

October 2012

£2 No. 343

# **Mascot**

**The Magazine of the Midget & Sprite Club**



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





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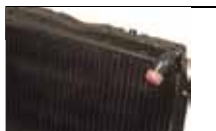
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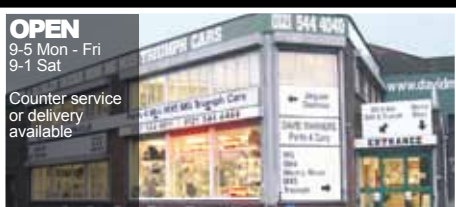
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# THE WHO, THE WHAT & THE WHERE of THE MIDGET & SPRITE CLUB

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Also see the Club Nights section on page 4 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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## The Ring of Confidence

Well it's really not been much fun being without the Frogeye for the last six weeks. I feel like I've missed a whole summer's worth of Spridgeting. Even the weather has conspired to make me feel hard done by.

There I've been in recent editorials, expounding the virtues of getting into your cars and just driving, while for much of that time, my own car has been waylaid, waiting for a spare part to arrive from the USA for a gearbox that only wishes to propel me and the car in a rearward direction. The benefit of a five speed gearbox getting stuck in reverse, is that I now have a car with six reverse gears. Seven if you count the fact that it also wants to go in that direction in neutral too!

Looking on the bright side though, I now know how to take the engine and gearbox out (thanks to the help of fellow Spridget owner Bob Tooke). And I reckon that with a good engine hoist and a similar (but not as effective) load lever to the one which Dr John Davies highlights in his article in this month's Mascot. I could at a stretch, put it back in on my own. Though the very heavy Mk1 Sprite bonnet might be another story.

Removing the engine on a Mk1 Sprite really is relatively simple it's just a matter of having the correct tools, a good guide (be that a knowledgeable person or a decent owners manual) and most importantly the confidence to do it.

Confidence in our cars seems to be a very important aspect of owning a Spridget. You have to be confident that your car will start when you want it to and stop when you need it to. It must get you to the place that you were going and also bring you back again.

As with our cars, the club needs to run well and the membership needs to feel confident in those people running it. This

year's election of the nominated committee members will be finalised at the AGM to be held once again, at the Coventry Transport Museum. Will you be attending? I would hope that many of you will take the time (as it's only one afternoon in the year) to join us on the 21st of October. It really makes a big difference if you are there and it gives you the chance to thank the outgoing committee, as well as welcoming in the new one. Additionally the AGM lets you know what's been happening to the club over the last twelve months and is the perfect opportunity to ask questions and receive answers.

I have every confidence that the incoming committee members will continue the good work that has already been done and I feel confident that should you attend the AGM, it will not be time wasted.

Have a great month

**Gary and (an unwell) "Gaps"**



*Gaps ready and waiting for the gearbox to be repaired*

**The deadline for articles and reports for inclusion in next month's magazine is Sunday 14th of October**

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

*Cover image: Andrew Duff's newly acquired 'project'. I thought that as the end of this month is Halloween, I would treat you to a horror show*



# MASC AGM 2012



**Coventry Transport Museum, Millennium Place,  
Hales Street, Coventry CV1 1JD**

**Sunday 21st October 1:30pm for 2:00pm start**

This popular venue is again where we will be holding our AGM this year. If you haven't visited the museum, you are strongly advised not to miss out on this jewel of transport history. In addition to marvelling at a wonderful collection including more than 240 cars and commercial vehicles, 94 motorbikes and 200 cycles over the ages, you can also join us at this year's Annual General Meeting to hear your committee report on the activities of the past year as well as meeting the new committee. You will have the opportunity of joining the line-up of Spridgets on Millennium Place but remember to bring a drip tray to place under your car.

Make it a date in your diary; we look forward to seeing you there.

[www.transport-museum.com](http://www.transport-museum.com) Tel: 024 7623 4270

**By Road** – Coventry is close to the M1/M6/M40/M42. Follow signs to city centre and take junction 1 or 2. As a city centre attraction there is normally no parking available at the Museum itself but the **Midget & Sprite Club have made arrangements for those arriving in Spridgets to have made special parking FREE OF CHARGE on the Millennium Place outside parking.** Alternatively those in other cars may park in the city centre pay and display car parks (at a cost of £1 all day on Sunday) which are within walking distance of the museum

**By Rail** – There are excellent links to London Euston via Virgin Trains; Cross Country routes north and south and local services to Nuneaton and Northampton. The Museum is a 15 minutes walk from the station. Buses numbered 17, 27 and 49 stop near the Museum.

The Museum's collection includes over 240 cars, commercial vehicles and buses, 94 motorcycles, 200 cycles, 25,000 models and around 1 million archive and ephemera items.

Please contact Membership Secretary Stuart Watson for details

01562 883076 or by email [membership@midgetandspriteclub.co.uk](mailto:membership@midgetandspriteclub.co.uk)

# Club Nights

- 1st Tuesday **Essex Area** – Now meet at **The Bell**, Beckenham Road, Tolleshunt Major, CM9 8LL.  
For further details contact Jane Gates Tel: 01255830 509 or email: [jjganegates257@googlemail.com](mailto:jjganegates257@googlemail.com)
- 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](mailto: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](mailto:green_mx5@hotmail.com)
- 1st Wednesday **Oxford Area** – Meet at the **Blackhorse Pub**, Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Grahame Gibbins at [grahame\\_gibbins@unipart.co.uk](mailto:grahame_gibbins@unipart.co.uk)
- 2nd Tuesday **London Area** (Congestion Zone) – Meet at **The Ace Cafe** at 7:30pm. together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696, [garyfrogeye@gmail.com](mailto:garyfrogeye@gmail.com)
- 2nd Wednesday **Heart of England**, covers Worcs, Warks, West Midlands and surrounding areas – Meet at **The Green Dragon**, The Green, Sambourne, Redditch, B96 6NU, at 8.30pm as usual.
- 2nd Wednesday **North West Area** meet at **The Kilton**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
- 2nd Wednesday **Bristol Area** will meet at **The Rose and Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Terry Horler on 01454 881770
- 2nd Thursday **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](mailto: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 **Ye Jolly Farmers Inn**, Dalton near Thirsk YO7 3HY – more information at <http://yorkshiremasc.blogspot.com/>
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE 7.30pm
- 3rd Tuesday **Scotland** – Meet at **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.freemove.co.uk](mailto:mike@birchwood44.freemove.co.uk) Tel: 01737-552256
- 4th Thursday **Sussex** – Meet at **Bolney Stage**, Bolney, RH17 5RL from 19:00. Contact David Southcott at [dandlsouthcott@btinternet.com](mailto:dandlsouthcott@btinternet.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](mailto:alan.anstead@btopenworld.com)
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm except on Bank Holiday Mondays when it will be the Bell Inn at Yatton Keynell near Castle Combe, 6.30pm. Contact Andy Cross on 01225 743554 or e-mail [andy@cross743.freemove.co.uk](mailto:andy@cross743.freemove.co.uk)
- Last Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Mike or Sue Gahan on email [mike@mgahan.demon.co.uk](mailto: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](mailto:robertholmes25@hotmail.com). If enough interest, will arrange a meeting.
- South West Wales Non regular and occasional meetings and runs arranged throughout the summer months. Please contact David Hill on 01239 811307 or email: [david@hill.be](mailto:david@hill.be)

# Club Website

www.midgetandspriteclub.co.uk

**Members only pages Password: Radiator (which is case sensitive)**

## Events

Area reps please continue to make Richard Flynn aware of any events already in your diaries for 2012, so that they can be added to this "Events" section of the magazine and the website.

For the magazine Richard can be contacted at Richard.flynn@live.co.uk or 0121 559 3103

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

### October

- 21 **MASC AGM** at Coventry Museum of Transport in the West Midlands. CV1 1JD
- 21 Notts & Derby Area, **Stoneleigh Restoration Show**. Contact Ian Cooke 0115 9383838 ilc@bgs.ac.uk
- tba Notts & Derby Area, **Donington MG and Triumph Day** in the Exhibition Hall. Contact Ian Cooke 0115 9383838 ilc@bgs.ac.uk

### November

- 16-18 **NEC Classic Car Show** (MASC stand)

## New Members August–September

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

4626	David Sambora	Sussex		
4627	Denham Murphy	Lancashire	Sprite	Mk 4
4628	Melanie & Kevin Howe	Derbyshire	Sprite	Mk 1
4629	Richard Wharmby	Nottinghamshire	Midget	1500
4630	Ray Rowsell	Hampshire	Midget	Mk 3
4631	Gina Packman & Lee Todd	Kent	Midget	1500
4632	Martin Russell	Sussex		
4633	Tony Mitchell	Gloucestershire	Midget	
4634	David & Mary Aston	Wiltshire	Sprite	Mk 1
4635	Jonathan Abbott	Bedfordshire	Midget	1500
4636	David & Ann Leonard	Essex	Midget	Mk 3 RWA
4637	Alan Cotterill	South Yorkshire	Midget	Mk 3 RWA
4638	David Squire & Jillian Squire	Nottingham	2 x Midget	1500
4639	Martyn Griffin	Worcestershire	Sprite	Mk4
4640	Graham Smith	Glasgow	Sprite	Mk1



*Martyn Griffin in his MkIV Sprite*



*Ray Rowsell's MkIII Midget*



*David Leonard with his and Ann's RWA Midget named Fred*



*Melanie & David Howe's Mk1 Sprite*



*Tony Mitchell with his RWA Midget*



*David Aston with his and Mary's Frogeye*



*Richard Wharmby's 1500 Midget*





**Sprite hardtop, white**  
MGH004V £408.95 (**Sprite Mkl**)

Library image



**SuperPro poly bush kit, complete car**  
SPK21CK £99.95 (**S&M 1964-On**)



**Leather key fobs, with logo**  
VARIOUS £9.95 (**AH OR MG**)



**Headlamp dip switch bracket**  
2A9102 £12.95 (**Sprite Mkl**)

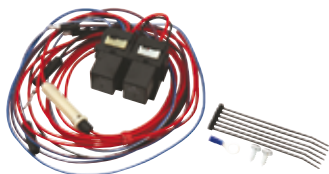


**Lucas performance distributor, 45D**  
TMG10873 £153.95 (**Weber carb**)



Others available

**Speedi Sleeve, timing cover**  
520-515 £44.95 (**S&M 948-1275cc**)



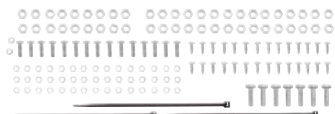
**Headlamp relay kit**  
117-515 £32.95 (**Universal**)



**Supercharger kit, 1275**  
150-080 **NOW** £2,694.95 (**1275cc**)



**Oil filter, original felt type**  
8G684 £9.95 (**948-1275cc**)



**Hardware pack, 223 pieces**  
HK001 £24.95



**Starter motor, high torque**  
GXE4405X £187.96 (**948,1098,1275cc**)



**FLEXit LED light**  
386-460 £22.96



**Autoglym valet collection case**  
AGPACK10 £53.95



**Frontline 4-pot brake kit, x-drilled**  
FLD309501 £804.95 (**Bolt-on wheel**)



**Window drop stop bracket kit**  
AHA7431SSK £8.95 (**Sprite/Midget**)

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# Trackace Laser Wheel Alignment Kit

The Trackace laser wheel alignment device caught my attention following a front suspension rebuild and subsequent “dead” feeling steering. At under £70 plus postage it was relatively easy to convince myself that I could justify buying it to avoid inconvenient trips to the local garage whenever I embarked on a bit of front-end D.I.Y.

The principle is beautifully simple. A rod carrying a vertical mirror is placed against the rim of the nearside front wheel. On the opposite side of the vehicle a laser head is placed on the ground and carefully aligned so that the beam from the laser is reflected back from the mirror and hits a scale mounted on the laser head. The head is then carefully rotated until the reflected laser dot lines up with the 0 deg point on the scale. It is critical now that the laser head is not moved.

Next, the mirror assembly is placed against the offside wheel rim and the new position of the laser dot on the scale noted. This will directly indicate the wheel alignment in degrees and minutes.

First attempts to use the device were disappointing because I found setting it up tricky. Outside in sunny conditions the laser beam was difficult to see. When I moved everything into the garage this problem was resolved. The less-bright environment makes the beam and dot much easier to see. There is also another advantage gained from the proximity of the garage walls! During setting up the beam can miss the laser target but having a wall close by means that the laser dot can be seen on the brickwork and this helps to tweak head and mirror alignment to get the dot back onto the scale.

Another advantage of the garage was that the floor is relatively smooth. My garage drive is constructed from small key blocks and moving the head to get the alignment usually meant that its position moved from one block to another and small changes in level would throw everything out. I spent half an hour struggling to set up the device on the drive but was able to get a tracking reading in less than 5 minutes when I moved inside the garage. Just a bit cramped!

If you have no garage, then avoid bright sun. Not too much of an imposition with our weather.

Having standard wheels makes the Trackace easier to use. Wire wheels raise another

issue. The support arms holding the mirror bar have a small radiused end which sits against the wheel rim. The arm is very close to the rim and



*Standard Laser wheel alignment kit*

the protruding wire-wheel hub gets in the way! The arms have to be placed below the hub which causes the arms to be positioned at quite a shallow angle which affects their stability – I found they had a tendency to slip if I went anywhere near them, which I couldn't avoid as the mirror has to be adjusted in use.

I overcame this problem with two 150mm diameter aluminium disks which slide along the mirror arm and make the contact with the wheel rim. Their large diameter means that the bar can be placed on the wheel centre line and still clears the hub. I could only buy 4mm thick laser-cut discs (wider would have been better, reducing the chance of slipping off the wheel rim) and ordered centre holes lasercut at 19.2mm diameter (which suited my bit of kit). The consistency in sizes between the two disks was extremely good and didn't introduce any dimensional errors.

All I needed to remember was to place the laser head 75mm further away than noted in the instructions.

My opinion? It is a useful and accurate bit of



*With the added disks*

kit. I incurred some additional costs buying the disks but my view is that they make it easier to use with wires. I can achieve repeated readings to within 5 minutes of angle. Allowable toe-in is 0 to 3.2mm at the wheel rim which equates to (if my calculation is correct) 0 to 30'.

Trackace website: [www.trackace.co.uk](http://www.trackace.co.uk)  
Videos and descriptions.

The metal discs were bought from [www.lasermaster.co.uk](http://www.lasermaster.co.uk)

**Graeme Williams**

# Letters

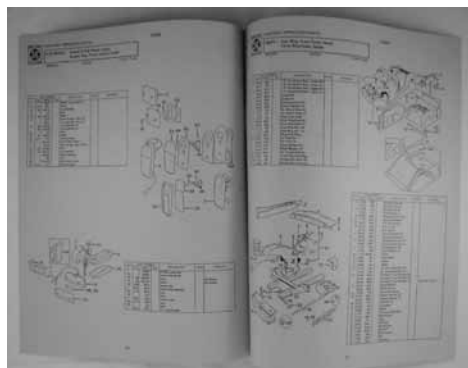


Hi Gary,

Over the years Austin, Austin Healey, MG, BMC and latterly British Leyland produced many prototypes most of which never saw the light of day but thankfully were photographed at the time and today give an interesting insight into future designs. However imagine my surprise whilst surfing eBay USA, when I came across a picture of a Rubber bumper RWA model on the front of a British Leyland MG Midget Factory Approved Parts List for 1975–1976 cars only, a picture that I have personally never seen featured before. The seller also includes an insight to the internal pages and here the car appears to revert to Square Wheel Arch!

I do not know whether any such car or prototype was ever made but it is of interest if any member has further knowledge of this?

**Robert Rose [2606]**



## FBHVC thoughts – 1

A thought on the FBHVC and the new MOT regarding pre 1960 cars. I am an MOT tester and have heard from a couple of different people the theory that once you don't have to pay for Road Fund Licence, MOT and get cheap insurance, you are considered to be privileged. Since this puts you at an advantage over other road users, you may lose your privilege of unrestricted use, being confined to say, Friday after midday to Sunday midnight. This has of course been mentioned in the past, but you have to wonder... Hope this is of interest.



**Adrian Mills**

## FBHVC thoughts – 2

I have to admit to being one of the 99.3% of members who failed to respond to the question of whether the club should rejoin the Federation of British Classic Vehicle Clubs (FBHVC). In principle, then I believe we should. The FBHVC monitor and campaign on our behalf on legislative issues that can affect our Spridgley thing hobbies. On the radar, the proposal to outlaw the 'modification' of vehicles, this could certainly cause a few sleepless nights for many members. The FBHVC is the organisation that will voice the concerns of enthusiasts and owners of older vehicles like us.

Remember, the legislators can easily ignore our concerns, we need a large and respected organisation to keep an eye on what they are proposing and to react positively when needed. With the recent change in MOT regulations and the threat to modified vehicles, there is plenty for us to have concerns about at the moment. I would say that it may have helped members to know the actual cost of being a member club of the FBHVC. There was a time, many years ago, that the club simply could not have afforded to be. Some members then believed that a small hike in the subs would have been worth it. Perhaps the committee could inform us of the financial implications on this before presenting the question again?

**Terry Horler**

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# Rust Cleaning Using Electrolysis

An easy way to remove rust from metal parts is electrolysis. All you need is a plastic bucket and a battery charger.



Pour about a gallon of water into the bucket, then add a couple of tablespoons of washing soda, (not cooking soda), stir to dissolve.



Find a piece of non-rusty steel long enough to stick out the top of the bucket, and clip it to the side using the Positive lead from the battery charger. This is the positive electrode.



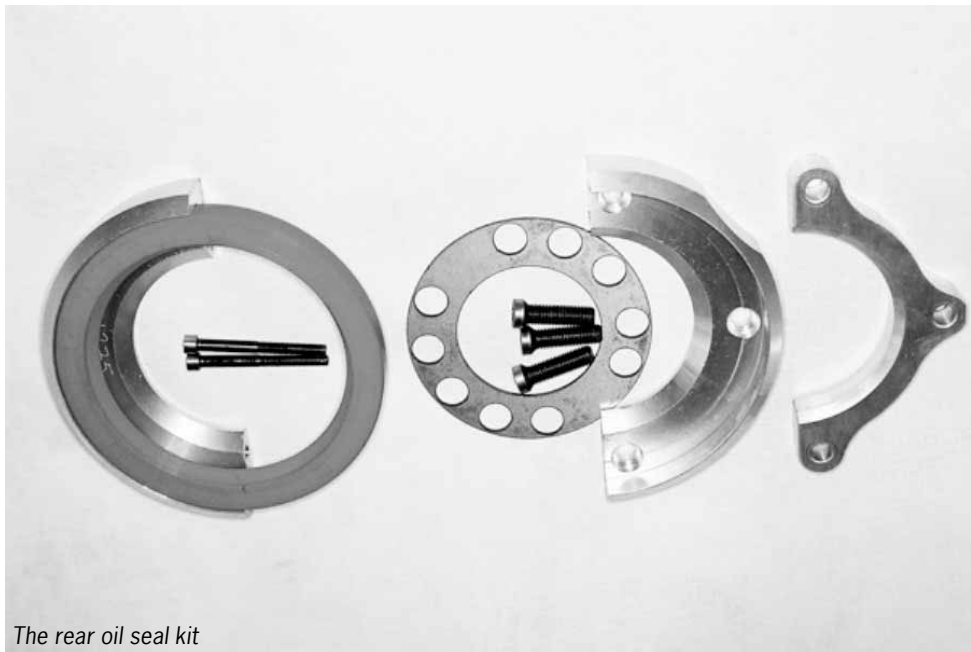
Clip the part being cleaned to the negative lead and place it in the bucket making sure it does not touch the other piece of metal.

Switch on, within a few minutes you will see bubbles, and within half an hour rust will be coming off the part. Leave the going for about 24 hours, in a well-ventilated garage or shed.



You will have a rust free part that will just need a light rub with a wire brush or wire wool.

**Peter Vass (3670)**



*The rear oil seal kit*

Casting my mind back to where I lived in the 1960s I lived in an avenue without trees. The pavement was decorated in black polka dots formed by oil leaking from the cars that were parked with two wheels upon the footpath. There were a lot of polka dots but few cars. This would be a relatively uncommon sight today.

Modern day Midget and Sprite owners expect their pride and joy to be oil tight even though the parts and joints from which oil tries to escape may be many decades old. Advances

in the development of plastics has helped the cause so much so that in some areas old felt seals have been replaced by a modern "plastic" variety.

Many a conversation at a MASC club night has been held about oil leaking from the rear main crankshaft scroll. Some attempts to stem the flow succeed and some fail.

Ron Edwards had fitted a modern seal kit to stem the flow of oil from his 948 engined Austin Healey Sprite Mk1 but oil was still leaking from the bell housing. Ron pulled the engine out and I went along to have a look.

The new seal was retaining oil well. The gearbox also had a modern "plastic" oil seal which again was doing its job. The fault was a split in the solder that holds the cover, for the oil pump, to the engine back plate. Unfortunately the new crankshaft oil seal and housing would have to be disturbed to remove the back plate and effect a repair. But having a camera to hand afforded a golden opportunity to take some pictures and show how this new oil seal is fitted.

The oil leak from the pump cover was quickly dealt with by cleaning and sealing



*Ron Edwards at work*

# ankshaft Oil Seal



*Replacement moustache note ground crank boss*

with a mastic so moving on to the seal. The moustache above the rear main bearing has to be removed and replaced with an alloy one in the kit.

This would best be done with the crankshaft removed and using some form of mandrel to centralise it otherwise it's down to luck and a good eye. Apart from being central it needs to sit firmly and squarely upon the rear



*Top half of seal housing in situ*

crankshaft bearing cap. The moustache face needs to be level with or slightly overhang the rear main bearing cap but must not be shorter than or the seal housing will not sit square. The seal housing is split so the top half is loosely assembled on the moustache with some sealant in between.

The seal is introduced into the top housing and seated upon the crankshaft.

From the photographs you will notice that the surface upon which the seal bears on Ron's car is a ground surface.

I have not seen this before. Most crankshafts that I have seen are rough and unpolished and really not good for a seal to run upon – they would, at least, need some drastic polishing to achieve a suitable surface. This may be why the seal on Ron's engine has been successful to date.

The bottom half of the seal housing is now offered up with sufficient mastic, on its reverse, to form a seal between it and the rear edge of the crankshaft rear main bearing housing, and affixed to the top half of the housing with two long bolts supplied.



*Oil seal seated in housing*

With the seal now centred upon the crankshaft the top half of the seal housing can be tightened onto the moustache locating the cap head bolts through the holes in the crankshaft which will latter accept the bolts fixing the flywheel.

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# Classics & Sports Car Photo shoot

*The photographer at work*



**W**alk into any newsagents and you will be confronted by a plethora of Motoring Magazines.

The genre covers many interests such as maintenance and tuning, custom, one marque, modern, vintage, veteran, classic & sport to name but a few.

Midgets and Sprites are usually, but not only, featured in general classic car magazines or magazines dedicated to one make namely M.G.

Where do the magazine editors find the cars, and obtain the pictures, aligned to the articles? Some articles with pictures are supplied with writers. Magazine Editors will sometimes pay for an article, and pictures, but not for the club Magazine Mascot or I would be a very rich man by now.

When pictures of a car are required the first stop is often the owners Club. I am currently Gatekeeper for MASC in that anyone sending an e-mail to [enquiries@midgetandspriteclub.co.uk](mailto:enquiries@midgetandspriteclub.co.uk) sends it to me to action or forward as necessary. I sometimes receive requests to supply a car for a photo shoot or for filming.

The requests never allow much time to seek out a car of the model, make, colour and specification required. Another consideration is availability as most shoots are mid week when people are at work.

Let's look at a recent request.

A midweek photo shoot to take place at Chobham Common, Surrey, for the static photographs then a transfer to Longcross Testing Ground for action shots. Timeline



*Toyota, Frogeye and Fiat Spyder at Chobham common"*

was about two weeks. The article called for a Mk1 "Frogeye" Austin Healey Sprite as near to standard specification as possible. No colour took preference.

So who has a good, standard, Frogeye Sprite and is available mid week at short notice and is agreeable to travel, perhaps some distance, to the venue?

The simple solution to the problem would be me. The benefits of being retired. But there must be someone else who would like to participate so knowing the condition of his car and knowing that he would probably be available on the suggested day I phoned Ron Edwards. Ron owns a rebuild fresh Frogeye that is not far from spec other than period Alexander Stromberg Carburettor conversion and disc brakes and Ron would probably be available. He wasn't but was willing to reschedule his appointments. Due to our inclement weather the photo shoot had to be moved to the following day.

On the day I rendezvoused with Ron at the Grasshopper, Westerham and we convoyed, in our respective Frogeyes, under very threatening skies. I went along just for the drive. After about an hour we arrived in the car park at Chobham Common to find a yellow Fiat Spyder and a red Toyota along for



#### *Assembling for the moving shots*

the session. Due to traffic the photographer was late.

There is a lot of waiting around but fortunately, although our location atop a plateau was windy, and the clouds were ever threatening the rain held off.

On this occasion we were treated to sandwiches and nibbles. Sometimes there is a treat of a pub meal and if you are lucky a film shoot sometimes turns up a catering van. Sometimes there are some expenses on offer but do not expect to be paid a wage as you really do this for the fun of being there, wherever there may be.

After lunch we transferred to Longcross testing ground for the action shots. We even managed to sneak in some high speed laps of the test track after a couple of McLarens had gone home.

If having read this you feel that you may have a suitable Midget or Sprite and are available and flexible if you would like to send me contact details, car details, and a picture I will keep a database

And who knows next time a request comes in "it might be you".

Ron's car can be seen in *Classic & Sports Car* magazine November issue out in October.

**Alan Anstead Kent Rep**

01322-384050 [www.masckent.org](http://www.masckent.org)

In addition to Ron Edwards Frogeye, this month's *Mascot* also features Neil Thomas' Frogeye at a photoshoot for *Classic Cars* magazine



*Frog with rare Toyota Targa*

# Classic Car Photo shoot



The phone call said, "Hi Neil, *Classic Car Magazine* want to do a feature on the Frogeye Sprite and they would like to use a Welsh backdrop. Are you interested?" I didn't have to think twice about it. My answer was yes. I'd never been involved in anything like this before and so was keen to see how it was done. Sam Dawson, one of the motoring journalists for the publication, was my contact point. Following a brief phone call the date was set, namely 11am Wednesday 29th August 2012 at St Clears almost the gateway to Pembrokeshire. Sam would be coming along to drive the car and obtain material for the article. He would also arrange the necessary insurance for the day. We were to be accompanied by professional photographer, Rory Game who specialises in motoring and aerial photography. Well they certainly can't fly in a Frogeye I thought. Having arranged a day off work for the occasion we were set.

I spent the preceding week washing, polishing and fettling the Frog. It was sparkling. The day before the big day arrived I checked Wednesday's forecast and it was horrendous. Thunder, lightning and very heavy showers were predicted. Not good. To make it worse, I had previously bought a lovely 9 stud screen for my Frogeye from Peter in Rochdale having

seen it advertised in *Mascot*. However I had not bothered to change the hood as to be honest I rarely have the hood up. However with a forecast as predicted it was folly to go with just a tonneau cover. So having got home from work I removed the 9 stud screen and replaced it with my later screen and fitted the hood. Whilst I had the sidescreens in the car I didn't bother to fit them as I'm not keen on driving with them.

Wednesday morning dawned and it was overcast but dry. Great. I drove the 18 miles to the meeting place and the sun came out. Even better. I was first to arrive and so tucked into my black coffee at the Travelodge whilst I awaited the arrival of the team. Rory soon arrived and introduced himself. What a lovely guy he was and very easy going. He had travelled all the way from Cambridge that morning for the assignment yet was keen to get started. There was no sign of Sam. Rory asked where I would suggest we go to take the photos as he had never been to this part of Wales before. I established that he had been given a brief as to the type of photos he needed to take for the article which amongst other things included open mountains with no hedgerows. Now unlike the rest of Wales, Pembrokeshire isn't exactly over run with mountains but we do have the



*In the Preseli Mountains*

Preseli Mountains. Not the highest in Wales I'll grant you but they are called mountains nevertheless. Perfect, Rory said.

Off we set along the A40 towards Haverfordwest and then it all started. Hurricane Katrina was mild in comparison! It thundered, there was lightening and tropical downpours. And, yep you guessed it, no sidescreens in the Frog. The rain was coming through one side and out the other. Yours truly was in the middle. I got wet. Then after a few miles we drove through it and the sun came out.

Having turned off the A40 at Penblewin we headed for Clynderwen before turning left for Maenclochog. Along this stretch we passed some great open bends. Rory flashed me and having pulled over he gave me instructions to drive back and fore around these bends so that he could take photos. He needed cornering shots. I must have driven back and forth about 20 times before all the desired photos were obtained. Next stop was Gelli bridge, a lovely old stone bridge. More runs back and fore and Rory was happy. We continued on to Maenclochog where we met up with Sam who had now caught up. In fairness he had travelled from Peterborough for the occasion, a long way. Leaving his car there, Sam jumped into the driver's seat of the Frog and together we set off with Rory in tow, heading for the mountains. Within moments Sam launched into motoring journalists speak uttering descriptions of the Frog and drawing comparisons with other manufacturers. "As you look down the bonnet of the Austin Healey Frogeye Sprite it reminds you of the view of the bonnet of a Jaguar XK120" he said. Yeah, sure I thought. "Of course in its day, the basic form of the Frogeye was its most appealing feature, affordable, sharp handling and quick by



*Wet and windy in the hills*

comparison to other cars of its day with similar sized engines and all aided by the lightness of the body". And so he continued. It was quite amusing.

Reaching the highest point of the Preseli's, Rory was again flashing his lights and I jumped out whilst Sam now drove the car up and down the same stretch countless times waiting for Rory to capture that perfect picture, hopefully with the sun shining. I was then asked where we could obtain the static shots. So off we headed down the Gwaun Valley, past Bessie's pub (Dyffryn Arms) and up on to the hill behind overlooking Dinas Head. The views from here were awesome with turquoise seas in the background. Rory took hundreds of photos from here, different angles, hood up, hood down, me driving it along the single track road and so on. This was another part of the brief completed. Next onto Fishguard Old Town for shots by the harbour. Another stunning location. Static shots now, bonnet up, bonnet down, interior of the car, exterior of the car and wireless flashlights on tripods going off around the car at each click of the camera button. This was impressive. Katrina's sister then came again with a good downpour, so hood up again for the last session described in the brief



*Down the bonnet*





*Rory, the photographer with the Frogeye at Fishguard Harbour*

as tracking shots. This involved Sam driving Rory's car along a straight quiet stretch of road pulling out on to the opposite side of the carriageway whilst I drove up the inside. Meanwhile Rory was in the back passenger seat of the car clicking away taking photos of me and the Frog. Four runs later and the brief was complete.

This had been a tiring day. It was now 6pm and time to head home. I only had to travel

to the south of the County. Sam and Rory were heading east, a good six hour journey. Both Sam and Rory had been great. Rory was the ultimate professional being very conscientious in his work and very patient too. We said our goodbyes and that was the end of that.

Will it appear in *Classic Car* magazine at some stage? Sam said it would, so I hope so. I would like to see the photos of the day but not sure if I will. Two tanks of fuel in the Frogeye should qualify me for at least a few photos I would have thought. I enjoyed the experience and managed to take a few photos myself during the day. Look out for my white Frog RDL 252 in a forthcoming edition CCM edition.

### **Neil, Pembrokeshire**

*Ed's note. After Speaking with Sam (the journalist) and Phil (the editor of Classic cars magazine) I understand that Neil's Frogeye should be appearing in the most recent edition of Classic Cars Magazine, which has hit your newsagent's bookshelves about the same time as this edition of Mascot has been thrust through your letterbox.*



*Neil with the Sprite*

# Castle Combe / Harewood Hillclimb



Colin in the Spridget on the parade lap at Castle Combe

Just thought I would send a report from the action day 'Castle Combe on 30th June. We started our first round of the Healeysport Championship at Castle Combe back in March, a chance to refresh my mind on the circuit.

We had the usual convoy two-lap parade with many members from Bristol & beyond, I had bought a track pass had the noise check, and then at 2:30 was in group with '80s cars. I was last to go out on the circuit so had no idea what was out there, I did get overtaken by rs/2000

I did manage to get past a Jensen Healey /Volvo estate? /MX5 / Peugeot race car. before a MGC / Datsun 240 z came flying past just before the chequered flag came out, what great FUN !!! Yes we had showers, very slippery at Camp corner.

Later the offer of a cheap pass dragged me out again at 4.30 this time with '70s



All lined up

cars, The first two cars out, Triumph Stags 3 & 4 litres with super chargers, then me Sprite 1330cc with weber 45, behind 2.1 pinto Caterhams x 2, & a Sierra Cosworth. The order never changed I stayed with the stags on most corners, only on the straight did they pull away. Only 1/2 a lap from the finish I was forced to retire with blown head gasket. Not such a cheap pass after all !

With just over a month before my next planned events at Harewood/Yorkshire & Loton Park/ Shropshire I had to get my thinking cap on!

I borrowed a 1380 /spare engine from Murray Wakeham [Top of the leader board at the moment] then time I changed my standard gear box, so made up a straight cut box, with help from Dominic Mooney. Now with new clutch fitted and some other bits we were ready to Fly.

Off I went to Harewood 4th/5th August Saturday to watch, Sunday our competition, fog lay in the valley in the morning, some light drizzle too, the course did dry up later we got some good runs in I could not beat my personal best, which my target was based on.

The day was plagued with problems, Simon MK2 Sprite/hard to start, Trish/gear selector broken [big Healey] Murray/broken clutch, retired

Robin/Adie yellow Frog, dropped a valve and Huw's fan belt came off. I came fourth on scratch with a 73.95 secs, must try harder!!

**Colin Gale ....**

*Harewood Hillclimb images Courtesy of David Copley [Healey Fan]*



Opposite lock and a bit of smoke at Harwood

# Frogeye Tilt-a-Lift

Ever since Graham and Maggie Kirkup (stalwart members of East Anglian Area MASC) gave their Frogeye 100+bhp via a bored-out 1275cc engine and a single giant Weber carburettor, I have thought that their half-shafts must be twisting like a barber's pole. Curiously, Graham has been singularly unmoved by my true story of the man with the race-prepared Sprite who painted straight white lines along his half shafts, only to find the lines spiralling down the shafts two races later. Frustrated, I have recently been calling Graham 'Twisted Shafts' ('TS') at our monthly MASC meetings in The Ferry Boat Pub, Holywell.

In the end, it was not one of TS's half shafts that broke but his No2 piston which made a bid for freedom while our hero was travelling back from Silverstone with his tachometer needle hovering somewhere in the red area. I learned of this when my telephone rang and a small voice asked if it might borrow my engine crane and tilt-a-lift gadget (see *Mascot* issues October 2010 and July 2012). The temptation to express surprise that it was a failed piston which had given way rather than a half shaft was almost irresistible but I did manage to control myself: a man with a blown engine needs nothing less than maximum support. In fact, I was very pleased to help because this would – at last – allow me to test my lifting gadget on a Frogeye, something I had been keen to try for some time.

Graham was initially reluctant to allow his engine and gearbox to be removed together but I managed to convince him that this is the best thing to do, providing that one has the right tools. I repeat here what I have stated before in earlier articles: if one removes only the engine it is very easy to damage the gearbox by allowing the weight of the engine to rest momentarily on the first motion shaft. This can cause serious damage which may not be obvious until very much later.

For someone like me who has never worked on a Frogeye before, this job was a revelation: without the front wings and front balance of the later cars, the Frogeye's engine/gearbox combination requires a much lower lift and a much less frightening degree of tilt to extract it from the vehicle. Reverting to my original 'Mk1' gadget (with no extension piece required to give maximum tilt) the bonnet cleared the top of the crane and could be left in place: we just propped it open a little higher than usual with the aid of a wooden stick and a safety strap to stop it falling like a guillotine.

TS and Maggie are now back on the road with their engine restored magnificently by 'Big Col' and his team at Cambridge Rebores (see advertisement, page 14). As for TS's half shafts – well, we must wait and see!

**John E. Davies (Member 3443)**



*It's so much easier with a Frogeye! Compared with the later cars, the required lift is much lower and the required tilt is much less dramatic*



*Not completely trusting me, Graham decides to go over my head and consult a higher authority!*



# Llandow Track Day -



*Neil hotly pursued by James and Tamsin*

Llandow Circuit, just 20 miles west of Cardiff, is a cracking little sprint track, 1.45km long with some tricky little sections such as the Bus Stop, Jacks Curve and Glue Pot but perfectly suited for our Spridgets. The venue's heyday was in the 1960/70s when some quite famous drivers starred and crowds of several thousand were not uncommon, bike racing featuring as well. Youtube has some cracking clips of racing there with the Avon Motor Tour in 1973 featuring James Hunt in a Chevrolet Camaro and Graham Hill in a Datsun Bluebird. The circuit was little used in the 1990's as the surface had become very poor but it was resurfaced in the late 1990s and is now a very popular trackday location.

A few of us with K-Series Midgets were keen to do a trackday where we could be in the same session and therefore pit our cars against each other. Previous efforts to arrange such a session with MGoT have been unsuccessful, MGoT preferring instead to split us up. Llandow were willing to accommodate

us, providing we could bring 10 cars to make up our own session. My friend Anthony Cutler, who runs the K series register for the MG Car Club, was keen to organise the event (to make up for an extreme wet session at Castle Combe in June) and so with very accommodating staff at Llandow, the date was set for Saturday 28th July. A Saturday was great as there was no need to take time off work to attend – and at just £80 for the whole day, it was great value for money.

The event was advertised using the 'Twin-Cam 16v KSeries' BBS. The ten places were soon filled with some guest cars joining in too. K series Midgets belonging to Anthony Cutler, myself, Tim Dalton, James and Tamsin Hedditch, Ed Brown (and dad) and Arie de Best (all the way from Holland) booked in together with the 1380 Midget of Matt (Tarquin) Wrigglesworth and friend Andy Barrass, the now famous Gaps driven by our very own editor of Mascot, Gary Lazarus, the Lotus Exige of Mark and Lizzie Hall and the Lotus XI of Malcolm Linder. Additionally, one of

*The participants*





The cars



Anthony's friends bought an MGA race-car that had recently been rebuilt for a shake-down. Sadly Malcolm had some technical problems and couldn't join us on the day.

Arriving at the track at 8am, cars were soon emptied of all their belongings and with final checks over, the drivers attended the formal, yet humorous, briefing given by John the Chief Marshall. Our yellow group was allocated the second session. We were soon belting it around the circuit for our first 15-minute period. I took advantage of the services of James, the resident course instructor, to give me tuition on the right lines and it was well worth the £20. It set me up for the day. Gary and Mark did the same. No spills or damage and the first session was over. Time to lift the bonnets, leave the handbrake off, adjust tyre pressures and let the cars cool down before the next session.

Session 2 was more of the same but faster. Session 3 was our last session together in the morning. Trackdays are tiring however and the 15 minute sessions were about right, building experience and speed whilst bringing us in before tiring drivers became careless. Just before lunch we all went to open pit. This is where any 10 cars are on the track at the



Neil's K Series Midget takes the corner with Gary's Frogeye trying to keep up



Dutch member Arie in his K Series Midget about to go on track

same time and controlled by traffic lights. As one car comes off, the light goes green and the next car joins the circuit. I enjoy this as you are pitting your wits against other cars including Caterhams, BMWs, an Ultima (!), Honda Type R and various other models.

Following lunch at the on-site cafe, the open pit sessions continued throughout the afternoon. Tarquin's Midget and Gary's Gaps performed very impressively against the more powerful K series Midgets, not being overwhelmed over this short circuit. Mark's Exige was very impressive too. Gary sadly suffered a problem with his gearbox and so had to retire Gaps. Thankfully everyone else was problem-free and made the most of the day – in fact our group were some of the last to leave. A subset of us headed for a local pub for food and banter whilst others headed home.

This had been a great day out with fellow enthusiasts regardless of club affiliation. Being true car enthusiasts, there were no barriers. We drove in a safe environment allowing the use of our cars in a way that normal road driving can't accommodate. If you have never done a trackday I highly recommend you to try it some time. It's great fun. I can't wait until the next one. Finally, thanks go to Anthony for making the arrangements.

**Neil Thomas 3617**

*Ed's Note. A really fantastic day notwithstanding my gearbox failure (too much abuse once too often). My gratitude to Anthony Cutler for organising the day with additional special thanks to James and Tamsin Hedditch for recovering "Gaps" from the track to my B&B to await the recovery truck from Wales back to London.*

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throughout sussex and surrounding areas.

# AH Spares Open Day 2012



**W**OW, what a day! June 23rd saw AH Spares officially open their new showroom and celebrate their 40th Anniversary, and celebrate they did.

With over 100 people arriving in their Austin-Healeys and Sprites the car park was awash with colour and nostalgia, thankfully supported by the good old English sunshine!!!

From humble beginnings back in 1972 AH Spares founder, Fred Draper would have been ever so proud of the achievement reached on this momentous occasion and enjoyed the fitting tribute paid by 'Mr Austin-Healey' himself John Chatham, Fred's very first customer.

Along with the current team heading up AH Spares guests were privileged to meet and chat with past employees of the Donald Healey Motor Company, have tours around the new and improved warehouse facilities before pausing briefly to enjoy the delicious food expertly served by Jill and Colin from Banbury Pig Roast and partake in a little tea and birthday cupcake eating!

All in all a fantastic day was had by everyone who attended and we extend our many thanks to everyone for all their kind words and support ... So, same time next year????





# South Staffs & North Birmingham

Then



Now



Well, now that we seem to be heading into Autumn, we are finally getting some decent weather, where those with Spridgets that they can actually use (not jealous at all!) can enjoy some dry 'top down' motoring.

Our last meeting at the Nether Whitacre Ex-Service and Social Club, was well attended and we heard all about Dave, Andy and Geoff's trip to John O'Groats then down to Land's End and back home again. Quite a trip, with excellent reliability and for the most part, good weather.

Plans were made to meet up at The Cottage Pub in Fillongley on Sunday the 9th September, where they were holding their first Classic Car/Hot Rod display. The weather turned out to be sunny and warm

and a very pleasant afternoon was spent there in the South Staffordshire countryside. Dave was there with his Midget and Andy brought along his very nice Austin Healey 3000.

Our next trip out I imagine will be to the Classic Car Show at the NEC, when I hope my own car will be nearing completion. Deadlines have come and gone. Easter! (Pah!), Le Mans Trip (a little too optimistic!), Goodwood Revival (nice thought but not going to happen!) so the next one really is Christmas. Engine and transmission are back in, so things are slowly taking shape. Currently recovering dashboard 'crash pad' by modifying an MGB kit from MGOC spares, this comes with enough spare vinyl to cover the door cappings. I should finish

that this weekend and then it's the dashboard in, steering column, manifolds, Webers which are all ready. I am really looking forward to actually driving it as in February it will have been four years since the rebuild was started. Photos show one from a couple of years ago with rear end and floors completed and about to remove engine and front suspension, rebuilt engine assembled with manifold to make sure they fit before engine goes back in and the final one is the latest. Slowly getting there.



Ed says Ooh! that's nice

**Gary Hendon**



# Yorkshire Area Report



*Patriotic line-up*

## September 2012

We had fantastic weather for the Yorkshire September meeting after the bad weather during August. Daphne hadn't been to a meeting for a few months so it was her turn to come out to play. Isla and I followed in the V50. Maybe next month I'll drive a Spridget!! John and Carol made the journey from County Durham in their Mk IV Sprite. We hadn't seen them since September 2011 so it was great to catch up.

Rob and Jenni came in the K-Midget which we hadn't seen for a few months due to flywheel problems. Unfortunately Rob suffered a cracked front wishbone after the meeting but managed to make it home safely. It was great to see John from Doncaster in his RWA. Harvey and Lesley also joined us in their Austin Sprite. The pie was excellent as ever, as was the company.

On August Bank Holiday Sunday we took Daphne to Swainby Classic Car Show which is held every year to raise money for charity. Even Isla got to go in a classic as her car seat fitted perfectly in Rob and Jenni's P6. There is always a wide variety of classics at the Show from pre-war Rolls Royces to a

barn-find Hillman Hunter. We bumped into Geoff and Hilary who had brought their Frog along and spied a few other spridgets we hadn't seen before.

*Please note:* This month we will meet on 20th October, the third Saturday of the month for October only. We look forward to seeing you then.

**Sarah Saunders**



*Isla's carriage in 17 years time!*

# East Anglian Report



*Chris and Mary Flinders entering the arena display area*

**A**nother brilliant month for East Anglian MASC, with Duxford for the Spitfires, Merlins and Motors organised by Nigel and Diane. Sadly Mick and Trish could not make it and Graham was also AWAL, I later discovered that he had suffered piston meltdown and he and HTJ (Doctor John) were busy performing an enginectomy.

From Bar Hill we had a pleasant topless run through Cambridge, past Kings college chapel to our second meeting point, where we hooked up with the Mini club, a couple of our members came in Minis, one came in an E-type (must have been a dress down day). From the second meeting point it was a short ride to Duxford War museum, I had not been before and was impressed with the brilliant exhibits both inside and outside (too many to see in one day) and nothing compares to the sight and sound of low flying Spitfires.

The First World War and D-day exhibits were fascinating, as was the American hanger with its full sized planes suspended from the roof on wires like some life size replica of my boyhood Airfix bedroom ceiling. It was quite fortunate that there were some brilliant indoor exhibits since although it was quite a warm day we did have a brief period of torrential rain (causing some to erect their hoods), we just spent our time inside Concorde and some of the other old airliners ranging from slow old prop planes to the supersonic. One highlight was having a couple of our cars selected and featured in the post-1950-themed display, where cars were driven into an arena and described in detail by a knowledgeable commentator, who then went on to interview the owners about the car's history.

We stayed at Duxford way beyond closing time, taking in the atmosphere and getting up close and personal with airworthy Spitfires. Eventually we set off home as the sun started to give way to gathering gloom, and yes the weather did catch us out a little on our way home, at one point the name of one of the exhibits did pop in to my head and make me smile "Midget submarine"!

Next up was Sprite night, apologies to the Midget men (but as a Midget is really a Sprite in MG clothing I should be forgiven). We had a good turn out of newly dried out proper cars (Midget subs), with the exception of HTJ who presumably can only justify the use of his Midget when it is raining, and as it was a perfect summer evening had to leave it at home. We spent a pleasant evening, mostly outside (until we had fed all the local mosquitoes) with our bonnets up comparing carburettors and so on over a pint of decent ale before going inside to discuss Spitfires, Graham's engine, gearbox filler plugs, and HTJs narrow escape from the classicarazzi.

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

**Dave Dixon**



# Notts & Derby Report

The Ashover classic car show brought a great turnout of local members. Paul, Bob + Geraldine, Steve and myself made a rendezvous at the Nettle Inn nearby so that we could park together on arrival. Jim & Joan and Mel & Kev followed only a few minutes later to line up a couple of rows back, with Paul, Ian and Sue & Neil scattered elsewhere around the site. Such a shame that we couldn't have all parked up together to form a more impressive MASC group. There were the usual mix of vehicles on display, together with some interesting autojumble stalls and trade stands. This event always proves to be a good source of information and contacts for parts and local services. What would the summer be without the sudden but brief hailstorm we also experienced – no prizes for the fastest hood erection!



*Jim gives new member Mel some tips on Frogeye ownership at Ashover*

Paul and I drove across the borders into Leicestershire a few days later, where we caught up with new members Bob + Rosie Middleton at the Shackerstone Festival. A warm welcome at the Administration tent for signing in was followed by a couple of tours of the field in search of An elusive John Platt. It transpired he was hiding in his classic caravan helping his wife prepare cakes for the afternoon tea, having left his Spridget elsewhere. Perhaps a MASC flag on the roof next time John? Many thanks to John and Ann for making our Notts + Derby contingent welcome with the tea and cake. Unfortunately Bob's Midget dropped a valve on the way home and he had to call out the AA – yet another article to come?



*Sue supervises installation of her new engine*

The monthly Sitwell gathering was the first this year to be held outside all evening. Nigel arrived as a passenger in one of Paul's loW Supersprites. His first ever trip in a Sprite despite rebuilding his own. We suggested he travelled back with a bag of spanners on the floor to re-create the true sound of an A-Series propelled machine. Sue's engine is back and now being run-in.

Neil did try to convince us that the ball and chain was merely for shot-putt practice, but as Sue had a firm hold on the other end of the chain we're sure that he was only on release from the kitchen sink for good behaviour – Paul suggests an alternative "Brownie Point" scheme whereby a whole day release can be achieved by building up credits in a matter of weeks!

While on holiday in Kent, my wife and I joined Alan Anstead's "Old Boys" visit to the Hawkinge Battle of Britain Air Museum followed by lunch at the Cat & Custard – a pub with an equally impressive collection of Battle of Britain memorabilia. I also picked up a tip from Alan about how to fit a remote bleed for my clutch, for which many thanks.

Next meeting at The Sitwell will be Thursday the 11th October

**Ian Cooke**

*Notts/Derby area rep. [ilc@bgs.ac.uk](mailto:ilc@bgs.ac.uk)*

# Sussex Area Report

**A** Fish and Chip Run sounds so very Northern, so very Yorkshire and so very “School Trip to Skeggy”. But this Fish and Chip Run is very different, the proletariat are very thin on the ground as we gather at a leafy Wisborough Green, on what is the hottest day of the year, so far, Saturday 18th August.



*One of our Spridgets is missing, let's have a drink, while we wait*

The Club membership of Spidjets and an MGB are bookended by a Ferrari, a Countach and others of that ilk. Discrete money oozes from every grass-lined kerbstone and the crack of leather on willow can be heard echoing across a very verdant village green.

David Southcott hands out our navigational notes & queues, the odometers are zeroed, the engines start and we move off, in an untidy, but politely executed, shambles of three point turns. Having mislaid one of our number in traffic, we arrive and await their arrival, at the White Horse, in Graffham, quaffing a welcome drink in the meantime.

Then it's off on our way along some stunningly beautiful tree-lined and very narrow country lanes, until quite by chance, we arrive at the Heyshott Village Fete, our throaty exhausts interrupting the peace and tranquillity of a packed lecture on the ancient art of baking jam tarts. Teas, biscuits and raffle tickets are bought from the village hall and the prize-winning produce is politely admired. We are in the heart of rural England, witnessing and enjoying the embodiment of everything that we, sometimes grudgingly, treasure about our national ethos and way of life. When it is time to leave, we do so to the click of cameras and friendly waves from the local children.

The rest of the journey continues in a similar vein, with our oft-times noisy convoy

attracting good natured waves and smiles from nostalgic bystanders. After the usual puffs of, later denied, smoke and occasional mechanical grumbles from our venerable steeds, when confronted by “testing inclines and terrain”, we arrive at our destination, slightly early.

Bognor is the cultural antithesis of everything that has gone before and the “Butlin's-Customer-base” is everywhere, but cars are always a great leveller. People ask all the usual questions and although we are well used to driving a people-magnet, it is a relief to escape into the Beach Restaurant and tuck into the real reason for us being here. The food is an excellent example of just how good freshly cooked fish and chips can be. Well done David and thanks for organising such an interesting trip.

Later, after a condenser transplant to one of the cars, we all make our various ways homeward. Rachel and I are overtaken at death-defying speed by a certain label-embellished dark-blue Spidget – Phew what a Scorcher! Having fully intended to be at the Cranleigh Show, the next day, things change, as our own return journey takes us along Brighton Seafront, where we are caught up in an unexpected and massive “adoring” traffic jam.

We find ourselves besieged for about an hour, by hoards of highly verbose and admiring Sprite fans, until the whole thing assumes an aura of manic surreality. Thankfully, Rachel decides to call it a day, changes to the outside lane and escapes, the politely received, but overpowering adulation, to take an alternative route for home, via the Race Hill and Falmer. A very interesting day out !

**Michael Ward-Sale**

Area rep David Southcott  
[dandsouthcott@btinternet.com](mailto:dandsouthcott@btinternet.com)



*The locusts prepare to leave after pillaging the tea and biscuit stall at Heyshott Village Fete*



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Vintage



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# NW Area Report



*Where is everyone?*

**A**ugust bank holiday weekend was Oulton Park Gold Cup race meeting. Racing is on for two days. On the Sunday there was just Ian, Bernie and myself.

I left home in sunshine so it was top down, but as I almost got to Oulton Park the heavens opened and I got drenched. The rain was so heavy that I couldn't see out of the windscreen, so stopped and sat in the car for 10 minutes with an umbrella up till the rain went off. After that it was glorious sunshine, in fact too hot!

On the Monday there was Ian and Bernie again plus Pete and Neil. After the lovely weather on Sunday I think they were expecting another nice day. Well guess what, that's right the weather was horrendous, horizontal rain – glad I went on the Sunday!

Overall a good weekend, but disappointing only to have a small number of cars there. Having said that, generally there didn't seem as many cars there compared to previous years.

The 9th September was the Hoghton Tower classic car show. Just me, Neil and Fraser. Initially just myself and Neil so we thought Fraser wasn't turning up but then after a while we found him parked on the other side of the field. Told him where we were so he said he would drive over to us. Anyway he did move but parked somewhere else! He actually parked next to a similar yellow Midget whose owner was a young attractive girl!!

Also there was Larissa who came along to the show in her lovely red Frogeye, this has just had the rear end rebuilt after somebody ran into the back of her. She went with another club (can't recall the name) and her brother who has a Capri.

Not a bad show, some interesting cars and quite a bit of interest in our cars which was nice. What was my car of the show? Easy choice – it was a Triumph TR3 (yes I know, sorry), very tatty but totally original and used everyday.

There was a reasonable turn out for September club night. Lee came along in his car for the first time after its rear end repair and engine/gearbox rebuild. It looks good and quite rightly he seems very happy with it. The only other car there was Mark's Midget.

Dennis and Daniel still haven't got their car back from Merlin Classics, the restoration work is complete but there are still a few niggling minor problems need sorting – I can sense a feeling of frustration from them both which is understandable. Having seen some pictures of the car it is looking really good. Dennis has 'offered' to give a talk at November club night on the subject of the trials and tribulations of a Sprite restoration.

Finally, don't forget that October meeting is quiz night hosted this time by last year's winners Bernie and Lynne. Kick off will be at 8:00pm.

That it for now, see you at the Kilton on 10th October.

**Les**



*3 wet grumpy gnomes*

# Hampshire Happenings



## The Shuttleworth Military Pageant Air Show

We had decided earlier in the year to do the CSMA Military Pageant at Old Warden and make a long weekend of it. We took Penelope (our TF) as the weather forecast gave showers.

The Sunday was hot and sunny as we headed to Old Warden from our hotel with some cloud and getting there was only a short run.

The show was fantastic, there were hangar displays and aircraft flying all the time including Hawker Harts, Westland Lysanders through to Spitfires and a display by The Phantom of the Rhur the only flying Lancaster in the world.

Doing a tea break in one of the hangars (we couldn't have timed it better) the skies opened and there was a deluge of rain. Within minutes everything outside was soaked, and just as quick it stopped and it was back on with the show.

Not only were there flying displays, there were classic cars and vehicles from various clubs and the Shuttleworth Collection including a steam traction engine that was manufactured by the Shuttleworth family business.

Towards the evening when the wind died down the early airplanes came out for a flit around, due to their frailty they are only flown in calm, very light winds, unfortunately this coincided with another downpour but the planes were back inside the hangars so

no damage was done to the airframes. This is when we decided to go back for dinner at the hotel.

It definitely was worth the visit and we would like to go again, there are some pictures on the Hampshire Chapter website.

On the Monday seeing as we were only 15 miles or so from MG Octagon House there we made a slight detour and picked up some spares for the Midget.

**Ken Lowe**

## Amberley Classic Car Day

On Sunday, 22nd July, Jonathan and I set out on a beautiful sunny day with Hubby (our Austin Sprite Mark IV) to go to a Classic Car Day at Amberley Museum, near Arundel in West Sussex.

Amberley Museum was built on the site of an old chalk quarry and covers 36 acres and is situated in wonderful countryside near to the River Arun. It is dedicated to the Industrial Heritage of the South East and includes a



narrow-gauge steam railway and a vintage bus service. It also has exhibits devoted to electricity, printing and road building. Traditional craftspeople help to bring the museum to life with stained glass, pottery, wood turning, broom making and a forge included in activities to watch. There is also a large restaurant, gift shop and many picnic areas along a nature trail. A newly completed exhibit, the De Witt Lime Kilns, is worth seeing.

There was a fabulous turnout of Classic cars, including approx. 20 Morris Minors, several bubble cars and scooters. We also came across several members of the West Sussex Midget and Sprite Club, who had arrived early to get a prime position on the green in front of the restaurant.

Not only did we get free entry, but a brass badge was included and a free drink from the restaurant. I would say that there is something for everybody at this show.

**Alison Hill**

## **Newbury Classic Car Show 12/8/12**

With fine weather promised we set off for the Newbury show, which is held annually at Newbury Racecourse. Organised by West Berks Classic Vehicle Club, all the money raised is donated to Leukaemia & Lymphoma research.

Vic and I arrived on the showground at about 9am with Barry and Jenny just behind us, Ken and Marian joined soon after. We had plenty



of room on the stand and could probably have fitted three or four more cars in.

There were several Autojumble stalls with "rusty bits" and about 650 classic cars to look over. We were informed by a show official that entries were down this year, but there was still plenty to see.

The weather stayed fine all day, let's hope it remains so for next week's show at Cranleigh.

**John Foard**

## **Ace Cafe**



It is three years ago we last went to the Ace on club night for Gary's London Area meeting but it hasn't been for the lack of trying that it has taken so long to return. In 2010 it was the weather that got the better of us; perfectly fine every day except for the 2nd Tuesday of July, August and September and last year it was the riots that got in the way.

This year however we made it! Along with Ken, Andy and quite a few members from other areas including Home Counties and Warwickshire we had a great evening, mainly in the car park, with lots of chat and making plans to meet up again soon.

**Jenny Green**

*Apologies to John & Ellen Ferguson*

*Last month the write-up entitled "Hampshire does Shropshire" was wrongly accredited to Freda.*

*For details of events please visit  
[www.midgetandsprite-hampshire.info](http://www.midgetandsprite-hampshire.info)*



# Heart of England Report

A small group of 22 people attended the August meeting at the Green Dragon, with several members away on holidays. We welcomed two prospective new members Stan and Kath who, of course, were soon cornered by Stuart and unable to resist his persuasion, before the end of the evening we had increased our membership number by two. Much of the discussion was taken up with the forthcoming Coventry Festival and the Pershore Plum Fair, both of which happen over the Bank holiday.

The Coventry Festival was held over two days at Stoneleigh Park, the first time it has been held outside Coventry. Most of us attended on the Sunday but Mo and Phil went both days and also attended the Dinner with an overnight stay at the local hotel. Apparently the evening was interrupted by a fire alarm and then another at their hotel at breakfast the next morning. (Nothing to do with Mo and Phil I hope!).

Sunday morning was dry and hopeful as we assembled at Dave and Linda's Sprite for a very welcome coffee and bacon roll which they kindly provided, before listening to the Mayor of Coventry address the entrants in the Coventry run. Parking pitches were numbered in the order of setting out on the run and as Dave and Linda and Chris and Sheila were in the early teens they left with the first batch of cars. All the cars drove around a parade ring where a commentary was given on the cars before setting out and this led to a long delay before we started as we were number 156, and much longer for those cars numbered in the 400s. Each car was given a 'goody bag' which contained a detailed map of the route and a small tyre pressure gauge amongst other things.

The route took us through the beautiful Warwickshire countryside, but we hadn't gone far when Alan had a problem with his clutch. It soon became impossible to change gear so we looked for a garage, hoping that we didn't encounter traffic lights or any other cars on the way, meaning he would have to change gear. Typically the first garage we found was closed but eventually we found one that was open and Alan was able to top up the clutch with brake fluid and we could go on our way. We met up with Rosie and Jim and also doing the run somewhere along the

way were Dave Puzey, Andy and Kate and Mo and Phil. By the time we arrived at the pub for our picnic the early birds were finished and raring to get back to Stoneleigh Park in order to see the flypast of a WW1 Spitfire. Over 500 cars were part of the Festival which had activities to interest all the family, including a craft fair and displays in the parade ring. It was a busy and interesting day out.

The following day was Bank Holiday Monday, the day of the Pershore Plum Fair. There was a reported shortage of plums due to the bad weather, but this didn't deter the organisers who managed to transform Pershore into a bustling and busy market selling plums in every conceivable guise from stalls and shops all decorated in purple in honour of the plum. A good contingent representing the Heart of England area joined hundreds of others parked in front of the Abbey before going off to explore the stalls and markets of Pershore. On returning to our car we were told that it was 'smelly', and sure enough petrol was discovered to be leaking onto the grass. The Breakdown Fairy had struck again!! And we were driving a different car this time. Luckily this was remedied quickly but not before the fairy had caught Patrick's car too and given him a flat tyre.

The Festival was well organised and very busy. A normally quiet, sleepy town had been transformed with many visitors and hundreds of cars on display. After seeing all the stalls and street performers in the town and even a performance from Elvis himself, we agreed we had had a very interesting day. The weather deteriorated during the afternoon as we left for home but did not spoil our visit to the Plum Festival.

**Rosemary Couch**

Welcome to the new area rep for the Heart of England area:

**Dave Puzey** Tel 024 7671 2384  
email davepuzey01@AOL.com

*The Spitfire over Stoneleigh Park*



# From the Bowels of Bristol

The Olympics are over – or so we thought. Our September meeting at the Rose and Crown at Pucklechurch witnessed one final event. A truly international event when visiting Yorkshire member, Russell Brown from Scarborough challenged Alan Lo from Hong Kong/Staple Hill to a gruelling 15 laps of the perimeter of the pub car park, in the dark! Russell bought Alan's 'Special K' Midget and just 'popped' into our little meeting for a more detailed explanation of the terms of the warranty that Alan had provided with the sale. The four page document looked very impressive, although completely written in Mandarin, it seemed that Russell didn't have a leg to stand on – and decided that Alan wouldn't either if he could catch him! Hence the 'Race for life' around the car park.

An unusual event it was too. Alan started first, from a sitting position around our table, swiftly followed by Russell who took in a few hurdles in the form of Alan's chair and two bar stools. Both cleared the dinning area in fine style, although Alan slipped on the turn at the end table and got a little egg on his face for that – plus a couple of chips.

The race continued into the car park and seemed to take on the format of a relay. Russell now had a baton which he waved energetically in hot pursuit of our local lad. Just when we thought one of us was going to have to take over, both took off in the direction of the kiddies play area. A good move by Alan as of course, he has considerable local knowledge of this hazardous area. When the customer's kiddies are not using it, the 'Pucklechurch volunteer defence reserves' use it as their training ground. Alan emerged with a sizeable lead as Russell emerged dragging a lot of old rope, a Midget rear bumper, a tractor tyre and a rusty Sprite silencer. Both were now exhausted.

However, this impromptu spectacle now entered the field event section. The shot putt. Too tired to run any more, and with no shot putt to hand, Russell threw a brick – at Alan. Five bricks later and he was still well short of a bronze medal. We did offer to tie Alan to the kiddies swing to make it a little easier but then realised that the rope was missing. Final event was the

pole vault, Russell had found an old broom handle and graphically explained how he was about to increase Alan's height above the ground. Brought tears to our eyes I can tell you! As usual, it all ended with an Ambulance being called, an Avon and Somerset for Alan and a 1963 Bedford marked 'The Royal' for Russell, that must have been a slow trip back to Scarborough or Whitby or thereabouts. Russell's last gasp was "I'll be back" so he must have enjoyed his first visit to the Bowels of Bristol.

Despite all the effort by both athletes, no medals were awarded. However, we did extinguish the 'Olympic Flame' (the landlord's bonfire) at the end of the event. This was after closing time and the toilets were locked. Other than that, Trevor Large is frantically reading up everything he can on Midgets in order to stay in the conversation at the R & C. (Ownership still in doubt). David King has failed to come to grips with his Sprite's clutch problem. Philip Sellen 'thinks' the fuel economy of his Midget has much improved since the fuel gauge broke and every time I get my multi-shades of red Frogeye out of the garage – it rains.

Finally, there will be a memorial service for Gertrude on the 14th of October if anyone wants to venture behind the cricket pavilion.

Signed off as a true and accurate report of events at the Bowels of Bristol meeting of September at the Rose & Crown, Pucklechurch.

**Terry Horler**

*Photographic proof that Philip Sellen's one of a kind Midget does in deed need filling from time to time*



# Kent 'Old Boys' August mid-week run



*Assembly at Roadhouse Cafe, Lenham for the August Old Boys Run*

Will it or won't it rain? Would the forecasters / doom-casters be correct? Opinion seemed to suggest otherwise for the Kent 'Old Boys' August mid week run. Eight Spridgets, an MGB, and an MX5 were driven sans hoods.

I was lucky to be chauffeured in Ron Edward's Sprite for this event. I was not driving on medical advice. Actually the advice was to not ride in a Spridget but Hey! Be reasonable Doc'.

Geoff Allgood even luckier than I! Geoff passenger seat hopped between the Midget, of new member Ian Clifton, and the Frogeyes of John Clark & Ralph Whitmarsh. Geoff's excuse? His Frogeye had, over five decades, some thirty resting unloved, developed terminal rustitus. Dust to dust! How could he treat it so?

Bryan Williams came, accompanied by his wife. Still suffering from incontinence, the Sprite not Bryan, after many attempts at rectification the car continues to confuse.

Some gathered at the Oakdene Cafe Near Brands Hatch moving on, to meet at the Roadhouse Café, Lenham, with Richard Hassell & grandson Harry Prior in an MGB, Andy Gibson and Mike Pearson who just arrived in time to join our convoy.

The weather? Just great for open top motoring. So far! Luckily John Clark, chancing his arm without Nurse Carole, brought some local knowledge to the meeting. Geoff made a big mistake in standing close, with a folded map in hand, whilst John & I discussed prospective routes. Volunteered! No "buts". Driven by John, didn't he do well leading us along some most picturesque byways.



*Old Boys queuing for railway level crossing*

Hawkinge Aero Museum was our destination. A collection of aircraft and miscellany much of it recovered from crash sites, identified and researched in much detail, with the results presented to reveal much history of aerial combat and combatants.

Lunch beckoned and we withdrew in orderly fashion to regroup at the local Cat and Custard Pot Public House. Over lunch there was a viewing of slideshows presenting pictures of the 2012 Loire Valley / Le Mans Classic Tour and also the 2011 Miglia Tour. The latter was to promote the event as I am in the midst of planning a 2013 Miglia Tour. Not to be missed! (See below\*). After lunch we all drifted, homeward bound, in various directions.

And the MX5? Ian (Notts / Derby rep) & Jo Cooke joined us on this visit as they holiday in this 'Garden of England' that is Kent. The weather forecast was incorrect for we experienced but a few insignificant spots of rain falling from an otherwise beautiful sky.

The 2013 Miglia Tour will be a non competitive drive, over twelve days, in September 2013, taking participants through France, Belgium, Switzerland, Italy and then back into France. As with previous tours participants will have the opportunity to visit places of interest and drive superb roads taking in Swiss Alpine Passes and the famous Italian Stelvio Pass. More detail will be released later but if anyone thinks they may be interested then just get in touch.

I have been asked by young Rylan Williams to make mention of Kent member, and Midget 1500 Guru, Mel Collins. Actually I think Rylan really wanted for me to bestow Sainthood on Mel. Sorry but I think that requires a Papal Bull. But hey! 'Saint Mel of MASC' does have a certain "je ne sais quoi".



*Line-up at the Angel*

This came about because young Rylan has not had an easy time with his first venture in to Classic Car ownership. Lack of funds parental opposition and a recalcitrant Midget have conspired to cause head / heart ache. At tethers end when the car failed to proceed I circulated a call for assistance from Kent Members. Saint Mel, halo polished and correctly positioned, answered Rylan's prayer and took the car into his garage and fixed the fault replacing rear brake components.

And so to our monthly meeting. A Bank Holiday weekend must have a forecast of rain but how wrong can you be. Glorious sunshine!

Missing from the Angel P.H. car park was landlord – Lee's MGB. It was supposed to be on show for our benefit, following a rebuild, but as any that have done a rebuild will know things don't always go to plan so maybe next month.

Whilst we dined in the Stables, luckily devoid of horse and hay, pictures of the Miglia 2011 Tour were shown, on a laptop slideshow, as I continue to promote the 2013 Tour.

We had an excellent line up of cars in the car park but all were not without problems. Ron Edwards clutch was slipping but Ron hopes to master it as his car is required next Wednesday for a magazine photo



shoot. After that the engine will have to come out yet again but at least we now believe we know the problem. Probably more to come, on the problem and its cause, with photos, next time.

*Shocker Valve that had burst from Shocker body*



*Prospective member Brian Ingram's 1500 Midget"*

Prospective member Brian Ingram showed a valve that had yesterday completely ejected from a shock absorber. Problems with shock absorbers seem to be reaching epidemic proportions. He arrived in a nicely presented Midget 1500. De-bumpered it rides a tad high but a quick intro to Mel has provided a solution to the problem.

Mike Pearson turned up with his wife but neither especially tanned as one would expect on someone holidaying in Spain. Several had recently received e-mails purportedly from Mike stating that whilst holidaying in Spain his passport and belongings had been stolen and could the recipient send monies by Western Union so that he could get home. A scam. Do beware!

John Gibbons, and Bethany, visited us from Surrey. John apparently on the mend, although with boot and crutch, following his injury whilst in France on our recent Loire Valley / Le Mans Classic Tour. Too many others to name but a good crowd.

Kent MASC are hoping to have a stand at the forthcoming 7th October 2012 M.G. Show & Spares Day at Sandown Park, Racecourse, Surrey [www.mg-show.co.uk](http://www.mg-show.co.uk) so if you are going do come and say "hello".

Those of us who were slow to leave were in for a treat. A cacophony of sound in the sky above drew us to seek a view. Flying low toward the direction of West Malling WW2 night fighter base. A Lancaster Bomber about to land. It cannot be as West Malling base is no more. Where was it flying to and why so low? Where was its escort? High in the sky we spotted the fighters escorting it on its current mission. A Supermarine Spitfire and Hawker Hurricane.

**Alan Anstead**

Kent Rep. Tel: 01322 384050 (ans machine)  
[www.masckent.org](http://www.masckent.org)



# Surrey Area Report



*Hils and Pete's Frogeye, with the Midget of Colin and Jude Aldridge*

On Sunday, two days before the August meeting, I received an email from Louise at the Blue Ball to tell me that with immediate effect the pub had closed down. A sad but not uncommon occurrence in these difficult times.

Through David Southcott I had been introduced to a car club that meets at a nearby Young's pub called the Chequers, also in Walton On The Hill, a very short distance from the Blue Ball. That Sunday Pam and I visited the Chequers and they said they would be happy to accommodate the Midget & Sprite Club on the third Tuesday of each month, the usual meeting date. After circularising our members of the new venue, we had our first meeting at the Chequers on the 21 August.

Arriving early Pam and I enjoyed a nice meal. We were soon joined by Tim and Helen in their Frog, then Colin Aldridge in his Midget. Sue Judd did not receive my email and arrived in her Midget via the Blue Ball. Colin and Nay then arrived as did Hils and Peter and Alex Bowers in their respective Frogs. Also there, but without his Midget was Ted Milbourn our new member. Those who ate enjoyed the food and we all had a good chat.

A promising start for the Surrey areas new venue and we are exploring the possibility of having our Christmas meal there. Watch this space. Having reminded you of the date and advising you of the new venue we hope to see more members and their guests attending with, or without their Sprigets. You are all welcome to join us.

**Mike Gorman**

[gorman698@btinternet.com](mailto:gorman698@btinternet.com)

*New venue on the 3rd Tuesday of every month is The Chequers Lane. Walton on the Hill. Surrey. KT20 7SF*

*Nay, Hils, Colin Carpenter and Pete*



# John Larrington

b.08-05-1950 – d.09-09-2012

It is my sad duty to inform all of the death of a friend of mine, and MASC member, John Larrington.

In the late 1990s, the date I do not recall, I drove my Frogeye in to work, parking it in the Police Station yard. A chap I was working with, on seeing the car, announced that he used to work with John Larrington, who owned a Frogeye and lived nearby. Minutes later we were in John's garage inspecting his car and a friendship was struck.

Together we covered many miles, at home and abroad, sometimes in our own cars, in convoy, or at other times sharing each other's. We shared some good times.

John had been a bank Clerk, of some sort, in early life which is where he met his wife of many years Diane. Diane, usually known just as Di, unfortunately, predeceased John by just over a year. John then joined the Metropolitan Police Force ending his service, as a motorcyclist, with the Diplomatic Patrol Group. On retiring from the police he then became a chauffeur to a foreign diplomat.

John's Funeral was held on 19th September 2012 at Eltham Crematorium.



*John Larrington in passenger seat of Alan's Frogeye on Brookland's test hill*

**Alan Anstead**  
Kent

## Market Place

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

**For Sale:** Original genuine BMC Workshop Manual for Sprite Mk 2/3 and Midget Mk 1/2 @ £5.00 plus postage - Stuart Rogers, tel 01492 582952 (North Wales)

**For sale:** Pair of rear wings which have been modified by Moss to fit a Mk2 Midget/Mk3 Sprite. These have been in the garage for over 20 years, somebody must need them. They are complete sections from the seam down. Probably best to collect if you want them £50 the pair; email [johnruderman@sky.com](mailto:johnruderman@sky.com) or call 01761 436535

**For sale:** Rotisserie for Midget 1500 body shell. Makes welding and prepping the shell a real pleasure. It comprises two wooden end trestles, a bracket that bolts to the rear bumper mounts, a bracket that bolts to the towing eye mounts and a tube. I made it myself and I'm looking for around £50. I can email photos, but much better to come and see it in operation. I am north of Bath

between J17 and J18 of M4. Contact Dick on 01225 891379 or mobile 07762 099256 email [dick@matherwood.co.uk](mailto:dick@matherwood.co.uk)

**For sale:** Almost complete, barn find Frogeye sprite, including steel bonnet, no paperwork, Generally all in poor condition, but several hard to find parts are available, such as the dynamo with tachometer drive. Contact Nick for photographs and details of parts require on [nickmorley1986@hotmail.co.uk](mailto:nickmorley1986@hotmail.co.uk) or 07786388050

**For sale:** MG Midget 1979 – 1500cc. Reasonable good condition; white. £2700 ono MOT until Feb 2013. Paul, tel 0121 350 7085 (Birmingham)

**For sale:** A copy of the "MG Midget & Austin Healey Sprite: All models from 1958 on Owner's Workshop Manual" by J.H. Haynes published in 1974, a first edition. Please send offer to: [steven.eyton@gmail.com](mailto:steven.eyton@gmail.com)

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## A.H. Spares Open Day & 40th Anniversary!

A. H. Spares held a very successful Open Day on Saturday 23rd June with over 100 guests arriving in their Austin-Healeys and Sprites.



From humble beginnings back in 1972, AH Spares founder, Fred Draper would have been ever so proud of the achievement reached on this momentous occasion.



A huge thanks has to go out to everyone who attended the day, to John Chatham who officially opened our new show room, Banbury Pig Roasting for the catering, and to all the staff involved in the day! Without them this day would not have been the success it was!



Here's to another 40 years!

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