

# MASCOT

THE MAGAZINE OF THE MIDGET & SPRITE CLUB

ISSUE 415 OCTOBER 2018

£3

## The Spridget 60th weekenders



OUTSTANDING CLUB  
MAGAZINE OF  
THE YEAR 2018  
HIGHLY COMMENDED



**SPRIDGET 60TH** THE WHOLE STORY WITH PHOTOS

**BOWNESS HILLCLIMB** BY GRAHAM SMITH

ALSO IN THIS ISSUE: SLAVE CYLINDERS • WIPER MOTOR OVERHAUL • NEC TICKETS OFFER

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# WELCOME

## TO THE OCTOBER EDITION OF MASCOT

NEIL THOMAS

editor@midgetandspriteclub.co.uk



Hello everyone. Have those that took part in the Spridget 60 weekend recovered? It went by so quickly. It was a fantastic weekend and a full report is included in this issue. I felt it important to include a significant part of this issue to the weekend as it was a milestone event for the club and deserves to be recorded. There are still other write ups included however as I appreciate that club life goes on unabated. It was also fantastic to see those intrepid overseas visitors coming to take part, driving their various models of Sprites and Midgets many miles across Europe to be there. It was great to see you. Thank you.

I know lots of photographs were taken over the weekend and I have tried to include as many as I could in this magazine, but are you aware that a DVD/Blue Ray disc has been produced by John Clancy for the event and will be ready soon? Indeed, due to the inclement weather on the Sunday, there was still a need to tie up some loose ends in the filming and subsequently, Terry Horler was interviewed on his own turf. The following was heard to be said "Take 23, Lights, camera, action -"Er, um, oh, #####, argh" Cut!"

Well, with a bit of editing, a touch of CGI and a small miracle, it could be an epic.



*A new Bond movie? No it's Terry talking to a possum*

There will be a charge for this film and copies will first become available on the stand at the NEC. It will be a great reminder of the weekend.

As we were clearing away on the Sunday morning, a black tunnel carpet was found on the field.

Someone had probably bought it but forgot it. Drop me an email if it is yours and I will reunite you with it. Here's Gary modelling it.

MASC would also like to remind prospective young members that annual membership is just £15 for a young person (under 30). So can members please share this.

Lastly, it's the AGM on the 6th October at Gaydon at 2pm. Would be great to see you there.

Have a great month. Neil



**COVER IMAGE:  
THE  
SPRIDGET  
60TH  
WEEKENDERS**

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THE DEADLINE FOR ARTICLES AND REPORTS TO BE INCLUDED IN **NOVEMBER'S** EDITION OF MASCOT IS...

**THURSDAY 11TH  
OF OCTOBER**

# EVENTS CALENDAR 2018/2019

- 6 October AGM 2018 at Gaydon. 2pm
- 13 October MASC Open Day at Tifosi, Halls Garage, Bourne, Lincs
- 9-11 November Classic Car Show, NEC



## 2019

- 3 June Daks over Europe. A tour at home and in France to celebrate the 75th Anniversary of WW2 D-Day landings with a massed parachute drop from an assembly of forty Dakota aircraft. A tour for Sprites, Midgets, & Derivatives Only. Contact: alan.anstead@btopenworld.com
- 28 Aug - 9 Sept A tour through Belgium, France & Germany, visiting places of interest on the way, to the Swiss Alps: there to experience Swiss alpine passes. Return via France. A tour for Sprites, Midgets, & Derivatives Only. Contact: alan.anstead@btopenworld.com



Send your events details to [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)  
Area Reps, Please remember that you can now add your monthly events on the Club's website.  
Please contact Mike [webmaster@midgetandspriteclub.co.uk](mailto:webmaster@midgetandspriteclub.co.uk)

**Editor's NB** - It was fantastic seeing members of Somerset, Dorset and Bristol areas coming to support me at Wiscombe and Gurston Hillclimbs on the weekend of 8/9th September. The Dorset group put on a great display of Midgets and Sprites right next to the start line at Gurston which really inspired me to do well. Thank you all and to John Gully, Area Rep for Dorset, for arranging. Great to see Malcolm Linder and thank you for Betty Boop. I really enjoyed chatting to members. It was also great seeing Michael Davis marshalling at Wiscombe. This is the third time I've seen him marshalling. Thanks for doing it Michael. And of course Maurice Pyman and Alex Gleed came and said hello over the weekend. Great to see you guys. Sorry if I've missed anyone out. At Wiscombe I also had the chance to meet Somerset Area Rep Valerie Young and her husband

Peter. The photo shows us together. Great to see you both.

My next and last competitive foray of the year will be at Castle Combe on the 20th October for a Sprint put on by the Bristol Pegasus Club.



## EVENTS DETAILS NEEDED FOR 2018/2019

Area reps please make Neil Thomas aware of any events already in your diaries and any that are planned for 2018/2019 so that they can be added to this section of the magazine and the website.

For the magazine Neil can be contacted at [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)  
For the website Mike Bennett can be contacted at [webmaster@midgetandspriteclub.co.uk](mailto:webmaster@midgetandspriteclub.co.uk)

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# MG PEAKS TO LAKES RUN

## SEPTEMBER 2019

Cat and fiddle, Peak District

The view from Wrynose Pass, Lake District



The Peaks to Lakes Weekend Run will be 6th-8th September 2019.  
The event follows the hugely successful Coast-to-Coast run in 2018.

The Coast-to-Coast received accolades such as this:

*Dear Lynne & Norman*

*What a fantastic two days we've had. Huge thanks to you both for a wonderfully organised & hugely successful adventure. We've never done a trip like this & from accounts of others we've started with the very best.*

*You thought of every detail: the course notes were easy to follow, the Midland & the Banquet superb, every stop well organised & welcoming. We saw some wonderful cars & enjoyed chatting to their owners - so many great, friendly, cheery people. The route took us on so many amazing, hidden roads through beautiful countryside & villages.*

*Thank you again & we look forward to more details about the next plan*


*Ben & Ali Fuller*

The event is limited to 200 people. Contact: [norman@frenchbblat.com](mailto:norman@frenchbblat.com) for entry form  
Hotels are blocked book at reduced prices, lunches and tea stops arranged as well as banquets for each night.

The trip includes a surprise visit to a Lake District attraction.

The cost of the trip is £35 payable in May. At least £20 of that will go towards one of the meals. It is planned to get sponsorship money from the hotels and if we do the subsidy can rise to £25. This is a strictly not-for-profit event.






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# NEW MEMBERS

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

|      |                            |                 |        |             |
|------|----------------------------|-----------------|--------|-------------|
| 5731 | Eric Creevy                | Stirlingshire   | Midget | Mk 3        |
| 5732 | Colin & Juliet Nicholson   | West Sussex     | Midget | Mk 2        |
| 5733 | Alex Gough                 | Gloucestershire | none   | None        |
| 5734 | Gareth & Toby Bates        | West Midlands   | Sprite | Mk 3        |
| 5735 | Paul & Ellie Stephenson    | Devon           | Midget | Mk 1        |
| 5736 | Colin & Wendy Blank        | Devon           | Midget | None        |
| 5737 | Richard Thomas             | Worcestershire  | Midget | Mk 3        |
| 5738 | Susan Taylor               | Worcestershire  | Midget | 1500        |
| 5739 | Victoria & Martin Harford  | Merseyside      | Midget | 1500        |
| 5740 | Justin Potter              | Warwickshire    | Sprite | Mk 1        |
| 5741 | John Whiteside             | Oxfordshire     | Midget | Mk 3        |
| 5742 | Damian & Trudy Le Breuille | Gloucestershire | Sprite | Mk 1        |
| 5743 | Gary Curd                  | Bedfordshire    | Sprite | Mk 1        |
| 5744 | Mike Morgan                |                 | Midget | Mk 3        |
| 5745 | Joshua Hinks               | Leicestershire  |        |             |
| 5746 | Jon Curtis                 | Hertfordshire   | Sprite | Mk 1        |
| 5747 | Rod Western                | Bristol         | Midget | 1500        |
| 5748 | Jeff & Karen Solomon       | Bedfordshire    | Sprite | Tifosi Rana |
| 5749 | Marc & Sanders Hulskamp    | Netherlands     | Midget | 1500        |
| 5750 | Ron & Jen Bean             | Bedfordshire    | Sprite | Mk 4        |
| 5751 | Denis & Jean Grimes        | Derbyshire      | Sprite | Mk 3        |
| 5752 | Charles & Anne Whittle     | South Glos      | Sprite | Mk 1        |
| 5753 | Alan Thomas                | Cheshire        | Sprite | MI 1        |
| 5754 | Mark Humphries             | South Glos      | Midget | Mk 4        |
| 5755 | Chris Madge                | South Glos      | Midget | 1500        |
| 5756 | Ken Scott                  | Somerset        | none   | None        |
| 5757 | Stewart Mcconkey           | Worcestershire  | Sprite | IOW Frogeye |
| 5758 | Tom Dewit                  | Dorset          | Sprite | Mk 1        |
| 5759 | Mike Dixon                 | Wiltshire       | Midget | Mk 3        |

Mike Dixon





*Eric Creevy*

Hi Neil

Stuart asked me to email you a picture of my midget it's a 1970 (mk.3 I think) which I was told by the previous owner had been used for sprints/hillclimbs by an owner before him but I've no actual proof of this and to be honest apart from the alloys and a Weber it doesn't look to be set up for competing.

It's not going to be built to original it will be modified for fast road light track use. At present plan to stick with the A series I was a serial mini guy and have a garage stacked with engine parts that will transfer to the in-line engine.

Well that's the plan so let's see how it goes.

Eric Creevy

(Member no 5731)



*Sue Taylor*



*Jeff & Karen Solomon*

Denis Grimes (check Sept's MASCOT Neil)

Hi Neil, just received a copy of Mascot & see some members supplied a little data of their cars.

Bought 12 years ago, used every work day for 6yrs, floor corroded decided to replace, 2 yrs later after many weeks welding etc 50% plus of body replaced, underseal can hide many faults. Resprayed signal yellow, used often in any weather black hardtop for winter.

Denis member 5751a/b

# SPRIDGET 60



**Spridget 60 is fast fading into happy memories as it is now six weeks since that splendid event took place at Wroxall Abbey on the 2018 August Bank Holiday weekend.**

The initial idea for having such an event was conceived because it was felt that we could not let the 60th Anniversary of the launch of the Austin Healey Sprite pass without some celebration.

It was always going to be challenging to match Spridget 50 in 2008 and Midget 60 in 2011 on scale, due to the considerable resources put into it by the combined contributions of the small and large Spridget related car clubs. For instance, the MGOC and MGCC had full time staff dedicated to its organisation. Our humble little club is just a minnow compared to these leviathans. However, that said, the MASC committee were determined to do their very best for its members and put on an event to be remembered. And all organised by volunteers.

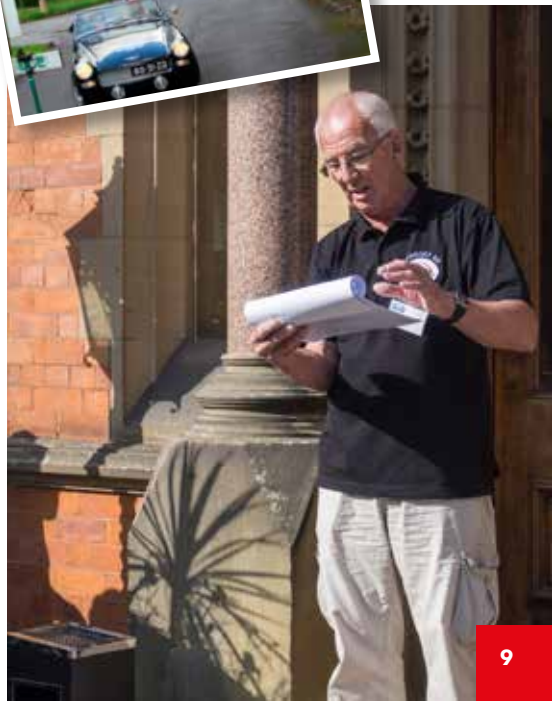
Discussions around what to do began in the latter half of 2017. It might seem a simple thing to plan an event like this. We can remember the meeting where lots of ideas were thrown into the ring by the committee members around the table and whilst an idea was formed, nothing concrete was decided upon at that stage. MASC wanted to make this more than just a one day show, like Spridget 50 and Midget 60 had been and instead wanted to follow the idea of the MASC weekend held in Stourport in 2015. This had been a very well received and successful weekend, with calls at the time for another in the future. So with this in mind, the basic idea for Spridget 60 was formed. It would be a weekend with accommodation, a road run on the Saturday and a show on the Sunday. It also needed to be in a central location to make it more easily accessible to all. Simples! Not quite so 'simples'. Finding a suitable venue was a challenge. Lots of places were contacted but few could offer a suitable amount of accommodation, provide a formal dinner and have an adjoining field to hold a show. Various options were considered.

The chosen venue was to be Wroxall Abbey – the country seat of Sir Christopher Wren – which



coincidentally was close to Warwick, being the birthplace of the Healey Car Company and had an event field large enough to accommodate our target of 300 Spridgets. During our negotiations with the hotel a wedding party bounced us from our favoured weekend at the beginning of September and we were obliged to make the date the August Bank holiday weekend together with its reputation for dubious weather.

Even though we had decided on Wroxall, it still presented its challenges in that there were not infinite rooms and there was a significant charge for the showfield. But, as the saying goes, he who hesitates is lost and so the venue was booked and we would do the best we could. The event could now move forward. It did however mean that due to the availability of rooms, not everyone could stay at the hotel for the whole weekend. Some would have to find alternative accommodation nearby. Also we would have to split the diners into two rooms, but it was felt it was better to provide an opportunity for more people to attend than restrict it. The event was advertised in MASCOT early on in the year and it would be on a first come first served







basis. There was a great response from club members and within 3 weeks all the accommodation in the hotel was taken up.

The choice of a central venue, such as the Midlands, often places a heavy burden on those MASC Areas in that vicinity. Members of Heart of England again rose to the occasion and a number of members gave a lot of time to make the event a reality together with help from the MASC committee with a special mention to Dave & Linda Colclough, Pat & Caroline Watson, Geoff & Janet Hunter, Steve Newton, Neil Thomas and of course Stuart and better half, Syb.

At those early meetings it was felt that the club wanted to give something back to the members and as a result, much of the cost of the event was subsidized quite significantly by the club itself. It was felt that this was only fair as it is a club for members. Of course at the early stages it was never envisaged that there would be such a tremendous take up of pre booked tickets, although at just £10 a car, it was felt this was a negligible charge anyway. What's that, a pint of beer and a large glass of wine nowadays?

The club also wanted the Sunday show, for example, to be more than just a show and shine event and instead wanted to provide a variety of attractions for attendees. Traders were offered to attend free of charge to display their wares, the Paws for Thought dog show were commissioned to attend together with the fantastic female trio, the Vintage Vixens. Both acts incidentally incurring a significant cost. But as was mentioned earlier, this was an opportunity to give something back to members. It was thought that a Pride of Ownership competition would go down well, to be judged by well known Midget and Sprite expert, Mike Authers, who also kindly donated the trophies. He also supplied the rather lovely 'choke cable assistors' in the form of a wooden clothes peg with 'Spridget 60' printed on them. The invitation to the Healey Archive also provided significant interest to attendees with a number of retired ex Healey employees coming along too. MASC supporter Robin Lawton also agreed to attend to provide a roving reporter role.



There was also the more mundane yet vital aspects of the event and that was infrastructure for the showfield. Setting it out properly was a crucial aspect of the day together with the PA system, stage, show ring and of course the many volunteers that stepped forward to help on the day.

So what is being described here are some of the logistics of putting on this event and which were discussed at various planning meetings on the run up to the weekend.

Going back a step now however, as mentioned, there were over 90 couples booked in at the hotel for the weekend with several travelling from all over Europe and indeed one couple from Australia. The bookings for the weekend had to be managed and this fell to Stuart and Sybil Watson.

Everyone assembled for afternoon tea on the Friday and old friendships were rekindled and new ones made at the BBQ in the evening although Wroxall's interpretation of a BBQ was rather original and unconventional. The event was truly international event with Spridgets arriving from Germany, the Netherlands, Belgium, France, Austria and Switzerland and also there were some less fortunate Sprites left by the roadside in Holland and France but the owners still made it to Wroxall in various substitute vehicles.

We were fortunate to be close to some beautiful countryside and the glorious weather on Saturday meant that on the Car Run we saw the Cotswolds at their best – that is those who sensibly followed the official tulip route. Realising that we had organised lunch for 160 at the Crown of Crucis near Cirencester some of us decided to head directly there to head off any hitches with the food – or was it to make sure we were first in the queue. Big mistake. Whereas those following the route through the highways and byeways of Warwickshire and Gloucestershire enjoyed the delights of the countryside we caught the Bank Holiday traffic jams in Stow on the Wold and Moreton in Marsh with its associated overheating engines and arrived at Cirencester just as many were leaving. The upside being that the return routes was hastily changed to miss those towns and instead return via Chipping Norton and Shipston which fortunately resulted in a traffic free and comfortable journey home. There were the usual Spriteley gremlins about on the day with talk of one car obviously over indulging at lunch time and promptly depositing it's oil all over the road. Fortunately the only harm was to the driver's nerves.

The Saturday evening was a chance to meet for a gala dinner in the hotel where we were treated





to an entertaining history of the Sprite, Terry's Sprite and of the formation of MASC by our very own Terry Horler in his distinctive 'Horler' style. It being not only the 60th Sprite anniversary but 35 years since Terry and some fellow Bristolians started MASC – they have a lot to answer for. The prize for dedication must go the young couple from Germany who had journeyed straight up from Lake Constance just to be there for the evening. The dinner was followed by entertainment by the 'Buzzin Hornets'.

Saturday had been a good day and the sight of the numerous Midgets and Sprites parked up outside the hotel over the weekend was a sight to behold. Cameras were clicking continuously, everyone trying to get that best shot. However, the weather forecast for Sunday was not good. Rain

all day. Mostly heavy. This was bitterly disappointing for not only the attendees, but in particular the organisers. So much work had gone into the weekend and the Sunday in particular, that it felt like a punch in the stomach.

As Sunday dawned, more Sprites began arriving at the Wroxall gates at 9am, having had a dry journey from various parts of the country. By 10am the weather forecast was proved correct and the rain began on cue and continued until the Spridget 60th finished at 4pm.

Nevertheless Spridget owners face greater challenges than a 'shower' of rain and queues quickly formed at the gates and were ushered into neat rows across the field. Almost 400 cars had booked in for the day before they saw the weather forecast and it is a testament to the hardiness of Spridget owners that we eventually had about 250 on the day including 30 who, despite the weather, turned up on spec. We are grateful for those who brought along their particularly significant Sprites with interesting pedigrees and racing histories – James Thacker (TZA 238), Peter Taylor (HNC 416C), George Elwell (MEG 199) and Anthony Reeves (PBL 75) amongst them.



In the arena we were entertained by the Dog Agility show, 'Paws for Thought', and the 'Vintage Vixen' singing trio who gamely performed on the field but succumbed to the relative comfort of the marquee for their second performance which by now was where most of the visitors were warming themselves with coffee and cakes. We were also pleased to be able to host, in the marquee, the re-union of a group of Austin Healey ex-employees consisting of Works Drivers and Le Mans mechanics in the late 60's - a real link with Healey Heritage together with records from the Healey archives organised by Robert Eyre of the Warwickshire Records Office.

The Pride of Ownership went ahead with a really large entry of beautiful cars. This was based on a self judging system with Mike Authers overseeing the process and deciding the winner from the votes submitted to him. Reference to the outcome of this is made elsewhere in this MASCOT.

The Traders got a tad damp but the club was very grateful for their attendance.

When 4pm arrived, the rain stopped, but everyone was making their way home by then.

The Souvenir Program that was prepared for the event was well received and MASC is very grateful to those contributors in the magazine.



In summing up, despite the weather on the Sunday, this had been a wonderful weekend with fantastic support from MASC members that we should all be very proud of. As a small club we certainly punched above our weight. When the club was formed 35 years ago, no one envisaged it would have grown like it has and with the ability to put on a showpiece like Spridget 60.

Thank you to everyone that attended and all the volunteers who helped to make the event run smoothly.

Comments and photos of the day appear on the MASC FaceBook page under the Spridget 60 album and are well worth looking at.

Needless to say the original planned date on the next Sunday was a beautiful day.



# PRIDE OF OWNERSHIP

The Pride of Ownership competition was a very popular aspect of Spridget 60 with a large number of eager participants, quite rightfully, wishing to demonstrate their pride and joy by entering the competition with their cars. Whilst we were expecting perhaps some 15-20 cars to enter, the numbers rose to over 50. More entry forms were hurriedly printed by staff at the hotel reception and Mike Authers was kept busy as participants returned their duly completed voting forms to him. The classes were a first and second in the "Mk1 Sprite category and a first and second in the 'All other Spridgets category". Those taking part in the competition would complete their voting forms for each class. So this really was a choice of the people. Mike oversaw the process and viewed the winning cars to confirm their eligibility in that class. So here are the results:

First in Class for the Mk1 Sprite was the Nevada Beige Mk1, 616YUU, owned by Pauline and Emrys Jones of North Wales.



Second in class for his tastefully modified Mk1 Sprite was the red Mk1, SZ9695, owned by Paul Batts of Weston Super Mare.



First in class for the "All other Spridgets category" was the Black Tulip Midget, GON191L, owned by Richard Weaver from the Midlands.



Second in class in this category was the Mk2 Sprite, PSK152, owned by Ray Bower of Pershore.



Thank you to all those that entered the competition and many congratulations to the Trophy winners. Your cars were a tribute to you.

# MESSAGES FROM WROXALL



Just to pass on a thank you to you and all of team that organised and helped out at Sprite 60. What a fantastic event, I was absolutely thrilled by the sight, and sound, of all those Spridgley things. So many friendly people, it could have taken a week to speak to everyone. Even the rain on the Sunday failed to dampen the enthusiasm of the very many that braced it, I couldn't believe to see so many cars arriving and staying as they did.

I could never have imagined MASC putting on something like this, makes me feel very proud, even though I had nothing to do with the organisation of this event. Everything about the event was brilliantly organised and presented, the team did a fantastic job. I am certain you will receive many more positive comments concerning Sprite 60, deservedly so, but in the meantime, please pass on my sincere thanks to the whole Sprite 60/MASC 35 team.

Kind regards,

Terry

Thanks for organising a magnificent event which we both really enjoyed, despite the weather which was out of your control - I hope you are now back at home, relaxing and reflecting on a job well done !  
- Regards John & Ann

I just felt a short note was needed, to say "Thank You" and "Well Done" to you and your helpers for yesterday.

The weather, I'm sure, was not your doing but the turnout considering, was excellent. What a wonderful array of cars. And the one For Sale at the back of the field for £32k makes mine feel like a wonderful investment. Well, for my children anyway.

Once again Well Done.

Kind Regards.

John. (Matthews)

Many thanks for arranging the weekend at Wroxhall Abbey. Despite the weather we enjoyed it all.

We really appreciate all the effort put in by everyone - the Committee Members, Sybil and her team and all the volunteers - a big challenge to bring it all together so successfully.

The rain followed us home but we got safely back to Watford at about 5.00pm. Now waiting for the Midget to dry out!

Hope to see you again at some point in 2019.

Kind regards,

Keith & Ann Warner

Thanks again for organizing a great weekend.

Cheers Neil & Shelley (McLeod)

Just to say a very big thank you for organising a great weekend.

Regardless of the weather and the faulty towers experience of Wroxall Abbey we had a great time. Having seen their internet brochure, the reality isn't quite the same. However, well done you.

Kindest Regards

Bob (Underwood)

A belated very big thank you to you and your team for the event.

Although SVE 948 was only there on Sunday, I do appreciate first hand the amount of time and effort to organise a large event.

Thanks also to all the other volunteer crew who kept smiling despite the weather.

With kind regards

Mike de St Paer

Just wanted to say thanks to the club and all those who helped organise the weekend's events. Such a shame about the weather but it was great to catch up with other members and I fully appreciate the efforts of all involved.

Regards

Chris Floate

Now that I have recovered from the exertions of the weekend and dried the Frog out I thought a message to congratulate all involved in putting it all together. I know just how much is involved having participated in the organisation of both Spridget 50 and Midget 50 and we didn't get involved in hotels.

Well done to the whole team.

Regards

John Clark

PS Splendid mugs by the way and a nice surprise.

I was absolutely gutted I didn't get there. I work shifts so weekend events always seem to line up with work. Lorraine bottled out of driving as the wipers aren't the best and then the Midget packed up 15 mins up the road (new alternator now fitted).

Please pass on thanks to all involved in organising the event. I will be looking out for another day out I can get to.

Cheers

Tim (Bairstow)

A wet weekend in Wroxall - no not at all. Everyone's enthusiasm, friendliness and supportive nature certainly made it a very sunny weekend for us.

We cannot thank you Stuart and Sibyl and all the team enough, for putting on another fantastic weekend; you have all worked so hard to put on a thoroughly well organised, interesting and fun gathering.

The venue was really super and the couple organisational issues they had were a mere pinprick in the overall enjoyment. (But they could take some skills from your book to help them with some improvements.)

We hope you have managed to relax a bit now you are back home and enjoying that cup of tea in the garden that Sibyl was looking forward to.

Thanks again and our very best wishes.

Elaine and Malcolm (Denman)- Somerset

Thank you for the great weekend of the celebration of the 60th anniversary of the Spridget. We have enjoyed it very much! We just registered our new membership for the Midget and Sprite Club.

Kind regards,

Marc & Sander Hulskamp

The Netherlands



# BONESS HILLCLIMB



I awoke with the lark on the morning of Sunday 2nd September, as I had to make moves to get both myself and “the Good Frog” across the country to attend the Bo’ness Hillclimb. This was the first time, in my tenure as club representative, when we have had our own stand at an event.

A few months ago, David, one of our members, had been notified that the Austin Healey club were unable to attend this event and could we step in and fill the gap. I immediately e-mailed all the members and four of us indicated our ability to attend along with an interloper from the AH club.

I was a bit apprehensive about the journey as the Good Frog has been in dry dock for about 2 years following its bump, and with its history of fuel starvation issues, I have to say I was nervous. I had read a number of articles which tended to indicate the problem may also be in the low tension electrics, so I had decided a quick change of good quality condenser, contact set and rotor arm were in order. Did I write quick? A well mangled head on the condenser retaining screw meant a distributor out job.

As it turned out, the drive through to meet Dennis in Linlithgow was very pleasant, top down and trouble free. With Dennis leading in his smart Midget, we headed off to the venue. We arrived just behind David and Peter in their respective Frogeyes, found our allocated pitch and set about erecting the banners and the Coleman shelter for the first time. It was simple to build but we were all surprised by the dimensions, as it seemed huge!! Thanks go to Mark for his hard work in organising and purchase of the shelters. It really made the stand.

With Dennis and I with our British Racing Green cars at the back, David and Peter in the front and the immaculate Healey 100/4 in the middle it looked an impressive, if small display.

The weather remained fine all day, and the stand attracted a good deal of attention and perhaps we will see a few new members. We handed out a few past issues of Mascot which were well received but do we have a printed membership application form we can give out.

The actual hillclimb was good to watch and a visit to the pit area was a must, to see the variety of vehicles taking part. David and Peter were last seen with their heads under a few car bonnets muttering a load of technical things, like two kids in a sweet shop.

Dennis and I had a walk around the display area which was Triumph based, indeed David said he had never seen so many Triumph Stags in one place. I think he counted 19. We finished off the day with a barbecue (supplied by Dennis), where we enjoyed burgers and sausages. On packing up, I felt sorry for Dennis, as his Midget resembled a Pickfords van, (other removal firms are available) with the banners, Coleman shelter, table and spare barbecue all in the car.

A trouble free journey home ensued and we are looking forward to planning a few events for next year at our next beer & blether.

**Graham**



# MORE ON SLAVE CYLINDERS

Following on from Dr JE Davies' article on bleeding the clutch (Mascot July 2018) I enclose a photo I took recently at Haynes Motor Museum at their 'cut in half' classic Mini display.

This photo explains why the GSY110 slave cylinder is always supplied with the bleed nipple in the 'wrong' place – because it is actually in the 'right' place when the same slave cylinder is used on the classic mini! In fact the nipple is perfectly placed when used on the mini, easy to access and at the highest point. However I do agree that it would be trivial to put a piece of paper in the GSY110 box showing both positions to avoid confusion when it is sold for use in a spridget! The issue also doesn't arise on the later GSY113 '1 inch' 1275 slave, as the nipple and hose threads are different sizes and can't be confused.

The original frogeye smooth gearbox was a slightly re-worked Morris Minor gearbox, where the clutch had originally been rod activated, and I suspect the move from mechanical to hydraulic was always a compromise, the modification simply bolting the hydraulic slave cylinder in the same position as the earlier rod mechanism, and hence ignoring the non-optimal bleed nipple position. I have wondered how the factory bled them on the production line – I guess we will never know but an industrial size pressurised 'eazi-bleed' may have been used?

Bleeding the clutch has always been one of my least favourite jobs due to the contortions and knuckle grazing involved, and to be honest John did lose me at the 'remove steering wheel' stage as I now have a remote bleed fitted and find that far, far easier to use. I admit I simply bought a kit rather than build my own as Alan Anstead suggests, in the US they are available from [olphartz.com](http://olphartz.com) or in the UK from [petermayengineering.com](http://petermayengineering.com). The combination of a Gunson eazibleed and a remote bleeder nipple has greatly simplified the job for me. Two more tips John didn't mention are 1) clamp the slave cylinder rod in tight whilst bleeding, this can help by reducing the volume that needs to be bled and 2) after bleeding with the front wheel elevated you can simply hold down the clutch pedal with a length of timber and go to bed.

Gravity will help remove any remaining bubbles overnight.

**Clive Seager (member 5003)**



# NEED A LARGER BLAST CABINET

During the refurbishment of many of the components on my car it was often found that my bench top unit did not have sufficient capacity with something larger being necessary.

Unfortunately commercial versions are both expensive and considered to take up too much space in the workshop. Whilst open blasting can be carried out, industrial operators mainly use a disposable grit with the operator needing comprehensive personal protection equipment (PPE) by way of full suit, hood, etc. etc. with quite a clean-up of spent abrasive being required on completion.

For the cost involved I thought it worth trying a simple means of containment and sourced one of the standard type of used polyethylene cubes that are often surplus to the needs of suppliers of fuel for log burners where they only need the wire cage in which the poly cubes are transported. I obtained my cube for the princely sum of £10 and transported it home strapped to my box trailer.

A good clean out was required before cutting a suitably sized opening that was big enough for me to gain access with simple timber bracing being provided to stiffen the cut edges and provide an attachment point for a strip curtain. A support was also provided to the top panel that could be used to suspend components in open space (Photograph 1).

The blast equipment can either be borrowed from the bench top unit, or one of the grit blasting syphon pistols or portable unit sourced where I use the pistol in conjunction with a simple bucket of blast media located within the cube (Photograph 2). Air supply is via through connection in the sidewall with a typical requirement for a 3HP compressor.

As with my bench top unit, my preference is to use crushed glass at a cost £10/25kg that has proven to be optimum over the past few years in the very satisfactory cleaning and preparation of components prior to painting which the cube has also been found to provide a suitable spray booth for smaller items.

The major part of the blast procedure is that each and every item must be thoroughly degreased and dried before blast cleaning as otherwise the grit becomes contaminated and therefore affect any subsequent component.



A nominal level of PPE is required by way of safety goggles and ear plugs to protect against spurious debris however a dust sheet spread in front of the cube only collected around 25ml after 30 minutes use.

My cube has proven itself to be large enough to handle the rear axle casing, front wings, doors and boot lid although longer but smaller section parts e.g. propeller and half shafts, were accommodated via a side opening cut into my benchtop unit and fitted with a flexi rubber collar; namely part of a rubber glove that can otherwise be suitably plugged.

Larger parts may take quite a time to blast fully and it has been found expedient to clean the majority of the readily accessible areas using a power wire brush with the abrasive blast fully cleaning more restricted areas whilst removing deeper seated corrosion together with providing a surface texture to other areas to aid paint adhesion. As with all blast units it is preferable to use a vacuum extraction to remove dust to aid visibility of the workpiece.

© Steve Keil NW Area 4698

# WIPER MOTOR OVERHAUL

Forlorn and forgotten the wiper motor sits before the bulkhead all alone. For such a necessary component it does not appear on the Sprite / Midget lubrication chart. All manner of parts are mentioned with either oils, of varying viscosities, or greases to be applied at varying intervals of time or mileage. The poor wiper motor becomes much neglected but is expected to perform faultlessly, without hesitation, when called upon.

I had acquired a DR3A type, dated 2/66, which did not work.

I started by removing the parking mechanism cover remembering to mark it and its retaining plate so as to maintain correct alignment and 'parking' when reassembled. I cut its solitary wire to assist with strip down and re-soldered it upon re-assembly.

I separated the various component parts within and scooped out the old grease that was as thick as Molasses.

The 12V electric motor is within the square body. Two machine screws hold the end plate and casing so these were released and the parts arrayed on my workbench. It was easily apparent why this particular wiper motor was inoperative. The spring and its two card-like holders, that give tension to the carbon brushes, were respectively broken and torn.

Diagrams of the replacement carbon brushes, that appear in a well known suppliers excellent pictorial parts book, do not show the spring or its holders, that I needed to complete the restoration, so I deferred to the internet finding a NOS kit of parts that suited my needs.

All of the parts were cleaned being lubricated where necessary. The carbon brushes were assembled, with new spring and holders, as in the photograph.

The exterior of the component parts were cleaned and painted before final assembly. I referred to a wiring diagram for testing the finished product and called on another pair of hands as the wiper motor has two earth terminals, although only one is actually marked 'E', and one live terminal, and I could not easily hold three test leads, and wiper motor, to test on my car battery.

The working motor was ready to go on the shelf to wait for the day when it is called in service once more.





Central member and former Chairman Bill Mohan often asks the question at our monthly meetings "Does anyone fancy a trip to the ACE". As well as his keen interest in Lara his Midget, Bill also has a strong interest in anything airborne. When he heard that the Hendon Museum was celebrating 100 years of the R.A.F with an exhibition marking the occasion he thought it an ideal opportunity to kill two birds with one stone so to speak. Keith Jewkes along with his son Ewan, myself and wife Bernie met Bill just before lunch at the Rugby truck stop before making the journey down to London. Arriving early afternoon we toured the large hanger type halls amazed at the magnificent flying machines housed within. Well worth a visit and a bonus is that entry is free although a donation is a very worthwhile way to help preserve this important part of our heritage. Leaving late afternoon we travelled along the North Circular Road to the ACE cafe where we were allowed to take up prime spot right outside the main entrance. A wonderful venue with good food, many classic cars and above all friendly banter and chatter from our London MASC friends. A great way to spend a Tuesday and with a clear evening drive home with the top down it made for a perfect day.

Our monthly meetings are preceded by a local monthly meeting just off the A5 called the B5000 Barbers Meet. A variety of traditional and modern classics are on display and in among them was Central member John Powis and his Midget. John travels a fair distance from his home in Birmingham to attend our meetings so likes to call into this meeting on his way. John likes the event so much



he has persuaded two or three of his friends to bring their cars to the show as well.

We were pleased to welcome new members Jo, Paul and Denis to our monthly meeting, we hope you enjoyed the evening and will come again. At the meeting there was talk about future events and even a date for our Christmas meal along with the usual amount of technical talk. Geoff Mears came sharing his clutch replacement and half shaft problems, Greg adding his carburettor tuning to the discussion and I had brought along a picture of Dave Thrussell's chassis now fully stripped ready for restoration.



There was also a good turnout of Central members at the Spridget 60 meeting, (see Neil's full report on the other pages), too many to mention but well done to you all for braving the bad weather and bringing your cars. It seems everyone has been busy in one way or another be it driving, showing or repairing, in what seems to have been a really "ACE" month for everyone.

**Dave Warren**  
**Central MASC**  
**Email to [central.masc@live.com](mailto:central.masc@live.com)**



On Saturday 8<sup>th</sup> September a contingent of 2 Sprites & 1 Jenson Healey attended the small 114<sup>th</sup> annual fair at Tedburn St Mary near Exeter.

Bob & Jane Pearce in their BRG Mk4 Sprite, David & Jane Clarkson in their green Frogeye & Roger & Jane Ball in their Jenson Healey.

It was a typical country fair with dog shows and races, homemade cake stalls, hot food outlets, auto jumble, mobile farriers fitting shoes on Shire Horses, Ferret racing, Donkey rides, Tractor rides, Arts & crafts & live music. Something for everybody.

Our monthly meeting at Court Farm on Wednesday 12<sup>th</sup> September was pleasantly joined by a new member Paul Stevenson who did a feature on his recently acquired almond green 1962 Midget in September issue of Mascot, one of only 12 built. Good to meet you Paul, see you next month.

#### **Chris Wood 5130**

*Editor's NB* – The photo below shows Chris and I (and Chris's good friend) at his home when I bought the Mk2 hardtop off him after an appeal in MASCOT for one.



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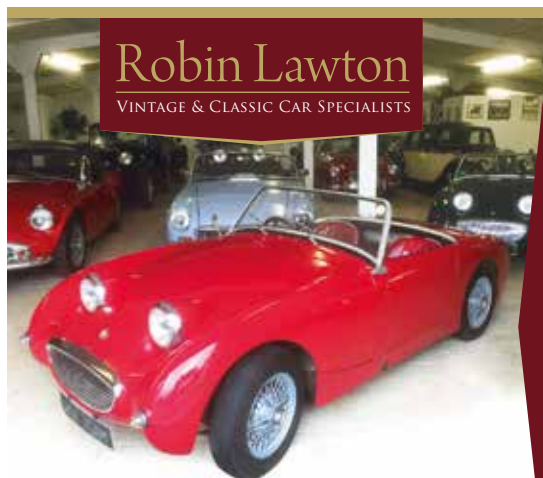
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# JOHNS JOTTINGS DORSET

## AREA REPORT

In May this year Dorset Area organised a special car show, well supported by a number of MASC Areas, to celebrate the 60th 'birthday' launch of the Austin-Healey Sprite.

Our (nearly) annual car shows traditionally create a surplus which we then donate to Charity. Ahead of the show our committee agreed that this year we would support the Dorset Cancer Care Foundation (DCCF).

So with over £800 being raised on the day, topped up with monies from our raffles on club nights and from the sale of special Frogeye coasters we had £1000 to hand over.

At our August club night we were pleased to welcome the DCCF team, led by Meryl Ponsford, and accompanied by Miss Poole 2018, to receive the cheque which was presented by Vice-Chairman, Dave Stebbing.

A few months ago we were approached by Gurston Down Speed Hillclimb to ask if we would like to display a number of our cars at their September meeting. We did not need asking twice – particularly when we learned that the illustrious Editor of this publication was due to compete!

It turned out to be a great day with our convoy arriving at the stated time and being lined up

alongside the staging area for the start. All day our members spoke to visitors and competitors and we hope to have signed up two new members.

The runs up the hill were exciting and the number of Spridgetly entrants unexpected by us. Neil in his K-series Midget was indeed impressive as was Ben Rolls in his Frogeye who is 'local' to our area. Every competitor was really trying and with great close-up spectator areas I'd recommend anyone to try and fit in a visit next season.

Vera my Frogeye let me down the Thursday before Wroxhall 60th. so I took my Jaguar and apologise to anyone I offended! But apart from the weather it was obvious that a huge amount of work and planning had gone into this unique day.

### John Gully, Dorset Area Representative

*Editor's Note:* Thanks to all you Dorset Spridgeteers that came along to Gurston and said hello to me during the day. I loved every time, whilst waiting for my next run up the hill, looking to my left and seeing the line up of very nice Midgets and Sprites. Brilliant.





This month the main event was the main event for the club as a whole, the national gathering, I didn't make it myself, however Graham has provided us with a couple of photos and an excellent report below.

## **SPRIDGET 60 + MASC WEEKEND AT WROXALL ABBEY WARKS 24-26 AUG 2018**

As arranged Maggie and I in our 1959 frog met up with Chris and Mary Flinders in their 1968 midget setting out for Warwickshire, optimistic in our open top motors.

We moan about pot holes and we moan about road works (of which there were plenty) perhaps we moan too much of late.

A fine cream tea welcomed us at Wroxall Abbey together with the glorious sight of many spridgets filling the forecourt of the abbey.

Friends old and new were acquainted whilst enjoying a pint and BBQ that evening within the abbey main hall rather than the wet outdoor option.

Upon guessing 'the length of a piece of string' we were set off on the 120 mile tulip run, with 90 other cars, taking us into the Cotswolds via some charming villages and countryside in pleasant

sunshine. At about midpoint we stopped for lunch at The Crown Inn Ampney Crucis.

Rather than complete the tulip directions we enjoyed some sight seeing at Bibery and Burford only to be caught out later by rain on the way home (43.7 mph kept most of the rain off – thanks Terry)

Dinner/ dance was followed by Terry Horler giving us all an insight to the origins of the club and diary.

In the persistent rain we had to decamp to the grounds of the abbey where approx 300 spridgets were expected, as it happened 225 braved the conditions to give an impressive display.

By the time we got home I realised the gap at the top of the windscreen should have been sealed before the run and so we got wet with water slopping around the foot wells, but it was all worth it.

### **Graham**

On A slightly more personal note, my house sale and move down to Cornwall, that had fallen through due to my buyer's buyer pulling out, is now back on track with a new buyer and this time no chain. The inevitable consequence of this is that I will not only have to move the Sprite cave (or rather the contents) including my project car, but also will be standing down as East Anglian area rep. Alan Anstead has been suggesting for some time that Area reps should come with an sell by date and I must admit, having started the area back in 2000 a bit of change and churn to freshen things up is maybe a little overdue. The East Anglian area rep's job (the way I do it) is none too arduous with members organising events and me just acting as a focal point and writing a report every month.

**Dave Dixon (AKA Red and sometimes blue Leader) e-dave@hotmail.co.uk**





## Run to the Sun and more.....

August was a busy month in Essex. Our monthly meet arranged by Francis was held at the Six Bells in Boreham where we joined the Local Ford Consul club. Francis has a beautiful Consul as well as his Frog Eye Sprite and is also renovating his Father's Old Consul.

An excellent meal was enjoyed at this Car friendly pub where the Landlord could not have been more hospitable. In fact he was so welcoming that we have decided to hold this Year's Christmas party at the venue.

Well-fed and watered we then spent time comparing the merits of our 'Little & Large' vehicles exhibited in the car park. Reciprocal drives were organised by the owners and everyone enjoyed the significant differences between the cars.

We all liked meeting up with another car club and agreed it was something we should do possibly with other marques in the future.

Later in the month Diane organised our now famous 'Run to the Sun', which sadly was abandoned last year as there was no sun to run to! This was a very special event because we were joined by some American visitors, the Girlfriend and Mother of Paul's son David, who took to the wheel of his white midget in honour of the occasion. The future Mother-in-Law spent the day with Paul in his new Green Frog, I am sure trying to pump him for information about her potential Son-in-Law. The American contingent seemed impressed on

meeting us with comments such as 'they're so small' and 'gee they're cute', I think they liked the cars too.

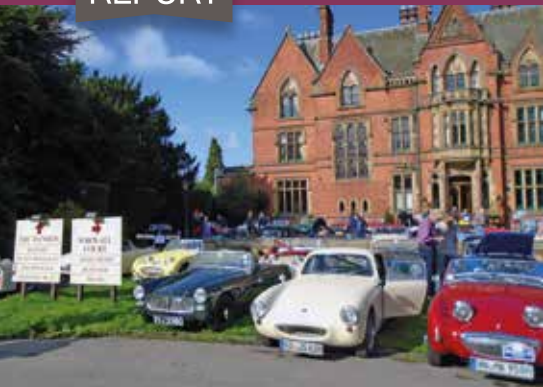
Six cars met for this run which saw us crossing the Orwell Bridge into Suffolk, stopping for coffee and cakes at Snape Maltings, which also offered a shopping opportunity for the Ladies. We celebrated Helen's Special birthday with cake and sparklers arranged by Linda. From here we drove on some very pleasant roads to Southwold – the home of the Adnams Brewery. Some picnicked on the Beach, whilst others went in search of Afternoon Tea or a pint of the Amber nectar.

A leisurely ride back saw us visiting Dunwich for a quick tea stop and walk on the shingle beach, before stopping at Aldeburgh for a fish & chip supper out of the paper on the beach. Bliss!!!!

We returned home about 12 hours and 160 miles later with no casualties, which is surprising as we normally lose at least one car on this drive, most famously Dave's breakdown 2 years ago at Blytheburgh in the middle of a huge piggery.

Thanks to those who arranged the runs and to Keith who is organising his inaugural run for the club on the first Tuesday in September – no pressure Keith.

**Gary Knight**



## Spridget 60

I'm sure that everyone will be writing in this edition of Mascot about the Spridget 60 event over the Bank Holiday weekend so I'll keep my contribution fairly brief. Obviously huge thanks are due to Stuart Watson, ably assisted by wife Sybil in respect of putting his head above the parapet and volunteering to head up a celebratory event to celebrate the birth of the Austin Healey Sprite in 1958. Everyone agreed that we should organise a national event, preferably including the whole of the Spridget community, be they members of MASC or not, but no one seemed to have the courage to take responsibility and head up the project. No one that is, except Stuart.

The overriding memory I have of the event is how everyone came together to create a great atmosphere. There were Spridgeteers from Switzerland, Germany and Holland as well as from all corners of the UK and everyone swung into action with the common cause of having a great time. On a personal note, having booked Eddie Jordan's Buzzin' Hornets F1 Party Band now re-formed, I was delighted to observe, just before midnight after the Gala Dinner, a full dance floor which included ages ranging from 30 to 70 plus, strutting their stuff without a care in the world. That's what I call a result.

## Goodwood Revival

I was lucky enough to be offered a ticket for the Sunday of this year's Goodwood Revival event on September 9th. I got into the swing of it and donned period tweeds and trilby and set off with my old pal former Jaguar track driver of the year

Dave Robinson. I have to say, as a first timer at Goodwood I found it the best comprehensive motor sport event that I've ever attended. The retro theme made for a great atmosphere and the entire track had a good sound system for the professional commentary plus several large screens so that you always knew exactly what was happening in the races, bringing it all to life. There are countless retail opportunities in the "over the road" section plus a cinema, the Earls Court Motor Show display and shops.



The stand out race for me was the last race on Sunday; Phil Keen was on pole in the Lister Jaguar Knobbly in the Sussex Trophy race but managed to stall the car. He was pushed to one side while the rest of the field sped off and he brought up the rear, starting from the pits. Roger Wills raced into a commanding lead in his Lotus 15 and looked unassailable, but Keen drove like a demon from the rear and picked his way through the field. On the very last straight before the chequered flag Wills made a tiny error and put one wheel on the edge of the grass and Keen forced his way past the Lotus to take the win. Brilliant racing and a great day out!



**Steve**



First off, from the perspective of the Area Reps Representative, I'd like to mention that the Coleman Shelters available to Areas have begun to roll out and were out in force at Spridget 60 weekend last month, at Wroxall Abbey. If an Area Group that hasn't ordered a Shelter, but would now like to have one, then it is not too late. Contact the Club Chairman - Mark Hall.

According to the Area Rep listing there are twenty four Area Groups yet when reading MASCOT there are but a few area reports. Writing a report does not have to be done by the Area's Rep as anyone can write one and submit it: it doesn't require the skills of a Hemingway nor Greene nor do you have to join your local U3A (University of the third Age) creative writing group. Have a go at submitting something: you might even enjoy it.

(Editor's note – I fully endorse Alan's comments. I welcome contributions from all members, so please send me in material, especially with the quieter Spridget months fast approaching. Send to: editor@midgetandspriteclub.co.uk

Apologies to all but I doubt I shall make it to this year's Annual General Meeting but I am always contactable via my contact details either as 'Enquiries' or Kent Rep as shown in MASCOT magazine.

## East Kent Meet at The Crown Sarre, 12th August 2018.

Nine of us sat down to Sunday lunch. After arranging the 'Dragon & Horse Tour' this year, Phil Manship was being pressed to organise another tour for 2019. Phil suggested that he might organise a Suffolk and/ or Norfolk Tour for 2019. Then 'Daks

over Normandy' in June was mentioned and, for those not afraid of travelling distances abroad, that Oliver Wilkinson and Georges Guggenheim are soon to meet to plan the Swiss leg of another Alpine Miglia Tour in late August / early September 2019.

Crispin came in his IOW Frogeye running in its new Bill Richards Racing engine, but some wiring problems were a cause for concern. There is no Haynes manual, nor workshop manual for IOW Frogeyes to assist Crispin with his wiring problem. Dave Chalk is struggling to identify suspension parts that need replacing on his IOW Super Sprite, again because of the lack of information about these cars.

Some of us attended not in Spridgets, but still five came along and all with hoods stowed.

Just as our group broke to leave, Paul Wood was found with his Iris blue Frogeye in the Crown's car park. Paul had brought his friend Tony along who also owns a Frogeye. Talking with Tony it appears that his car may have a period Alexander Engineering Stromberg Carburettor Conversion similar to that of Ron Edwards. It will be good to examine this car which might happen sooner than later, as Tony asked me for a MASC membership form.

Before next months meeting we are having a run to Sandwich to enjoy the scenery but also in the hope of seeing an ex American Navy fast patrol launch.

The Kent Meet at the Angel on Sunday 26th August 2018 was cancelled because of the Club celebrations at Wroxall Abbey.

**Alan Instead**



After a few months of anticipation, the day arrived for us to set off to Wroxhall Abbey for the Grand 60th Spridget birthday party. Four cars met up at the Blue cap Pub for a well deserved coffee break before continuing on to our next stop. This happened to be The Riverside Inn in Shrewsbury, Shropshire, when on arrival Mike discovered his oil pressure had suddenly dropped and had no oil in the sump. Val and Graham started to break, but had to shoot past Bernie and Lynne to avoid running into the back of them as his breaks had failed, fortunately it was his driving skills that prevented a collision!!!! After lunch and after further investigation of both cars, it was decided it was time to call for breakdown assistance, and sadly both cars had to be shipped home! Both couples arrived later in the evening in different vehicles, sadly they all missed out on the B & Q!

Next morning "The Lads" were out bright and early mopping down the cars which had got quite wet from a really heavy dew which had fallen during the night before commencing our organised route of the Cotswolds. Fortunately by the time we were all up and running and ready to go, the weather was looking a little more promising and the sun soon came out to shine on us all! The morning run took us to a lovely pub for lunch, it was a fabulous route, the countryside was amazing and was a very successful day for one and all. The evening came for what was supposed to be Wroxhall Abbeys "Gala Dinner and at this point I have to say that the Organisation of the weekend, by the Committee had been top notch, sad to say however the way Wroxhall Abbey management failed to live up to their promises, of good food as both the quality, and quantity of the food served was certainly a lot

to be desired!, and although they did make more of an effort with breakfast which we had no complains about. However to run out of beer,wine and glasses, during the evening meal was ridiculous, and not to realise that 150 spridgeteers would be a thirsty lot after a long days drive, obviously not !!

Sunday we woke to a very wet and windy morning, which stayed exactly the same until about 4 pm. This was a great shame with so many of the members coming long distances to enjoy the show, but in our usual spirit of never let die, we enjoyed as much as we could the rest of the day making the best of it, and a thoroughly enjoyable time was had by all.

Neil and I had also been busy organising the Lancashire Lanes Run the weekend before ! We had 40 cars meet up at The Park Hall Hotel in Charnock Richards, where we started with coffee or tea and homemade shortbread biscuits and the participants were given refreshments and dinner vouchers if required, and their route map which consisted of two routes in one map book. The first being the shorter one 45 miles long, and the other slightly longer a total of 75 miles and you could choose which one you preferred to do on the day! This worked very well and we hope that we will use this idea in the future at some time. Our run was going to support the Air Ambulance Service, and the generous donations given by the entrants was amazing " A Special thank you to everyone and the total raised was £161.00. Every donation received a free raffle ticket and a few lucky entrants won a prize, and also we arranged for a photograph of each car which would be taken at the start of the run and would be framed and ready for each car on



their return to the hotel. At the close of the event, some members had decided to stay for a meal and a chit chat with their fellow members rather than just go straight home. Another successful event I am happy to say, with many of both diners and non diners expressing a wish to meet up again for this event next year!!! We are looking forward to that, and please if you enjoyed the day pass this event onto friends and neighbours !!!

**Report by Shelley and Neil  
North West Area Reps.**

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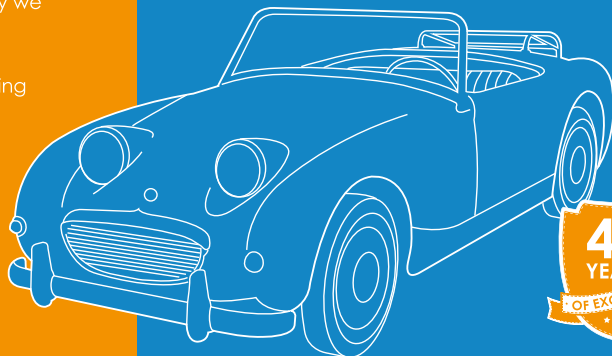
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No doubt there will be much to report about the "Spridget 60" elsewhere.

So on behalf of the Notts and Derby group I will just say many thanks to Stuart Watson and all the volunteers who put in the hard work which allowed the rest of us to enjoy the weekend, rain or shine!

It was a truly international event with the opportunity for me to renew acquaintances with Carl and Martina from Switzerland and Peter Ohorn in his well travelled Mk3 Sprite - 800 miles from Germany (and back!)



As this summer's weather continued to break all records, we continued to make the most of it for our monthly meetings. We have driven to different parts of our area in order to meet others and try new pubs. By coincidence all venues so far have appreciated a river view.

In July we met at The Griffin Inn at Papplewick, from where Tommi had offered to take us to The Bromley at Fiskerton, near Newark, alongside the River Trent.



Tommi led us out in his Midget, followed by a mixed bunch consisting of Nigel from Sheffield in his frogeye, John and Elspeth in their MGB, Tim in his Caterham, Paul and myself both in Mk3 Sprites.

On arrival we found the car park rather full, but were fortunate to make the acquaintance of the owner of the neighbouring property who invited us to park in front of his restored home on the waterfront. Early arrivals Geoff and Andrew in their Midgets had managed to find space in the main car park.

For a third year running we scheduled August for a trip to Matlock Bath for fish and chips by the side of the River Derwent. The fabulous Riverside Restaurant hosted almost 30 of us from 6 different counties!

As previously reported by Dave Warren in Septembers Mascot, the Central group joined us having met near Nuneaton with Greg and Anita, Karen and Mike, and Gary to swell our ranks. Andrew Parrott claimed the longest distance award, making the trip from Northampton. Emma Jacobs travelled from Sheffield in her newly acquired K-Series Spridget.



The White Lion at Starkholmes across the Derwent refreshed us further. Our cars just about squeezed into the car park and once in we took over the beer garden and patio in front of the pub for a good chat.

Once again I found myself at the rolling road workshop of infamous tuner Peter Burgess, this time to see how Tommi's Midget ailments were being resolved and offer morale support.



After a somewhat harrowing experience for Tommi, watching his beloved car screaming on the rolling road, Peter handed it back from for a road test. (Note: it is the rollers which appear to make all the noise)

The misfire had been sorted with a thorough clean of the distributor cap and straightening coil terminals to prevent arcing, plus new plugs, jet investigation and final retiming. Tommi now reports a much improved and smoother ride.

Richard (Mr Facebook) has been very active on the local classic car scene and his exploits can be followed on the MASC Facebook pages, together with his "Picnic Posse".



Our next planned drive will be to Halls Garage for their Open Day on October 13th.

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# SCOTLAND

## AREA REPORT

Well, last month saw a few of us displaying our cars on our own M.A.S.C. stand at the Bo'ness Hillclimb, complete with banners and Coleman Shelter. A good day was had by all. There is a more detailed report elsewhere in the magazine.

Good Frog behaved itself there and back, but as a footnote to this, on starting the car next day, a loud screeching noise emanated from under the bonnet. Further investigation revealed it came from the dynamo. As this is a new unit I am a bit disappointed to say the least. The same thing happened to David on his Hebridean run last year and it would appear it may be bearing failure due to lack of oil, however it is being replaced by the M. G. garage in Motherwell.

All the other cars are tucked up in the garage ready to have a variety of tasks undertaken, The Morris Traveller needs new front wheel bearings, wood sanding and treating and perhaps gearbox inspection and possible strip-down. The Good Frog is going to have the master cylinder fitted with stainless steel liners and a general brake overhaul and the Rusty One will continue to be welded.



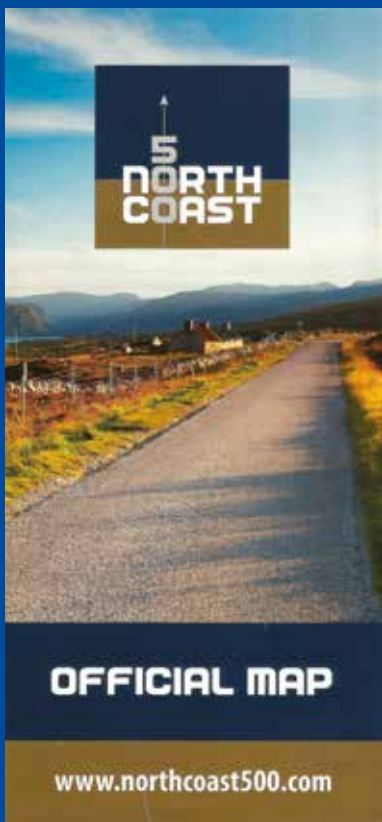
Most of the attention is going to be focused on the Isetta Bubble car, which is already making some progress. The body is separated from the chassis and dents removed and welding repairs being undertaken. Now that have my new toy, a bead roller, I am fabricating a new floor. I may also have a bash making a froggy floorpan and if this proves relatively successful make some up for club members at a reasonable cost.

One of the members up here in Scotland, Eric Flack is having a clear out of some froggy parts that he has amassed during the years, so if anyone is interested his e-mail is [ericflack@btopenworld.com](mailto:ericflack@btopenworld.com).

Peter may also be selling his recently restored Froggy, Peter is meticulous in detail and his car is one of the best restorations I have seen. Contact me and I will forward any interest to Peter.

Peter has just finished the North Coast 500 and a number of other members have also done this over the last couple of years. The Southwest corner of Scotland, not to be outdone, is investigating a similar drive and following the success of Bo'ness we may try and set up something next year.

### Graham



# DEAR MASCOT...

**DEAR SIR/MADAM,**

Hello! My name is Hannah Throgmorton and my Father once owned the Frogeye sprite with the registration 38 EUO. It was first registered on 21st April 1960 and according to the DVLA is up to date with MOT.

My Mum passed away last year and Dad has been trawling through many photos, looking back at happy memories, of which featured greatly the above sprite!

Dad turns 80 this year, and although a long shot, I was hoping the current registered keeper might be a member of the Midget and Sprite club? Of course you will be unable to provide the owner's details but perhaps this message could be forwarded on in the hope that we can find out a bit more about the cars' recent adventures, and possibly some photos..

Dad talks fondly of this car and often says how he regrets exchanging it for a "sensible" Volvo estate when the kids came along! Any help you can offer really would be very much appreciated. I can send some photos of the car from the early 60's to prove the authenticity of this request, should that be required?

With many thanks,

**HANNAH**

*(Ed's note. Contact me with details and I will pass on).*



**DEAR NEIL,**

I organise the Aldon Shoot Out for the Midget Register and cordially invite any MASC members to attend with their Spridgets if they are available on 27th October 2018 at Aldon Automotive in Brierley Hill, West Midlands. Places are limited to 11 cars. Please contact me for further details.

**DENNIS WHARF**

01296 714232 or [dennis@loisweedon.net](mailto:dennis@loisweedon.net)

**HI NEIL,**

The May 2014 edition of MASCOT contained an article about my Frogeye 936 AOM rebuild.

It having been pointed out to me, I reviewed the article and discovered I made a stupid error in the article and I NEED TO PUBLISH A CORRECTION to avoid subsequent readers making a mistake.

The offending paragraph is on page 21 of the May 2014 edition in the last para on the left hand side where I state that "...I modified the tappet rocker shaft by blanking off the 'lower' oil feed holes, thus allowing all the oil pressure flow into the top half of the plain bearings." THIS IS INCORRECT.

I should have written "...I modified the tapped rocker shaft by blanking of the 'UPPER' oil holes, thus allowing all the oil pressure flow into the LOWER half of the plain bearings, where the load is.

From a technical point of view, since the load on the rocker shaft is always in an upward direction, it is the underside of the rocker shaft that is subject to bearing contact and where the oil should be directed. The standard design sends oil through the centre of the rocker shaft and distributes it via two holes (one upwards and the other downwards) to each bearing location. When wear is detected in the bearings, it is always in the lower half of the bearings on all locations.

I trust you can help me publishing my correction.

**DAVE SEWELL  
LEICESTERSHIRE.  
FROGEYE 936 AOM.**

# THE WHO, THE WHAT & THE WHERE OF THE MIDGET & SPRITE CLUB

## COMMITTEE

**CHAIRMAN** Mark Hall, T: 01296 660103 E: [chairman@midgetandspriteclub.co.uk](mailto:chairman@midgetandspriteclub.co.uk)  
**GENERAL SECRETARY** Glyn Polly, T: 07544 302 575 E: [glyn.polly@gmail.com](mailto:glyn.polly@gmail.com)  
**TREASURER** David King, T: 01453 544202 E: [djs.king46@gmail.com](mailto:djs.king46@gmail.com)  
**EDITOR** Neil Thomas, T: 07891 684435  
 E: [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)  
**AREA REP'S DELEGATE** Alan Anstead, T: 01322 384050 (Answerphone) E: [alan.anstead@btpenworld.com](mailto:alan.anstead@btpenworld.com)  
**MEMBERSHIP** Stuart Watson, "Staddlestones", Thicknall Lane, Clent, Stourbridge, West Midlands. DY9 0HX.  
 T: 01562 883076 E: [membership@midgetandspriteclub.co.uk](mailto:membership@midgetandspriteclub.co.uk)  
**GENERAL MEMBER** Alan Pritchett, T: 07720 238810 E: [a.pritchett@btinternet.com](mailto:a.pritchett@btinternet.com)  
 Gary Lazarus, E: [garyfrogeye@gmail.com](mailto:garyfrogeye@gmail.com) T: 020 7700 5696  
**FACEBOOK COORDINATOR** Richard Wharmby, T: 07814 764546 E: [r.wharmby10@virginmedia.com](mailto:r.wharmby10@virginmedia.com)

## OFFICERS

**CLUB ARCHIVIST & TECHNICAL DOCUMENTATION** Terry Horler, 63 Littledean, Yate, Bristol, BS37 8UQ. T: 01454 881770  
**MEMBERS ADVERTISING** E: [rebelwithasprite@hotmail.com](mailto:rebelwithasprite@hotmail.com)  
**CAR REGISTERS** Alan Lo, E: [alan@mobuzzing.net](mailto:alan@mobuzzing.net) T: 0117 9572617 Mob: 07474 343643  
**SPRITES & MIDGETS (EXCEPT MK1 SPRITES)** Stuart Watson, E: [stuart@thewatsonz.com](mailto:stuart@thewatsonz.com) T: 01562 883 076  
**SPRITES MK1** Gary Lazarus, [garyfrogeye@gmail.com](mailto:garyfrogeye@gmail.com) T: 020 7700 5696  
**REGALIA OFFICER** Mike Grout, 55 Park Road, Spixworth, Norwich, NR10 3PJ. T: 01603 890211  
 E: [miketg54@hotmail.com](mailto:miketg54@hotmail.com)  
**TECHNICAL ADVISOR** Mark Boldry, E: [mark26r@hotmail.com](mailto:mark26r@hotmail.com)  
**WEBMASTER** Mike Bennett, [webmaster@midgetandspriteclub.co.uk](mailto:webmaster@midgetandspriteclub.co.uk) T: 01925 727479  
**MARKETING OFFICER** Clare Nedin, [marketing@midgetandspriteclub.co.uk](mailto:marketing@midgetandspriteclub.co.uk)  
**TRADE ADVERTISING ENQUIRIES** Gary Lazarus, [garyfrogeye@gmail.com](mailto:garyfrogeye@gmail.com) T: 020 7700 5696  
 E: [enquiries@midgetandspriteclub.co.uk](mailto:enquiries@midgetandspriteclub.co.uk) / [alan.anstead@btpenworld.com](mailto:alan.anstead@btpenworld.com)

## AREA REPRESENTATIVES

**BRISTOL** Terry Horler, T: 01454 881770 E: [rebelwithasprite@hotmail.com](mailto:rebelwithasprite@hotmail.com)  
**CENTRAL** Dave Warren, T: 07831 101850 E: [central.masc@live.com](mailto:central.masc@live.com)  
**DEVON** Michael Ellis, T: 07414 279074 E: [michael\\_ellis@live.co.uk](mailto:michael_ellis@live.co.uk)  
**DORSET** John Gully, T: 07876 334949 email [john.gully@btinternet.com](mailto:john.gully@btinternet.com)  
**EAST ANGLIA** David Dixon, T: 01733 222810 E: [e-dave@hotmail.co.uk](mailto:e-dave@hotmail.co.uk)  
**ESSEX** Gary Knight, T: 01376 562172 Mob: 07932 077305 E: [gknights@live.co.uk](mailto:gknights@live.co.uk)  
**HAMPSHIRE** Terry Langridge, T: 01252 626063 E: [friendlyfolk@midgetandsprite-hampshire.info](mailto:friendlyfolk@midgetandsprite-hampshire.info)  
**HEART OF ENGLAND** Steve Newton, E: [newton-gemini@sky.com](mailto:newton-gemini@sky.com)  
**HOME COUNTIES** Mark Hall, T: 01296 660103 E: [markdhall@aol.com](mailto:markdhall@aol.com)  
**NORTH WEST** Alan Anstead, T: 01322 384050 E: [alan.anstead@btpenworld.com](mailto:alan.anstead@btpenworld.com)  
**KENT** Currently vacant  
**LINCOLNSHIRE** Gary Lazarus, T: 020 7700 5696 E: [garyfrogeye@gmail.com](mailto:garyfrogeye@gmail.com)  
**LONDON** Neil McLeod, T: 01772 466648 Mob: 07921 089 680 E: [neil\\_mcleod2@outlook.com](mailto:neil_mcleod2@outlook.com)  
**NORTH WEST** Ian Cooke, T: 0115 938 3838 E: [ilcooke@btinternet.com](mailto:ilcooke@btinternet.com)  
**NOTTS/DERBY** John Austerfield, T: 07778 636070 E: [austerfield.07@btinternet.com](mailto:austerfield.07@btinternet.com)  
**NORTH NOTTS & SOUTH YORKS** Grahame Gibbins, T: 01235 530456 E: [grahame\\_gibbins@hotmail.com](mailto:grahame_gibbins@hotmail.com)  
**OXFORD** Graham Smith, T: 0141 954 8276 E: [smith.grahamf@yahoo.co.uk](mailto:smith.grahamf@yahoo.co.uk)  
**SCOTLAND** Valerie Young, T: 01460 391431 E: [petyeryoung81@aol.com](mailto:petyeryoung81@aol.com)  
**SOMERSET** David Hill, T: 01239 811307 E: [david@hill.be](mailto:david@hill.be)  
**SOUTH WEST WALES** Mike Gorman, T: 01737-552256 E: [gorman698@btinternet.com](mailto:gorman698@btinternet.com)  
**SURREY** Chris Harding, T: 01342 718860 E: [harding.cm@btinternet.com](mailto:harding.cm@btinternet.com)  
**SUSSEX** Andy Cross, T: 01225 743554 E: [andyspeedbox@gmail.com](mailto:andyspeedbox@gmail.com)  
**WILTSHIRE** Rob Armstrong, T: 07889 090411 E: [mascyorkshire@gmail.com](mailto:mascyorkshire@gmail.com)  
**YORKSHIRE**



**ALSO SEE THE CLUB NIGHTS SECTION FOR NEW AREAS AND CONTACTS**

Compiled by Neil Thomas. 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.

# CLUB NIGHTS



- 1st Saturday **YORKSHIRE AREA.** Now meet at Chequers Pub in Bilton in Ainsty (which is just to the West of York) on the third Thursday evening of every month from around 7PM – more information at <http://yorkshiremasc.blogspot.com>
- 1st Tuesday **ESSEX AREA.** Now meet at The Green Man, Green Man Lane, Kelvedon Road, Little Braxted, Essex CM8 3LB. For further details contact Gary Knight, Tel: 01376 562172 Mob: 07932 077305 email: [gknights@live.co.uk](mailto:gknights@live.co.uk)
- 1st Wednesday **CENTRAL AREA.** Now meet each month 8.30pm onwards at the Tame Otter, Lichfield Road, Hopwas, Tamworth, B78 3AF, 8.30 pm onwards Contact: Dave Warren, Tel: 07831 101850. Email: [central.masc@live.com](mailto:central.masc@live.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@hotmail.com](mailto:grahame_gibbins@hotmail.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 [garyfrogeye@gmail.com](mailto:garyfrogeye@gmail.com)
- 2nd Wednesday **DEVON AREA.** Meet at Court Farm, Abbotskerswell, TQ125 NY Devon. 7.30pm Michael Ellis [Michael\\_Ellis@live.co.uk](mailto:Michael_Ellis@live.co.uk) and telephone: 07414 279074
- 2nd Wednesday **HEART OF ENGLAND.** All welcome at the Green Dragon, Sambourne, Redditch B96 6NU for 8.30 start. To check “what’s on” please email Steve Newton on [newton-gemini@sky.com](mailto:newton-gemini@sky.com)
- 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. Neil McLeod email [neil\\_mcleod2@outlook.com](mailto:neil_mcleod2@outlook.com) Tel 01772 466648 Mobile 07921 089680
- 2nd Wednesday **BRISTOL AREA** will meet at Wishing Well, Wapley Road, Codrington, Bristol BS37 6RY. From 8.00pm – or earlier for a Curry enjoyed in peace! Contact Terry Horler 01454 881770 [rebelwithasprite@hotmail.com](mailto:rebelwithasprite@hotmail.com)
- 2nd Thursday **NOTTS/DERBY BORDER AREA.** The Hunters Arms at Kilburn, DE56 0LU (just off the A38) from 7.30. Venues may change through the summer months for country runs. Ian Cooke 0115 938 3838 [ilcooke@btinternet.com](mailto:ilcooke@btinternet.com)
- 2nd Thursday **EAST ANGLIAN AREA.** Previously the Cambridgeshire Area meet at The Ferry Boat, at Holywell, 8pm
- 2nd Sunday **EAST KENT GROUP.** Meet at the Crown Inn, Sarre, CT7 0LF from 12.30hrs Contact Area Rep [alan.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com) or John Clark group co-ordinator [jrclark@sky.com](mailto:jrclark@sky.com)
- 3rd Tuesday **SCOTLAND.** Meet at Houstoun House Hotel, Broxburn, EH52 6JS. Meetings start at 7.30pm. Graham Smith 0141 954 8276 email: [smith.grahamf@yahoo.com](mailto:smith.grahamf@yahoo.com)
- 3rd Tuesday **SURREY.** Meet at The Blue Ball, Deans Lane, Walton-on-the-Hill, Tadworth Surrey KT20 7UE. 7.30pm onwards. Contact Mike Gorman, [gorman698@btinternet.com](mailto:gorman698@btinternet.com) Tel: 01737 552256
- 3rd Sunday **NORTH NOTTS & SOUTH YORKS GROUP** meeting is from 10am. The Courtyard Tea Room, Womersley, north of Doncaster DN6 9BH. Contact: John Austerfield [austerfield.07@btinternet.com](mailto:austerfield.07@btinternet.com) 07778 636070
- 4th Monday **DORSET.** New Venue: Holme Bush Inn, Old Wareham Road, Wimborne, BH21 3RZ, 01202 659420 Contact John Gully. Tel: 07876 334 949 email: [john.gully@btinternet.com](mailto:john.gully@btinternet.com)
- 4th Thursday **SUSSEX.** Meet at Bolney Stage, Bolney, RH17 5RL from 19:00.
- 4th Thursday **HAMPSHIRE.** Meets at Lasham Gliding Club, The Avenue, Alton, GU34 5SS. Please ring Terry or Harriet Langridge on 01252 626063 for details.
- 4th Sunday **KENT AREA.** Back at The Angel, Addington Green, Kent until further notice. Contact Alan Anstead [enquiries@midgetandsprite.club.com](mailto:enquiries@midgetandsprite.club.com)
- Last Monday **WILTSHIRE.** Meet at The Barge Inn, Seend, Nr. Devizes, about 7pm. Contact Andy Cross on 01225 743554 or email [andyspeedbox@gmail.com](mailto:andyspeedbox@gmail.com)
- 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 Mike or Sue Gahan on email [mike@mgahan.demon.co.uk](mailto:mike@mgahan.demon.co.uk) or on 07850 488636.
- Last Thursday. **SOMERSET AREA.** Meet at Stonemasons Pub & Restaurant, Ilminster TA19 9DJ. 7pm if eating, 8 to 8.30pm if not. Please contact Valerie Young on 01460 391431 for further information. We may not always be there, especially in the Summer!
- Northern Ireland [robertholmes25@hotmail.com](mailto:robertholmes25@hotmail.com). If enough interest, will arrange a meeting.
- South West Wales Non-regular and occasional meetings and runs arranged throughout the summer months. Please contact David Hill on 01239 811307 or email: [david@hill.be](mailto:david@hill.be)

# MARKET PLACE

**FOR SALE** - a set of four used 13"x4 chrome MWS wire wheels for Sprite and Midget. They are in very good condition with no damaged spokes; they were "tuned" about 3 years ago. £250 for the set, can arrange delivery. Alan Lo (Bristol) 07474 343643.





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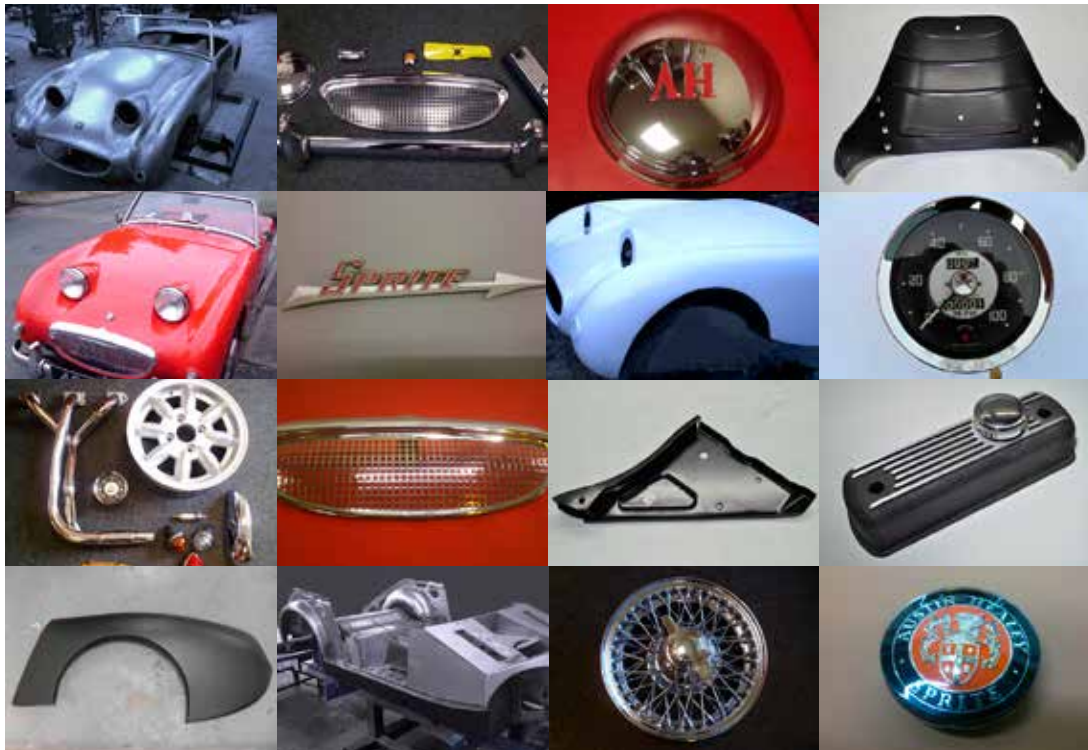
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