Nick Rowlatt’s alternative ‘To Do’ list.

YOUNG MEMBER ALEX GLEED’S KERNOW ADVENTURE

DAN & WILL PAUL RESTORE THEIR GRANDFATHER’S SPRITE

ALSO IN THIS ISSUE: TREASURER’S REPORT • ZANDFOORT 60TH • HARDTOP REFURB • GEOFF’S AT IT AGAIN

OUTSTANDING CLUB MAGAZINE OF THE YEAR 2018
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From iconic models to future classics – we’ve been providing specialist vehicle insurance for over 40 years.
As you read this issue, our Club’s flagship event, Spridget 60, will have come and gone. I know those that attended the event will have loved it, so please write in to me to tell me what you thought of it and send me your photos and stories of the show. So much work went into it, all by volunteers of MASC. I want to be able to show them your appreciation through these pages. I’ll say more about it next month of course. Be warned, Spridget 60 will feature heavily in October’s issue.

This month’s issue of MASCOT is again packed with members’ activities, adventures, area reports and one or two technical articles. I’ve had to hold back quite a bit of material as I ran out of space, but don’t despair, I will feature them in forthcoming issues. Please keep them coming. Of course the run up to this issue was also mirrored by preparing the souvenir programme for Wroxall, so it’s been a busy spell for your editor.

I would just appeal to our area reps to please bear in mind the length of your reports as I have limited space to include everything and have to edit material to make it fit. If you work on the principle of 450-500 words a page with three / four high res photos, that helps me no end. Longer submissions than this have to be cut back and I don’t want to omit anything that is important to you. Sometimes I give over two pages to an area depending on the content and of course some areas are very large and encompass several meetings. It’s a juggling act.

Make sure you put Saturday 6th October 2018 in your diaries. It is MASC’s AGM, being held this year at the British Motor Museum, Banbury Road, Gaydon, CV35 0BJ. Attending members get a free pass to the museum but they must collect a sticker from the meeting room to allow this. The club pay £10 per sticker so any unused have to be returned to ensure we are not over charged. The AGM is from 2 - 5pm. Come and support your club. It’s a central location so relatively easy to get to for all.

Now an apology from me to Andy Baxter who I referred to as Andy Baker in the new members section of August’s issue. Sorry Andy.

I am aware that there are now 23 Spridgets taking part in the Donington Track Day on 1st October. Places are running out. Book now to avoid disappointment.

Also for those members around Exeter and Salisbury, yours truly will be competing with Betty Boop at Wiscombe Park on Saturday 8th Sept and at Gurston Down on the 9th Sept. Come along and say hello if you can. Well that’s it from me until next month. Have a great month. Neil
Treasurer’s summary report for the year 2017/2018

The Club’s Directors and Committee have approved the full accounts for the Club and these will be presented at the AGM where some hard copies will be available for those who would like them and I will report on the accounts in more detail. Please feel free to email me at djs.king46@gmail.com if you would like to receive a copy of the accounts and I will send them electronically. The figures below summarise the year’s accounts showing last year's amounts as a comparison.

The club has continued to grow and reached over 1,000 full members during the year, so membership is still increasing year on year. The Club has been represented at many shows during the year, notably the Lancaster Insurance Classic Motor Show and the Practical Classics Restoration Show, both at the NEC, and Silverstone Classic. The Directors’ and Committee’s thanks as always go to Alan Pritchett and his team for the hard work in organising the club displays at the NEC and to the Chairman for the Club’s entry at Silverstone. Local area meetings are still the most important part of the club’s life and thanks go to the Area Representatives for facilitating these. The local areas also carry the banner at many smaller shows during the year and organise runs and meets of a variety of durations. Our advertisers in MASCOT still support us well and members are encouraged to mention the advertisements when buying from them.

---

MIDGET & SPRITE CLUB LIMITED BY GUARANTEE
Company No 06422998

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31 MARCH 2018

<table>
<thead>
<tr>
<th>Notes</th>
<th>2018</th>
<th>2017</th>
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</thead>
<tbody>
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<td>Regalia Costs</td>
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<td>Add: Balance brought forward</td>
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<tr>
<td>Balance at 31st March 2018</td>
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### MIDGET & SPRITE CLUB LIMITED BY GUARANTEE
### BALANCE SHEET AS AT 31 MARCH 2018

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<thead>
<tr>
<th>Notes</th>
<th>2018</th>
<th>2017</th>
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<td><strong>CURRENT LIABILITIES</strong></td>
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<td>26,783</td>
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<td>23,089</td>
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<tr>
<td><strong>RESERVES</strong></td>
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<tr>
<td>Income &amp; Expenditure Account</td>
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<td>23,089</td>
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<tr>
<td></td>
<td></td>
<td>26,783</td>
</tr>
<tr>
<td></td>
<td></td>
<td>23,089</td>
</tr>
</tbody>
</table>

**Notes:**

Subscription income increased following an increase in the number of members.

Printing and postage costs continue to increase as membership increases.

Donations were made in memory of Jim Willis who was a committee member, director and company secretary, and to the OSKAR JOGLE, in support of a member raising funds for a charity to help support the archiving of the Healey Collection at Warwickshire County Council records office.

Company expenses include room hire for AGM and cost of annual return to Companies House.

The asset value of £1 relates to the old marquee. The new one has not been capitalised as it was of comparatively low cost.

Cash at bank is unusually high as it includes £11,160 of deposits from members for Spridget 60.

Creditors consist of members’ subscriptions and advertising revenue received in advance and deposits held for Spridget 60.

**David King - Treasurer**

**August 2018**
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For some it’s the iconic status...

For others it’s the marque...

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**EVENTS CALENDAR 2018/2019**

15 September  
Sidmouth Classic Car Show from 10:30  
Sidmouth Cricket Club EX10 8NT, contact Mike Lavers  
01395 516292 after 19:00

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

03 June 2019  
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 - 09 Sept 2019  
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

**HAVE YOU BOUGHT YOUR BROLLY YET?**

It is a well-known fact that to make sure it does not rain, the best thing to do is take along a brolly. You can now take along a brolly and show your support for the club.

Golf umbrellas (1200mm diameter) in blue, red, green, white, navy, black, grey blue/black or orange/black with the club logo on either 2 or 4 panels can be ordered through the club website. The umbrellas will span the cockpit of your Sprite or Sprite derivative (OK Midget if you prefer). If by some quirk of fate, the combined mass of club brollies doesn’t keep the rain clouds away, you can always shelter under them.

**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  
For the website Mike Bennett can be contacted at webmaster@midgetandspriteclub.co.uk

Send your events details to 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
THE UK’S
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CLASSIC MOTOR SHOW
NEC BIRMINGHAM | 9–11 NOVEMBER 2018

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SAVE £12 ON FAMILY TICKETS* QUOTE: CFCMS18

Celebrity guests | Discovery Live Stage | The UK’s biggest indoor autojumble & trader village
Classic cars for sale | Meguiar’s Club Showcase | Silverstone Auctions | Lancaster Insurance Pride of Ownership
Dream Rides | Restoration Theatre | Free entrance to the Classic Motorbike Show

*The exclusive club discount codes are only for club members use. The codes are valid for Saturday or Sunday Adult tickets and Saturday or Sunday Family tickets only when booked in advance. Family ticket gives access for 2 x adults and up to 3 x children (aged 5-15). Club discounts will be applied to on-the-door prices. Club Adult £24.50 (£30 on-the-door) and Club Family £68 (£80 on-the-door). Calls cost 13p/min plus standard network charges. Ticket prices include a free show guide. Advance tickets are only available until midnight on Thursday 8 November 2018. All bookings are subject to a single transaction fee of £1.95. All information correct at time of publishing, see website for more information. Don’t forget to hand your club voucher/ticket stub into your club stand at the show so they can benefit from a commission.
SNAP! OF THE MONTH

To submit your photo by email to editor@midgetandspriteclub.co.uk (jpeg, max file size 5MB)

Above - Racing by Thomas Moll
Right - Chris Waters on the Charnwood Caper

SNAP!

Tom Coulthard in Mid Ohio way back when

Phillip Riching’s Midget basking in the sun

Somewhere over the Rainbow - Spridgets by Martin Shaw HOE
## NEW MEMBERS

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

<table>
<thead>
<tr>
<th>No.</th>
<th>Name</th>
<th>Location</th>
<th>Model</th>
<th>Mark</th>
</tr>
</thead>
<tbody>
<tr>
<td>5713</td>
<td>Stephen &amp; Debbie Spiers</td>
<td>Staffordshire</td>
<td>Midget</td>
<td>Mk 4</td>
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<tr>
<td>5714</td>
<td>Derek &amp; Allison Cogill</td>
<td>South Yorkshire</td>
<td>Midget</td>
<td>Mk 3</td>
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<tr>
<td>5715</td>
<td>Niall &amp; Christine Smiddy</td>
<td>Wiltshire</td>
<td>Midget</td>
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<tr>
<td>5716</td>
<td>Simon Heaton</td>
<td>Warwickshire</td>
<td>Midget</td>
<td>Mk 2</td>
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<tr>
<td>5717</td>
<td>Tim Weston</td>
<td>California</td>
<td>Sprite</td>
<td>Mk 1</td>
</tr>
<tr>
<td>5718</td>
<td>Ray Hitchman</td>
<td>E Sussex</td>
<td>Sprite</td>
<td>Mk 1</td>
</tr>
<tr>
<td>5719</td>
<td>President SCCQ</td>
<td>Queensland, Australia</td>
<td>Sprite</td>
<td>Mk 1</td>
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<tr>
<td>5720</td>
<td>Henry Calvert</td>
<td>Cumbria</td>
<td>Sprite</td>
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<td>5724</td>
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<td>Buckinghamshire</td>
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<tr>
<td>5725</td>
<td>Keith Egar</td>
<td>Nottinghamshire</td>
<td>Sprite</td>
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<tr>
<td>5727</td>
<td>David Mallinson &amp; Charles Awdry</td>
<td>Northamptonshire</td>
<td>Sprite</td>
<td>Arkley</td>
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<td>5729</td>
<td>Michael Turner</td>
<td>Berkshire</td>
<td>Sprite</td>
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<tr>
<td>5730</td>
<td>Jeff Bradshaw</td>
<td>Ontario, Canada</td>
<td>Sprite</td>
<td>Mk 3</td>
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</tbody>
</table>

Hi, here is a photograph of my 1973 MG Midget, Myrtle Grace with myself and wife. I purchased the car in 2014 as a retirement present, it has been a rolling restoration with the last job being body work and respray in winter 2016/17. We have used the car regularly for days out and weeks away and will carry on doing so. Thanks Derek and Allison.

Simon Heaton, Membership no. 5716A/B owns these two lovely MG’s.

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Simon Heaton, Membership no. 5716A/B owns these two lovely MG’s.

Tim Weston (#5717)  
Topanga, CA.  
USA

Hello Neil, please find attached a photo of our Midget (and us) taken at last year’s MGCC Old Speckled Hen run.

We bought ‘Madge’ from Mike Authors in July 2016, complete with a heritage body shell that was fitted in 2004 at which point she went from being yellow to Damask Red. One of her previous owners was John Howard Davies, the producer.
Hi Neil, as requested please find photos of my Midget.

I've attached several for your approval and choice.

Regards

Ricky Thomas

---

Hi,

I recently joined the club. I have an Austin Healey Frog Eye Sprite, manufactured June 9th, 1959 and shipped a few days later. The lovely thing about this car is that the original owner kept a journal documenting everything from purchase to capturing every journey however small and the mileage attached to them. It also logs all the petrol purchased and the cost. Reading through I have noticed a few road trips in the 1960's and the journal captures the hotels and cost of staying, it also logs every mechanical spend. I have continued the process. The little car has only really had one owner and has a documented 44,563 miles.

The car is a lovely time capsule with all the original leaf green paint work still showing under the wheel arches and floor pan, the cockpit is also original apart from a carpet introduced in the early 1960's. I would be wrong in pretending the car is concourse, however it is a lovely original untouched un-welded Sprite. There are a few battle scars (haven't we all?), however this adds to the charm.

I look forward to meeting with the other members.

Best regards

Pete

---

Hi, I have just joined and been asked to send you a picture of ‘Hesperus’. I don’t have one that shows me and since the car and I are the same age, it’s just as well.

This car has been in dry storage in the back of my garage, filled with tools and wine and covered in dozens of blankets for well over 20 years. When I realised it was the same age as me I asked the owner if he might sell it - and he gave it to me.

According to Terry Horler’s book, this is one of only 12 ever made in Almond Green for the UK market. I’m still researching the car’s history and it’s not clear why this batch of 12 were made. I do know that it was supplied to University Motors on the corner of Mayfair and Piccadilly in May 1962.

The car is complete apart from the roof and one hub cap. I intend to restore it, gradually, but keep as much originality as possible. I’d like to hear from anyone who knows the story of the 12 Almond Green specials or can recall seeing another at any time. It might be that this is the last or that another is well known to exist. It’s just a small part of the history that I’ll enjoy investigating.

Paul Stephenson - stephensonpaul@gmail.com
07740 355555, 01395 269999

---

Jeff Bradshaw, (right)
Canada, Member No.
5730
It has now been over a year since I completed the first stage of my restoration on the Midget. 3000 miles later and the novelty is yet to wear off, with so much yet to explore within the world of classic ownership. Since I joined the Facebook group back on the 25th of May 2016 I have been fascinated by everyone’s adventures in these little characterful cars from the short sunny Sunday spin to the awe inspiring trips abroad. With the nice weather set to stay it was only right that I took the opportunity to book myself a proper adventure and so I scoured various holiday sites and finally found somewhere in Stibb that suited all my needs! Now Bristol to Stibb may not seem ambitious to many of you at 140 miles each way, but at 50% more than I had ever driven in a day, two up, in a car full of luggage it was certainly nerve racking.

Eventually the day crept around and the car was prepped, tyres checked, oil checked, full tank of fuel and 4 bags somehow squished into the boot with various spare parts. We set off, roof down bathing in gorgeous sunshine, for the first 40 miles that was. A few miles south of Bridgwater services the heavens opened without warning to the amusement of everyone else on the motorway. The uncomfortable 3 or so miles were done with smiles on our faces and when we had a chance to put the roof up, we were back on our way (at which point the rain immediately ceased, of course). A few hours
later we arrived and unpacked into the lovely little cottage, wasting no time we unfolded the OS map of the north Cornish coast and began scouring the pile of leaflets for places worth visiting.

We began small with a trip to the Morrisons in Bude to get some shopping for the week and got talking to a gent on the AA stall about the Midget he used to own and the MGB he’s got now. Next on the agenda was Tintagel, a 45 minute drive along the A39 down the coast in uninterrupted sunshine, perfect! The car loved the tight twisty stretches winding up through the hillside almost as much as I did and behaved all the way there. From there we went down to Bodmin for the afternoon before heading back for our second night away.

The last couple of days we gave the car a rest and stayed local exploring the various beaches around Bude. The car sat patiently in the sun gradually warming its seats ready to scorch the back of my thighs, which it did rather too well! All too quickly the time came to head home and so the car was repacked, refuelled and ready. We devised a route that kept motorways to a minimum and took us a ‘scenic’ route up the coast towards Minehead where I am more familiar. We took a lunch stop in the Driftwood Cafe in Blue Anchor parking next to a very shiny Triumph Stag, which dwarfed the Midget. Then we followed the West Somerset Railway up the line partaking in some good old fashioned steam train racing! This led us down some rather inappropriate roads where clearance was minimal and that is an understatement. After following a diversion between Stogumber and Crowcombe, I found myself completely lost and ended with a slight incident with a verge and a plastic bin which I plan to quickly forget although I doubt my girlfriend will ever let me live down. Finally we made it home with a total mileage of well over 500 miles and having burnt through the best part of 3 tanks of fuel.

As soon as I got back within wifi range, I began looking for my next adventure destination and I honestly cannot wait! Hopefully you’ve enjoyed reading about my small excursion and I apologise to those who know me for the surprisingly low number of mishaps which may have spiced things up a little!
It’s 15:30 and I’m on my way to Cadwell wondering what on earth I’m doing. The thunderstorm is biblical, the road is flooded and here I am heading for an evening track session. I’m thinking I’ll go and have a look, I’ll do the sighting laps and if it’s horrible I’ll be going home. Fat chance!

It’s 17:00, it looks as though the rain is easing off. The safety briefing starts, dire warnings that the track is very slippery, there will be lots of red and yellow striped flags on display.

At 17:30 the rain has stopped and we are lined up for the sighting laps. Off we go through Hall Bends to the hairpin and then on to Barn Corner. It is slippery, a hint of throttle and the back-end steps out. The adverse camber of Barn has me twitching. Is this such a good idea? Anyway, two laps completed and I’m heading back to the paddock thinking, ‘this circuit looks bloody dangerous and I’m not sure about this’.

I meet my instructor Andy at 17:45. After a brief chat about the car we’re on the circuit. He starts to give me guidance and talks a lot about letting the car do the work, keeping the inputs from me as smooth as possible. Slowly confidence grows. I’m beginning to use the brakes to get a better turn in and cut down understeer, gently easing of the brakes towards the apex and opening the throttle smoothly. All the time he is urging me to carry more speed through the corners. I’m now positioning the car better, using kerbs. The track is drying except under the trees. It’s becoming fun!

Once on my own I am going reasonably quickly now. At the end of the finishing straight, the entry to Coppice is getting quicker, this bend is fabulous, an uphill left hander that can be taken flat in the Sprite...
as I get a bit braver. GPS on my phone eventually recorded an entry speed of 90 mph. Kept the throttle planted into the first part of Charlies, in the second part of Charlies down a gear for the bend into Park Straight, take top gear on the exit down the hill, up over the crest and line up for the Park right handers.

Going quickly here, braking at the 100m board, down a gear for Park Curve, speed building through Chris Curve, take top before braking for the Goose Neck. I thought this S bend was a third gear right left but my instructor advised using top. His reason was, that if I had to get out of the throttle, the lower reverse torque would not upset the car too much.

Good grief! The drop down to Mansfield is really steep and it’s a tight left hander taken in third. Trail brake here to cut down understeer (not as easy as it sounds). Then floor it to get to the bottom of the Mountain. In third for the left hander and take the tight right to go up the Mountain.

Into Hall Bends, surprisingly quick in third gear. Remember to keep off the kerb on the last bend before the Hairpin. Heavy braking down into second, pick up the apex and onto Barn which is still very slippery. Open the steering to hammer down the finishing straight. Into Charlies once more...

So that was how I spent the next couple of sessions on the track whilst keeping out of the way of the quicker cars who were allowed to pass on the left on the straights. At the briefing we were told to look after each other to keep safe. This instruction seemed to bypass a lot of drivers and I felt rather intimidated at times.

It finally happened, an AMG Mercedes decided to take the right-hand line into the Goose Neck which put me on the wrong side for the entry into the right hander. Nothing for it but to go across the grass and gather it all up. Fortunately, there was plenty of room and no harm was done.

Whilst I enjoyed the trip to Cadwell, I was not happy with the antics of several other drivers who seemed intent on racing each other. I probably won’t go back to Cadwell again for an evening session.

However, I’m still addicted to driving on track. You can experience levels of grip that you must not explore on the public highway. It’s fantastic to think that you are getting the most that you and the car can deliver.

Next session is at Donnington On October 1st at the MGOT event, can’t wait!

Geoff

Editors Note – MGOT run a tight ship so any antics such as Geoff’s description of the AMG will be dealt with firmly. Safety is paramount. I’m sure Dave, Nigel and the team will confirm this.
If there were a more memorable way to celebrate the 60th anniversary of the Sprite, it would probably take another six decades to organise.

Pieter Bakker’s race weekend at Zandvoort to celebrate the birthday of our favourite little cars was also a convenient way for many former participants in Bakker’s original FISC championship, for 1380cc Spridgets on control tyres, to reunite.

But no-one could have predicted what mother nature and the lottery of mechanical luck could have thrown at the enthusiastic group.

Perhaps more enthusiastic than the rest were the pair of Japanese drivers who were the first to commit to the event, despite the challenge of shipping a pair of cars 9000 km. That one of those was ’TFR5’ the ex works Targa Florio car, complete with 8 port head and 5 speed gearbox, made for an even greater level of expectation.

But no-one could have expected the combination of 40 degree heat and near hurricane which decided to add even more challenge to the drivers. Already pushed to the limit from the gearbox blow ups, oil leaks and the traditional Spridget head gasket fun which tends to afflict these highly developed cars, the weather could have been the last straw. But Spridget racers are a hardy bunch and decided it was just all part of the fun.
Sadly, it was TFR5 which suffered more than anyone might consider the worst of luck, yet Yasuji Morizumi and Shigeru Tanaka were calm and accepting of the situation, their efforts seemingly rewarded by the pleasure of simply being part of the event. The latter had the added frustration of being unable to race due to a broken collar bone, but dealt with the disappointment with traditional Japanese manners and good will.

After all the dramas, the 2 races on the last Saturday of July might well have been an anti-climax, but wins by both David Gibson in his Lenham Le Mans GT and Adam Cunnington in his more traditional Sprite from the back of their grids, added yet more to the special feel of the event. Whilst most of the cars at the front were running on modern Yokohama tyres, there was a useful contingent on traditional Dunlop Historic, led home in both races by John Moon.

But perhaps the overriding memory most will take from the event is the importance of relationships. Bakker’s FISC innovation had already created life long bonds between drivers, which most other series or championships could barely comprehend. The opportunity to renew those bonds and create new ones with likeminded souls from around the globe was what the event will be remembered for, notwithstanding the crazy weather, great racing and the wonderful circuit of Zandvoort.

Given the positive feedback, perhaps Pieter Bakker will be encouraged to make this an annual event?
This Frogeye was bought on the 15th July 1985 by our grandfather in Skipton. He'd originally gone to look at a completely different car but returned with a 1960 Mk1 Sprite.

The Sprite was previously owned by Bob and Val Hall (Thus VMH 140) – although the car was marked VM and JR Hall (?). Bob and Val were integral in the setting up of the Clitheroe and District Motor Club in 1962, with a local rally trophy still named after them. Bob was a mechanic at Primrose Garage, who were Austin dealers. We have limited knowledge of the car’s early history, prior to the Hall’s ownership. So far, we have been unsuccessful in finding any further information.

In 2011 my grandfather kindly gifted the Sprite to us. We undertook the restoration during time off from our university studies. After 26 years in a Devonshire barn the Sprite was definitely worse for wear. We quickly discovered just how little decent metal remained and what a tough life she’d had.

During the restoration a wealth of intriguing discoveries were made; a 948 engine bored out to + 0.060 with flat top powermax pistons, completely balanced and lightened bottom end, 9 spring clutch, and a 1098 minor gearbox. We also uncovered an unidentifiable camshaft with over 300 of overlap and lift beyond that of a 649! The cylinder head and carburettors were long missing, probably salvaged by an old owner for another project.

Our aim was to create a sympathetic rebuild of a customised 1960’s Sebring Sprite. An early decision was made to retain as much running gear as possible but a new body shell was definitely required. The new shell was purchased from Wheeler and Davies, which was matched with a fibreglass bonnet and rear shroud from Archers. A complete nut and bolt rebuild has been undertaken. Missing components have been replaced with appropriate pieces for the time; a 12g295 head, HS2 carbs, and a standard camshaft refitted. This was all undertaken with the kind tuition of our father and workshop space provided by my late grandfather, resulting in a true family project.

By the summer of 2016 the car was ready to use at Will’s wedding. On the way to the ceremony a knock was noticed from one of the front wheels. It became apparent that after Will had spent the previous day checking everything over, some of the wheel nuts hadn’t been tightened up properly! Some frantic repairs ensued, but everyone made it there and back in one piece.
Brake dust and wedding clobber goes marvellously together.

In the last two years the Sprite has been fitted with a custom roll cage by Caged Laser in Somerset. The gearbox was overhauled, due to a dodgy reverse gear. Parts of the bodywork are now stripped right back for some remedial paint work.

The next twelve months will be focused at getting her back on the road, hopefully with a Sebring dual brake system and closed catch tank system.

This will allow us to enjoy more time driving than rebuilding her and hopefully attend some local MASC events (haven’t shown our faces yet!).

P.s. If anyone knows anything about her exploits from 1960-1985 please get in touch. Our contact attempts with all previous owners from the logbook have been dead ends. This Frogeye Sprite was based in the Skipton, Darlington and Durham areas, having gone through 7 owners by 1972!

Dan & Will Paul.
“Now that I’ve nearly put Cherry back together, I won’t be adding anything else to my to-do list. This is how one strictly non-engineering type makes a list that doesn’t annoy him or depress his spirits.”
Last year I replaced the rubber window seals on my 1977 MG Midget’s factory works hardtop. The first picture shows the roof (with a flat finish) before the 40 year old seals were removed.

The second picture shows the roof (now with a semi-gloss finish) today with the new seals installed.

The third picture is the source and details for the back window seal (Woolies).

The fourth picture is the source and details for the two side window seals (Amazon UK).

The fifth picture shows the tools I purchased.

I highly recommend the following when replacing the widow seals:

1. Watch youtube videos on the subject.
2. It is a two person job (having a detail oriented wife is a great advantage).
3. Get the seals warmed up, so they are pliable.
4. Buy extra amount/length of seals (I bought double of what I needed, and used it all)
5. Use a good long rope/string to align window and seal in window opening, be careful that the rope does not cut or mar the seal.
6. Use dishwasher soap on the seals and window opening to help move things along.
7. Use Loctite rubber glue/cement to attach ends of seals.
8. Buy and use the window fitting tools.
9. When convincing the window into place, do not hit the widow with your fist but instead slap the window with the palm of your hand.
10. Lastly, do not break the windows (luckily I did not break any of my original glass windows).

Good luck - Ken
As the most ancient and respected of all MASC branches, I feel it a duty to pass onto others, the benefits of my many years of experience. Indeed, I am rarely mooted to pad these pages out with clap trap and images of people sitting around a table staring at a turkey. Although, we sometimes have a turkey at the head of our table on club nights.

Hence, our reports focus on quality rather than quantity, the latter of which we have now achieved by simply not reporting anything. As for the quality, well, still working on that aspect.

So, what has dragged me out of the kennel this time? Alan Anstead, front and forward please.

In the August edition, issue 473, page 5, Alan speaks of riot in the regions. Overthrowing area reps, elections, coups, black balling, taring and feathering. All great fun I know, but then Alan immediately blows his left foot away by revealing he has only been an area rep since 2006. Move over sonny Jim, the voice of experience is writing this.

Firstly, forget about democracy in the branches. Just look how democracy works in politics, do we really want any of that in our club? The members simply are not qualified to elect their area reps, goodness knows, some have only been members for under 10 years and now we are asking ‘young’ people to join the club. Here at the Bowels of Bristol, the voice of experience elects who shall be allowed to attend meetings, that way we have no arguments as everyone knows where they stand. (Quite a few outside in the cold on some club nights).

Yes, I do have the added workload to make the selection process, but I don’t mind this because I care about my branch of the club. As a rule of thumb, the very boring and those with a nicer Spridgley thing than mine don’t get a look in. The latter usually means that most of the selected few have little more than a few cardboard boxes of rusty bits and some good intention, otherwise, the others can just stay in their garages and keep on polishing.

We did of course experiment with the Democratic bit, the “half shaft of authority’ would be awarded to the elected member to speak at meetings. Hence, only one voice rather than suffer the cacophony of endless twittering around
the table. Very rude in my opinion, but then, I am old school. This worked well, but a number of broken glasses, a couple of light fittings and two concussions resulted in the "half shaft of authority" being banned by the landlord. We did try the "exhaust valve of authority" for a short while. It was too small to carry enough clout - literally!

Well Alan, whilst I realise you are new to the game and you are only trying to find solutions and offer advice to others, take it from ‘uncle’ Terry, don’t ask for any opinions, suggestions, help or ideas, people don’t join this club to have to think about such things. Far better, a policy of "like it or lump" really does work, (I still have a few lumps to remind me). Don’t be like ‘Wolfie’ on TV.

Finally, consider this, if you add up all the ages of the members attending a meeting, and your age is still the greater, doesn’t that tell you something?

The Bowels of Bristol still meet on the second Wednesday of each month at the Wishing Well at Codrington, a warm welcome awaits the more fortunate, anyone else, please send your CV for consideration. Indeed we are still drinking the bead that Alan sent us. Well, it’s a shame to waste it.

Hoping I don’t have to write again this year.

I leave you with one last thought

Terry Horler (area rep since 1983, on and off)

Editor’s note; Crikey Terry, a two page spread this month J
Hot, hot and hotter. With summer temperatures at an all time high Central members have been making the most of the good weather by getting out and about in their cars with tops down.

The start of the month saw Elaine and Gary Hendon set off for Middleton Hall near Tamworth. This first Sunday of the month event always seems to attract Central members and they met up with Dave Clarkson and Andy Bird who had arrived earlier and were sensibly parked in the shade. Gary is well known for his arrival by sound before sight, although that is about to change as he has been working on a new exhaust system which will hopefully mean Elaine no longer needs earplugs for journeys in their car.

Last year Notts/Derby area group invited us to their fish & chips supper event in Matlock, Derbyshire. This Year Anita and Greg Phillips were keen to join in, so, they arranged for a meeting place near Nuneaton to start the drive over. I’m pleased to say we were joined by Karen and Mike Barker who had spotted the event in my listings handout and also by Andrew Parrott who had driven all the way up from West Haddon near Northampton. It was great to meet Andrew but also a surprise as his car was almost identical to my own, a teal blue 1275 with Autumn Leaf interior. Andrew has owned his car since 1992 and is considering a major restoration on his car just like me. The trip over to Matlock was driven in wonderful evening sunshine and we arrived at Matlock to meet up with Ian Cooke and his fellow Notts/Derby spridgeteers. We joined them outside under a shady tree whilst eating huge plates of fish and chips. Tummies full, we drove up to the White Lion pub in nearby Starkholmes, filling their car park to the brim with Sprites and Midgets. Great to meet up and thank you for inviting us.

Enjoying the good summer weather too was Elaine Parkes whose Sprite was the centre of attention in the showground. Elaine’s husband Martin organises the Owen Motor Club events and had decided to arrange a club stand at the Canwell Show. Over twenty two cars attended including a Sprite and a Midget. Once the cars had arrived they were asked to parade in the main show ring with a running commentary describing the cars in detail. This really has been an exceptional year for getting out in our open top cars. Fingers crossed for more sunny days towards the end of summer.

Dave Warren
Central MASC
Email to central.masc@live.com
Wow, 3rd August arrived, the start of the much anticipated 3-day Torbay Brixham Steam Fair, complete with a fantastic cloudless sky. You couldn’t wish for better and bang on time our Coleman MASCOT show shelter arrived. To the powers that be thank you for your impressive effort to get it to us in time for the show, especially our Editor Neil & Chairman Mark.

We set up our pitch at the show with an area of bunting & our show shelter, in the centre, showing off the large MASCOT logo to full advantage, you couldn’t have missed it!

Unfortunately, some of our members were either on holiday, car trouble or working, however we mustered 8 MG’s & Sprites over the 3 days. Mk3 Midget in Mallard Green (Ian & Jan Andrews), Mk3 Midget in Bracken (Mike Ellis), Maroon Sebring Replica (Colin Lennox-Jones), MG Midget 1500 Flamingo Red (Louise Soady), Mk4 Sprite in British Racing Green (Bob & Jane Pearce) & Mk1 Sprite in Iris Blue (Chris & Gill Wood). We had lost a Mk3 Sprite due to blowing a core plug and cooking the engine, so was unable to attend.

We had a few interested MG/Sprite owners asking questions about repairs & maintenance of their cars, we were able to give out 3 applications for membership plus several MASCOT magazines, so Stuart look out for the postman!

It was a 3-day event so we had different cars on separate days which made it more interesting and varied. Apart from heavy steam haulage & traction engines, there was a feature World War 1 commemoration event showing trenches, vehicles & military equipment.

Old time steam fairground rides, Scrumpy Devon cider & CAMRA supported the ale marque. Several hundred privately entered classic cars & commercial vehicles, the oldest being a 1918 Model ‘T’ Ford mechanically restored but the body in as found condition looked amazing at 100 years old. There was also falconry, donkey rides and an auto jumble which had a good selection of Sprite, MG, Morris Minor bits & pieces at very reasonable prices although you really have got to know what you’re looking at. So, after 3 days, well enthused, we packed everything away ready for the next show, to meet new friends, enthusiasts and hopefully new members.

Looking forward to our club night meeting 7.30pm, 2nd Wednesday every month at Court Farm, Abbotskerswell, Nr Newton Abbot (TQ12 5NY) if you are on holiday in Devon join us. You will be made most welcome.

On Sunday
22nd July, Barrie & Diane Smith attended the Torbay Old Wheels Club show on Paignton Green in their very pretty Riviera Blue 1965 Mk11 1098cc Midget and came away with Best in Class for sports cars 1950 – 1984. Well done the car is a credit to you. It is lovely to see these cars in pristine condition & well looked after. Barrie did a total restoration himself, including a re spray.

Chris Wood 5130

Editor’s note: MASC Chairman Mark Hall worked really hard sorting out the shelters and all credit must go to him for his stirling work and all done whilst carrying on a more than full time job.
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In August we once again return to our regular meeting place, the Holme Bush Inn. We had our recent club night meetings off-site as I explain below, but August will see us hand over charity monies raised at our Frogeye Birthday Car Show to the Dorset Cancer Care Foundation.

Our June meeting was the now traditional annual BBQ hosted by our members the Bugler family. For once we were pleased to bask in sunshine and high temperatures and a good time was had by all. With 24 classics attending, of which 15 were Spridgets, 45 people enjoyed the occasion.

During the evening people could vote for their favourite car of the evening and the winner was Colin Archer with his genuinely original white Frogeye, as featured in the Original Sprite and Midget book.

July Club Night was another weather beating evening with members participating in our annual PDQ (pretty Damned Quick) road run. Traditionally the run is planned by the previous years’ winners, in this case Rob and Catherine Oakley.

They had arranged the route over what, for many, were new untrodden roads in Dorset but this year nobody got lost and we ended the evening at the Langton Arms pub with 14 classics safely tucked up in the car park.

After much pondering – and even a tie-breaker – Ian and Chris Beaver were declared the winners.

So to them falls the honour of next year’s arrangements having organised the inaugural run some years ago!

Amongst a huge number of ‘local’ car shows and events further afield, the club always tries to support the local Bournemouth and Poole MGOC event held at Athelhampton House, a beautiful 15th Century building, set in outstanding gardens.

Usually the gardens and parking are full up but this year the only really wet day for months saw just 30 or so cars turn out of which about 10 were DAMASC members or supporters. Having had experience of this situation in the past as a club it was heartening that everyone carried on as normal and funds were raised.

John Gully
MASC Dorset Area Representative
In August we attended the Higham Ferrers car show where we had booked a small MASC stand. The weather was as usual stunning (if not too hot) and as it is a small show, which is always oversubscribed, I didn’t feel it was fair to take up car space with a gazebo. I set out from Peterborough down my least favourite road, having seriously contemplated a much longer route to avoid it. The A605 has very few safe places to overtake (as witnessed by the number of accidents), has a roundabout every couple of miles and is heavily populated with HGVs. If you do want to travel in excess of 56 mph (or most likely less) you have to find one of the rare opportunities to overtake the truck in front of you and then most likely you find yourself behind another one. I usually just resign myself to a slow trip behind a truck. On this occasion I had allowed lots of time and my brave little Sprite always beats the sat nav ETA, so when I got to a hill with a crawler lane I just tucked in a reasonable distance behind the Morrison’s truck to allow the cars behind me to pass. Imagine my bewilderment when 8 euro boxes in assorted colours overtook me and tucked in behind the truck that was holding me up, it seems that they just wanted to overtake a Sprite!

On arrival at the venue I was directed to our area, however it had been misappropriated by another club so the marshals allocated us another area but all this had been decided after they had directed me to the original place, but once this had been sorted out the marshalling was very good. The show was very friendly and enjoyable with a reasonable turn out of MASC cars and members. There was a fabulous mix of classic cars possibly covering 100 years of motoring and a huge number of stalls, one very enterprisingly selling stationery items with pictures of classic cars on the covers (including mine and two other members actual cars) a little cheeky but I suppose it was a compliment. I certainly enjoyed this excellent interesting show together with a great bunch of MASC members in the perfect weather we have now come to expect.

It is my sad duty to report that one of our regulars at the FBI meetings and stalwart of the East Anglian area, Stuart Thompson, has recently passed away. Stuart had been ill for some time and so unable to support MASC activities in the way he had over the past many years and I am sure that I speak for all those in MASC who knew him, when I say that his friendship, generous spirit and quiet voice of common sense will be very much missed. Our thoughts and deepest sympathies go out to his wife and family.

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

We are indeed privileged to have a Band with real Motorsport pedigree to entertain us on the Saturday night of Spridget 60.

Eddie Jordan formed a few different bands in the late eighties and early nineties to play on the F1 circuit and tyre technician Ed Taylor was usually the drummer. The band that was named after the Jordan F1 team, the Buzzin Hornets, played gigs to large crowds and shared the stage with Thin Lizzy at the Donington Spectacular and really epitomized the good time mood of the era. V10 and Eddie and the Robbers were two later versions of the band but in 2005 team Jordan was sold and the F1 party band was no more.

Last year, Ed reformed the Buzzin Hornets to go and play some gigs and events to hark back to good times and to maybe create a new vibe for new fans who never saw the original band.

Well I’ve seen the guys in action and they have indeed captured the essence of those previous good times; they played at Shelsley Walsh Classic Nostalgia this Summer so the Buzzin’ Hornets are definitely the go to band for Motorsport entertainment!

**Shelsley Walsh Classic Nostalgia**

Classic Nostalgia wasn’t blessed with the best of weather this year but the gritty band of Heart Of England / Shelsley survivors are pictured sheltering from the worst that nature could throw at them and having a great day anyway! It was a shame that it rained so much because there was plenty of magnificent machinery flying up the hill this year, including F1 cars from every decade and Grand Prix cars including two Bugattis. If B class Rally cars get your pulse racing there was turbo dumping to excess through the Esses which were in stark contrast with the tiny 500 class single seaters.

Spridget Regulars James Thacker in his One Eyed Sprite, Colin Gale in FR06EYE and Stephen Casson in the Sebring were also all in good form.

**Racing Malc**

Handy H of E Bloke to know, Malc le Chevalier (he can fix you up with a proper shock absorber refurb kit) isn’t content with just booking up for the MGs on Track / MASC track day at Donington in October. He’s also recently attended a tuition session at Shelsley Walsh and will be competing up the famous Hill on August 12th, British Hill Climb Championships Run Off Day. This is what it’s all about folks – getting some real fun out of our cars and having a hoot!

**Record meeting**

Upon arrival at the August HoE meeting I was met in the car park by Dave Colclough who said, “Oh there you are – you’d better get into the meeting room. It’s rammed in there!” Sure enough we had a great turn out (we ran out of chairs) and it was great to see some new attendees. I delivered my usual load of useless information standing up and the atmosphere was buzzing afterwards with enthusiastic banter. Meeting first timers were Martin Shaw, Peter Reutt, Richard Salisbury plus Pete Webb and Mark Mason and partners. Between them they’ve got a really interesting bunch of cars including Richard who’s working on a Porsche Kit Car base on a Beetle chassis! All told we had 38 at the meeting which I think is the most that we’ve had, at least in recent times. Great to see such commitment.

Steve
New member Ian Barber become near to the 100th person to fit one of my roller release bearings to replace a worn out carbon thrust. Kent and Sussex member offered a loan of an engine crane to assist him. Meanwhile, Mike Pearson has been assisting Simon Le Mar tune his twin S.U.s. For my own part I have reverted to twin 1.5 S.U.s, mounted on a modified MGB inlet manifold, on my Sebring Rep after about a year on a Single HIF44.

Plans are in early stages for another Alpine Miglia 2019 tour, 28/8/2019 - 9/9/2019. I have an outline route to Switzerland and return whilst George Guggenheim and Oliver Wilkinson are looking for routes in Switzerland around Engadin, Maloja-Pass and Veltlin, the Berina-Pass and Valle die Posciavo, the Ofenpass and Münstertal. This event is open to all MASC members.

Richard Beer’s resto’ nears completion. This build has had input from several MASC members.

Gary Puxty rebuilt the 948 engine. Steve Smith rewired the car. Members Mel & Barb Collins’ son Matthew Collins re-upholstered the seats in leather. Mike Pearson made the custom bonnet locking mechanism for the front opening steel bonnet. John Clark and I did general spannering. The car was, of course, fitted with one of my roller release bearings!

Kent Website sponsor Fisher Services hooked up the hydraulics and some other jobs.

Some MASC cars returned from the recent Le-Mans Classic in better fettle than others. New member Danny Ruta returned with his car on a low loader having the alternator fail. Richard Bowles had a head gasket failure. My own car suffered a stone strike akin to a meteorite hit that took off paint down to bare steel. Of the Kent MASC attendees only Neil Gardner seems to have had a clean run.

Our Old Boys run this month, on the 19th, was to the seashide town of Bexhill-on-Sea.

We visited the excellent Museum there to learn that 7th Earl De La Warr started the development of Bexhill-on-Sea as a fashionable resort from the rural inland village of Bexhill in 1883. It was the 8th Earl De La Warr who secured the town’s place in history by hosting Britain’s first automobile races on the 19th May 1902. The event was organised by the Automobile Club of Great Britain and Ireland and attracted international attention.

The Earl’s interest in motorcars was also linked to his association with the firm Dunlop, of which he was chairman.

Our monthly meet at the Angel, Addington Green, was held on Sunday 22nd July. Fourteen people attended in a good selection of Spridgets.
New member Brian Scott came in his partner’s yellow Spridget. Brian is trying to establish Scotty’s Retro Workshop a social enterprise teaching children practical skills: a world first promoted by Classic Car enthusiasts & suppliers. (www.scottysretroworkshop.co.uk).

Richard Bowles is organising a Rock & Roll Paradise Evening in Tunbridge Wells for October: an evening with partners but not cars.

Till next time.

 Alan Anstead

And from John Clark

“East Kent meet at The Crown Sarre 15th July - We thought that we might be a bit thin on the ground this month but our loyal members turned out again against all odds. Dave Chalk was mid house move from West Kent but was here with his brother. Phil and Liz who were in the process of moving even closer to The Crown came for lunch to get away from packing. Richard Beer was here to report that his Frog was now up and running after its total rebuild but not yet to be trusted on long runs. We saw moving pictures no less! Alan Anstead was back from his Classic Le Mans jaunt but unfortunately showed signs of battle with a chunk of paintwork torn from his Frogeye bonnet caused by a flying stone in France. Just as well we don’t think about such missiles when we’re driving our cars topless.

In all 13 diners and 6 hoods down cars assembled, despite the continuing searing heat which was making open top driving a little less attractive than usual. The highlight of lunch might well have been to find the head to fit a surplus motor cycle helmet. Cinderella watch out. A satisfactory lunch for all with a good line up of cars unfortunately broken with Phil departing early to continue packing.

We were informed of another meeting at the pub for the following week and five of us returned for yet another meal and to spend an evening with 50 odd classic motorcycles and a steam roller. A lot goes on at The Crown.

John Clark East Kent Co-ordinator
In last month’s report we were wondering how many members would turn up, as our club night clashed with England playing in the semi-final of the world club, but never fear as we had a fantastic turnout. It was such a lovely evening we were able to hold the entire meeting outside in the Kilton Inn garden. I’m pleased to say that we have new members arriving each month and most of them stay and become friends and active members.

Again quite a busy month with some members attending The Royal Lancashire Show Nr Preston then the following day we had 10 cars go to Frodsham & Helsby charity car show very near to where one of our members live. Andrew & wife Rachael very kindly asked us round to their home for afternoon tea and were we in for a treat. Rachael must have been up all night baking cheese cake, meringue and scones. It was a lovely day so we were able to enjoy our afternoon tea in their lovely garden. Thanks to you both.

The 8th August club night had another great turnout with two potential new members. David is thinking of buying a Spridget and Stuart who already has a Sprite, arrived in a very nice TR5. Steve Keil brought along to the evening some more tools he had made to aid us in the replacement of bearings and the like, all helping to keep us on the road. Great work Steve. Keep it up. We would also like to see you finish building your Sprite one day!

The 11th August we had 11 cars going to Miller Park in Preston, this is a really fabulous setting in what has to one the country’s nicest parks. We awoke to another lovely day and quite by chance on the Friday, the flysheet displaying the club logo arrived. The timing could not have been better. On arrival or team set to work unwrapping and erecting our new Marquee, and did it look well. So a big thanks to Mark Hall and the committee of MASC for getting it all organized. The large logo on the flysheet looks great and the club pitch certainly had a lot of attention, so much so that we won the best club display trophy. That’s our fourth win in as many years, so it was a just reward to all our MASC North West members for all their hard work and dedication in keeping their cars so Spritely and making our club so friendly and active. We are all looking forward to the next outing when we will be setting off to Wroxall Abbey for Sprite60 which has to be the highlight of the year. There is so much work that goes into organizing an event like this, so in anticipation, thank you to Stuart and all the team that give up their time freely to benefit the club membership. We the North West Area members certainly appreciate all your efforts.

Shelley & Neil North West Area Reps.
Towards the end of July, I received a phone call from a member, Allan Clarke, asking if any member had an oil filter housing and bracket as he was rebuilding his 948cc A Series engine. Some time ago, when stripping the engine Allan had squirreled the parts away, but when the time came to unearth it, sods law, it was nowhere to be found. We have all done this, and I know I certainly was not too systematic in parts storage when taking the Rusty One to bits all these years ago. I learned the hard way, to bag & label small parts, keep bolts with the parts if possible and keep everything together in boxes. It seems logical but it took me years to follow these simple steps.

I had a rummage in the garage and sure enough, amongst the spare engines, was one with the angled mounting bracket that Allan required. On phoning Allan back with this news he asked if he could come over and pick it up. As it is about an 60 mile roundtrip I was pretty curious as to the panic?

When Allan arrived all was revealed. He was on a deadline to finish his Frogeye rebuild, and that deadline was the Spridget’s 60th Birthday at Wroxhall Abbey on the 26th of August. As his Frogeye is still in bits, it is a bit like the television shows, Car S.O.S. or Fast and Furious although Allan does not have a load of Gas Monkeys to help him.

Allan explained that the theme was to match the earliest and latest of each model of Sprite / Midget and his was the 323rd Frogeye built. It was the earliest model that was going to be on display. It will be interesting to see the subtle modifications that took place between this and later models. No pressure to get this rebuild finished then?

Wroxhall Abbey sounds as if it is going to be a good event and it is a pity I will not be able to attend.

Also this month I noticed in the local press that Bluebird was going to be tested on Loch Fad near Rothesay on the Isle of Bute. This was the first time it has been back on the water in half a century, since Donald Campbell was killed trying to break his own water speed record. After being raised from Coniston Water in 2001 Bluebird had a nearly 2 decade restoration (quicker than the Rusty One I have to add) back to its original state. It would have good to witness this iconic craft and hear the whine of the jet engine but, alas, once again I was unable to pay a visit. Bluebird ranks along side Concorde and the Vulcan Bomber, Mallard and The Flying Scotsman, the E and D type Jaguars, the “Queens ocean liners and, of course, the Healey 100/4 and the 3000 in style and aesthetic beauty, and I am sure there are many more.

*Bluebird photos courtesy of Evening Telegraph.*
With the summer in full swing there is always so much choice of events in which to be involved that some have to be dropped.

As a group this has become a somewhat fragmented season with many events being supported but by few members for each. Two of us braved the heat to support the Blackmoor Vale Lions for their annual show at Henstridge Airfield at the beginning of July but only Valerie and I stayed for the afternoon as many of those present disappeared by 1.00pm to watch a certain football match from Russia! The next day four of us ventured to Powderham Castle nr. Exeter for one of the largest classic gatherings in the West. However we were spread out over the show area joining ‘other’ clubs, as we could not muster the numbers to have a club stand.

The following week was a similar story with three spending the day at the Sherborne Castle Classic and Supercar show.

However a garden party hosted by Valerie and I did manage to get the troops out. Around 20 of us enjoyed the evening with plenty of food and drink scoffed. Valerie took the opportunity to announce her intention to resign as area rep. at the end of the year having fulfilled this role for 5 years, during which time the area has doubled its membership and built up a full programme of regular events in which members can participate. The announcement was also communicated to the full area membership via the monthly newsheet. We can report that willing ‘volunteers’ have enthusiastically taken up most of the tasks associated with organising the area, so a smooth transition should ensue. I am sure Alan Anstead will approve.

The final event of the month was the annual Forde Abbey Country Fair held in the grounds of the 12th century Abbey nr. Chard (Forde Abbey is now privately owned being a former Cistercian monastery). This is one event that is always well supported and this year we were able to use the new Colman Shelter, which was delivered only a few days before. It proved to be ideal in keeping us out of the sun; however some still preferred to sit under the trees.

The end of month run with a visit to Monkey World nr. Wareham was unfortunately cancelled, as this was the only day for several weeks that it rained! Other members ventured to the Le Mans Classic and the Silverstone Classic meeting whilst Jeremy and Maurice became chauffeurs for young ladies attending their school proms. Maurice had the honour of taking our youngest member Jessica who admitted that it was her first ride in a ‘Spridget’, and that she cannot wait ‘till she passes her driving test and can get her own Sprite out on the road.

Peter Young
Ed's note: This month, Surrey rep Mike Gorman tells us a little about himself.

My car is an Austin Sprite that was built on the 12th May 1971 (A Wednesday, as opposed to a Friday, I am relieved to say!) and despatched to Patrick Motors Limited Birmingham on the 14th May 1971. It was registered to the original owner on the 16 November 1971. At that time my brother was the owner of a similar aged Citroën 2CV and an agreement was reached by my brother to swap his 2CV for the Sprite. This took place in November 1975. I do not know if there was a cash adjustment. I purchased the Sprite from my brother in April 1978 and I am the third owner of this car, which I have had for 40 years. I think it is worth mentioning that when I got the Sprite it was as an everyday car and at that time it was unusual for an MGB (let alone a big Healey) driver to deign to acknowledge a Midget/Sprite with a wave when on the road! How things have changed? I joined the Austin Healey Club in the early 80s but left them when I joined MASCOT in around 1984 when it was formed.

My own vehicle preservation interests actually lie primarily in post vintage 1930s vehicles, I have and use regularly a 1934 Morris 10/4 tourer. I have a 1939 Morris 8 Series E which I have owned from 1974 and which I am returning to the road after a 25 year layup. As to post war vehicles I have a 1950 Bentley Mk6 standard steel saloon which I also use regularly. My wife and I are members of 4 other motor clubs which we attend in the Morris, the Bentley or the Sprite.

In 1992 David and Christine Wright started the Surrey Area meetings of MASCOT at the Blue Ball and I have been a regular attender since then. From those meetings the Kent and Sussex Areas arose and have flourished individually. After David and Christine retired to Storrington, Alan Anstead took on the roll as Surrey Area Rep and I took over from him in 2011.

The Surrey Area is going strong with an enthusiastic group of regulars that welcomes new members and members from other areas. After all it is true to say the benefits of MASCOT membership is to meet other Spridget owners and to discuss the vehicles in their original form or to discover the benefits of modifications.

Mike Gorman
DEAR MASCOT...

HI NEIL

I’m sure plenty of members will have spotted the picture below included in a Telegraph Money supplement article on Saturday 7th July.

Registered 12th June 1959; Green; 948cc & listed by the DLVC as an Austin Healey Sprite (ie not Austin).

MOT’s from May 2011 till expiration November 2017 all with the same mileage (56750)

Maybe it’s still lurking somewhere, even with a MASC member?

Needless to say, the AA Mini van (328BUV) does not seem to have fared so well - no DLVC records retained!

Regards

MALCOLM SHEPPARD
MEMBER 5074

The car is displaying the plaque for the Alpine Miglia Tour 2017 as well as the Mendip Tour plaque. The 80 miles were easy compared with the 2,500 miles on the Alpine trip, but the Tifosi coped well with both!

REGARDS,

ROBIN BENDALL

HI NEIL,

I saw this advert for the Sprite on the wall of one of my local pubs in Somerset, the landlady had found it in a 1966 edition of Playboy magazine during a house clearance. I negotiated a price for the framed advert, which is now on display in my ‘man den’.

I thought it might be of interest to you and other MASC members, shame it’s not signed by Hugh Hefner, it might be worth a bit then! The advertising copy makes for fun reading, very 1960’s.

Also, here is a photo of myself with my wife Jenny starting the Mendip Vintage and Classic Car Tour, on May 13th this year. The tour was 80 miles, including the Cheddar Gorge and finishing on the Green outside Wells Cathedral, with some 160 cars in total.
HI NEIL,

A comment on one of the articles.

A few years back, I was having problems with the engine cutting out when hot, with similar symptoms to those described, which I had put down to vaporisation problems. Throwing water over the fuel pump made little difference as it still cut out again after a short while.

Following a comment made by a passing laughing spectator and well wisher, I tracked it down to a low quality rotor arm in the distributor which obviously failed when hot. I replaced it with a high quality arm, and have not had any problems since.

Hasn’t stopped the engine running very hot in the recent weather though! Seems like the radiator is sized for about 65 DegC differential water to air temperature for a standard 948 Frogeye! The temperature dial upper pin might end up being bent if global warming continues!

REGARDS
MIKE HICKS

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DEAR NEIL,

I would like to inform members about ‘Scotty’s Social Enterprise’.

I am a MASC Member who has turned my hobby into a social enterprise. I have sold used spridget parts for many years, but now several major brands have chosen to back my social enterprise such as the licence holders of Lucas. This has enabled me to sell a wide range of new parts. You can find my shop at www.mysocialbay.com. You can also call me at almost any time of day or night, such is my passion.

The objective of this social enterprise, which has effectively started whilst a member of MASC, is to give children and young adults a free opportunity to learn practical skills such as car maintenance, restoration and plumbing. The intention is to focus on children who are struggling in life and to provide them with the confidence and encouragement they need to find a future they enjoy.

I am somewhat of a social warrior. My venture operates like this; when businesses sell their classic car parts via the major ecommerce platforms they are charged a fee, sometimes as high as 18% and that money then appears to disappear into offshore havens. Instead, by selling via an enthusiasts portal, we are able to reduce this fee and use it to deliver both social value and discounted deals for enthusiasts. It is a win win situation for the whole supply chain.

I see this as an opportunity for the classic car industry to take a stand against what I call “ecommerce domination”. On my site, artisans and micro businesses can advertise their services to classic car fans free of charge, giving my website the feel and value of a classic car community.

However, it doesn’t stop there. I feel classic car parts have dwindled in quality over the years, as great British brands have fallen and been left floating and open to quality abuse. I am working with a number of the new license holders, who are actively seeking change, to bring back consumer confidence in the quality of genuine brands. It is a long road but going in the right direction, a bit like my enterprise.

BRIAN SCOTT

---

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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

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

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

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

2nd Wednesday **DEVON AREA.** Meet at Court Farm, Abbotskerswell, TQ125 NY Devon. 7:30pm Michael Ellis Michael_Ellis@live.co.uk and telephone: 07414 279074

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 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

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

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 or John Clark group co-ordinator 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

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 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 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

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@midgetandspriteclub.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

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@gahan.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. 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
FOR SALE - open to offers.

PARTS FOR SALE -
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- 1300 Maestro engine - £300
- 1300 Marina engine - £300
- Smooth case gear box Frogeye - £120
- Frogeye rear axle - £100
- Frogeye rear axle casting only - £50
- Frogeye steering rack - £20
- 4 half shafts for steel wheels
  - 1500 Midget type (each) - £10
- 12 g 940 cylinder head - £50
- 202 cylinder head - £50
- Frogeye both sides front king pin assembly complete with brakes and drums good condition - £150
- 3.9 Frogeye diff - £150
- Set of 4 Frogeye wheels - £250
- Frogeye steering wheel - £350
- 2 deep dish 5 and half j Frogeye wheels - £80

Everything ono
Contact :Roger Ball 07989 916426

PARTS FOR SALE -
Grill - £20. Various dashboards for sale. One 1500 dash - £15, two toggle switch dash’s - £25 each, Club rollover bar with harness bar ready to take harnesses (not MSA standard) - £40.
Contact Neil: 07891 684435 or ns.tenby@btinternet.com

WANTED - MkII Sprite. Open about modifications and upgrades but bodywork and interior as original. Ideally a solid, drive-away car but anything considered. John Carter 020-8947 2631, 07769 730777, john@bunnycarter.com
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