of a hill and it was obvious by the number of gaps on the show site that a number of exhibitors had trusted the weather forecast and stayed away. The rising wind resulted in several gazebos being blown away and tarpaulins removed from the traders stands. With the rain later becoming torrential many exhibitors



Happy 50th at Thirlestane

decided to leave and by early afternoon, with few visitors and ever worsening weather, those few remaining decided to leave. By now this necessitated getting up a wet grassy slope and out through a muddy gateway. The exhibits had included an agricultural group and one of the tractors from here was now gamefully employed pulling some vehicles out of the display area. Although I managed to exit the field without assistance, the hosepipe was certainly busy as soon as I got home removing large quantities of mud and grass from the wheel arches!

On 5th June, eight cars, again drawn from the Blackwood Club and MASC travelled to Thirlestane Castle near Lauder in the Scottish Borders for the annual show organised by Borders Vintage Automobile Club. This is one of the largest Scottish shows and the main theme this year was the recognition of 50 years since the launch of the E-type Jaguar. Fortunately, the MGCC Caledonia Centre remembered the other 50th birthday and this was celebrated on their stand.

If any of you are coming to Scotland on business or holiday could you please bring some of your weather with you?

**John Pardo**

Contact: 01698 814791

E-mail: [jp1kg@talktalk.net](mailto:jp1kg@talktalk.net)



## South Staffs and North Birmingham

Well this has been a busy month! Our club night at Nether Whitacre was again well attended and a great night of Spridgety chat was had by all.

Of course the main topic of conversation was Midget 50, and it was agreed that we would be part of a Midlands road run up to Burghley House.

So, early on a bright, sunny Sunday morning I set off with the hood down to meet up at Corley services on the M6. I nearly thought I had the wrong day as I only saw one lone Midget on the M42/M6 but on arrival I was greeted by a large group of Spridgeteers who looked as shocked and bemused as me to be up so early on a Sunday morning.

I can't remember exact numbers and I didn't fill in a register, but there were around 14 cars, with Bill2, John W, Andy, Geoff, Steve and myself representing the SS&NB area. (Mark was meeting us there and Bill was also already there in official capacity (chance to thank Bill along with all the other people behind the scenes for a great day – many thanks for all of your hard work!)

Anyway, back to the run, all cars had hoods down and we set off down the M6 at a leisurely rate although it seemed to be

getting colder and colder and duller and duller with every mile that passed. In time we had a quick stop and many took this as a chance to put up their hoods – I just put on another jumper and hoped that any rain would pass over my head. But then a while further into the journey, it brightened up and everyone else put their roofs down again (I kept my extra jumper on though – just in case!)

We arrived at Burghley (through the wrong gate – but that's another story) to be greeted by the magnificent sight of Burghley House and a sea of Spridgety.

On arrival we spent a while doing some trouble shooting on my blue Midget which Steve had kindly agreed to drive up for me, as it had developed a misfire which had us all head scratching for a while.

I'm sure that the event will be covered many times by many others so I'll leave it there, however, it has set us in the frame of mind for a few more runs out and about in our cars – watch this space!

**John Collins**

Mail to: [green\\_mx5@hotmail.com](mailto:green_mx5@hotmail.com)

Tel: 07970 213084

# Bristol Area Report

The memory is going. It has been such a long time since I last drove my multi shades of red (MSofR) Frogeye in the dark that I quite forget that it has two red main beam warning lights, one for each headlight unit. I also forget that after some 20 minutes of driving that the lights automatically dim. Furthermore, I couldn't remember which side of the ammeter was plus and which side minus. Yes, you have guessed it, I was suffering a discharge. Rather, ole MSofR's battery was as we left the Vine Tree at Norton for our joint gathering with our friends from the Wiltshire branch. I made it home with little more than a glimmer from the side lights. It seems that one of the fuel rods from the inner grouping retracted causing the low pressure turbine to surge and drag the relief valve from its seating. Quite a common problem as I am sure all Frogeye owners will know. No matter, with a quick prod with the 24 inch insulated multi purpose fault rectifying prodder deep into the Sprite's more electrical areas, all seemed well – until it happened again on the way home from our June meeting at the Rose and Crown. Using the 36 inch prodder, I now think I have overcome the problem. I hope so because my 48 inch prodder has a bent end. Anyway, ole MSofR passed its MOT without dumping too much 20/50 on the examiners head or any donations from me to the garages tea and biscuit fund, or staff pension plan – phew!

Also suffering memory loss, Special K pilot Alan Lo failed to materialise at the Rose and Crown due to his metric calendar disagreeing with our imperial calendar. A disparity in identifying the second Wednesday of the month it seems. Alan was busy enjoying Nonsuchday, which of course, is the day after Clotsday on Alan's 10 month year metric calendar. (Bought on eBay no doubt). We wasted most of the evening hiding in the bushes in the car park, waiting to give Alan a surprise welcome with our new 'friendship' rope, there's always next month, which at least will give us more time to dig the 'welcome' pit a bit deeper.

Indeed, our June meeting was a very quiet affair without Alan, not even enough members attending for the Landlord to allow the use of the 'naughty table'. Nice to welcome Ken and Rosemary Brooks back with us along with the stalwart few of Philip Sellen, Andy Cross, Andy Grimm and yours truly. The Rose and Crown Ghost even joined us for a

while. As we were so few and sadly missing Alan, he cheered us up and kept us in good spirit. Said he wanted to get into classic cars, either a Rolls-Royce Silver Ghost or a Humber Spectre, not dead sure yet. Seemed a really nice chap to me but Philip reckoned that he could see right through him.

However, the 'biggy' for us was the trek to Burghley House to celebrate 50 years of the MG Midget. Andy (allweather) Cross (country) left on Saturday immediately from the Castle Coombe Classic and Sportscar Action Day to drive throughout the night to arrive fresh as a daisy at Burghley. Colin Gale had time to take in a sprint on Anglesey on the way (which he won in his Frogeyed Midget) leaving Anglesey three inches further away from Wales as a consequence. (Something to do with a very tight LSD, sticky tyres and facing southwards perhaps?) Fearing the Bristol curse of rain whenever we take our softtops off, Philip Sellen and I went in disguise in Philip's non Spridgley thing. Heading North East, we thought we were getting away with it as the wet conditions receded. But no, the accursed clouds followed us all the way and literally had a field day. Not just a good soaking for the West Country crew but for some 900 other Spridgley crews who were there. Sorry guys – we have been so encumbered for the last two years. However, we now know that the curse must either be on Philip or on me, definitely not our Spridgley things. (Although, the R&C ghost could have taken advantage of the rear seat). I have to say that despite the weather, a fantastic event. Congratulations to the organisers and a big thank you to all who worked so hard to make it happen. We are unlikely to see so many Spridgley things together again for many years to come. After such promising weather in recent weeks, it must have been the wettest day of the year so far. (Probably Drought Relief Day on the metric calendar). I gather the club did rather well in enrolling new members and the regalia sales were booming, some great bargains to be had.

Other than that, another run to the Vine Tree at Norton on July the 19th and our usual gathering at the Rose and Crown at Pucklechurch on the SECOND Wednesday of the month on the imperial calendar. All welcome.

**Terry Horler**

P.S Does anyone know a good exorcist?



Castle Combe Action  
Day 2010

## Wiltshire Area Report

**H**ello all Spridget fans, from the depths of busy Wiltshire! For all who may be reading this in *MASCOT*, you've probably missed everything, as I am rubbish with deadlines. So where were you? Do keep up! For those lucky receivers of my bi-monthly-or-so e-mail, there's still time!

The first bit of fun to tell you all about was our joint MASC Wiltshire and MASC Bristol meet up and Spridget Run to the Vine Tree Inn in Norton, which we try to do at least once each year, or more if we can. This was a great little evening jaunt, not too far at all, but through some of the prettiest parts of Wiltshire, and had a few surprises for us this time. OK it's done now, but we hope to repeat it later in the summer, on another weekday evening, and could set a date this time that suits you, so get in touch!

I will lead the wiggliest route from the South from Box, passing through the lovely villages of Biddestone, Castle Combe, and Grittleton. We missed the folk from the north of Wilts, who would normally head West through Malmesbury, but the Bristol group head East, from their start point in Pucklechurch through Hinton and Burton to a place called The Shoe (where an old woman lives, with far too many kids, I'm told), then turn left through Grittleton and on to Norton.

Preparing for the off, I was surprised to find Colin Gale turn up outside in his Kermit green race car, no screen and tax disc on his left ear, terrifying the old ladies on the bowling green. The Spridgetters were also joined by Andy Grimm's "Usually Serious" and the gorgeous Hansford's big Healey. Did I mean that? No, not you, Dave. Mildred my MkII led the way, going like a scalded 50-year-old cat on the straighter parts of the Roman Fosse Way, and waiting in the pretty spots for the others to catch up. Somehow we gained a second Lotus en-route, the owner just joining in for a fine evening drive, and on arrival met up with Sir Terry of Horler (Another fine little book now available, please buy a copy. The

"What Not to Buy" section contains pictures of Mildred) and the notorious Alan Lo, who was explaining to the Lotus owners that they had their K-Series in the wrong end. Phillip Sellen arrived too, still getting advice on his occasionally temperamental Midget. We all had a great night, and the cool star-lit run home was another highlight, and gave us a chance to giggle at Colin's helmet. Please can we do it again?

Since then I've been flapping about trying to prepare the Morris Minor to race again at Mallory Park this Bank Hol (May 30th) and have at last assembled the pile of oily bits into an engine! (I hurt its pistons testing it on the road.) I can recommend the HRDC race series to all Spridget fans. There is a fantastic entry again, with Midget and Sprite variants galore – Lenhams, Sebring coupes, WSMs, the Le-Mans prototype etc. Then there's me getting in the way in the Moggy....

I have booked MASC some space at Castle Combe Circuit for the "action day" on Saturday 11th June (I'm not planning a lot of "action", just the "day") so please get in touch if you can join us there. Then at about 16.00 the real action starts, as it's off from Castle Combe across the country to "Midget 50" for the 12th June. I have to be there as my car is exactly 50 this week! There is plenty about the Midget 50 event elsewhere, but it is an occasion not to miss. Again let me know if you are attending so we can meet up.

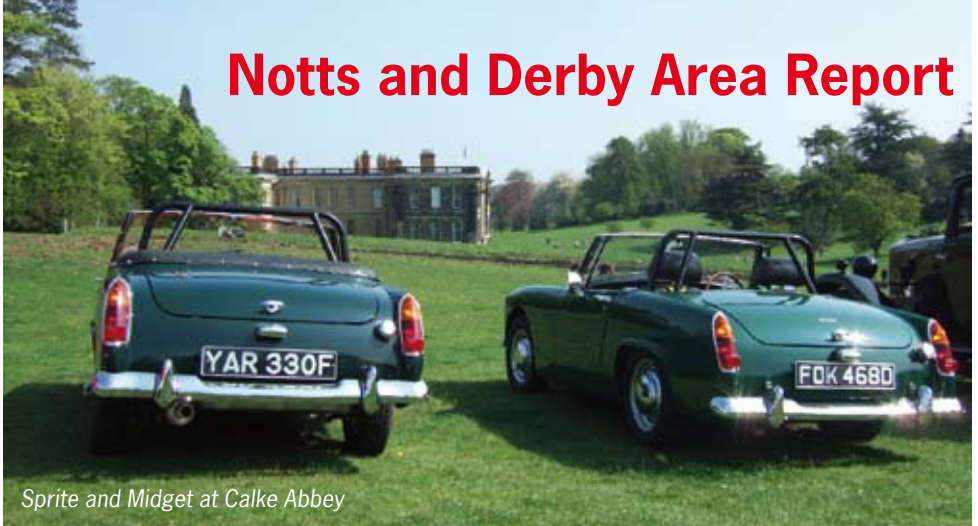
Don't forget the Barge Inn at Seend on the last Monday of the month. On the 30th June I will be there, (NOT at The Bell, Yatton Keynell, sorry) after returning from Mallory, so please wait for me!

Finally, please get in touch about anything Spridget related, or if you need any help. I'm always keen to chat.

**Andy Cross**

H. 01225 743554 M. 07776 171251  
email: [andy@cross743.freeserve.co.uk](mailto:andy@cross743.freeserve.co.uk)

# Notts and Derby Area Report



*Sprite and Midget at Calke Abbey*

For Drive-it day in April a small group of us met on Ilkeston Market place where we were serenaded by the church bells for the photo shoot. The Herald, Lomax (based on a 2CV), Sprite and Midget then left together through the country lanes of Derbyshire to join a larger gathering of classics at Calke Abbey. The National Trust property provided a stunning backdrop for the variety of cars present and the tea rooms were up to their usual high standards.

The dry start to June brought out a few more cars than usual to our monthly meet at The Sitwell Arms together with some new faces, among them Jeannette and Mark in their Midget and Julian and his daughter Madeline in their newly acquired Frogeye. The popularity of the pub meant parking spaces were at a premium so we ended up scattered around. Note to get here even earlier next month! Alan was at last back on the road with his 1500 Midget, albeit with a few electrical gremlins which still proved to be troubling on



*Madeline chooses her favourite car*

the way to Midget 50. It must have been the first time out in the dark for a few of us as Jeannette only had one rear light on leaving too, I also understand they suffered a carb. failure which left them limping home on two cylinders. Just shows how robust these engines are.

**Ian Cooke**  
*ilc@bgs.ac.uk*



*Motley crew outside The Sitwell Arms as the sun sets*



*Proud owner Alan shows what the Spridgely driver of today is wearing*



## Hampshire Happenings

### Picket Piece

This event gets more popular every year and as usual our first major show of the year didn't disappoint us.

After a good run and the usual queue to get in we set up the gazebo and settled in for the day. It was a bit unfortunate that the pitch we were allocated was a bit away from the majority of club stands but we still got a good number of visitors. We had a total of seven cars on the stand and it was nice to see Duncan again who usually joins us for this show with his family.

### Popham

Well it wasn't quite as cold as last year, but boy was it windy. After watching the free entertainment in the form of the Jag' Club attempting to put up their gazebo we decided not to even bother with ours and settled for just the flag. Sadly the wind didn't drop at all so the planes, which are the highlight of this show, were unable to fly. This is a really nice show but seems to be dogged by bad weather. Two years ago the area was so waterlogged it had to be postponed, last year it was the sub-zero temperature and now the wind, what next we ask, perhaps a calm and sunny day?

### Basingstoke

One week on, the wind has dropped and eight turn up for this show which is put on by the Thornycroft Society for the people of the

town. As well as a large and varied array of classic cars there is always a good number of military, public transport and commercial vehicles present and with the autojumble and market stalls there is plenty to keep us occupied for the day.

### Awbridge Village Fete Car Show

Just as we were thinking of leaving Popham Mike asked if anyone fancied joining him at his local village fete. A couple of us were able to go so after a drive through some lovely countryside and picturesque villages we arrived at this typically English village fete, complete with Morris Dancers, Crazy Kitchen and Coconut Shy – does it get any better than that? We were made extremely welcome and even got a free burger for our trouble. Thanks Mike, nice one.

**The full Event Calendar is available in PDF format from the web site.**

### Not seen anything that tickles your fancy?

How about getting together to organise something different that we all might enjoy? That way it needn't be time consuming – and we are easily pleased. Please contact John.

[events@midgetandsprite-hampshire.info](mailto:events@midgetandsprite-hampshire.info)

### Terry & Harriet

Area Representatives  
MASC – Hampshire Chapter  
Tel: 01252 687094

[friendlyfolk@midgetandsprite-hampshire.info](mailto:friendlyfolk@midgetandsprite-hampshire.info)

# HCNW goes to Burghley

Despite the unpromising weather predictions, the contingent from Home Counties North West duly packed chairs and picnics into their Spridgets and the first five cars left the Hatfield rendezvous at 8am. 20 miles up the A1 they pulled into Baldock services to gather three more cars, including us, and then moved onto the Black Cat roundabout to meet up with the lone frogeye of Colin Roeside and complete the convoy. Clouds were gathering by the time we all pulled off the A1 near Stamford at 09:45, but by 10am we had found the event entrance gate and were parked on the display field in front of Burghley House.

The air was becoming decidedly damp as Rob and Mike scurried off in the direction of some barbecue smoke, but they returned with big grins and bacon butties. The cars were then waterproofed by raising hoods or pulling over tonneau covers, as owners moved off to enjoy the day. Mike & Sue Gahan went to view the house, Mike Blake made a bee-line for the autojumble, Keith and Ann went off in the direction of the Gardens (and coffee shop!), and after pausing to buy a new fleece at the MASC stand Roger and I went off to look at the club stands and autojumble.

Displayed on the lawn in front of the House was Martin Ingall's clock formation display of Sebring variants, of which our car was one; on the next area was a large display of competition Spridgets, and, a little further along, a display of Midget models since the 1930s.

Unfortunately by lunchtime it was raining quite steadily and so came the logistical exercise of getting picnic components onto plates to eat in the confines of a Spridget with the roof up! Some other attendees had brought pop-up beach/fishing shelters and we even saw two mini pagodas like golf umbrellas with side screens where the occupants were able to dine in the dry.

After lunch, and another short stroll to meet more old friends from other groups, the weather had really set into a persistent downpour, so many of our contingent packed the cars and made a departure for home. Three members of our HCNW group were on the roster for manning the MASC stand, but by the time my turn came at 15:30, the task was not so much meet and greet but stocktake and dismantle. At the peak, around noon, there were probably 600-700 Spridgets on site, but by 4pm the majority had departed for home and those left looked to be packing up to follow.

Burghley was a great venue for backdrop and space, and a good number of stands gave plenty to look at when you were not meeting new and old friends, it was just such a shame that the rain took a lot of the pleasure from open-top motoring. Despite the nasty spray on the roads, I believe all our contingent arrived home safely, even if a couple of electrical components gave up working in the wet!

**Maggi & Roger Byford**

## Market Place

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

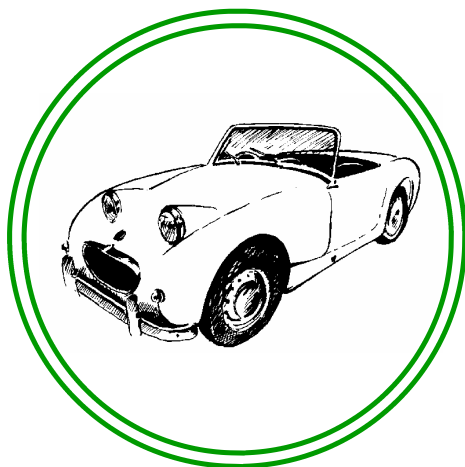
**For Sale: 1968 Midget 1275cc** Red with roll bar and new hood. Mainly original, restored in 1994 with recon gearbox and clutch and engine rebuild in 2009. New wire wheels and splines this year. Hot road cam, oil cooler, unleaded head and modified manifold. Gas flowed and balanced head also available. £5400.

**Phone 01904 758510 (York) [sdmike.gray@btinternet.com](mailto:sdmike.gray@btinternet.com)**

**Wanted:** I am currently looking for a nice 948cc engined leaf green **Frogeye** in restored condition. Please contact me: Tom Harford Thompson,  
Tel: 0044(0)7941153096. Email: [tom@harfordthompson.com](mailto:tom@harfordthompson.com)  
Web: <http://www.harfordthompson.com>



# **FROGEYE SPARES CO**



## **“Anything and Everything for the Frogeye Sprite”**

**New Parts, Performance Parts and Many Used Parts**

**Interior Trim - Seats, Carpets, etc**

**Hard Tops, Tonneau Covers, Hoods, Side Screens**

**Engine Rebuilds - Standard & Fast Road**

**Download our Catalogue from the Website**

**Gift Vouchers £10, £25, £50 & £100**

**Range of Prints and Cards for all Occasions**

**Visit our Premises in Droitwich (J<sup>n</sup>5 - M5)**

**Tel: 01885 400791**

**Fax: 01299 253198**

**[www.frogeyespares.co.uk](http://www.frogeyespares.co.uk)**