

August 2013

£2 No. 353

Mascot

The Magazine of the Midget & Sprite Club



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

Compiled by Richard Flynn (richard.flynn@live.co.uk). Please advise me of any changes, errors etc.
**MEMBERSHIP RENEWAL: IF YOU EXPERIENCE 'MASCOT' PROBLEMS UPON RENEWAL, PLEASE CONTACT
THE MEMBERSHIP SECRETARY OR THE TREASURER STRAIGHT AWAY. The Committee**

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August Editorial



A poor quality camera phone image of the editor hard at work

More importantly this date may also go down in history due to another impending delivery. As I write this at 16.44 (Cretan time), I can imagine the Duchess of Cambridge pushing as hard as she can to deliver a future Heir to the British throne. Perhaps her day hasn't been as busy as mine by the pool. Nevertheless I feel that congratulations are in order to The Duke and Duchess on their imminent arrival.

Deliveries

Mascot is a hard taskmaster/mistress (you take your choice). I'm here on the 22nd of July, typing away like a dervish after nearly completing another issue. This has been a tough one to get out on time as over the last three weeks, my day job has kept getting in the way (yes, I do this for fun in my spare time!) and also because I happen to be nearly 2000 miles away in Crete. I'm sitting on a balcony overlooking three swimming pools and the Mediterranean Sea, all of this I might add at no expense to Midget & Sprite Club members.

I'm a little worried that this may delay the delivery of your monthly magazine. So if it does arrive a few days after the 1st of August, please except my apologies. It's just that the pool was so inviting and after a rather large lunch and a couple of cocktails, any literary skills that I fool myself into believing that I possess, have mysteriously deserted me.

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

AGM and Committee

As you will see on the next page, there is a reminder of the upcoming AGM on the 27th of October at Gaydon. The point of the AGM is to deliver (see how I cleverly slipped that in) to the membership, a report of the club's performance over the last twelve months, as well as its plans for the coming year.

Please try to make it along if you can, as the outgoing and the newly elected committees would love to have you there, apart from which it's quite strange sitting there with little or no audience.

I'm looking forward to seeing some of you there, but in the meantime have a great month.

Gary & Gaps

Ps. For those of you who haven't heard, it's a boy!

The deadline for articles and reports for inclusion in September's edition of Mascot is 14th of August

Midget and Sprite Club AGM 2013



at the Gaydon Motor Heritage Centre



Spridgets at Gaydon

Banbury Road, Gaydon, Warwickshire, CV35 0B
Sunday 27th October – 1:30pm for 2:00pm Start

This is a reminder to all members that after holding the AGM at the Coventry Transport Museum for the last four years, this year's MASC AGM will see a change of venue. The Gaydon Motor Heritage Centre in Warwickshire has been chosen for 2013.

You will be able to meet the incoming Committee and say goodbye to the old committee, ask questions about how the club is run and more importantly get to hear about the past twelve months.

The Heritage Motor Centre is home to the world's largest collection of British Cars; it boasts nearly 300 cars in its collection which span the classic, vintage and veteran eras and is a mecca for car enthusiasts. The Heritage Motor Centre is situated just off junction 12 of the M40. The building itself is a spectacular piece of architecture with an art deco design, and stands proudly in a beautifully landscaped setting of 65 acres, which rolls out onto the Warwickshire countryside.

In addition, entry to the Museum will be free to MASC members attending but is limited to 30 free tickets. So please contact Club General Secretary Jim Willis as early as possible to avoid disappointment. His details are jim.willis@tiscali.co.uk or **01527 402804**

Why not spend the morning looking around the Heritage Centre and join us at 2:00pm for the AGM

Gaydon Motor Heritage Centre

**Banbury Road, Gaydon,
Warwickshire, CV35 0B**

**Sunday 27th October
1:30pm for 2:00pm Start.**

Just some of the exhibits in the museum



Club Website

www.midgetandspriteclub.co.uk

Members Only Pages: Password: Sprinzel (which is case sensitive)

Also follow the Midget and Sprite Club on



Events

The events page is thinning out, not because of any lack of upcoming meetings, drives or MASC participation at shows, but simply because many Area reps and event organisers are failing to let the rest of the membership know about them via Mascot. Your event will not appear in Mascot unless you inform us.

Area reps please make Gary Lazarus aware of any events already in your diaries for 2013, so that they can be added to this "Events" section of the magazine and the website.

For the magazine Gary can be contacted at editor@midgetandspriteclub.co.uk

For the website Richard Mumford can be contacted at richardmumford@me.com

- 1 September MASC member's Spridgets are invited to the MGCC annual Midget Register September Run. Contact Dennis Wharf 01296 714232 or MASC member Neil Thomas ns.tenby@hotmail.com for an application form
- 7 September Buntingford Cassic Car Show. East Anglia area attending. Contact David Dixon 01733 222 810 email e-dave@hotmail.co.uk
- 28th–29th Sept Sywell Classic, Sywell Aerodrome, Northamptonshire – www.sywellclassic.com (coming soon)
- 8th October John Sprinzel joining London Area MASC at the Ace Café London, Stonebridge NW10 7UD Contact Gary Lazarus for details garyfrogeye@gmail.com or 020 7700 5696
- 20th October National Restoration Show and Grand British Autojumble, Stoneleigh Park, Warwickshire – www.restoration-show.co.uk
- 27th October MASC AGM at Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire, CV35 0BJ Contact Club General Secretary Jim Willis jim.willis@tiscali.co.uk or 01527 402804
- 9th November Rolling Road session at CCK (Classic Cars of Kent in Sussex) and run by Daniel Lackey. Contact: John Clarke 07760 291784 jrclark@sky.com
- 15th – 17th Nov Footman James Classic Motor / Motorbike Show, NEC, Birmingham – www.necclassicmotorshow.com

Send your events details details to editor@midgetandspriteclub.co.uk

Club Nights

- 1st Tuesday **Essex Area** – Now meet at **The Green Man**, Green Man Lane, Kelvedon Road, Little Braxted, Essex CM8 3BL. For further details contact Jane Gates Tel: 01255830 509 or email: jjjanegates999@gmail.com
- 1st Wednesday **Devon Area** – **The Dartmoor Lodge Hotel**, Ashburton, TQ13 7JW 1930 – 2200. Please contact Dave Price for details, 01805 603133, daveprice@daveprice.plus.com
- 1st Wednesday **South Staffs & Birmingham** – Meet at **Whitacre Ex-Service & Social Club**, 66 Station Road, Nether Whitacre, Coleshill, Birmingham, West Midlands. B46 2EH, 8.30-8.45pm Contact: John Collins, Tel: 07970 213084 email: green_mx5@hotmail.com
- 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 **Heart of England**, covers Worcs, Warks, West Midlands and surrounding areas – Meet at **The Green Dragon**, The Green, Sambourne, Redditch, B96 6NU, at 8.30pm as usual.
- 2nd Wednesday **North West Area** meet at **The Kilton**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
- 2nd Wednesday **Bristol Area** will meet at **The Rose and Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Terry Horler on 01454 881770 rebelwithasprite@hotmail
- 2nd Thursday **Notts/Derby border Area** at the **Sitwell Arms** at 30 Wood Lane, Horsley Woodhouse, Derby, DE7 6BN from approx. 8.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 ilc@bgs.ac.uk
- 2nd Thursday **East Anglian Area**. Previously the Cambridgeshire Area meet at **The Ferry Boat**, at Holywell, 8pm
- 2nd Saturday **Yorkshire Area** – meet each month at lunchtime from 12.30pm at **The Nags Head**, Pickhill, near Thirsk, YO7 4JG – more information at <http://yorkshireremasc.blogspot.com/>
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE 7.30pm
- 3rd Tuesday **Scotland** – Meet at **The Windmill Tavern**, 4 Thorniewood Road, Uddingston G71 5QQ at 8pm. Contact John Pardo on 01698 814791
- 3rd Tuesday **Surrey** – Meet at **The Chequers**, Chequers Lane, Walton-on-the-Hill, Surrey KT20 7SF. 7.00pm onwards. Contact Mike Gorman, mike@birchwood44.freerve.co.uk Tel: 01737-552256
- 4th Thursday **Sussex** – Meet at **Bolney Stage**, Bolney, RH17 5RL from 19:00. Contact David Southcott at dandl@southcotts.plus.com
- 4th Thursday **Hampshire** – Meet at **The Fox and Goose**, Greywell, RG291BY. Please ring Terry or Harriet Langridge on 01252 626063 for details.
- 4th Sunday **Kent Area** – Meet at **The Angel**, Addington Green, West Malling, Kent, ME19 5BB at 12:00 for lunch. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm. Contact Andy Cross on 01225 743554 or e-mail andy@cross743.freerve.co.uk
- Last Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Mike or Sue Gahan on email mike@mgahan.demon.co.uk or on 07850 488636.
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton sub Hamdon at 7pm for those wishing to eat or at 8pm for those not. Phone Ray Darch on 01460 72040 with any queries and to ensure we will be there!
- 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

On the Rolling Road



The early hours of 29th June found me in a corner of a industrial estate in the Sittingbourne area of Kent, (before anyone asks my motives were not of criminal intent) a position that was a rather frightening one for me.

I had to hand the keys to my '64 Sprite 'dinky' to a stranger. But not just any stranger, this was a rolling road tester.

This came about as I wished to find out why my car was so gutless in comparison to my previous 1500.

After handing the keys over, and giving a few helpful tips (watch the syncro on 4th, the carb is from a Harley Davidson and the manifold is from a metro) me and my dad toddled off to the local transport cafe down the road for a full English breakfast (£10 for two massive breakfasts and teas, if anyone is interested!).

After this marathon we returned looking like mini Buddha's to be greeted by the sound of my Sprite at full throttle, while tuning was taking place I contented myself with a 2005 copy of Club Lotus magazine and waited for the results.

The results were rather surprising, on the first run the car only developed 42 bhp at 3869rpm and 72 lbft at 2212rpm with the torque plummeting after that point!, it was no surprise I could just about get to 70 and stay there!

It also turned out my throttle was never fully open due to my accelerator linkage being a bit too slack.

After some tuning magic had occurred, the results were a lot better, with 68bhp

at 5121rpm and 78 lbft at 3179rpm. More importantly both curves were smooth instead of the mountain ranges that existed before!

All this took about 90 minutes for the grand total of £110. It is probably the cheapest 26bhp I will ever get! I really could not fault the value for money!

During the tuning everything had been checked from timing and tappets, to valve opening and the performance of my carburettor.

The car has been totally transformed by this and is now even more fun to drive! It also sounds even better, if that is even possible? Plus 70mph is easily obtainable, indeed more than is, but that story is for another day..

If anyone is interested, the company in question is called BD Engineering, contact details are:

Address:
B D Engineering Ltd, Unit H1, Newington Industrial Estate, London Road, Newington, Sittingbourne, Kent, ME9 7NU

Telephone: 01795 843 980
Mobile: 07969 902 380

I have attached the printout to provide a clearer description of the improvement!

My long term goal is to squeeze a bit more power out of the trusty A-series, but that can wait; I need to stop spending money on vintage maps etc for dinky to display at shows!



Rylan Williams
Kent MASC



Taking the 'fear factor' out of breakdowns, with RH Insurance

Breakdowns have been a part of motoring life since cars first chugged along rough Edwardian roads on trips that often came to a frustratingly premature end.

Huge engineering advances in the last century mean that reliable long-distance motoring has become something we take for granted. Now, well-maintained classics can be every bit as trustworthy as more complex 'moderns' – but breakdowns are still a factor for any car travelling in the UK or Europe.

By removing the fear of the unknown, RH Insurance's UK/European breakdown/recovery service* gives you the freedom to choose your classic for any trip.

As RH clients have come to expect, the quality and value of the company's UK/European breakdown/recovery service stands apart from much of the competition. Its UK cover naturally includes roadside assistance and recovery to a destination which could be a specialist repairer. The average response time to attend a UK breakdown is 47 minutes, with 79% of breakdowns being assisted within 60 minutes.

For European trips, RH gives you the reassurance that both you, your vehicle and up to four passengers will be looked after efficiently and cost-effectively. Its Inter Mutuelles Assistance (IMA) provided roadside and recovery service includes repatriation of your vehicle if it can't be repaired before your planned return date, along with rail fares and hire vehicle costs¹ while repairs are in progress, plus a hire car in the UK should you need it.

Under this European part of the policy, driver and passengers can each claim £30 per day for any hotel accommodation² required for up to five days travel to and from their holiday destination. If the driver is taken ill and hospitalised, and the car is returned home, arrangements to get the policyholder home too upon release from hospital are covered.

The clincher? RH's UK/European breakdown/recovery service isn't one of those dreaded 'optional extras' for which other insurance companies routinely charge up to £35. It's all part of the policy.

It's good to know that some insurance companies have moved on just a little from the days of frightened horses and cobbled streets.

Just give the RH team a call on 01277 206912. They will be delighted to help you tailor the cover you need.

* providing you are at least one mile from home. ¹ up to an overall limit of £800. ² Not including meals or drinks

RH Specialist Insurance is a trading name of Willis Limited, a Lloyd's broker. Registered office: 51 Lime Street, London, EC3M 7DQ. Registered number 181116 England and Wales. The RH insurance schemes are arranged and administered on behalf of Willis Limited by Equity Red Star Services Limited, an appointed representative of Equity Syndicate Management Limited for Equity Direct Broking Limited.

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boot-bag

the luggage rack : evolved



The “Boot-bag” Competition from last month

Last month's competition to win the “**boot-bag original**” additional storage system for your Spridget, was a resounding success judging by the number of Midget & Sprite Club members who responded.

Mascot would like to thank www.boot-bag.com for giving one of their original bags as the prize and I hope that winner manages to put it to good use over the coming months and years.

There are two possible answers, which amounted to the same total. Either would have been sufficient. However, a few of you wanted your answers to cover all bases and sent both correct answers to me.

The correct answer should have been either

- 1. 75 Litres for the boot-bag Vacation or**
- 2. 25 litres additional space over the capacity of the standard boot-bag**

All correct replies were given a number and these numbers were put into a hat (a plastic bag actually) and were drawn on July the 11th, by Mrs. Editor.

The winning entrant is Midland member John Wragg.

Our congratulations to John and thanks and commiserations to those of you who took the time to enter the competition.

Anthony and Liza of bootbag.com would welcome any comments or questions at Anthony@boot-bag.com or Liza@boot-bag.com alternatively you can give them a call on 01280 821345 during normal office hours.



Bits & Pieces



Pat and Zara Kimber's annual Charity Road Run on the 4th of August

I know that it's short notice but this annual event is returning to the first Sunday in August for the thirteenth CHARITY CLASSIC CAR RUN. Pat and Zara hope that you will book the 4th August 2013 and keep it free to join them for the afternoon. It starts as usual at the Robin Hood & Little John pub at the Hertfordshire village of Tonwell (for an optional lunch) and finish at their home in Ware for tea. The proceeds will go to LIVABILITY, the former Shafterbusby Society and John Grooms, for which they have raised over £2,000. Forms are available from Pat & Zara Kimber but as time is short, you can call them on 01920 420642 or email via pat.kimber@ntlworld.com.

Grille Badges once again available



Mike Grout who looks after our regalia has let me know that the MASC grille badges are once again in stock. These excellent badges come ready to fit with all screws and mountings and are available at £21.00 inc p&p (UK only). For postal costs outside the UK, please contact Mike Grout whose details are printed on the inside of the address sheet (along with details of additional regalia items) or on the first page of Mascot.

Spridget Spoken in Arizona USA

USA based MASC member (and ex BMC mechanic) W David has been in contact with the offer of an overnight stay in Phoenix, Arizona if any members are ever over there. He's written to say "you might mention that we have a nice guest room and anyone travelling to the Phoenix area is welcome to spend a night and talk Sprites".

His contact details are DDoiron@cox.net. W David Doiron, 332 AEPLI, TEMPE, Arizona 85282-2206, 2209/07



If any Area reps or members feel that they have relevant material or information which they wish to pass on, please contact me via editor@midgetandspriteclub.co.uk **Gary**

New Members

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

4761	Richard Cowley	Bucks	Sprite	Mk3
4762	Kenneth Dalley	Worcestershire	Midget	1500
4763	Nick Ditton	Kent	Sprite	Mk 4
4764	Peter & Lydia Hoare	Hants	Midget	Mk 3
4765	Bryn Rossiter	Wiltshire	Sprite	Mk 1
4766	Francis & Colleen Overall	Essex	Sprite	Mk 1
4768	Mark Shipton	Gloucestershire	Austin	Sprite
4769	Stuart Kershaw	West Yorks	Sprite	Mk 1
4770	Denise & Christopher Furley	Northamptonshire	Sprite	Mk 4
4771	Jonathan Steeden & Gill Dawson	West Sussex	Sprite	Mk 1
4772	Mark Atkinson	Bristol		
4773	John & Yvonne Cox	Bristol	Sprite	Mk1

1 From last month, Mark Warne's ex Hardy Engineering Sebring Sprite

2 and from the side

3 Nick Ditton's MkIV Sprite

4 Bryn Rossiter in his Mk1 Sprite

5 Mark Shipton's Frogeye bodied ex Arkley, 1500 engined Austin Sprite with his good Lady in the passenger seat

6 Jonathan Steeden and Gill Dawson's Frogeye

7 The soon to be rebuilt Frogeye of Zimbabwe based members Keith and Debbie Bydawell



1



2

June-July 2013





As seen by Alan Anstead

Rest in Pieces (or is this a rare find?)

Today I returned to an area where I had lived almost 30 years ago. I visited the motor factors. Closed.

I enquired within. An almost tearful member of staff said that it was the end for Lessness Motor Spares. 1977–2013. Which I had first visited in my teens, but having moved away had not provided custom for a year or two.

The internet and the fact that few people these days tend their own cars was suggested as the reason for closure.

Tend their own cars? When I pointed out to a neighbour that a tail light was inoperative on his car he said he would get a garage to fix it.

Supposing the road where I live to be average, I rarely see anyone with bucket and sponge washing their car yet in recession they supposedly pay someone else to do it, same as the lawn mowing, window cleaning, and weekly shopping?

I drove away passing the shuttered remains of another closed motor factors some few miles apart.

Driving through an area of 1930's dwelling construction, curiosity led me to a front garden where many years ago an Austin Healey Sprite Mk1 'Frogeye' had lain exposed to the elements and in need of tender loving care. It was not for sale then and I doubt it would be for sale now! Perhaps the piles of books that once lined the entrance hall to the house, have at last entombed the owner. These many years later it still lay in the same position much neglected.

Alan Anstead

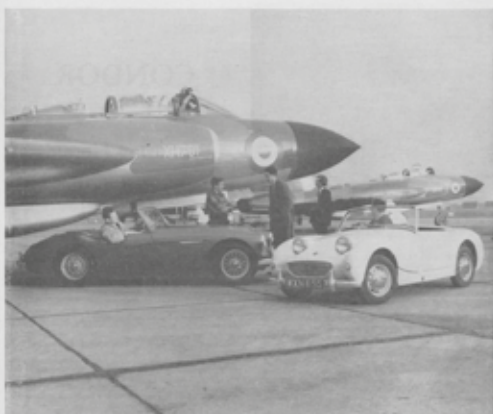
Editor's reply. WOW! As an avid collector of Mk1 Sprite adverts, I immediately recognised that registration number as one on a Frogeye which appeared in an early Austin Motor Company advert advertising the Austin Healey. This particular one featured in the April 1960 edition of Motorsport magazine but which was also published in many of the other contemporary motoring magazines. Opposite is a small copy of the original advert and below, a blow up of the car.

Let's hope that Alan can dig up some more information on the owner's plans for the little Sprite

Gary



WXN 655 as it was in 1960



FAST AND FOREMOST—THE AUSTIN HEALEYS

Fast is the obvious word about the Austin Healey—true of them both, and of the same time only half-truth. For the whole truth about these cars is that they are exhilarating at any speed. Both of them are eager, nimble, and agile.

In other ways they are very different cars. The Austin Healey 3000 is a really lively machine, and a really luxurious one. Its 2.8 litre engine takes it readily beyond and far beyond 100 mph. It has disc brakes to match its high performance. Leather

upholstery, thick steel casing, are typical of its appointments.

The Sprite is like, first, a substitute. At just under a five hp top speed it will into the excitement. And when it comes to weaving through traffic, there isn't a car that will catch it.

Austin Healey 3000: 6 cylinders, 2800 cc engine. Austin Healey Sprite (Supermodel): 4 cylinders, 540 cc engine.

Simply ask your nearest Austin distributor for a free trial run.

AUSTIN HEALEY



THE AUSTIN MOTOR COMPANY LTD. LONGBRIDGE BIRMINGHAM

USA, 1960 379



MG on Coast to Coast walk

Hello I saw this Midget in a field on coast to coast walk near Ennerdale reservoir in Lake District and it looked a bit sad and need of a warm garage! Perhaps if it's published it might find a good home. I can only remember it was actually on the Wainwright Coast to Coast walk at Ennerdale, on the West side of the water. It was after the village of Moor Row. Sorry cannot be more helpful. Could it be traced by the registration I wonder?

Regards **Jim Thompson**

(Nearly) Everlasting Bulb

Hi Gary,

Just thought the attached photo might be of interest to members.

After driving our Frogeye home after a heavy thunderstorm we encountered a lot of standing water the worst of which washed up the bonnet like a tidal wave. A few days later on the way home from our monthly meeting I noticed one of the headlights looked very yellow and it



stopped working before we got home. At the weekend I found two inches of water in the headlamp reflector with a partly submerged bulb. I took it all apart and took the old bulb out and noticed markings on the end. Examination with a magnifying glass showed the bulb had a BMC rosette imprinted on the envelope!! The car was built in 1959 so could this have been a bulb that had survived all those years?

I took this close up photo with my camera. I was going to keep it as a memento but accidentally dropped it a few days later!!!

Robert & Janet Thompson

Propshafts (the refitting methods option list continues)

Hello Gary,

I have been reading *Mascot* (another bumper issue thank you) for the second time in case I have missed anything.

I have read the various letters on how to fit the Frogeye propshaft spline into the gearbox but the simplest method I have used, especially when installing it in a half finished restoration is to use the hole in the tunnel where the handbrake is fixed. If the car is built remove the passenger seat and handbrake bracket and poke your hand through the hole after feeding the propshaft and yoke in from underneath. If your hands are too big obtain willing assistance from the long suffering you know who.

Geoff 2656

Where have they been?

Hi Gary

To complement "Where Are They Now?" how about running a "Where Have They Been?".

Does anyone know the early history of my Frogeye SDG 220, first registered April 1960. I have no info of its history before November 1976 when it was registered to a Sean Grothier.

By the way, love your magazine. As a newcomer to Frogeyes I find something



Don and SDG220

useful for my restoration in every issue.
Keep it up – I've got a lot of work to do.

Regards

Don Westcott
Mem. No: 4717



Some of the line up at the Yeovil show

What a nice bunch of people. Attached is a picture of some of the line up at the Yeovil show if you choose to use it.

Colin Chorley 4758
Somerset

Midget with a WWII Paint Scheme



I spotted this outside the Drivers Club next to the ACO building at Le Mans, it was there all weekend. Any ideas?

Dave Hansford

Ed. Perhaps, with its Luftwaffe paint scheme, it was up against a Spitfire?

A note of thanks from a new member

Gary, can I through *Mascot*, say thank you to the Somerset Area for the warm welcome I received at the Yeovil Classic Show on 30th June. As a new member I was soon chatting with others as though we were old friends!

Buried Treasure?

Hi Gary

I just collected a second-hand pond from a guy and spotted this in his garage!! Thought you might find it amusing (Don't worry I have left him with a *Mascot* and membership form!!).

It belonged to a neighbour who died, so the new owner plans to restore it – once his daughter clears her Uni. stuff off it!! It's a Rubber Bumper, allegedly 26k from new!

Regards

Andy Bourne (H.O.E.)



If you would like to contact the editor or the magazine, please email Gary at editor@midgetandspriteclub.co.uk

Or write to *Mascot* Editor, 40B Hungerford Road, London. N7 9LP

Where Are They Now?

Some additional information on 696COD which featured here last month

I bought the car early '80s and had full a concours rebuild in mid '80s. The original spec including rubber mats (real ones) and cellulose paint! Matt black radiator and the underside not all shiny, just painted, as would have been ex factory. As near ex-factory spec as possible.

*Benson & Hedges Concours
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The photos in the Super Profile book are of me, have copy of book and the rebuild was just after the photos were taken.



Robert as he appeared in the 'Super Profile'

Many years ago, my husband, Robert, owned a Sprite registration no. ORS 743. He was living in the south of England at the time.

Do you have any record of this car? Most grateful for any help you can give me on this.

Thank you

Pamela Coe
Taunton

MASC's reply:

Hi Pamela. I have what I think is an old and (very poor) image of the car but not with your husband driving it. According to my database of UK registered Mk1 Sprites

www.frogeye.smugmug.com, the person in the image driving it is named Barry Pinkerton but unfortunately I have no idea where or when I

It also featured in *Classic & Sportscar* on Isle of Wight where Geoff Healey got to drive! To compare it with the Healey Frogeye that was being built there at the time.

It was the winner of all three awards possible at Healey Sportscar Weekend held at Brands Hatch (Overall Best Healey, Sprite Autotest, & Sporting Elegance). The awards were presented by Donald Healey himself! His words when I went to collect the 3rd award were 'You've had a good weekend haven't you!'

Affectionately known in Healey Club as 'COD'.

Also outright winner of Claret & Classics Rally in 1989! Which entailed five days of regularity rallying around the lanes of France, with copious amounts of wine and cognac to keep us going! We started in Bordeaux with the Final Check Point at Agincourt! Then on to Dover Castle for parade and photos and hotel for awards.

I sadly sold it in the mid '90s where it possibly went to Australia (or New Zealand)?

It would be good to see if 'COD' still exists somewhere in the world.

Photos were taken at Healey Weekend in Cheltenham and I had just come back from a several thousand mile round trip in COD to the Arctic Circle to see the midnight sun.

Cheers,

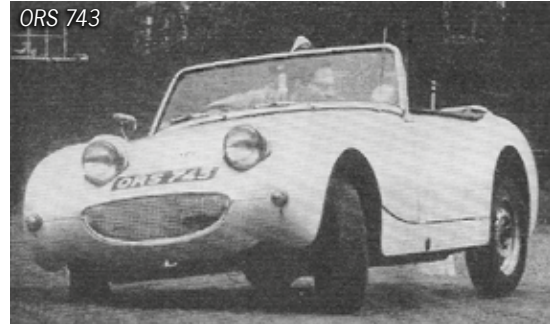
Robert Daykin
ORS 743

came by this image. It may well have come out of an old motoring magazine.

Kind regards

Gary
editor@midgetandspriteclub.co.uk

ORS 743



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Sebring Sprite at the Le Mans



Replicating the brother-sister combination of Sir Stirling and Pat Moss back at Sebring in 1961 in the same Sebring Sprite!

The 45 minute Legends race at this year's Le Mans, took place as a precursor to the main 24 Hour event on Saturday the 23rd of June. Among the 60-strong grid of 1949–1965 Le Mans cars was S221, the Sebring Sprite entered in the LML4 class for GT Cars 1959-1962 under 2000cc

This year being driven by the brother and sister team of Charlie and India Clegg.

Their adventure had started badly the day before, when the cylinder head gasket had blown up on the Mulsanne straight with India at the wheel. After a speedy head gasket change, the car was ready for the full race on the Saturday.

The weather over the whole weekend ranged from very dry, right through to heavy winds and torrential rain, and as Charlie took

Charlie in dry weather practice



Engine back together with new head gasket after blowing up on the Mulsanne straight

the wheel for the start of the 45 minute race, there were a few spots beginning to fall and the temperature had also dipped significantly.

For the first half of the race, Charlie averaged 119.1kph (74.01mph) reaching a top speed of 136.8kph (85.01mph)

During these laps from my vantage point in the stand opposite, India could be seen limbering up and trying to relax as the track conditions worsened considerably.

As Charlie came into the pits for the drivers change on lap four, the heavens opened. The previously damp track became treacherous as Poor India, who'd only had the single practice lap before the head gasket failed,



A quick briefing during the driver change

Legends Race – June 2013



India about to leave the pits

had the unenviable task of taking the Sprite out at racing speeds in monsoon like conditions, the one speed wipers unable to cope with the deluge.

With the track conditions deteriorating, India spun the car which unfortunately also stalled. India later said that she was kicking herself for allowing it to stall, as with the engine temperature so hot and the fuel vaporising, she was unable to get the Sprite restarted. Although there were track Marshals close by who could have got her going again with a quick push, they remained in position and India had to sit in the car and wait until the end of the race, to be towed (at a fair speed) back into the pits. Once back in the paddock with the engine cooled down, the car started up immediately.

By the time that I caught up with her in the paddock, India seemed cheerful although still annoyed with herself for the spin. I felt that she was unlucky to have had to enter the race in such torrid conditions, with only the single dry practice lap under her belt.



India at the wheel during dry practice



Post race disappointment but still wearing a smile

Irrespective of the outcome, Team Clegg put a smile on the faces of the watching crowds as the little Sprite whizzed around the track in the company of some extremely exotic and powerful machinery.

To give an idea of the company that the Sprite raced against, here are the top five finishers:

- 1) 1959 Lister Costin driven by Alex BUNCOMBE
- 2) 1959 Lister Jaguar Knobbly driven by Jon MINSHAW
- 3) 1955 Jaguar D-type driven by Gary PEARSON
- 4) 1965 ISO Bizzarrini 5300GT driven by Roger WILLS
- 5) 1963 AC Cobra driven by Shaun LYNN

While Buncombe's Lister dominated to finish 43 seconds ahead, the Minshaw Lister, Pearson Jaguar and Wills ISO were joined in the battle for the runner-up spot by Shaun Lynn's 1962 AC Cobra but, despite some dramatic passes and re-passes, they would ultimately remain in formation.

A terrific prelude to the 24 Hours.

I'd like to thank www.motorracinglegends.com for additional information and Bill Mohan, Dave Hansford and Charlie Clegg for the images. Finally a thank you to India Clegg for allowing me to chat to her, when others may have understandably felt that my presence and questioning was ill timed.

Gary



For those of you who have been out touring in the sunshine this summer with the top down, thinking that would it be good to do this somewhere other than these lovely shores then this might be of interest.

For a few years we have thought of taking our little green Froggie further afield. We have camped with her in Guernsey and toured the Highlands of Scotland for our honeymoon, but never got her right across the Channel. So on a March Saturday reading through *Mascot* Lorna noticed that there was a little holiday offered to do just that, so I phoned Alan Anstead to get more details.

The location sounded idyllic, the thought of others with their cars with toolkits and expert knowledge on hand seemed to be a great insurance policy and the end of week day out to the Historic GP race meeting at Bressuire. So after assuring Lorna that a week in a gîte with others we had never met before might be a good idea we entered into the spirit of the touring culture.

Now the techie bits, we have had a few ups and downs over the last few years, so the condition was we had a “reliable” car for the journey. Firstly a change of distributor for electronic ignition, new rear springs as one was broken; replace diff oil seal and a new

windscreen which cracked one week before departure.

We had a shakedown trip down to Kent to meet the lads; all was well so in good spirits we set off for Dover and an early morning rendezvous with the four others cars and crews.

Flowing off the ferry at a pace through the N roads down south, a little detour in Rouen and dinner just south of Le Mans in Arnage and we were at the gîte by 10pm.

So where next? For us a trip to France means great food, lovely scenery and open straight roads in the sunshine and we were not disappointed. Being based just north of Saumur it was a great base to explore what



Tour de Frogeye

the area has for those who like to take it easy whilst away from the rush of working lives.

The itinerary for the week included the following recommended locations:

Fontevraud Abbey: An 11th Century Cathedral of Henry II, the Plantagenet King of England who is buried there with his wife Eleanor of Aquitaine, his son Richard the Lion Heart and his wife. Just an amazing set of buildings with cloisters; garden and very unusual art installations which do make you stop and think

Villandry Gardens



Villandry Gardens: A wonderful recreation of a Chateau garden with parterres, ornate vegetable gardens and rose gardens. Sunshine wandering through the scented flowers and the sound of the water seemed to be just what was needed.



Chenonceau Chateau over the Loire

Chenonceau Chateau: The most visited chateau in France after Versailles. A grand chateau which is built on a bridge over the Loire. In an wonderful setting with the river running underneath, a galley which spans the bridge and state rooms where Kings and Queens of France have chosen to stay. This also has gardens designed by Queens and a restful setting to while away the afternoon.

Breze: The most unusual Chateau you will ever visit. Built upon a bedrock base, it has been excavated to form a whole village

underneath as well as the surrounding moat which has the most fantastic caverns which were used for wine making, storage and keep animals in. Not for those who may feel closed in, but worth a visit

Chinon Fortress: The royal seat of the Plantagenet Kings. Standing high above the town with sweeping views along the river it really is a grand place. With interactive displays which you swipe your guide book on to give you the information in English. It was a place inhabited by dragons from across Europe for the summer when we visited, but only seen by children!

A boat trip down the Loire: Just across the river from the fortress, is a lovely little boat which takes you down the river and to the point where Joan of Arc forded the river to meet with the pretender to the French Throne to ask for an army to vanquish the English and end the 100 years war, which she did at Orleans.

Bressuire GP: Imagine a small historic town in the UK closing off its town square and its surrounding roads for the day, putting in straw bale chicanes along the straights, a few marshals and a wild commentator. Put this in the sunshine in France with a two lunch break and some wonderful machinery racing around for the day and you have this event. All you seemed to need was a crash helmet and your car. It is a wonderful event, and transports you back to a bye gone racing era. A great find (Thanks Alan).

All of this is great to get a real feeling of the history and beauty the Loire has to offer, but just as good is an amble drive along the river



An old Frogeye but not as old as the Neolithic shelter from 5000 years ago



Some of Donald Healeys' little cars

road to Gennes from Saumur with a tea stop along the way to eat a wonderful patisserie and take in the Roman Amphitheatre and Neolithic shelter from 5000 years ago. Back along the river the other side to take in the rolling vineyards and home for dinner at Montsoreau for a great view of the river and Chateau at the Hotel Bussy.

Every little village, town and even by way you pass through in your car causes heads to turn, friendly waves and shouts of Bonjour in the air. People want to talk to you, ask about you and the car and are really joyful to see you. Waiting for a restaurant to open one evening a suave Frenchman initiated a conversation by saying "One of Donald Healey's cars", "just a small one" I answered. "Ah, but small, is beautiful" was his reply as he caressed the body work and steering wheel. Surreal, but still lovely to see that our cars are appreciated.

If this has given just a little insight as to what is in store for you and perhaps put a thought in your mind that this might be an option for next year you will be in for a treat.

Our thanks to Alan for the organisation, road book and all round technical oracle of Sprite and Midget things and the rest of the Kent lad's for great holiday.

Mike and Lorna Pope

*Fontevraud Abbey
- kitchens*



Cape to Cape Grand Tour



I am delighted to share our experiences on the recent Cape to Cape in our Mk1 Sprite which I acquired about 18 months ago.

To put things in context I really need to wind the clock back about 50 years. I was an apprentice at Morris Commercial Cars in Birmingham in 1960 and like most of my counterparts developed an unhealthy interest in motor sport. For me, it was the call of rallying to which I succumbed and not having a suitable car of my own I quickly learned to navigate. In these days it seemed like every other Saturday night was spent in Wales on one or other event. The high spots in the '60s were the International events where forest stages brought a whole new dimension. For me nothing remotely approached the adrenalin rush of being driven quickly through a forest.

So, with a strongly developed enthusiasm for being driven around by a series of mad drivers I eventually bought my first car which, surprise – surprise, was a little white Frogeye Sprite. I had this little beauty for about two years until, having completed my apprenticeship, I moved up to Glasgow, got married and was given a company car. Alas, I parted company with the Sprite.

Fast forward to 2011 when I eventually retired at the ripe old age of 69 and having been a dedicated follower of classic cars – or, should I say – proper cars I decided that I had to re-acquaint myself with the Frogeye. After browsing many adverts I was attracted to Gordon Elwell's establishment near Nottingham. My wife and I – she had to be consulted on such matters – went down to see Gordon and were immediately attracted to a white car he was re-building. The conversation went along the lines of –“it has to be absolutely original, etc” then I set about outlining my requirements of a 1275 engine, wire wheels, disc brakes and so on. Standard spec it isn't!

I have to say he did a marvellous job and I became the proud owner again of a white Frogeye.

Having done the odd classic run I had great fun last July doing the Liege Brescia Liege which was for XKs and E-types. I realised that my little car would have been perfect for that event so when one of the entrants from Cornwall, one Dennis Greenslade, talked about an event he had organized for years. The Cape to Cape Rally! I decided this had to be a lot of fun and my entry was duly accepted.



Lucky Sally doesn't like mountain roads!

I should also explain that my wife, Sally, had always shown interest in classic cars but, I suspect, more out of domestic harmony than an overwhelming interest. One of her major dislikes is mountain roads with drops, but having somewhat shamefully assured her that there were no mountains in Spain and Portugal off we set. She also seemed to accept with some considerable stoicism the prospect of 3000 miles in a Mk1 Sprite – not the most comfortable and spacious form of transport!

The Cape to Cape, thus named, started at Cabo da Roca near Lisbon on Saturday 27th April and finished at Cape Cornwall by way of the Plymouth/Santander ferry on Friday 3rd May. As we were starting from near Wetherby it was going to be a round trip of about 3000 miles.

It was quite a smart move, I think, to join quite a few of the others on the Sunday ferry from Plymouth which allowed for a leisurely drive down to Cascais stopping over at some magnificent Paradors and a free day before the start. It proved to be a most enjoyable few days but unfortunately we had a puncture on the first afternoon in Spain before reaching our first overnight halt at Leon. We discovered that there was a two-day regional holiday, so we had a day of driving with no spare before we had it repaired in Ciudad Rodrigo.

We got down to Cascais with no other problems where the rest of the entrants assembled at the glorious Pousada de Cascais.

We were running No 6 behind a 1935 Bentley Sports Special, an XK120, an MGTF and two XK150s, and on the Saturday morning set off for an extremely windy Cabo da Roca.

The road book had very clear directions and more or less straightforward to follow. As this was Sally's first event she was very unsettled about the challenge before us. It was not long before we struggled with the navigating and, along with many other competitors I might add, became quite lost 15 miles down the road in the old town of Sintra. We soon got into the swing of it however but a further 'wrong-slot' lost us more time on the road. At the next control we met up with one of our friends from Yorkshire whose MGC blew up on the way down and were now competing for the 'Hertz' trophy in a Seat Leon. In company with them we seem to be making good progress until on a fairly quiet country road we encountered a full rally spec Mk2 Escort travelling very quickly towards us. Two miles up this road we came across the local police who informed us the road ahead was closed. It transpired that it was a stage on a classic rally and we were advised against attempting it. Discretion as they say prevailed and we turned round and headed for the overnight hotel hoping



The Sprite revelling on the mountain roads

that the organisers would abandon that next control.

The only other problem that day was the side screens on the drivers door started flapping as a result of losing one of the securing bolts. Otherwise our little car was running like a dream. This event took in some of the most interesting roads in Portugal and Spain but the down side to that were the inevitable linking stretches of motorway. Now the Sprite revelled in the narrow country roads but quickly ran out of puff on the motorways and we found other entrants in Porsches and E-types blasting pass us.

Following an overnight halt at Vianna do Castelo day 2 was again sunny and warm as we headed for our first regularity section in the mountains. We were set off at 1 minute intervals on a seven mile route uphill on a fairly narrow road. In our excitement we made the grave error of not setting our Brantzrip which we discovered about a mile in. As the regularity was set at 27mph I decided we had to get a bit of a move on, so off we went. I have to say that on these little mountain roads the Sprite was in its element resulting in us catching up an E-type after about seven minutes. After easing off I wrongly, as it turned out, assumed he was too slow and caught him up again arriving at the end right behind him.

The results and penalties were given out each evening and as this event was aimed at raising as much money as possible for Macmillan Cancer Care, any misdemeanours were translated into fines for the benefit of Macmillan. For that regularity we were fined £4 for arriving a minute early – the most enjoyable £4 worth I have had for a long time!

Sally was really getting the hang of the navigating but day 3 had a different problem in store. One of our controls was at the top of Monte Farinha which was the nearest thing to a 947m volcano. It was quite breathtaking at the top but not for the fainthearted or those afraid of heights and drops. A stiff brandy was the answer and studiously watching the map and not looking up she managed it back to the bottom. Our route then took us back across the border to our night stop at Parador de Santo Estevo.

Apart from some amazing roads and beautiful country we also were treated to an incredible series of overnight halts.

The weather was changing however turning both wet and cold, so the following morning we ventured back up into the Picos Mountains and into snow, albeit at 1854M. This proved to be a day of problems for the organisers as one stretch of the road became blocked with snow – not normal conditions at the end of April! A hastily rearranged route eventually got us back to the Parador de Cangas de Onis.



Not all warmth and sunshine

We suffered badly that day as a result of the worsening weather which became progressively wetter. As you are all aware Sprites are not the most rainproof of vehicles and as well as the carpets becoming progressively sodden the wiper blades had disintegrated and the hood was leaking badly. The hood had been lifting badly in front of me allowing the rain to stream in at anything over 50mph.

All the good stretches of roads had to be linked by motorway sections and the little car was not at all happy in those conditions. So much so that in one torrential downpour it simply drowned as the electrics packed up and we coasted to the hard shoulder. 15 minutes later the heat from the engine dried the car and off we went. I spent the remaining 60-70 miles squeezing a sponge out of the driver's window every few minutes. I don't know what the Spanish drivers made of this!

Another short, wet day ensued before we made our way back down to the dock at Santander mid-afternoon.



In total contrast we sailed into Plymouth on Thursday afternoon in glorious warm sunshine where after lining up we travelled in convoy through Plymouth to the Moorland Garden Hotel at Yelverton.

The following day was the sting in the tail with some very challenging tulip directions, three timed tests at the Royal Cornwall showground, and a most enjoyable coast run down to Cape Cornwall. The roads were clear and twisty and sun was out so we both had what might be described as an exuberant final 20 miles.

Sadly this last day saw the MG TF break down and retire. Our little Frogeye seemed to revel every minute and on the long drive back up to Yorkshire it just wanted to go faster and faster.

On these sorts of events there is always an incidence of retirements but apart from the 'rain in Spain' our car never missed a beat. That must in no small way be down to how Gordon Elwell built the car.

I should have also mentioned that the 1275 engine with a Kent 266 cam and a nice exhaust manifold goes quite well and never failed to surprise other competitors when travelling in brisk company.

Oh, and by the way, I seem to have converted Sally who told me that provided we can avoid the mountains she wanted to do another event like this one.

Perhaps we should consider the Dutch Alps!

A final comment must be that, apart from everyone having a lot of fun, the mission was to raise funds for Macmillan. Dennis Greenslade found the most devious and despicable ways of prising money from us and it is to his great credit that on the final dinner he was able to announce that the 40 competitors had raised over £80,000.

Sandy & Sally Goodall

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East Anglian MASC Report



Midgets, Sprites and an interloper at Sheringham

JULY 2013

Busy time this month with Pat and I on a Sprite adventure on the south coast of France, and so missing out on the Sheringham Classic car day, which is reported below by Diane (although she has changed the title a bit, possibly to reflect what was for her the highlight of the day). My only real regret (apart from not being able to attend myself) was that the arrangements to meet up with Mike Grout (who put me on to

this fabulous event in the first place) did not quite work out as intended.

Our visit to Dave's Fish & Chip Shop began with an early start at Milton Tesco at 7am, we arrived at 7.05am and found nobody else had and we thought surely we are not late? But no our leader arrived – one Dave had unfortunately had a problem with his petrol pump and had to go home.

So off our five little cars went to our next meeting stop to pick up Hubei & Sally for 9am and we arrived an impressive 30mins early! Our union jack colour convoy proceeded to Sheringham for 10am where another one of our members joined us they were very sensible and had booked a B & B the night before!

We were parked up on the sea front not too far away from a pub. We visited the "Lobster" pub which was the sponsor for the event and had a well deserved coffee followed by me having a wonderful freshly made bacon baguette. We explored Sheringham and found a lovely old railway station with a lovely steam engine which runs to Holt and back some of us experienced the trip back in time by taking a ride on the train.



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Hubie & Sally's Frogeye-fronted Sprite

We admired some of the wonderful vintage and classic cars which filled the high street, with the two winning cars already parked by the trophies outside the sponsoring "Lobster" pub (fixed surely not?) One winning car was a red & gold steam car so no fuel worries there.

Just before we were due to eat at the famous Dave's (very fitting as we have at least four Dave's) we were met by the gambling group who had been spending their 2p's in the amusement arcade their winnings included a water pistol (watch out Graham) and key rings. After our fish & chips we made our way home, at one point were worried as we lost our last car of Graham & Maggie (no Maggie had not shot him with the water pistol). So being good friends we waited for them to catch up although the leader of the pack seemed unaware of the convoy halving in size?

So after a little grey and cold day we must say a big thank you to Mick & Tricia for organising a wonderful day.

Four days after returning from France (with no time to replace the improvised French tractor spring on my front carburettor) was brilliant Bletchley Park. I stormed down the A1 at warp speed to our meeting point, on a perfect topless day only to find nobody had yet arrived, we ate our breakfast muffins as Hubie arrived followed eventually by the locals. Hubie had thought Chris (who knows the way) was leading us, but as Chris was not able to come, fortunately I had jotted down the postcode of Bletchley park before leaving home, our fate was in the hands of my sat nav. The thing about sat navs in topless Sprites on sunny days is that you can neither see the display or hear the instructions, now Mick had a hood and a sat nav but declined pole position (however as Trish and Maggie are trying to get him in to a care home we let him off). Needless to say we went via some pretty villages and windmills but eventually arrived at Bletchley Park and were parked in front of the mansion.

Later we met up with Rob who had come from (Oundel independent of our convoy) and unfortunately did not get to park with the rest of the gang, however it was great to catch up with a good friend and club stalwart.

Bletchley Park was brilliantly interesting as well as being a very pleasant location on a wonderful sunny day. After our visit Hubie & Sally, who should be mentioned in despatches (in code obviously) took us to a country pub for a pleasant meal. A brilliant day out!

See you all at the oldest Inn in England and beyond.

Dave Dixon
(AKA Red Leader)





A really good turnout

Yorkshire Area Report

We had a massive turnout at the Yorkshire MASC meeting this month, and I think the first meeting I've been to that we could sit and eat outside! Certainly I think the weather played a part in the nine Spridgets that were present, in addition to an MGF and a Ferrari 308, and an excuse note involving a wayward fuel pipe from an MGBGT. Of the eight spridgets, three were K-powered – and we had 19 people in total!

Award for the furthest travelled to get to the meeting went to Mark and Anita, who had come all the way from Australia just to see us... (and fill up their holiday with an astounding amount of activities).

Reports from Geoff, Angie, and Roger revealed that Corbridge Classic Cars was a massive success this year, with over 500 cars being registered and a car park full of other interesting stuff. July being the month of birthdays round our way we were unable to go, but with such a big show I think we will make an effort to have a proper MASC stand there next year.

We also discovered that we really need some kind of heat shield arrangement in my K-Midget, I've got no hairs left on the left of my left leg due to surplus hot air in the footwells. At least I'll be able to cycle to work faster, or something.

We managed to find some mystery holes in tow of the Sprites – two holes in the metal gear lever cover on Dinky – Dave's MKII Sprite, and two holes on top of the bulkhead on Roger's Frogeye that were not for tonneau cover fittings. Very mysterious.

We will be back at the Nag's Head again on the 17th of August (this is the 3rd weekend not the 2nd – I'll be swinging from trees and falling off a Segway on the second weekend so I've moved the meeting – I'll keep you all updated.

Oh, and don't forget the MGCC Dales run, which is on the Sunday before August bank holiday Monday.

Hope to see you soon!

Rob

Same car, different make – take your pick





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Kent MASC in June

Change of Date for September Monthly Meet

With so many members away in France, either on the third Miglia Tour which visits the Circuit des Remparts motor race at Angouleme, or just at Angouleme for the race weekend the monthly meet at the Angel, Addington Green, Kent will now take place on the latter Sunday 29th September 2013.

Kent MASC at Rye Harbour



Rye Run

Ron Edwards organised a run out for us on 9th June 2013. Most met at 'Tea Pot Island', Yalding, Kent before 1000hrs.

It was good to see our latest new member John Chalk. John turned up in a Tifosi Rana Frogeye replica based on a Midget 1500. John & I are past owners of Frogeye PEE173. Last heard of in the ownership of past Club Mascot Magazine editors David & Jenny Smith I wonder where that car is now?

Ron led us away just as Rylan arrived in his Sprite Mk3 to make our number eight.

Three Frogeyes (Ron & Marilyn; Ralph & self with Lisa) pulled the 'train' then the Tifosi (Dave & Debbie) and various marks of Spridget. In no particular order: 1500 Midget (Mel & Barb); Surrey MASC members (Col & Nay) in a turbo charged fuel injected Midget (Come on Col what about an article on the car for Mascot?) and Sprite Mk4 (Ian Stansfield).

The weather forecast had been good but I could have sworn it was raining ever so lightly.

Our route took us along mainly picturesque B roads uphill and downhill, through Collier Street and Broad Ford before, at the roadside, we came upon the Union Jack emblazoned Coveney car: an Austin Sprite. The car had recently been careened, fothered, and had its barnacles scraped with fresh Hammerite and Waxoyl applied to its hull.

Onward again Cripps Corner; Broad Oak & Udimore to name but a few villages we passed through. Somewhere along the way we passed Gavin waiting patiently, in his MG Midget, at a side road. Thence we were ten (cars)!

Ron brought about a stop to inform all that the route would now take a narrow rutted lane. Ruts indeed but a good view could be obtained across the fields. Pity about the wind farm far out to sea! A bulky 4x4 Chelsea Tractor coming toward us pulled over to give us access but care had to be taken not to slide into the roadside crater. Emerging from the twisting lane we climbed a hill and passed through a single track medieval tower archway into the historic walled town of Winchelsea. A nice place to wander on a nice day but Mrs. A led a track to the warmth of a nearby Inn which soon turned to a rout. Nothing about the rain and cold on that morning's weather forecast! Refreshed and warmed the train pulled away once again. Downhill through another medieval tower archway and onward to Rye Harbour our destination and lunch halt.

Did anyone not have fish & chips?



Laying by at Winchelsea



Waiting at Dover Docks

2013 Bressuire Historique GP and Loire Valley Tour

Our tour this year was from Monday 24th June 2013 until 1st July 2013.

Four cars gathered at Dover port for the crossing to Calais. HCNW members Mike & Lorna Pope in their green Frogeye; Ron Edwards with Mel Collins (Kent Masc) in Ron's Alexander Frogeye; Peter Gardiner in his Midget 1500 & me alone in what became known as the Branston Sea Bream Coupe. The plan was to RV with Kent member Mark Mathews at Jct 38/N16 in France, as Mark travelled to Dunkerque. Now you just knew that that would not happen! It seems that just after Mark had arrived at the RVP French road workers put in a 'Route barree' and coned off our exit to Mark. Fortunately by luck we joined at the next filling station. It's a long drive to our destination at Parcay les Pins my trip recorder showing 400miles from home and Mike and Lorna had come further from Berkshire.



We arrived before midnight which I think is a first especially as we had to make a diversion at Rouen where a tanker driver had apparently done his best at blowing up the bridge we needed to cross. This also made for an interesting return!

Tuesday. Was an easy day after our long journey. I rode with Mark listening for noises that came from somewhere forward of the cockpit of his Sprite and that were to confound all – all week. In the afternoon we travelled to Montsoreau on the south bank of the Loire River for lunch and then walked it off with a visit to Turquant to see the Troglodyte village. The evening was spent in the restaurant at Parcay. Hopefully HCNW members Mike & Lorna will write a summary of their tour with us as sometimes they joined us and at other times went off to do their own thing oft meeting with us again for the evening meal.

Wednesday. We drove a 'Tour of 96 miles' that Ron had found in a Tour Guide. From Le Lude we drove to Jupilles to the woodland museum and then after lunch Peter Gardiner, today accompanying me in the Sebring rep', saw a potentially better scenic short cut through the Forest de Berc to Ponce Sur le Loire (where the Chateau was closed) then to the Chateau de Possoniere, where Pierre Ronnard lived from 1524–1585, but at least it was open to view. Back to the village restaurant at Parcay, for a meal. Ignoring the camera crews and opening ceremony we drove a new stretch of road. Did we 'open' it: were we the first to drive along it?

The little restaurant in Parcay is strange in that it has no menu. Quite like when I were a lad at home: three courses on the table take it or leave it. No one complained! Indeed it was difficult to stop folks from wanting to return.

Thursday. I had to pay a visit to some friends who live nearby. After I visited a lake next to a monastery belonging to a silent Order so that I was assured silence whilst I watched Otters on the adjacent lake. A baby snake slid past my feet. This is a superb area for wildlife. One day I will visit the Monastery Garden as, after all, no one will be able to ask me to leave if it is not open to the public.

The others visited the Chateau at Breze which boasts the deepest moat in France. Then Mike & Lorna went off somewhere

whilst I met up with the others for yet another visit to the Restaurant in the village where Sea Bream, caught by the Chef, was the order of the day.

Friday. We all visited the Tank Museum at Saumur then late lunched together overlooking the Chateau. Everyone star burst to do their own thing but Peter & I met up with Mike and Lorna, later for a meal, in a restaurant next to Montsoreau Castle overlooking the Loire.

The others, as you have guessed, ate at the restaurant in the village.

Saturday. A lazy morning, allowing Mel another chance to fettle Mark's car, which he had by now christened 'Eartha Kitt', and then Mike & Lorna went off alone for a boat ride at Chinon whilst the rest of us visited the Concourse de Velo at La Lude. Alas it was not as expected. A Classic Car show comprising three cars, a children's cycling proficiency test & pedal car racing.

The locals were inviting and Ron took up the challenge in the Custard Pie Special.



Ron Edwards racing the Club Custard Car

Following a Roman theme, for Mark had during the course of the week, found a roman coin bearing the head of Emperor Maximus Ludicrous, Peter led us to see some Roman Remains not being content to be with old relics all week. We dined at the local Renaissance Restaurant a favourite on past tours.

Sunday. The Bressuire Historique GP beckoned. After the Saturday Conours and the fact that everybody that I spoke to had never heard of the event I was a little anxious as I led the convoy south. Ignoring a 'Route Barree' and leading the group the wrong way along a one way street we were rewarded



Racers at the Bressuire Historique GP

with a direct entry into the Classic Car parking area right next to the circuit and in line with the paddock entrance. Impressed?

The GP is a 'demonstration'. It's just that entrants demonstrate at speed whilst trying to get to the front. A cross between Circuit des Remparts at Angouleme and Wacky Races. The drivers seem to wear whatever they want from Nomex suits & full face helmets to shirtsleeves and cyclist's helmets.

Some want to race (sorry! Demonstrate) whilst others want to wave at their friends. Straw bales stand at strategic points but feel free to move them if they spoil the view as you sit spectating outside a bar or Tabac.

At the Chicane du Guedeau two cars came to a halt with a French equivalent of "After you old chap. No after you". Perhaps they recalled the time when French GP Ace the late Jean Behra struck the chicane, at Goodwood, and was projected half out of his B.R.M. cockpit.

There was a small contingent of British drivers and some interesting cars. Perhaps a return next year? Our Hosts kindly put on a Bar B Q but the cooking was too much for Ray, who was still on crutches following a hip replacement. Mike Pope stepped into the breach.

Monday. No lie in today as we depart for home by way of various routes.

My total mileage was 1166 miles for the tour but I know others will have done more.

Alan Anstead
Kent Rep

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<mailto:alan.anstead@btopenworld.com>

Somerset Area Report

MASC Somerset at the Yeovil Classics Show



Well we continue to attract new members and are pleased to welcome Colin & Sue Chorley who recently purchased a Midget (*See the details in the list of new members in the July Mascot*). Their smart new RWA was bought from their old friends Malcolm & Elaine Denman, long term and founder members of our Area. Malcolm still has his Frogeye and is currently rebuilding a later Sprite.

We also had a number of enquiries regarding membership when we attended the Yeovil Classics Show on the 30th June which

was organised by Yeovil Rotary in aid of Somerset & Dorset Air Ambulance and other local Charities. A good turn out that day and the sun shone resulting in the show attracting a lot of late entries on the day well over 200 cars at the show.

Our "Fish Supper" run to the Devon fishing village of Beer on Club Night, Thursday 27th, was however a casualty of bad weather and instead of enjoying a view across the Bay we enjoyed the view of Rod & Jane Powell's garden at Musbury as they kindly said we could eat in their conservatory- Thanks Guys!

By the time this is published we will have attended the Forde Abbey Summer Fayre and held Club Night at the Eagle Tavern on the A303, Nr Buckland St. Mary. So despite a few setbacks with rainy days our Summer Tour is panning out OK and we are looking forward to the West Somerset Railway's Steam Fayre and Vintage Rally on the 4th August over at Bishops Lydiard. Later in August we will hold a BBQ on Club Night so are hoping for some good weather for these events.

September will see us leaving the country and going foreign – well as far as the Isle of Wight! We will attend the International Classic Car Show over the weekend of 14th/15th and



Reg Imray's Sprite De Lux

the remainder of our week's holiday will be spent exploring the Island and enjoying good food, good wine and good fellowship.

I was very interested to read in one of our local Papers the "Western Morning News" of an "elderly" Frogeye and its equally elderly owner, both of whom are still going strong. Reg Imray from Devon is still enjoying top down motoring at 91 years of age and has an unblemished record of 72 years with no accidents. Pictures of Reg's Sprite appeared in *Mascot* in 2012 April & May it does have a few modifications and extras; what's the expression "all the bells and whistles"!! I have suggested to Gary that we see if this is a record and he tells me we have members, a couple in their 80's, who enjoy their Sprite and that the total years added together for car and people amount to more than 210 years is that also a record?

Don't forget if you want to join us on a club night or one of our runs do check with me where we are meeting as we are not at the Lord Nelson for the summer.

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Ray
Area Rep Somerset

Surrey Area Report

Steve Casson competing in his Sebring Replica



It is sometime since you had a report, but all is well here in Surrey. The monthly meetings receive our usual regulars as well as those long standing members who join us when they can. The autumn-like spring has not encouraged hood-down motoring but that

has not prevented attendance or our more competitive members from attending track days in their cars.

Notably Colin Carpenter who has attended events run by MG on Track, at Snetterton in June with another six events up until December when his calendar ends with Brands Hatch.

Steve Casson is campaigning his Sebring replica and has already enjoyed events at Gurston and Prescott with another three scheduled to the end of September.

Nick Williams who first attended last October in a Frog, attended in June with his newly acquired 1275 modernised Frogeye.

Ardingly is looming, hopefully some summerish weather may have kicked in by then.

Mike Gorman
Surrey

Kent MASC 'Old Boys' mid week run

Which took place on Tuesday 18th June. Contrary to the weather forecast we had good top down weather. Our luck extended to a jam free M25 and Toll Station at Dartford Crossing as we left Kent behind and ventured north into 'TOWIE' country.

We had assembled at Costa Coffee, Crossways Boulevard. A nice meeting point on a sunny day, as we sat in the sunshine sipping coffees beside a garden area with pond, but oh did the planners underestimate the required size for the parking area. With a squeeze here, my car's rear encroaching on the patio space, and a bit of cross parking there, we all managed to make room. We numbered six cars this month. Two 'Frogeye' MK1 Austin Healey Sprites and two green M.G. Midgets. We also had with us two M.G. Midget 1500s but both were now devoid of the large rubber bumpers. Mel Collins' car had been altered to now carry chrome bumpers whilst Dave Chalk's example was, with the fitting of a Tifosi Rana fibreglass bonnet and rear end, now replicating a Frogeye.

There is not much one can say about a drive around the M25 other than it was a means to our end which was the historic site of Salisbury Hall.

Line-up in front of a Mosquito



Dave Chalk's Tifosi Rana Midget 1500's tidy engine bay

Mentioned in the Doomsday Book, Salisbury Hall, was chosen by the de Havilland Aircraft Co' in 1939 to develop, in secret, the wooden high speed unarmed bomber named the Mosquito. With 41 variants of its type, the Mosquito became the most versatile aircraft of WWII. This began the centres' long association with Salisbury Hall, thus

making it the oldest Aviation collection in the country. The centre is now a registered charity staffed solely by volunteers who made us most welcome. In the main hanger we found two Mosquitoes undergoing restoration and a section set aside where a film of the Mosquitoes history can be watched.

Standing outside there are examples of both military & commercial aircraft to see. Some, the military, had steps to allow a close up view of the cockpit, whilst some of the commercials one could enter. On entering a DH Dove 8 I tried a seat for comfort. Such is the tranquillity of this site had I not got out of the seat almost immediately I would have easily fallen asleep.

Elsewhere other hangers, and buildings, exhibit aircraft and the history of the de Havilland enterprise. In one hall, amongst several engines on display, there was an

example of a Sprite engine not an A series but a liquid jet engine developed for assisted take off. This was developed into the Super Sprite which was fitted into the R.A.E 'V' Bombers.

A very worthwhile visit.

Alan Anstead

Kent Rep.

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btopenworld.com



L-R Ann & Keith, Mark, Bill and Ian at Eton Wick

Home Counties North West

June in the North West Home Counties ended with a lively pub night. Lots of regulars turned up and there were even a couple of Spridgets in the car park – it must be summer then!

There have been a couple of smaller events this month. It was good to see a large number of local members (and the Ed again) at the Harrow Car Club's concours night at the Windmill Pub in Chipperfield early in the month. The concours is a bit of fun and isn't really a competitor with the famous Pebble Beach event – no cocktail sticks needed to pick the stones out of your tyres here!

It was a lovely warm summer evening and as always there was a real range of cars on display. Here is a link to pictures of the evening if you can type it in to your browser; <http://harrowcarclub.net/chipperfield-concours-evening-4-jun-2013-2/>

A good selection of Spridgets plus my favourite car of the evening; a road legal Vanwall replica with a V12 Ferrari engine out front. We are invited to a couple of these evenings during the summer months. If you can get along I would recommend it as a fun evening out.

The soon-to-be-owned by Mark - Renault UE Chenillette



On the last Sunday of the month four cars set out from Amersham Old Town to visit the History on Wheels Museum at Eton Wick. Keith and Ann were leading us off in their Midget with me, Bill Harding (Frogeye) and Ian Hooper (1500) following on. The weather was brilliant again and we followed a very enjoyable run, planned by Keith and Ann, out towards Beaconsfield and then on through Burnham Beeches. We drove passed Dorney Wood, former residence of the croquet playing ex Deputy Prime Minister, and on to Eton Wick.

The History on Wheels Museum is a small private museum with a collection of military, commercial and civilian vehicles plus motorcycles and push bikes all from the 1920s through to the '50s. Also on display is a wide range of auto memorabilia and range of military uniforms and paraphernalia. It's a good place to lose a few hours on the last Sunday of the month (the only day it is open!). I particularly liked the Renault UE Chenillette armoured vehicle – but apparently I have not got room for one!

After a good few hours looking around we all set off to do our own thing and get ourselves home; all in all a nice day out in the sunshine. By the time you read this we will be getting ready for August and the trip to the Chiltern Open Air Museum and the Silverstone Classic will be a distant memory. First event for August is Pat and Zara Kimber's annual Charity Road Run on the 4th. If you read this in time and fancy coming along please get in contact and I can let you know if there are still spaces. We should also be visiting the Panshanger Aerodrome Revival day on the 11th August and the Knebworth Classic Car Show over the bank holiday weekend, with a club area if enough people are interested!

Check for details on our blog!

Mark

<http://hcnwmasc.blogspot.co.uk/>

MASC Scotland Area Report

By early May there was an undoubted general improvement in the prevailing weather conditions, but unfortunately, Strathaven Round Table's Classic Car Show scheduled for May 19th fell victim to the winter weather. Although the organisers deferred on making a final decision for as long as they could, on the Tuesday prior to the show date, they finally cancelled, on the basis of the show ground still being too soft after all the wet weather. It has been re-scheduled for 15th September.

However, the good weather had arrived and Elspeth and I took the opportunity to have a day out in the car and had the roof down all day. Leaving Uddingston early in the morning we headed up the M73 and M80 to Stirling and then via Callander, Lochearnhead, Glen Ogle and Glen Dochart to the Green Welly Stop at Tyndrum for a mid-morning break. Following suitable refreshments it was through Glen Lochy and the Pass of Brander to Oban. The wonderful weather meant we dined *al fresco* on the harbour wall watching the fishing boats and Calmac ferries come and go before driving back along the A85 to Lochawe and then via Glen Aray to Inverary. Ice-cream on the pier at Inverary watching the local fishermen and then home round Loch Fyne, over The Rest and be Thankful and down Loch Lomondside completed a long day with plenty of sunburn!

One show that did go ahead was The Borders Vintage Automobile Club's gathering at Thirlestane Castle on 2nd June. Donning our Blackwood Classic Car Club personas we joined other club members in Blackwood and

headed via Biggar, Peebles and Clovenfords to Thirlestane near Lauder. It was a glorious day and the roof was lowered all day. Our perception was that there may have been slightly fewer exhibitors than previously and this may well have been due to the poor weather that the show endured for the last two years. There was still a large turn out and the weather this year ensured that there was a large public attendance. It was encouraging to note a good showing from the Spridget fraternity and attached is a shot taken at the show.

A further trip we undertook was to Scone airfield. I have to plead guilty to being a bit of an "adrenaline junkie" and my Christmas present from Elspeth was a flight in a stunt plane. This took place at Scone on 10th June. The journey to Scone was directly up the M80/9 and A9. During the flight I enjoyed going through loops, rolls and turns prior to having the opportunity to take the controls myself and undertake two loops and an aileron roll. Driving the car afterwards was almost an anticlimax! After a bar lunch in Scone we drove via Perth to visit some friends at Crieff, and then returned via Comrie over the B827 to Braco and down the M9/80/73 back home. Another day with noses and cheeks the same colour as the car (red!).

It has been a good couple of months and long may it continue. That winter was far too long!

John Pardo

Contact: 01698 814791

E-mail: jp1kg@talktalk.net



Midget in the sun
at Thirlestane

From the Bowels of Bristol



T.H. makes a quick getaway from the Conductor – Abductor

Let's get the boring bit over with first. THE EVENTS REPORT. (Absolutely of no interest to anyone other than to those who took part) Take a deep breath as I break with my usual monthly reporting policy and regale you what we have been up to in June.

Well, the CLASSIC & RETRO ACTION DAY at Castle Combe circuit was brilliant. Nearly forgot the standard opening and closing – “The day dawned bright and early” – “And a good day was had by all”. For the 12 Mascites that were there, read on, for everyone else, jump to the next paragraph. OK then, who was it who attempted to have me abducted?

The vintage Bristol bus ride that was supposed to take us around the circuit saw me heading out of the paddock and into Chippenham. I had to top the bribe that one (or more) of you paid the bus driver to get back. When we did get back, I finally got a

ride on the open top bus which thankfully didn't go under the foot bridge onto the circuit. Although it may not have been an open top bus on its first outing onto the circuit. With a top speed of 34mph, it was a slow lap; however, the roll angle on the corners was pretty scary.

To break the monotony of our Spridgley things, we had a Sunbeam Stiletto and a RV8 on our stand. Maurice Stacey has been busy and his Banham Sprint now resembles a Ford Fiesta rather than a Frogeye – nice one Maurice – preferred it as it was before though.

Also attempting to fool the ‘I used to have one of those’ punters, Alan Lo and Colin Gayle displayed their IOW Frogeyes whilst Geoff Leek, Robin Harwood and T.H upheld tradition with real Frogeyes, made of steel, not fibreglass. Colin Jones, Andy Cross, Philip Sellen and Jim White also had their real Spridgley things whilst Trevor Large could only perform a mime of what his Midget looked like – assuming he has one of course. Geoff Leek made a new friend, a little lady who fell head-over-heels in love with his Primrose yellow Frogeye, we had to surround his Frog to make sure she didn't abscond with it. Hope you checked inside the boot before you headed back to Stafford Geoff.

Well, I think that I have mentioned most names cause I know that members like to see their names in print and get upset if overlooked. To anyone I have not mentioned, count yourself lucky, you really don't want to be on my list.



Bristol members, more racy than you'd imagine

Pretty little Frogeyes all in a row. Easy to get lost on Castle Combe circuit so we stuck together – and all got lost together!

Now, onto the nitty gritty of the B of B business. The announcement of my reformation of policy regarding the monthly report created much comment – all negative.

It seems that the B of B members much prefer my honest approach rather than the patronising praise and Mr 'Nice Guy' approach that I was proposing. In response, I take heed of your comments and say – to the ugly, take a good look at yourself in the mirror, to the old, spend your pensions wisely, to the sad, seek counselling, to the bad, find a good solicitor, to Trevor, get a Midget, to the boring, get an MGB and to the good – oh, that's just me then.

The naughty table will be spared and terror will remain for anyone going to the toilet at the Rose and Crown on their own. (Assuming that you are not on the barred list that is.) Yes, it will be business as usual at the Bowels of Bristol.

As always, we meet on the second Wednesday of the month at the Rose and Crown at Pucklechurch, excepting for the boring who can meet on the first Monday of the month, or the sad who can meet on the third Wednesday, the ugly on the fourth which leaves Alan, who can just find another pub, in another village, in another county.....

Terry Horler

Your genial Area Organiser, the one who listens to his members.

Market Place

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

For Sale: 1961 Frogeye for total renovation. Owned it since 1977 but it's time to let it go. Fitted with a glass fibre bonnet plus a steel bonnet and a factory Hard Top which I understand is worth over £500 alone. For the avoidance of disappointment this car should be regarded as a basket case. The plus side it is complete and must be regarded as a non runner (though it did drive when put into the garage in 1986). For serious enquiries and to get some idea of its condition, the editor can forward some photos of its current condition. We can apply for a V5 in our name – the original has been lost (but not thrown away) Reg No: 5202 RO. Price-wise, if we could get £3,500 – £4K we would be happy. Car is based in Wimbledon SW19.

Stephen 07767 835 789 E mail nelsoninmerton@aol.com

For Sale: 1958 Mk1 Sprite, SAY 190. Just undergone a long term, meticulous, full, no expense spared, restoration. Old English white with new red interior. Original engine and gearbox rebuilt. Suspension, brake system and fuel system renewed. New wiring loom, ancillaries and lights. New hood and tonneau cover etc etc. See *article on this car's restoration in March 2013 issue of Mascot*. Valued at £15,000. All receipts and full photo record of rebuild available. Price £12,000 (sorry no offers).

For Sale: Jan '72 Austin Sprite. Excellent condition, not concours but reliable and rust free. Just passed MOT with no advisories. Minilite wheels, electronic ignition, single 1 and half inch carb, good hood (leak free) uses no oil other than usual A series drips. Seeking £4950 ovno. Available to answer any questions.

Ring Mobile 07884165123 or e-mail, timssprite71@hotmail.co.uk

Wanted: Frogeye dynamo with the facility for the tacho drive on the back. Preferably a Lucas one. If not working not too concerned as I can obtain an armature for it.

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