

July 2013

£2 No. 352

Mascot

The Magazine 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**

© Midget & Sprite Club

July Editorial

A warm and sunny welcome to July's edition of *Mascot*, especially to those of you who may be reading it for the first time, having picked up a copy at this year's Silverstone Classic.

Should you feel tempted, a membership application form can be found hidden among the following pages.

Those of you who are receiving your umpteenth *Mascot*, can simply scan or photocopy the application form to keep in reserve, in order that you can drop it into some poor unsuspecting Spridget, the next time you see one out and about. We are nothing if not evangelical here at the Midget & Sprite Club.

As mentioned in last month's editorial, I followed through on my resolution, come "rain or shine", to join the Home Counties North West Area's stand at the Chilterns Rally. It was more a case of "no rain and more shine" with most of us returning after a fantastic day out, much redder than when we started. My thanks to the HCNW area for their superb hospitality, enhanced greatly by a lovely breakfast at Mike and Lorna Pope's house.

In spite of myself and "Gaps" bringing down the quality, they still managed to win the best car club stand at the show. Now hands up who even knew that we were competing for it!

Another great event which I attended was "Motorsport at the Palace" (that's Crystal Palace not Buckingham Palace). A few lovely Spridgets competing in the Sprint/Hillclimb events over the two days, including Club member Darren Tyre in his Zetek engined Sprite and also Trevor McIlroy in his Sebring Sprite Rep. Trevor, who had a second in class on the Sunday and won his class on the Monday, has one of the best trailers that I've seen. As it has an image of the rear of his



car photographed onto the back of his trailer (see the image above).

Geoff's mention of the general Service Data sheet in last month's letters page resulted in the largest response to any single item printed in *Mascot* over the five years that I've been editing the magazine. Yes rather astoundingly, this month's *Mascot* is the 60th that I've had the pleasure of cobbling together. Many thanks for putting up with me so far. It's a job which I intend to continue for a while yet, but there really will be a need for a few of you to come on board and join next year's committee, as a couple of the long serving members will be stepping down at the end of this session.

The application form is on page 16 of this month's magazine, so please consider putting yourself up for the committee. It's not difficult (in fact it's very easy) and very good fun.

Have a fantastic month.

Gary & "Gaps"

The deadline for articles and reports for inclusion in August's edition of *Mascot* is Friday 13th of July

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.

Cover image: John Austerfield, Neil Thomas and Rob Armstrong's Spridgets at Gouthwaite Reservoir on the K Series Yorkshire adventure.

Roy Cole 1944-2013



It's with great sadness to report that enthusiastic club member Roy Cole died on 24th May. Roy was a good friend and we joined the Heart of England group of the club together in about year 2000 when we both had Mk IV Sprites. Subsequently Roy acquired, from fellow club member Andy Smith, his cherished IOW Frogeye which was always known as 'Kermit'. Roy contributed much to the club in both organising and supporting club runs and events and last November 'Kermit' proudly stood on the stand at the NEC Classic Car Show.

Roy was a secondary school teacher by profession but had a very keen interest in all things associated with transport – he ran a Driving School and was also a part time truck and coach driver. He had a honed sense of humour and would delight in flashing his PSV lapel badge to gain free entry to car shows and on more than one occasion, while on school trip, took over at the wheel from the official coach driver much to the alarm of the unwitting students and saying 'Don't worry I'll get the hang of it after a few miles'. He also regularly frightened many an unsuspecting pedestrian with Kermit's alarming Klaxon horn.



In tribute 14 Sprites and Midgets followed 'Kermit', driven by his friend Dave Parker, and led the funeral procession to a packed church at St John's, Hagley, Worcestershire

He was a big character in all senses of the word who squeezed into a small car and which a friend said he rather wore than sat in. He will be greatly missed and our condolences go to Geraldine and his family.

Stuart Watson
Heart of England



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://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 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.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 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

Club Website

www.midgetandspriteclub.co.uk

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

Also follow the Midget and Sprite Club on



Events

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

- 14 July Kimbolton Charity Classic. East Anglia area attending. Contact David Dixon 01733 222 810 email e-dave@hotmail.co.uk
- 13/14 July Steam and Vintage Gathering, Barr Field, Farnham Road, Liss GU33 6LA Hants area attending. Contact John Foard Tel: 01420 87947 events@midgetandsprite-hampshire.info
- 21 July Classic Car Summer Picnic, Amberley Museum & Heritage Centre, nr Arundel BN18 9LT Hants area attending. Contact John Foard Tel: 01420 87947 events@midgetandsprite-hampshire.info
- 26 to 28 July MASC National Event Silverstone Classic. See details in *Mascot*. Contact David Dixon 01733 222 810 email e-dave@hotmail.co.uk
- 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



Spridget Catch Tank



Here is a neat catch tank that will fit in an early Sprite or Midget and is a much improved option over the original canister fitted.

I was having a small oil loss from the crank case breather. I had to move the outlet on the crank chest to the rear so as to be able to fit a three branch exhaust system. To fit the catch tank I had the chest outlet pipe moved through 180 to point upwards and then fitted the pipe and catch tank that bolts on to the plate that covers the gap used by the duel master cylinder if LH drive.

Changing the breather outlet on the chest cover to point upwards almost stopped the oil loss. The catch tank is a belt & braces solution and means no oil drips on the floor. If the engine has a breathing problem this will

not fix but may help contain the oil. There is a drain plug on the bottom of the catch-tank.

Information on the fabricator who put this together can be found at:

www.evaluation-designs.co.uk/Pages/Tanks.htm

The catch-tank is a bespoke fit under the bonnet and much improved over the plastic bottle option. I just need the surface to age a touch!

Off to Beaulieu this pm to pick up some second hand disk brakes/wishbones so I can get my Mk1 Midget to stop!

Derrick Rowe

Do you have a tip, bodge or experience which you would like to pass on to the membership? If so contact Mascot at editor@midgetandspriteclub.co.uk

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As a new member of the Midget and Sprite Club you will receive the following:

- ***A CLUB MEMBERSHIP CARD. A copy of the constitution is available on request.***
- ***A WINDSCREEN STICKER displaying the club logo.***
- ***A CLUB TAX DISC HOLDER.***
- ***OUR MONTHLY MAGAZINE "MASCOT" containing news, views, events, technical articles also cars and spares for sale or wanted.***
- ***Club discount with insurers.***

As a member, you can always be assured of every possible help and support from the club in order for you to be able to enjoy ownership of your MIDGET OR SPRITE to the full.

The Midget and Sprite Club registered address ONLY:
Woodfield Cottage, Blakeshall Lane, Wolverley, Worc's. DY11 5XJ

Registration Number: 06422998

Application for Membership

Name _____
(Block Capitals)

Address _____

Postcode _____

Tel. _____ email _____

You may include Family Members for an additional £1.50 per person

Or one Joint Member at £1.50

Please note the club magazine will only be sent to the applicant.

Name of Family or Joint Member _____

Car(s) _____ Registration No. _____

Chassis No. _____

HOW DID YOU HEAR ABOUT THE CLUB ? _____

Signed _____

Membership is renewable annually from the date of acceptance. Your Membership pack will be sent to the above address along with the next issue of "MASCOT".

SUB TOTAL

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TOTAL AMOUNT (rates effective from 1 January 2011) _____

Please make all payments in £ Sterling

Please return this form to:

Membership Secretary. "Staddlestones", Thicknall Lane,
Clent, Stourbridge, West Midlands. DY9 0HX

Or visit the club website and join online at : www.midgetandspriteclub.co.uk

Tick this box if you do not wish to be welcomed in our club magazine.



AVS189

I'm trying to trace a Frogeye Sprite which I owned before leaving the UK in June 1971. Although I have complete service records I unfortunately don't have the chassis and engine numbers.

It was a 1960 Frogeye registration number AVS189. It was BRG (probably originally speedwell or iris blue) with blue upholstery. Apart from the respray, it was very original with factory hood, tonneau and hardtop. It had the original steel bonnet, front bumper, a valve radio, original steering wheel and unmodified dashboard. The engine was completely standard with 1 and 1/8" brass topped SUs. I sold it in June 1971 to a Mr. A Trickett of 7, Brudenell Avenue, Canford Cliffs, Poole Dorset.

Do you have any record of the car please? I also owned a later MKIV Sprite which I'll look out the details for.

Regards, **Ian Bickerton**,
Western Australia

696COD as it appeared in 'Austin-Healey Sprite Super Profile' by Lindsay Porter, published by Haynes

696COD

Hi Gary, just seen your website and a photo of a Frogeye that I once owned – 696COD. Wondered if you knew of its whereabouts today?

Best regards,
Robert Daykin

MASC reports

We have checked the DVLA site and it looks as if the car was last taxed until March 1991.

| | |
|----------------------------|---------------|
| Date of Liability | 01 03 1991 |
| Date of First Registration | 01 11 1959 |
| Year of Manufacture | Not Available |
| Cylinder Capacity (cc) | 948cc |
| Fuel Type | PETROL |
| Export Marker | N |
| Vehicle Status | Unlicensed |
| Vehicle Colour | GREEN |

The Midget & Sprite Club's reply

Hi Ian

It would appear that your old car, now being red, is still extant. From records held by Driver & Vehicle Licensing Authority it would appear that your car is still taxed and on the road.

| | |
|----------------------------|-----------------|
| Date of Liability | 01 12 2013 |
| Date of First Registration | 27 02 1960 |
| Year of Manufacture | 1960 |
| Cylinder Capacity (cc) | 948cc |
| CO2 Emissions | Not Available |
| Fuel Type | PETROL |
| Export Marker | N |
| Vehicle Status | Licence Not Due |
| Vehicle Colour | RED |

Do any club members know the whereabouts of Ian's old Frogeye?

They Now?



51KPG

Hi Gary

My husband and I met you at the 'Classic Car' rally at Aylesbury RFC.

You mentioned you had a register of Mark 1 Sprites and offered to see if my old car was

on it. The registration number was 51 KPG. It was red when we had it (colour picture attached) but we know that after it was sprayed primrose yellow. I'd love to know if it is still in existence and whether it's running or not.

Many thanks,
Rowena Parry

Midget & Sprite Club's reply

The photographic Database of UK Registered Mk1 Sprites www.frogeye.smugmug.com was sent the Black & White image (below) a few years ago. The person who sent it in is currently checking to see if it was taken before or after your ownership. I have checked my database and I don't have any up to date information on the car. In fact it doesn't appear to be currently taxed or insured, nor does it appear on the DVLA website.

Once again do any MASC members remember this car?

If you have any information about any Spridgets featured in "Where are they now" or if you had a Spridget which you'd like us to trace, please contact the editor by email editor@midgetandspriteclub.co.uk

Photographed outside Russell Avenue, Aylesbury – 1971



Letters

Work in Progress



Hi Gary,

I thought that I'd send a picture of my Midget, during restoration of the bodywork. It may interest members to know that the man, who carried out the work, was one of the team, who produced the Dick Jacobs Midget Coupes, all those years ago.

Regards

David Evans

Tifosi Rana

Hi Gary,

New member 4759 Dave Chalk here.

Well I have finally done it (plural)!! My first foray into things Frogeye started in the late '70's with a £50 purchase of a very rusty car "PEE173" that was later owned by Alan Anstead. I never got to drive the car so had a very long term itch to scratch. Having built a couple of component cars, a Locust 7 and Ginetta G27, I thought a Tifosi "Rana" might be a good idea.

An Mot failure Midget 1500 and a Kit purchase in 2011 started the ball rolling. The Mot failure proved to be worse than I first feared so I sold it on and bought a slightly better abandoned project from a chap on the



PEE173 when owned by Alan Anstead



The first attempt with the 1500

Isle of Wight, who got the idea from a near neighbour one Keith Braden!

I dragged a vast amount of disassembled Midget bits back to Kent and started round 2 as it were. My neighbours by this time were starting to fear for my sanity and dropping hints about my strange affliction (possibly addiction) to "old junk" on the drive. Well I can take a hint any day and could see the storm clouds brewing!! The only sensible, but expensive, course of action was to farm out my "junk", issue a wish list with cash support and get my car on the road.

I took the stripped out shell and parts to Halls Garage in Lincs. Who produced the lovely car you see here. So I finally got to drive the car, I finally joined the Club and last Sunday my partner Deb and I finally went on a club run with the lovely Kent branch.

I have been nipping out after work most days in an effort to run the car in and do a service before a trip to Classic weekend at Spa this coming Friday. My bank balance will eventually recover in time, but at least the neighbours are nice to me again!!

Regards

Dave Chalk



The Midget at Halls Garage ...



... Which became this



The Grandchildren making camp in the bonnet!

Restoring a Frogeye in France and An Appreciation of Alan Anstead

Hello Gary,

I'm Dave Whittaker, a new member with an old Frogeye which has been taken to France, where I'm fortunate to have space in which to work. Here it is in its temporary home waiting to be restored. If you are interested I can keep a record of the restoration (and the catastrophes!!) if it will be of any interest.

I would like it to be put on record what a fantastic job Alan (in Kent) has done in responding to my initial naive enquiries. He is the reason I have joined this, as against any other club. I am not new to restoration of cars as I have an MGB I totally restored and I have just finished a Citroen Dyane.



In its new temporary home waiting to be restored



Stripping down begins

However there are only certain aspects of the work I can do, the rest goes out to the specialist guys. I am currently gathering quotes / estimates for the body work restoration, hence the stripping down. It is quite interesting setting off each day here in France with the Frogeye on the trailer, visiting yet another French Carrossier. Most of them have never seen this model before. Contact me if you want any other info.

Dave Whittaker

Thanks Dave, this is the second mention of Alan on the same letters page. Has he employed a PR Guru? Gary

Propeller Shaft Tip

Hi Gary

Following the removal of a U.J. I pondered the difficulties of refitting the prop shaft to my Frogeye.



Add this to your toolbox now

Lay the shaft in a short length of half round plastic guttering, this supports the loose end straight and level. Offer up the guttering and shaft through the tunnel (torch helps), slide the shaft into position, clunk, job done!

Russell Lay

Oxon, Membership no: 4399

Thanks Russell, you may have saved rather a lot of swearing throughout the garages of the UK. Gary

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

New Members

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

| | | | | |
|------|-----------------------|----------------|--------|------------------|
| 4751 | Rob & Jean McRorie | Worcestershire | Sprite | Mk 1 |
| 4752 | Tony Jerome | Kent | Sprite | Mk 1 |
| 4753 | Paul Chetcuti | Warwickshire | Sprite | Mk 4 |
| 4754 | Andrew & Amelia Bate | Kent | Sprite | Mk 2 |
| 4755 | Russell Blackman | Hertfordshire | Sprite | Mk 3 |
| 4756 | Mark Warne | Berkshire | Sprite | Speedwell |
| 4757 | Joseph Kean | Hampshire | Midget | 1500 |
| 4758 | Colin & Susan Chorley | Somerset | Midget | Mk 3 RWA |
| 4759 | David Chalk | Kent | Midget | 1500-Tifosi Rana |
| 4760 | Stephen Singleton | Suffolk | Sprite | Mk 1 |

If you have recently joined or rejoined the Midget & Sprite Club, we would love to feature you and your Spridget in the "New Member's" page.

Please send an image to editor@midgetandspriteclub.co.uk

- 1 From last month Chris Baston's Mk1 Sprite
- 2 Chris' Frogeye has the Pride & Clarke 'Dan-Dare' hardtop
- 3 Dave Chalk and Deb with their 1500 Midget based Tifosi Rana
- 4 Paul Chetcuti and his son Ollie with their new Sprite
- 5 Colin Chorley with his and Susan's MkIII Midget
- 6 Joe Keen in his Midget 1500
- 7 The Mk1 Sprite of Stephen Singleton



May-Jun 2013



Your Committee Still Needs You!

This is a repeat of last month's request for MASC club member to join the committee This year, because at least two Members are standing down, there will be vacancies that need to be filled. These vacancies may leave a large hole in the structure of the committee and these posts must be filled for the committee to function. We hold approximately four meetings a year and you will be joining a group of like minded individuals whose aim is to make the club as good as it can be.

The existing committee members are just like you; male and female Midget and Sprite owners who thoroughly enjoy their cars and who want to make sure other club members get the most out of their membership. This is your opportunity to help shape the club, get involved in the introduction of club initiatives and be instrumental in delivering value for money service to our membership so, if you have an interest in the way the club is run and even if you think that you have nothing to offer, please consider applying as you'd be surprised at the many ways that you can help. This year there is the added committee role of Marketing/PR person. So if you have any previous marketing or PR skills, we would particularly keen to hear from you.

Candidates will not have to stand for a particular committee position; just register a particular area of interest. If we have two candidates for a particular role then both can be elected then the committee and candidates will decide on who does which role. In this way we hope not to lose valuable experience from the committee whilst ensuring we cover all the major roles. It also gives us the opportunity to job share

If you wish to stand for election to the committee for the following year then please complete this form. Enter your name, sign and add your membership number against your area of interest. There are up to eleven committee positions in total. All nominees, proposers and seconds must be fully paid up members; joint members are also eligible to stand.

Completed nomination forms must reach the company secretary by 9th August 2013. Some designated committee roles will also carry the extra responsibility of Directors. There are no limits to the number of directors so if you wish to volunteer as a director then please indicate on the nomination form by adding a D next to the post. Committee roles with a D attached are the designated Directorships for the coming year.

| Area of Interest | Name | Signature | Membership No | Date |
|-----------------------|----------|-----------|---------------|------|
| Chairperson | | | | |
| Administration | | | | |
| Company Secretary (D) | | | | |
| Finance (D) | | | | |
| Membership Secretary | | | | |
| Editorial (D) | | | | |
| Area Rep Contact | | | | |
| General Member | | | | |
| Web Master/Internet | | | | |
| Marketing/PR | | | | |
| | | | | |
| | Proposer | Signature | Membership No | Date |
| | | | | |

Completed forms should be sent to:

Jim Willis, Walkwood farm, Morton Lane, Redditch. Works B97 5QA

Or scanned and emailed to jim.willis@tiscali.co.uk

K Series Weekend in Yorkshire



Five Spridgets and a bit of occasional sunshine

The weekend of the 11th of May saw the Moors and the Dales resonating to the sound of twin cam Spridgets. In a weekend of varying weather conditions, this is what we got up to.

We all met up on the Friday night, got ourselves checked in and settled down in the bar. An early discovery was a fantastic portable headpiece that would have come in handy for some of our illustrious crew, at least, those that were not wearing K-series branded hats, coats and anything else Ant had managed to sell to them.

What with one thing and another, the original eight cars was down to five, some from as close as York (that was us) and some from as far as Holland and Pembrokeshire. It was great to catch up over a very pleasant evening meal, even if the people at the end of the table didn't get any proper Yorkshire Parkin. At least that meant they were spared the many jokes along the lines of parallel Parkin. Sadly it wasn't free Parkin.

After awaking (sort of) bright and early and being well filled with a hearty breakfast (sitting in a nice seat all day steering and moving your feet around a bit is hungry work!) we set off into the Dales. Ant managed to fool us all by pretending to require a helping hand to start (the Beddelert trip involved some pushing!) much to his (and everyone else's) amusement. A blast up to

Leyburn via Bedale was first on the agenda, with the first stop just near a firing range. After that we carried on up into the wild and remote area just south of Reeth. A quick stop in Reeth (where my car thought it was being funny by pretending not to start, then mending itself) and we began to climb in the cars up to the highest pub in England, the Tan Hill Inn at 1730 feet up. Sadly the weather broke while we were parking, and there was much rushing about putting hoods up, with Neil erecting a strange black contraption "because it was quicker".

After we had warmed up in the pub (it's pretty bleak up there) it was time to carry on down to Hawes via the famous 'Buttertubs'



At the Tan Hill Inn. Readers please note Neil's attractive black hood contraption

pass. The people who had built the single lane road here, north of the Buttertubs, were huge fans of blind crests and sudden corners, making for a fantastic road that would have been even more excellent had it not been raining cats and dogs. I still haven't had a chance to drive the Buttertubs in the dry! If it had been less damp (and with less crazy Jaguars) then we would have stopped to look in the actual buttertubs themselves, a set of limestone sinkholes that extend 20m or so down into the hillside. They are so named as in hot weather the locals would apparently pop their butter in them to keep it cool. More by chance than design, a lot of our route in the Dales was on some of the 2014 Tour De France plan.

After rattling through a cobbly Hawes, still with the roofs on, we descended down towards Horton in Ribblesdale and the Ribblehead viaduct. After a lunch in the Station Inn (which was full of very wet walkers) we had a wander along to look at the Grade II listed viaduct. On the way back we were pelted with fairly large hailstones – all manner of weather in Yorkshire!

After a damp but pretty run down Ribblesdale we stopped at Gargrave to refuel some of the thirsty Ks. Then it was swiftly back up Wharfedale, where the sun came out and so did Arie's cigar. The Dales are at their best in sunshine just after rain, with bright greens and blue skies. The view down Coverdale was as excellent as always, and we made it back to the hotel in time for dinner in spite of a stop at the Black Sheep Brewery in Masham, a very dangerous place to be on a sunny Saturday evening!

Ribblehead viaduct



Sunday dawned looking a bit more settled, and we set off into the North Yorkshire Moors via Sutton Bank and Helmsley. After dodging a few motorbikes that thought they were immortal, we had made our way up the Chop Gate (we were later informed by the landlord that the bikers refer to it as the "Chop Gate Death Run" – rather ominous!).





At Scaling Dam

Next up was crossing the top of the moors on our way to Whitby via Castleton and Scaling Dam. As ever the roads and the cars were brilliant. After parking near the Abbey (but not quite willing to pay the enormous fee to get in!) we had a wander down to the town and had a fantastic fish and chip lunch.

After lunch we had a stroll along the pier; Ant and Arie showed an almost unhealthy interest in Elizabeth (who is a steam bus by the way). Some of us had a look round the old church at the top of the hill, which has a very interesting interior. It is this church that had some of the graves fall down the cliff earlier in the year.

The run back to the hotel was a slight change from the plan, as the Fylingdales road was shut due to an accident, so instead we went back via Blakey Ridge and the Lion Inn, the highest Pub in the Moors. Cake was supplied and purchased by those that needed it,



and we carried on down through the fog (yes, fog too!) to Hutton-le-Hole, where we said goodbye to Arie, his good lady and his expensive shoes. The rest of us cruised back over to the hotel for another meal and rounds of lubrication in pint form.

With one more setting off home on the Monday morning the remaining three cars went over to Malham Cove via Gouthwaite Reservoir – today managing to go without lunch after the frequency and size of the meals from the previous few days! After a pleasant walk and spotting a peregrine falcon we went our separate ways.

All in all I think the third K-series weekend was a great success. We did around 450 miles in Yorkshire over the three days, with many of us doing a lot more than that to get here. Bring on the next K-adventure!

Rob Armstrong



*The hardy group
of K Series
Spridgeteers*



This is the Sprite that older members will remember me driving. Now fitted with Sebring Fibreglas bonnet from John Sprinzel

I joined the HCC in 1959 after reading an article in the local newspaper about one of the clubs events with an invitation for any interested new members to contact the secretary, Les Needham. After contacting Les he suggested I went along to one of the regular Noggin & Natters at the Red Lion in Radlett. Such was the popularity of these evenings, I think they were held every week or bi-weekly. Having filled in the club membership form I had to get two references and was then asked to fill in the section asking which car I had. I did not have a car of my own! The Noggins were always enjoyable especially when we had one of the works drivers as a guest speaker.

The first person I met was Peter Browning who welcomed me to the club and who later on was to have a significant influence on my future career. On the same evening I was introduced to Norman Dennison and his father and after a brief chat Norman invited me to navigate on the next practice rally. These were run once a month starting at the Red Lion. Having been a keen touring cyclist I was familiar with OS maps but had no idea about grid references etc. I duly turned up on the evening with my bobble hat and warm coat

which was lucky as Norman's car was an MGTD. He had the hood down it was winter and bloody freezing. What madness had I let myself in for! With the map flying around in the air and numb hands we somehow got round the route and I could not have done too badly as I did a few more rallies with Norman.

Norman gave me a lift to the clubs annual Autocross at Cottingham near Colchester. This looked really good fun and I could not wait to get a car of my own. I had learnt to drive in my father's Austin A50 and with my parents in the back I had entered a Sunday social run. A friend navigated mostly on the wrong roads and at one stage we came across Pat Moss going the other way in a works MGA – whoa – I thought I had really got into the right club as the Moss family were all keen members. My Mum commented after the event that the car had got a real thrashing – she had no idea what was to come!

During 1960 I was navigating on many rallies with Peter Noad in his wonderful battered old VW Beetle. Peter introduced me to the art of having absolutely no respect for the car on rough roads. I did rallies with Ray Forster in his lovely MGA coupe. Ray also gave me my one and only ride on the London/

Peter Noad in the hot seat car in the original Frogeye spec



Brighton Veterans run in his De Dion Bouton, an experience I thoroughly enjoyed. Ray was always immaculately dressed with a bow tie. Jack Wolchover was another driver I did some events with firstly in his Vauxhall Victor and then a Sebring Sprite. Jack had the habit of falling asleep at about 4am and putting the car in a ditch. Damage was never very extensive but he always got a load of grief from his wife who was not enthusiastic about motorsport. Andrew Carey was another driver I navigated for and he likewise for me. We often went on touring holidays together and were in Scotland when Stirling had his terrible

accident at Goodwood. Driving tests were very popular in the early '60s and Peter Noad and I used to hire the box shaped Ford Anglia from a local company for these events. The Anglia was ideally sorted for the tests with its 3 speed gearbox having first and reverse opposite one another making the change of direction in and out of garages very fast. One of us never failed to win the class.

In 1961 I left my job with Daily Mirror to work for John Sprinzel selling cars from his famous premises in Lancaster Mews Paddington. I had put rallies on hold for a couple of months and saved enough money to buy my first car a lovely second hand Green Sebring Sprite with White Hardtop, Wire Wheels and 55 BHP. This was a truly wonderful little car that I had much success with in every form of motorsport unlike today where every section of the sport requires an individual car. My navigator on most occasions was Peter Noad and I also had Les Needham and Sam Actman in the hot seat. Sam was another member always immaculately dressed with a bow tie. I remembered on one event we got a puncture and Sam said "I don't do punctures as you get dirty". Sam was to die tragically in a hotel fire.

John Sprinzel Ltd in Lancaster Mews showing PMO200. Image thanks to Jonathan Whitehouse-Bird



The London Motor Club Norwester Rally was run in the lanes of Devon and Cornwall and was considered to be one of the hardest rallies in the South. Peter Noad did a fantastic job for me on the event despite suffering from car sickness all night we had won by a considerable margin only to be penalised by one minute for exceeding the 40mph average over 20 miles on the run into the finish. It was hard to forgive the LMC for spoiling a superb event with such a petty 40mph check.

There was great comradeship within the club and some very nice people Peter Browning, Jose Soper, Maurice Sokel, Andrew Carey, Pam and Ray Forster, Joe Coyne, Ted Cowell, Graham Butcher, Tony Pryce, Ken & Eric Coad, Dennis Chrome and Peter Jones to name but a few. Peter Jones was a great supporter of my career and gave me a job when I was out work. He would often repair and maintain my Sprite in his workshop between events at no expense to me he also loaned me a Ford Cortina of the old wide body type for an Autocross where I not only won my class but also the FTD. I will always be grateful for that help at a time when I had very little money and was struggling to get a works drive.

After much success in club events I was anxious to get into the International scene. This opportunity first came when I had an offer to navigate for the then European Rally Champion Eugen Bohringer in 1962 RAC Rally for Mercedes Needless to say I was looking forward to getting a tremendous lesson on how to rally drive only to be disappointed as we crashed on the third stage. This was followed in 1963 by an offer from Stuart Turner to navigate in the Monte Carlo Rally for Logan Morrison in the BMC works team 997cc Mini Cooper. There were 450 entries that year and we won our class in what was one of the last truly snowy Montes. We had started from Glasgow and most of the country was blanketed in heavy snow. We followed the snow plough on the A6 over Shap where the snow was twice the height of the Mini and that is how the conditions remained for the whole journey to Monte. This was the beginning of a lifelong friendship with Logan. This event also started my long association with the BMC/BL team.

I really wanted to be a driver so I took my Sprite to Holland for the Tulip Rally and finished 3rd in class. Offers to navigate/co-



Leaving boat on Isle of Man for first Manx Rally 1963. We finished 4th

drive kept coming and I felt I should take them as this would at least give me International experience. For the 1963 Alpine Rally Peter Moon offered me the hot seat in his 997cc Mini Cooper entered in the under 1000cc GT category. Unfortunately there were not enough entries in the small GT classes so the organisers amalgamated all the classes into one which put us in with the four Works Austin Healeys. Four Works TR4 and three Works Alfas plus various other high powered machines. Peter put the car off on the first stage and getting out to lift the car off the bank he fell down a gully and severely strained his ankle which began to swell to the point when he could no longer drive. I took over the wheel giving me the fantastic experience of driving those wonderful Alpine stages and we finished an amazing 2nd overall in the GT category as apart from one Alfa all the other works cars had retired. Team Managers Stuart Turner and Graham Robson were well aware that I had driven the event but disappointingly no Works drive was forthcoming.

In 1964 with great sadness the Sprite was sold to be replaced by the all conquering Mini Cooper 'S'. Over the next few years more works co-drives were accepted but just as I was on the verge of giving up my hopes of a rally driving career Peter Browning came to the rescue to drive a BMC 1800 Land Crab in the 1967 Alpine Rally. Not the most exciting car but it was quick with the full race MGB engine but rather big for Alpine roads. Much to my delight we won our class finishing 10th overall and beat all the works Citroens much

Lombard
1982 RAC 1982
GOLDEN FIFTY
RAC GOLDEN FIFTY RALLY

My only Classic rally entered
1982 RAC Golden 50. Shared
the driving with Paddy
Hopkirk in the 1965 Monte
Carlo Rally winning Mini
Cooper. Paddy drove the
races and I the stages



to the dismay of the French. I was entered in the same car with the same specification for the 1967 RAC which much to everyone's disappointment was cancelled due to the Foot and Mouth outbreak. This was a real blow as I felt the car may have surprised a few people.

I have been so pleased to have been a member of the HCC for it has been a really great club, running events that were so professionally organised by total volunteers. The early sixties were such a heyday for car clubs and if one had the money you could

compete in an event every weekend. I could not have joined a better club to help launch my career.

Thanks to Peter Browning who had faith in my ability and had witnessed my early performances in the HCC, I never looked back.

Brian Culcheth

Reproduced in Mascot with the kind permission of Brian Culcheth and Harrow Car Club



At the Goodwood Festival of Speed 2008. The 16,000 mile 1970 London/Mexico World Cup Rally winners. Left/right Brian Culcheth 2nd, Hannu Mikkola 1st and Rauno Aaltonen 3rd

La Vie en Bleu – Prescott Hill Climb



David Abram, 1958 Sebring Sprite, 1st in class



Simon Leeming, 2nd in class

Twelve Austin Healey Sprites made it to Prescott for the special 'La Vie en Bleu' weekend for the fourth round of the Healeysport speed championship on Saturday 5th June.

The weather was fantastic with lots of spectators and the 1127 yard long hill was completely dry, so no excuses! You get two practice runs and the more nimble Sprites are just that bit quicker than the big Healeys. Disaster struck Rafe Haywood on his second run when his Sprite locked up under braking at Ettores and hit



Colin Gale leaving the start line

the barriers head on with some force. Rafe was fine but his Frogeye was a little worse for wear at the front end. The yellow Frogeye of Ade Ball was very quick with a time of 49.83 secs.

During the lunch break we were treated to demonstration runs by the Bugatti Veyron and the very pretty ex Nelson Piquet Benetton B190 formula 1 car, which sounded wonderful.

After lunch the business of the actual timed runs started and as this was a target time event, positions were determined by how you finished compared with the target time. At the end of an exciting afternoon the Sprite class was won by David Abram, 2nd was Simon Leeming

and 3rd Ian Grainger. Colin Gale was another second adrift in his green Frog, but we think he must have been distracted by the can-can girls!

On Sunday 6th some of us visited Nick Mason's house at Corsham where some of his superb collection of priceless classic cars were on show, and they still get raced.....but that's another story!

The next big weekend at Prescott is 3rd / 4th August when the VSCC hold their annual event. Well worth a visit.

Dave and Jill Hansford



Joe Mackrell on the start line – 1960 Sprite



Can-Can girls, very French

The Outsider

(A new book with a Midget in it)

We occasionally bring to your attention any new publications with a Sprite or Midget content, but this is the first time that we have reviewed a novel in *Mascot* It is also the first novel from author Peter Hingston who is better known for his business and sports car books. Will Peter do for the MG Midget what J.K. Rowling did for the Ford Anglia? Well, the Midget doesn't fly for a start. It is however the hero's 21st century mode of transport. Why 21st century? Well, our hero gets about a bit. Guy Mallory and his American chum, Al Strasser are medical students that decide to visit a war grave in Belgium. They arrive when re-enactment groups are playing out the anniversary of the Battle of the Bulge, but is it a re-enactment? Guy unwittingly gets drawn in to experience what dawns on him could be the real thing. Is it an hallucination, a dream (nightmare), a movement in time or a ghostly apparition that is all too real? How does he get out, who would believe his story if he did? I won't spoil the plot any further – other than to say he loses his watch!

This is a cracking read that moves along at a fair ol' pace. A pleasant absence of long drawn out descriptive prose and endless, confusing characters. The plot is easy to follow but baffling to guess where it may be going. This would make an action packed film. Amongst the unanswered, does Guy find out why his Midget is overheating? Now that bit we could offer some ideas about! The author has researched the factual elements fastidiously, even to include a glossary of the items of hardware for the reader to visualize.

A sequel is planned, once the Midget is fixed I guess, but where will Guy and Al's travels take them next? Or more significantly perhaps – when in time?

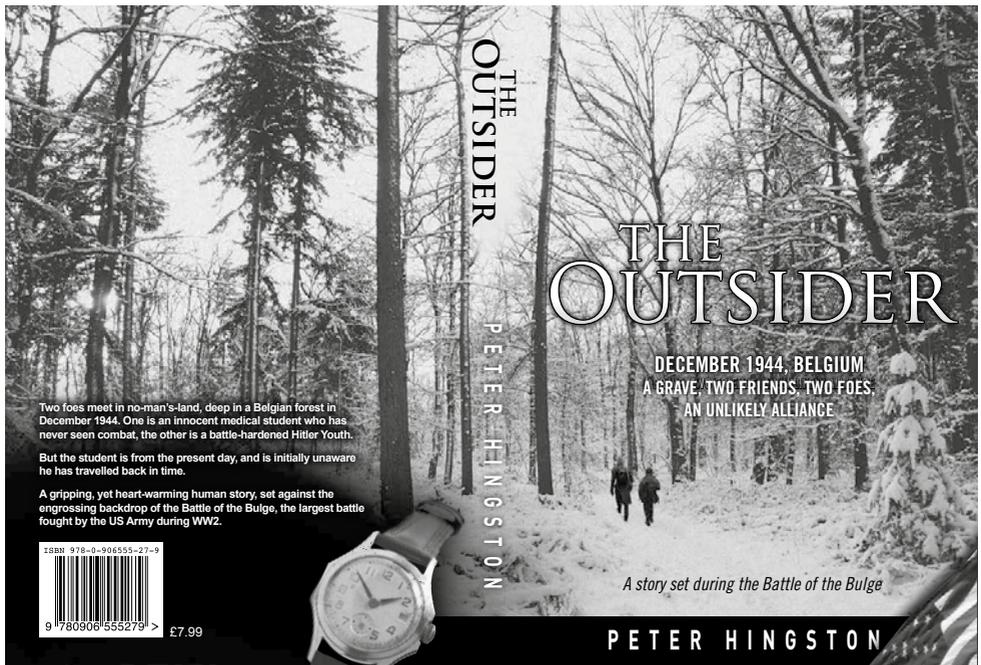
THE OUTSIDER by Peter Hingston.

ISBN -9780906555279

rrp £7.99

Also available for Kindle

Terry Horler



Spridget Racing at Le Mans 2013

S221 racing at Silverstone



BROTHER & SISTER IN S221 AT LE MANS IN JUNE

CHARLIE CLEGG and his sister INDIA have an entry for the LE MANS LEGENDS support race to the 24 HOURS on 20th-23rd June in S221 and so will be replicating the Stirling and Pat Moss brother/sister pairing back in 1961 at Sebring.

Charles and India had trouble with the Sprite at Silverstone but went well at Oulton Park. India was racing with the Aston Owners Club at the HRDC meetings to get the upgrade signatures for Le Mans. Paul Woolmer is helping with the car. She drives a road Sprite too.

Mascot will be bringing a race report and news of how India and Charlie performed on track in the August edition of Mascot.

Thanks to Dave Hansford, Andy Cross and Martin Ingle for the photos.

India with her road-going Sprite



India and Charles with Paul Woolmer

A small section of the Great British Welcome at Saint Saturnin the day before the race



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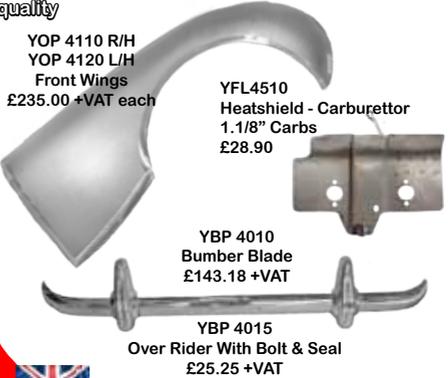
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Boot-bag Competition

boot-bag
the luggage rack : evolved



As the touring season is well and truly upon us, many MASC members will be stuck with the difficult choice of what to leave behind when travelling at home or abroad in our Spridgets. In fact the lack of storage space may even determine whether you take your Midget or Sprite along at all.

Those of us with large cavernous boot space in our Frogeyes need not worry (as long as we never attempt to retrieve what we've so carefully placed in the rear).

But other Spridgeteers, blessed with the luxury of a lockable boot, may struggle to fit in that extra pair of red stilettos, so necessary for those overnight journeys. Worry no longer!

The nice people at boot-bag have kindly supplied us with a boot-bag to give away. Luckily for the readers of *Mascot*, it can't be

used on my Frogeye (although I reckon that with a bit of imagination, I could get to fit somehow).

Boot-bag original – £79.95 (shown here) – 50 ~Litres of additional luggage capacity measures 70 x 36cm x 20cm (28" x 15" X 8") giving 50 litres (1.75 cubic feet) of additional storage.

The soft non-slip mat the bag sits on is slightly bigger measuring 80x40cm.

So we have devised a fiendish competition for one member to win a boot-bag in time for that Summer trip.

All that you have to do is log on to the company's website at www.boot-bag.com and search for the answer to this (oh so) simple question.

Question. How many litres of additional storage does the "boot-bag Vacation" (not the original boot-bag) give?

The single prize of one "boot-bag original" is restricted to members only, living in the UK (unless you want to travel over to my house to collect it), and will be drawn at random on Thursday 11th of July.

The deadline for correct answers received at editor@midgetandspriteclub.co.uk

Or in writing to the editor (address on page 1 of *Mascot*) is Wednesday 10th of July 2013.

Answers received after Wednesday 10th of July will not be accepted and the editor's decision is final.

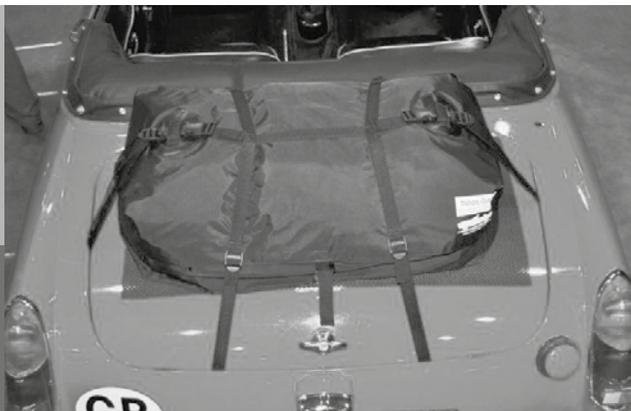


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Firstly a correction to my writings in Mascot's last issue. Oops!

Kent MASC member – Martin Ingall, whose excellent website www.sebringssprite.co.uk is dedicated to all things Sebring Sprite, pointed out my error.

“I hope you will not mind my pointing out a slight error in your Kent Area Report this month. The car you describe as a Sebring fastback replica is in fact 585 MY, an original Speedwell GT initially owned by Keith Grant and which Hardy Eng re-discovered about 10 years or so ago before it went to Rae Davis and was driven by Antonio Bertini at the Goodwood Revival. Today it is owned by Guy Harman. The other car in your picture, the Melchester Sprite of Mike Youles is basically a Sebring fastback replica but with a modified Frog bonnet”.

The May 'Old Boys' mid week run

Took place on Wednesday 22nd May 2013 when we visited Salomons. The Salomons estate was once the home of three remarkable generations of the Salomons family. It is now part of Canterbury Christ Church University. The Museum celebrates the lives of:

(1) Sir David Salomons, the first Jewish Lord Mayor of London and a founder of the London and Westminster Bank. He was the first Jew to speak in the House of Commons, for which he was fined, and a campaigner for equal rights for people of all faiths. It appears that being Jewish he could not so speak and a law had to be passed for non-Christians to speak in the House of Commons.



First stop to meet up with Ralph



Historic garages at Salomons look bland

(2) His nephew, Sir David Lionel Salomons was a keen scientist and engineer and a pioneer of road transport. He installed one of the country's first domestic electric lighting systems here and built the amazing 'Science Theatre' and the magnificent stable block.

At a time when few people knew what a motor car was Sir David Lionel Salomons was an expert on motor mechanics. In 1895 he organised the first motor show in England, at Tunbridge Wells, Kent, on the area now known as Showfields. He also built, on the estate, what is, allegedly, the finest example of any motor-carriage houses (garages to you & me) in Britain. The five garages still have there original doors, and fittings made in Lambeth. The garages boast both central heating and pit.

(3) Sir David Lionel Salomons had four daughters and a son, David Reginald Salomons. His son died, at sea, in the First World War, and his last surviving daughter, Vera Salomons, gave the house to Kent County Council for use as a public institution. The house, originally called Broomhill, is now



The view of Salomons from the extensive garden



Country lane convoy

called 'Salomons' to honour the family that lived here.

We met at the Oakdene 'bikers' café, our oft' used start point, where, after some had breakfasted, I led our convoy away. We were two Frogeyes and four Midgets: one of which was a now chrome bumpered 1500. We travelled the lanes via Borough Green and Igtham to Ralph's place where, with the addition of Ralph's Frogeye, to our number, Ralph led us a scenic route via Penshurst Place, and a humpy back bridge, to our destination – Salomans. The day being overcast the initial idea to 'sandwich' in the grounds was soon dispensed with and we victualled at the café in the Stable Block now converted for such use. Museum, Science theatre with its Welte Organ, and grounds explored, we relied once more on Ralph's excellent knowledge of good roads as he led us back to near where he lives via more scenic roads and historic Chiddingstone before we all starburst for our homes.

For our June "Old Boys" run we are considering the De Havilland aero museum.

Just Married

Congratulations are due to, Kent MASC members, John Clark & Carole Grove who were married this month. The newly weds first met on a MASC Tour.

Kent area 'Old Boys' mid week run in July 2013 (Forthcoming event)

In July, on Friday 12th, the "Old Boys" mid week run will be to the Festival of Speed at Goodwood Motor Racing Circuit.

We shall meet at the Grasshopper Inn, at Westerham, Kent at 0800hrs (the Inn is open from 0700hrs for breakfasts & coffee) and

drive to Goodwood. There are no ticket sales 'on the gate' so tickets must be obtained in advance (£41.00p). A fine opportunity for members from other regional areas to join us for the day.

Ticket sales www.goodwood.com or 01243-755055

3rd Miglia Tour

This year's Miglia Tour, for Sprites, Midgets, and derivatives, takes place from 13th – 25th September. Participants will have the opportunity to drive some superb roads and visit many places of interest whilst driving through France; Belgium; Switzerland & Italy before returning through France. Contact me if interested.

The Monthly Meet

What a superb day for a monthly meeting! What a superb day for a drive through Kent in a Spridget.

With so few weeks now until our Loire Tour (24th June–1st July) Mike and Lorna Pope drove over from Aylesbury, in Buckinghamshire, to meet up with those going on the Tour and also to shake down their Frogeye before the event. In order to make the most of their visit to Kent, and the weather, they were given direction to nearby National Trust property – Igtham Mote.

Mark Mathews was deliberating whether, or not, to change his Sprite's gearbox, before the Tour, when his attention was drawn from the subject by a leaking water pump. Ron & Mel, who will be travelling in Ron's Frogeye, sat in quiet confidence of the journey ahead. A goodly turn out saw ten Spridgets gracing the car park.

Alan Anstead
www.masckent.org

Mike Pope's Frogeye entered for Loire Tour 2013



From the Bowels of Bristol

I will be adopting a new policy. No more will I ridicule my fellow Bristol area members. Without exception, the good, the bad, the sad, the ugly, the old and the boring will all be treated with a newfound respect.

The naughty table will be carried out to the car park of the Rose and Crown at Pucklechurch and burnt. (Not the first but definitely the final thing we shall set fire to in the car park).

No longer shall we trample or drive across the village green; drop strange objects down the village well or contribute to the local artistry in the bus shelter.

We shall no longer terrorise the pub toilets, barricade customers in the smelly cupboards or lob wet toilet paper over the door (not that I ever did of course).

We will contribute generously to all the village charitable causes, firstly by returning the collection boxes that we seem to have borrowed.

We will be respectful of the local village Bobby, the W.I. and the youth club members and ask the magistrate to take 14 other individuals into consideration who, we may have upset – a little bit!

We will all leave the pub quietly and drive carefully through this picturesque and tranquil village in the beautiful south Gloucestershire countryside.

I will warmly welcome all to our monthly gatherings on the second Wednesday of the month, regardless of what vehicle they arrive in or claim to own or restore.

I will believe without question all that my fellow members tell me. They all drive my favourite version of Spridgley thing – and in my favourite colour too!

No more will I write articles that contain any errors or mistakes, or of a controversial nature.

Religiously, I will read every word in *Mascot* each month, then safely store every edition for future reference and enjoyment.

As the most ancient and orderly of all MASC branches, the Bowels of Bristol have a duty to set the standard for all other branches to follow. What better time to do this than as the club approaches 30 years of its formal inception? That's in October of course, so in the meantime I will still have to put up with the good, the bad, the sad, the ugly and boring shower that persist in bending my ear and patience every second Wednesday of the month. (How I envy the Wiltshire branch – all such very nice people – and in Wiltshire – where they belong).

Father bl*y Christmas**

The bad, the sad, the ugly, and the old meet up at Bristol. The boring couldn't make it that night





Yorkshire Area Report

This month it was warm enough to drive about in t-shirts! We started the day earlier than normal doing the first half of Ken's Canada Run with the MGCC. There were plenty of interesting vehicles there from various eras; including a rather nice KV6-engined MGTF.

After all the MGs dispersed into the countryside we were stopping for a picture break when we were joined in our layby by a huge lorry, whose driver turned out to have an overheating Sprite at home! After a nice chat with him we split off the route and headed to the pub, spotting en-route one of my extra lights hanging by its wire, making the car look like a strange one eyed creature.

We had a decent turn out with everyone coming roof down for once, it must have been warm (in fact I had caught the sun in the morning somewhat, which was tactfully and hilariously pointed out by Nathan). We had three K-Midgets (one just back from Will Corry in Ireland having had a very very nice rear suspension upgrade), John and Carol's Sprite, Ken's 'Little Red' and Jon and Vikki in Nathan's new car, a lovely big Healey. We were also joined by Geoff and Angie, who would have been in an MG but for head gasket problems.

Geoff reminded me about the Durham Regatta show, which was on the Sunday, however I got stuck taking down a shed (that turned out to be more of a barn) and didn't

get enough time to pop down. Next year I will organise something a bit better after taking control of a rather nice MASC banner.

Some have commented that the meetings are now rather far north to cater for the whole of Yorkshire. Yorkshire is a big county, and so if anyone feels like organising a meeting in their local area then please don't hesitate to get in touch! I am happy to move the meeting about to get more people involved, but I would need some support from other volunteers to help.

For now, then, we are back at the Nag's Head on the 13th of July. Hopefully I will see some of you there. I think I've fixed the email issues now as well.

See you soon!

Rob

Great custom dashboard with extra clocks and switches on Jonathan's K Midget



Home Counties North West

After a very slow start to the year in the Home Counties North West we have started to get out and about at last! Our first proper event was a trip to the Chiltern Hills Vintage Vehicle Rally in Aston Clinton (south east of Aylesbury) on Sunday 19th May. It is the first year the club has attended the event and had a club stand; we were due to attend last year but due to a water logged field the event was cancelled (sound familiar?). Well what a day it was...

My car has been off the road since Christmas getting some TLC to clutch and hydraulics plus some oil leak fixing maintenance. On Saturday evening I took it for its first road test since getting it back together. All seemed well until I arrived home and realised my front wheel was smoking! Yep a ceased brake cylinder meant I didn't get in for my evening meal until 10pm – what an understanding wife I have! An understanding partner is nearly as important as a good tool kit if you own one of cars.

So on Sunday morning we had arranged to meet at Mike and Lorna Pope's house, as they live in Aston Clinton, before driving the short distance to the show in convoy. We were greeted by tea and coffee, croissant and biscuits and Mike and Lorna's warm welcome. Thanks guys. Their road looked great as we drove in – a bevy of Frogeyes.

Unusually for our area the Frogeyes outnumbered the later cars. In the road outside Mike's house was his green Frogeye, then Keith and Ann were in their Midget, but behind Keith's car were three red Frogeyes; Bill Harding in his, new member Paul Sheppard in his and Editor-at-large Gary with Gaps! Mine made it five Frogeyes and Steve, who was following behind me, in his Midget. As you can hopefully see from the photo it was quite a sight. It was good to meet new member Paul, and later his family, who came along to the show, though his car was quite familiar having previously been owned by another local member. Once we were at the show Ian joined us in his 1500, but the final score was still 5-3 to the Frogeyes.

There were two more surprises during the day. First was a hot, bright yellow thing in the sky that always makes a day at a car show more enjoyable. The show itself, run by a local charity to raise funds for various good causes, was really good with a large numbers of cars of all shapes, sizes and ages for what I thought was going to be a small event. There was also a good auto jumble and trade area, which I didn't expect. Although the oil we agreed to go back and buy before we left got forgotten.

The next surprise was that we won best car club stand at the show! Unexpected as



The line-up outside Mike & Lorna's house

we just turned up, rolled out the old Midget and Sprite Club banner and Bill put up a small display board explaining the history and details about the Frogeye. Was it our straight lines and tidy parking, our cute cars looking great in the sunshine or the personal friendship of one of our members and one of the judges?

I guess we will never know! Either way we won a lovely 'proper' cup and a place in local car show history. Whatever the reason we will take the title!

By the time you read this we will have been on another couple of trips. First to Duxford and another to the History on Wheels Museum in Eaton Wick on the 30 June.

In August we have plans to visit the Chiltern Open Air museum for their classic car show and of course some of us will be at the Silverstone Classic. If you fancy joining us for an event please get in contact.

Mark

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

Ed's note. As I mentioned in last month's editorial, "Gaps" and I were determined, rain or shine to join the Home Counties North West's day at the Chiltern Hills Vintage Vehicle Rally in Aston Clinton. A great day out in lovely weather and many thanks to Mark and the group for letting me crash their "Award Winning" stand.

The award-winning HCNW group stand (ably hindered by the Editor and Gaps)



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Notts & Derby Area Report

This month one of our keen regular members Ian Whitchurch reports....

The last Club night was a total wash-out with regards to the weather so no tyre kicking in the car park as all our members turned out in their Japanese and European dry modes of transport! However we had a good six car turn-out for the Autokarna at Wollaton Park, Nottingham on Sunday 2nd June for what a was fantastic day. For once the UK was blessed with sunshine for the whole day which enabled us to get some wonderful pictures of the cars with the magnificent Wollaton Hall (the home of the last Batman) in the backdrop. The event was very well organised, so many thanks to the Pre-War Austin 7 club for the invite. Upward of 500 cars, buses and campers attended the event so we all had a good cruise round the grounds and chatted with other enthusiasts in the sun.

The MASC line-up outside Batman's House



This event has plenty to offer and overnight camping is available, so perhaps we could get some of you MASC folk from further afield next year to join us and help fill out our paddock?

Paul was a bit down in the dumps as he has had to admit that he can't move in his garage for cars! (What a nice position to be in) So after a session of "Eeni-meani-myni-mo" the '60s 997cc MINI Cooper S project and the A-Series I.O.W prototype have got to go!

He had his For Sale sign on display at the Autokarna so most of his day was spent explaining the background to the rare supply of his wonderful SuperSprite.

My brother-in-law came along and got all enthused about getting his MG-TF back on the road. He also claims that someone told him he should come to club night in it! I'm not sure who this was but I'm only just coming to terms with Steve attending in his MGB, so please explain yourselves this club night whoever you are.

Just a reminder that all Club members are welcome to attend on the **2nd Thursday of each Month at the Sitwell Arms**. You never know, the sun may still be shining and we can get some serious tyre kicking done with a pint in hand.

Next meeting at the Sitwell Arms will be Thursday 11th July

Plenty to see and do

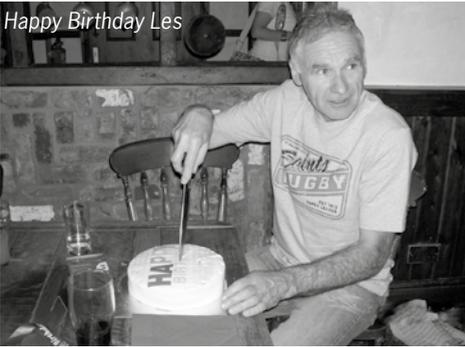


NW Area Report

On Sunday 26th May we attended the Capesthorpe classic car show. There was Bernie and Lynne, Ian and Jane, Pete and me. Fraser and Lesley were there in their Jag on the Jaguar stand – very posh! As with the same time last year the weather was scorching.

This generally is a good show with plenty to see. The auto jumble, like at most shows these days, is more of a market than a place to find those elusive car parts but that's the way it seems to be now. Maybe with eBay there isn't the same need for the suppliers to get out and about, shame really.

Happy Birthday Les



The June club night was once again at The Plough at Euxton, this time a week early to be near my birthday – the big six zero. That sounds incredibly old! Most of us had a meal although the service was unusually slow but not a real problem.

It was a good turn out with quite a few cars. Geoff Cookson came along in his Frogeye and it was nice to meet him. Also Howard, who we had met at the St George's day run in April, came along but in his MGB. He will be excused this once but as for Neil, well he should know better. Unfortunately Neil's Frogeye is showing signs of rot in the spring hangers so some major repair work is required. It was a good night and thank you to Janet for the lovely birthday cake.

On Sunday 9th June we had a run to the Oil Can Café at Hepworth near Holmfirth (home of 'last of the summer wine'). This was organised by Bernie and what a good day out it was. We met at McDonalds at Hattersley then set off along some brilliant roads. As with most of our runs we got lost,

and it didn't help as there was a road closure. However, with his usual military precision Fraser got us back on track.

We stopped half way for a toilet stop at Eyam. This is a village that was devastated by the bubonic plague in the 1660s. The villagers selflessly stayed within their village to prevent the plague spreading knowing that most of them would pay the ultimate price.

From here we headed on to the Oil Can Café. This is a fascinating place, numerous cars on display including a Bristol Fighter, 8ltr V10 with about 600 bhp – I didn't realise Bristol still made cars. Apparently there is a turbo version which puts out in excess of 1000 bhp, imagine that engine squeezed into a Sprite! There was also a 1960's Cooper S built new in rally spec and still on its original body shell.



Other cars, that I can recall, were a Healey 3000, a Standard in rally spec, vintage RR, Sebring Sprite, MGB – they get everywhere like a rash, vintage AC, Radical racing car and a Vanguard pick up / transporter. Plus some motor bikes and general memorabilia. There are also a few 'vintage' shops (or second-hand shops as they used to be called!) together with a very good café.

We had a good nosey round and a bite to eat then went outside to line the cars up on the grass for a photo. It was lovely and sunny, very quiet and then a vintage bi-plane flew over – absolutely wonderful. Definitely worth another visit.

From here we made our own way home, I had a good blast over Saddleworth Moor before joining the motorway. All in all a brilliant day out.

Well that's all for now, see you at the Kilton on 10th July.

Les

Heart of England Report



Cotswold Run

Organising a run on the Sunday of the bank holiday – the weather is bound to be awful and what about the traffic? Why not – so we did and we set off on a beautiful sunny morning to the rendezvous point in Alcester at the now extinct Little Chef (does any other club miss these places for meeting up?) Our hearts were a little heavy as we were without a dear friend and driving companion, who in the past had always planned these outings with us, and we inevitably travelled together. Sadly Roy passed away on the 24th of May but Geraldine was adamant that the run should go ahead (see *obituary on page 3*).

It became quite obvious as we approached Alcester that there were many assorted classic cars on the road and to our dismay the traffic jams alerted us to a motor show at Ragley Hall. As the planned route was to take us right by the main gates of the hall, a hasty conference quickly re-routed the first stage. Unfortunately, as often happens, everyone set off in different directions to reunite by a minor miracle a few miles away at Bidford on

Avon. From there 11 Spridgets and a camper van (don't ask – but very easy to see the convoy as it was tail-end Charlie) set off on a leisurely drive through Chipping Campden, down country lanes, that were completely traffic free. It was a marvellous opportunity to get away from the tourist venues, except for Moreton in Marsh and Daylesford Organic Farm, eventually arriving at the Royal Oak, Burford for a good roast Sunday lunch.

After lunch and a stroll round the shops we drove via Bourton on the Water (which was absolutely heaving) through the peace and quiet of the Slaughters and Guiting Power. Passing by Sudeley castle into Winchcombe, we continued till we came to a pub on the way to Broadway, serving tea and alcohol – perfect. We fortunately chose a beautiful day and had a good time with no breakdowns and only minor routing problems. And all concluded that the day had been a fitting tribute to our friend and that we should repeat it every year. “THE ROY COLE MEMORIAL RUN” had been inaugurated.

Sybil & Stuart Watson

East Anglian MASC Report



A reminder of last year's Silverstone Classic

As I write this the sun is bright and the events season is in full swing, my spies were a little tardy with the report (and anyway I had loads to write about last month), hence the Donington report is a month late.

The weather was not brilliant, but a great deal better than last year and stayed mainly dry despite threatening black clouds. There were people attending from various MASC strongholds, 13 cars in all, with the club having secured a brilliant vantage point and staked a claim with the gazebo (well done Geoff) however East Anglian MASC definitely stole the show with seven local cars, despite some of us being at Duxford and a couple of people with fuel pump woes (in HTJ's case obviously due to the extra weight of the hard top).

Next up was Enfield Pageant, a new event for us but brilliant weather with an interesting mix of things going on with lots to spend your money on. Sadly Pat and I missed this one due to work commitments, and equally sadly we will also miss the brilliant Sheringham classic car day, which should attract 10 or so of our cars (including Mike Grout of regalia fame). This should be a fabulous event, with the town closed to all but classic cars and brilliant sunshine forecast (more about that next month).

We do have a good excuse for missing the Sheringham event and FBI night (despite new member Dave 4 being expected), we are off to Frogeye cottage in sunny France, yes



Graham and Maggie's spotty Sprite – is that to keep the sun off or the rain?

another Sprite adventure in sunny France. In preparation there was much welding, painting and door hinge reconditioning (have you seen the price of new door hinges recently), I even replaced the wiper motor to make the wipers work, my theory being that sods law will deprive me of the opportunity for testing them while in France!

Flushed with the success of doors that fit and open and close properly and wipers that wipe, I turned my attention to the bonnet which has never quite fitted correctly (a bit like the doors) and a good thing I did as one of the hinges was cracked almost right through.

The hinge was easily fixed with a bit of masking and welding. I did learn one useful trick when it comes to getting the bonnet fit right and that is that the bonnet height (at the hinge end) can be easily adjusted, up and down by placing washers or a spacer under the hinge at the two holes nearest the screen for up and furthest from the screen for down.

Yes packing the hinge to drop the bonnet down seems a bit wrong, however it changes the geometry of the hinge to bonnet a bit and drops the hinge within the car. This is maybe not for the purist but it works well.

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

Dave Dixon
(AKA Red Leader)

Shock rise in Classic Car Thefts

Thefts of classic cars may not be as rare as was once thought. The fact is that in some cases, at current rates, it may be a case of 'when' and not 'if'.

In the Midlands region alone, since September 2012, in excess of 70 classic Minis have been stolen without having been recovered. Most of those stolen are later models, but perhaps this is because these are the most likely to be found parked on driveways and accessible to thieves.

But that doesn't mean earlier cars are safe, as a number of '60s Coopers and '70s models have also disappeared, never to be seen again. It's not just Minis that have become popular amongst the light-fingered, as over 950 classic cars of various types have disappeared in the past 12 months alone. Imagine emptying the NEC Classic Motor Show of two thirds of its exhibits and you have a visual metaphor of the scale of the problem. Indeed, so brazen are the thieves that many cars have been taken from car parks or streets in broad daylight, while owners are shopping, or at work.

Traffic Officer Colman suggests that many of the cars are being broken for spares for the lucrative used parts market and are sold quite openly.

Where's Your Car?

With so many cars disappearing forever, vigilance and extra measures are essential. Many classic cars are stored away in garages or barns, far away from their owners. It doesn't take much for a determined car thief to break in and steal the contents and what's more, often such crimes are witnessed, as once the doors are opened, the whole event can look very much like an authorised collection. Once a car has been taken, it's

unlikely to be found unless there is some way of tracing or positively identifying it.

What can you do?

There are many tracking devices available to the classic car market, but a cheaper option to use a humble GPS mobile phone. A cheap mobile phone can be left concealed in the car and as long as it has some charge remaining (or is wired to the vehicle battery, it will transmit its position. Other options include the likes of SmartWater, a fluid, which when applied to certain areas of a vehicle and leaves a semi-permanent, traceable and unique forensic code, which can be detected using a special UV torch. This rubs off on thieves too making tracing stolen goods much easier.

Specialist vehicle insurance companies have been supplying a similar DNA+ fluid to their motorcycle clients and are set to offer the same to their classic and cherished car customers.

The police recommend

- 1: Regularly visit your car if it's stored remotely – it deters thieves and allows you to report thefts promptly increasing the chance of recovery.
- 2: If your car is kept on a driveway, block it in.
- 3: Use a steering lock and other visible anti-theft devices.
- 4: If the car isn't in use, remove and securely store the wheels.
- 5: Keep a charged GPS mobile phone concealed in your car.
- 6: Ask your neighbours to notify you of any suspicious behaviour.

Market Place

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

For Sale: a used set of four 13"x4J chromed stainless steel wire wheel. Look as good as new, splines are like new; all spokes are checked and the wheels are trued up to maximum run out of 0.030", well within the 0.055" tolerance set by MG. The sale includes two new inner tubes, £380. Four as new Uniroyal RainExpert 175/70/13 tyres, £130. **Alan Lo (Bristol) – 0117 9672617, alan@mobuzzing.net**

For Sale: Garage Equipment: – set of 4 automotive wheel dollies, 1/2 tonne hoist (requires runway beam or similar), pair of car ramps. £50 for the lot. **01388 488128.** Co. Durham

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