

November 2013

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Mascot

The Magazine of the Midget & Sprite Club

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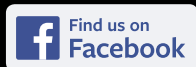
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Modern



Multi-vehicle



Replica



Classic
Motorcycle



Household



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

COMMITTEE

CHAIRMAN	David Dixon , Tel: 01733 222810, email: e-dave@hotmail.co.uk
GENERAL SECRETARY	Jim Willis , Tel: 01527 402804, email: jim.willis@tiscali.co.uk
TREASURER	David King , Tel: 01453 544202, email: djs.king@virgin.net
EDITOR	Gary Lazarus , 40B Hungerford Road, London, N7 9LP. Tel: 0207700 5696 email: editor@midgetandspriteclub.co.uk
AREA REP'S DELEGATE	Mark Hall , Tel: 01296 660103 email: markdhall@aol.com
MEMBERSHIP	Stuart Watson , "Staddlestones", Thicknall Lane, Clent, Stourbridge, West Midlands. DY9 0HX Tel: 01562 883076 email: membership@midgetandspriteclub.co.uk
GENERAL MEMBER	Kate Andrews , email: kate.andrews66@yahoo.com

OFFICERS

CLUB ARCHIVIST & TECHNICAL DOCUMENTATION	Terry Horler , 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770 rebelwithasprite@hotmail.com
MEMBERS ADVERTISING	Alan Lo , Tel: 0117 9572617 Mob: 0775 3867806 email: alan@mobuzzing.net
MUTUAL ASSISTANCE CO-ORDINATOR	John Clark , 16 Barley Close, Broomfield, Herne Bay, Kent, CT6 7XG Tel: 01227 368 638 , mob: 07971 153556, email: jrclark@sky.com
CAR REGISTERS	
SPRITES & MIDGETS (EXCEPT MK1 SPRITES)	Stuart Watson , stuart@thewatsonz.com 01562 883 076
SPRITES MK1	Gary Lazarus , garyfrogeye@gmail.com 020 7700 5696
REGALIA OFFICER	Mike Grout , 55 Park Road, Spixworth, Norwich, NR10 3PJ. Tel: 01603 890211 email: mike@motorparts.freeseve.co.uk
	Mark Boldry , email: mark26r@hotmail.com
TECHNICAL ADVISOR	Richard Mumford , email: webmaster@midgetandspriteclub.co.uk
WEBMASTER	Gary Lazarus , editor@midgetandspriteclub.co.uk 020 7700 5696
TRADE ADVERTISING	

AREA REPRESENTATIVES

BRISTOL	Terry Horler , Tel: 01454 881770 rebelwithasprite@hotmail.com
EAST ANGLIA	David Dixon , Tel: 01733 222810 email: e-dave@hotmail.co.uk
DEVON	Currently vacant
DORSET	Ian Beaver , Tel: 01722 326840 email: ian.beaver@btinternet.com
ESSEX	Jane Gates , Tel: 01255 830 509 email: jgjanegates999@gmail.com
HAMPSHIRE	Terry Langridge , Tel: 01252 626063 email: friendlyfolk@midgetandsprite-hampshire.info
HOME COUNTIES	Mark Hall , Tel: 01296 660103 markdhall@aol.com
NORTH WEST	
KENT	Alan Anstead , Tel: 01322 384050 email: alan.anstead@btopenworld.com
LINCOLNSHIRE	Vacant
LONDON	Gary Lazarus , Tel: 020 7700 5696 email: garyfrogeye@gmail.com
SOUTH STAFFS & NORTH BIRMINGHAM	Area rep on rotation basis , contact ssnb.masc@hotmail.co.uk
SCOTLAND	
NORTH WEST	John Pardo , Tel: 01698 814791 email: jp1kg@talktalk.net
NORTHERN IRELAND	Les & Diane Robinson , Tel: 01772 496594 email: les.robinson@torotrak.com
NOTTS/DERBY	Robert Holmes , Tel: 02892 689274 email: robertholmes25@hotmail.com
OXFORD	Ian Cooke , Tel: 0115 938 3838 email: ilc@bgs.ac.uk
SOMERSET	Grahame Gibbins , Tel: 01235 530456 or graham_gibbins@hotmail.com
SOUTH WEST WALES	Ray Darch , Tel: 01460 72040 email: raymargaret@lineone.net
SURREY	David Hill , Tel: 01239 811307 email: david@hill.be
SUSSEX	Mike Gorman , mike@birchwood44.freeseve.co.uk Tel: 01737-552256
HEART OF ENGLAND	David Southcott , email: dandl@southcotts.plus.com
WILTSHIRE	Dave Puzey , Tel 024 7671 2384 email davepuzey01@AOL.com
YORKSHIRE	Andy Cross , Tel: 01225 743554 email: andy@cross743.freeseve.co.uk
	Rob Armstrong , Tel: 07889 090411 email: mascyorkshire@gmail.com

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

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

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November Editorial

This time of the year is always a busy period for the club, having just had our AGM at Gaydon and the installation of the new Committee at the end of October and November's Classic Motor Show at the NEC being our biggest indoor event.

So if you are reading this edition of *Mascot* having just picked it up from the Midget & Sprite Club stand at the NEC, we'd like to welcome you and also hope that you enjoyed the eight diverse Midgets and Sprites on display. You can read more about them on the centre six pages of this issue.

To our existing MASC members who popped along (I'm aware that many of you "popped" quite long distances), my thanks as always go out to you for your continued support.

Speaking of support, some of you may be aware of my recent appeal to area reps, requesting they ask their members for additional articles for the magazine. With the end (for many of us) of the touring and show season, we sometimes struggle to have enough to fill *Mascot*. I wrote that I'd rather have to apologise for not having room to publish people's articles, rather than having to write to members apologising for a sub-standard magazine. I'm delighted to say that I'm in the position (for the time being) of having more articles than I can fit into *Mascot* this month. So my apologies to those of you who did put pen to paper and can't see what you wrote. Rest assured that your articles are pretty much guaranteed to feature in *Mascot* over the coming months.

October was very special for me. On the 8th I had the privilege of taking John Sprinzel and his lovely wife Caryl along to the Ace Cafe. You can read a little about it further on in the magazine, and John has kindly offered to do a little story about their trip over and the

characters he met up with again. I'm really looking forward to that.

On the 19th I was at a motorsports event where the guest speakers were Paddy Hopkirk and Alec Poole. Willy Cave was also in attendance (as he had been at the Ace Cafe) and I was able to chat with all of them for a short while. I could never have imagined any of this when I first joined the club in 2000 and it is just one of the many unforeseen benefits of being a member and serving on the committee. In addition October also saw my Frogeye's 55th Birthday. I was tempted to give "Gaps" a celebratory wash and polish. However as it's been raining pretty much continuously since then, I had to satisfy myself with quietly wishing it a Happy Birthday, filling it with super-unleaded and taking it for a nice spirited drive in the English countryside.

Please keep the articles coming in and have a great month.

Gary and "Gaps"
(aged 52 and 55 respectively).



John and Caryl Sprinzel at the Ace Cafe

The deadline for articles and reports for inclusion in the December edition of *Mascot* is Thursday 14th of November.

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: David Jerram's rare Cowley-built Mk4 Sprite

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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: jgianegates999@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** – 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: Classic (which is case sensitive)

Also follow the Midget and Sprite Club on  Find us on: [facebook.](#)

Events

Area reps please make Gary Lazarus aware of any events already in your diaries for 2013 and 2014, 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

- 2nd – 3rd Nov **The 13th Footman James Classic Vehicle Restoration Show.** Takes place at the Royal Bath & West Show Ground, Shepton Mallet BA4 6QN
- 9th November **Ten Pin Bowling.** East Anglia Area Contact David Dixon for information e-dave@hotmail.co.uk tel 01733 222810
- 15th–17th Nov **Footman James Classic Motor / Motorbike Show,** NEC, Birmingham – www.necclassicmotorshow.com
- 8th December, **Kent Christmas lunch at Hornby Visitor Centre.** Please advise Alan Anstead ASAP alan.anstead@btopenworld.com
- 11th December **Heart of England Group Xmas Dinner** at the Green Dragon Contact Dave Puzey davepuzey01@aol.com tel 024 7671 2384
- 15th December **East Anglia Area Christmas lunch.** Contact David Dixon for information e-dave@hotmail.co.uk tel 01733 222810
- 19th December **Hants Chapter Christmas Dinner.** The Golden Pot contact Terry at friendlyfolk@midgetandsprite-hampshire.info or 01252 626 063

2014

- 3rd – 5th May **Donington Historic Festival 2014** takes place at Donington Park, Castle Donington, Derby, DE74 2RP. Look out for more details in *Mascot* over the coming months
- Friday 27th June to 4th July **Hampshire Chapter Holiday 2014 to Wales** contact Terry at friendlyfolk@midgetandsprite-hampshire.info or 01252 626 063
- July **Kimbolton Classic 2014** (Date yet to be confirmed). Contact David Dixon for information e-dave@hotmail.co.uk tel 01733 222810
- 25th to 27th July (provisional dates) **Silverstone Classic 2014** Contact David Dixon for information e-dave@hotmail.co.uk tel 01733 222810
- 6th and 7th Sept **Beaulieu’s International Autojumble 2014**
- 27th & 28th Sept **Second Classic Pistons and Props show** at Sywell Aerodrome

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



More on the 'Cowley' Spridgets



David Jerram's Cowley built Mk4 Sprite

I do dislike this. Having to respond to an article in *Mascot* because I consider the contents to be incomplete, misleading or inaccurate. Worse still, if it happens to be an article that I have written!

'Young' Gary unearthed an old article of mine that appeared in the April edition – 1988. Here I speculated over the temporary production run of 489 Sprites and 476 Midgets that were assembled in early 1967. The 'Cowley' Spridgets had an 'M' suffix to the VIN rather than the 'G' of the Abingdon assembled Spridgley things.

I have never seen an official explanation of this but I think I now have the answer. When researching the archives for **ORIGINAL SPRITE & MIDGET**, I came across a very likely answer to this question in the factory records. The early 1275cc engines contained a serious problem, serious enough for around 1000 newly assembled Spridgley things to have their engines removed. The problem seems to centre around a lack of cylinder block rigidity, the solution arrived in the substitution of a crankshaft forged from EN40B steel and Nitrided for surface hardness. These engines



The Sprite's engine bay

lost the original numbering sequence; hence, engines from the start point of 12CC/DA/H101 to around 12CC/DA/H1000 were largely omitted. It took a little while for BMC to produce the expensive EN40B cranks and build then into engines for the affected production run. With around 1000 Spridgley things awaiting engines, space would have become a problem. Hence, Cowley may well have provided the solution to catch up with the arrears. Our own car register shows only pre-production Spridgley things with a 1966 'D' suffix VRM. It seems unlikely that any cars assembled from start of build (OCT 1966) to year end, (around 230 Sprites and 408 Midgets) were actually registered to UK customers due to a lack of engines.

BMC went on to produce an improved cylinder block casting with a thicker sump flange and thicker internal walls, these having a 12CE prefix. Some of these improved engines used up the remaining stock of EN40B cranks. Thereafter, a cheaper EN16T crank was employed, these being Tuftrided. When I last saw our car register, a few 'Cowley' Spridgley things had surfaced. Other than the 'M' suffix to the VIN, no other differences are known to me.

One other interesting item found in the factory records, a number of Spridgley things that had to have replacement engines due to 'flood' damage at the factory. No doubt none of these have survived! Referring to the bonnet central trim strip, this was deleted on the Midget from December 1968 (GAN4-66225), long before the 'Facelift' version appeared in October 1969. There, I feel better now (Unless Gary digs into his pile of old *Mascots* to find some other ancient T.H. article to embarrass me with)

Terry (older and hopefully wiser) Horler

And a response from MASC Membership Secretary

Hi Terry,

Just reading the latest *Mascot* and in particular your article about Cowley Spridgets. I've just this minute seen that it was originally written in 1988 but nevertheless we were currently without a Cowley Spridget within the membership, until this morning, when a new member from Reading has joined with a Cowley built Mk 4 Sprite. Quite a coincidence. So at least we have the answer to your 3rd question Gary

Regards, Stuart Watson

Membership Secretary and Sprites & Midgets (except Frogeyes) Register.



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Joan & Jim in 1962

Combined ages

I notice the Somerset Area Report in the August *Mascot* mentions a couple who have a combined age, plus their Sprite, of 210 years and wonder if this is a record. I can just top this as I am 80, my wife 77 and the Frogeye 54, totalling 211 years. Any advance on this? There is also mention of a Devon man still driving his Sprite at 91 so that will be my next target!

The first one is a poor quality black & white photo of Joan & I leaving for our honeymoon in May 1962 in my first Frogeye (SCH 53), which I bought new in 1960. The second is my present Frogeye (LCB 654) at Goodwood a few years ago. I did a sixteen year Concours rebuild on this car. I have done about 10,000 miles in it since then and it is not quite Concours anymore.

Jim Clark
Notts & Derby Area



Joan & Jim again 46 years later at Goodwood in 2008



Keith Brading's old Frogeye Car Company premises at Ryde

Isle of Wight Frogeye continued...

Hi Gary,

Following on from last month's IOW Frogeye story I thought I would mention that I spent last weekend on a motorbike trip to the Isle of Wight and mentioned the Frogeye to a friend who lives there. He took me to Simeon St. and East St. Ryde to see the old factory. It is actually just a collection of scruffy sheds in a locked yard now called 'Berts Motorbikes'. In a corner of the yard I could see the rear of a rather sad looking yellow Frogeye with a white hardtop XDL599 parked between vehicles. The number rang a bell and I discovered it is the same car that featured in the 1990 *Classic and Sportscar* magazine and belongs to Keith Brading. At the time I didn't have time to look him up but it appears the car may not be in use. What a shame!

Subsequently my inquisitive nature got the better of me and I just had to phone him for an update. We had a fascinating hour-long chat about all things 'Supersprite' I just wish I had a tape recorder as he is such an interesting man full of facts anecdotes and fascinating tales. I asked who had bought the project as there are several stories online about

As it appeared on the front cover of *Classic & Sportscar* in 1990



the possible whereabouts of the new owner. It transpired that Keith still owns the yard buildings at Ryde and still has several sets of moulds together with drawings and chassis jigs. He also has enough parts to build several more cars, so Paul Hodgkinson's '12th' car may yet not be the end of the line! Keith is now 74 years old and although he is still super enthusiastic about his cars and still annually services at least one for a customer, he says he wants to see the project go to a new home. Apparently there was one scheme proposed by an IOW fan to raise the required purchase price of £25k by getting 10 people to come up with £2.5k to purchase the entire project. This would include the moulds jigs and parts mentioned together with another Frogeye that was used by Geoff Healey but which is currently missing engine and box. He appears not to have made a serious sales pitch for the project, but £25k doesn't sound a lot for what is on offer. The only downside presumably would be the type approval/registration process for completed cars.

So if there is anyone out there who fancies taking on such a project, speak to Keith soon. I'm sure some of you will be wondering if I asked if the lemon yellow car XDL 599 was for sale. Well I did and it isn't! Keith hasn't used it for a number of years possibly because he and his wife drive Porches and he also owns amongst others, a classic Rover and a brace of Cinquicentos. He states he is very emotionally attached to XDL 599 as it was the prototype and test car for all new ideas and both he and his son have done a great deal of development work to the car over the years of the business. It is also unique in that it is the only car built with IRS, care of a Ford Sierra rear axle and differential, and he says that would have



A blow-up of XDL599 'resting' in the yard

been the next step for the production cars. I suggested he should make an effort to document all these stories for a book and he agrees it would be an interesting idea. Maybe John Baggott could make it another project? Anyway my interest in IOW Frogeyes increases and my search for a car goes on.....

Dave Chalk

Technical Questions and Answers in Mascot

Gary,

As a quite new member, and for that matter quite a new Sprite owner, the thing that often interests me most about the magazine are technical matters and tips. However I feel that new owners are often a little wary of asking for information of this sort in a public forum for the sake of showing up their ignorance and receiving replies of the "surely everyone knows that" type.

I did once ask a club for the best way of converting an Austin 7 from 6v to 12v operation, and received a host of replies almost all giving a different answer! However, it did generate much correspondence and lively debate within the club.

This brings me on to my Mk.1 Sprite queries. At my recent MOT test (why did I buy a 1960 car, instead of a 1959 one?), the garage pointed out that although the original drum brakes met the minimum requirements, they could usefully be improved. My idea would be to fit later Sprite/Midget disc/drum brakes but do you experts out there have better alternatives, and even if I progress my idea, what modifications or alterations need to be made? The original single wheel cylinder rear brakes seem particularly puny. Also does anyone have experience of fitting electric screen washers to a Frogeye? Is there a kit that I can buy, or do I need to get hold of parts from a more modern car and modify them? The manual washers are a joke.

Hopefully members of many years' standing will be able to give me the benefit of their experience and stop me making expensive mistakes.

Regards

Richard Thompson-Hill
Horsham, West Sussex

John Sprinzel (and others)



Spridgets at the Ace Cafe

Tuesday 8th of October saw an excellent group of Spridgets and their owners converge on a small corner of Park Royal in North West London for a very special occasion, Spridget racing and tuning legend John Sprinzel's visit to the Ace Cafe.

It all started as an off-the-cuff question. On hearing that John and his wife Caryl would be visiting the UK in October from their Island home in Hawaii, I simply asked John if he fancied a lift to the Ace Cafe to revisit an old haunt. He'd previously mentioned that it had been about 60 years since he was last there. The intention was for him to pop into the cafe for a mug of tea, just for old time's sake.

I'd like to say that months of hard negotiation, countless phone calls and multiple emails culminated in such a special evening. But in all honesty, all I did was to mention it to a

few people and place a couple of notices in *Mascot*. The resulting turnout far surpassed my expectations and made what was due to be a nice evening into a marvellous occasion, which most of us who attended will remember for a very long time.

I was impressed that so many people made such an effort to attend. We had people and cars from all over the place. Kai Eriksen came all the way from Norway just for the evening. Pete Moreland-Moore flew over from Northern Ireland, while others came from as far away as South-west Wales, Hereford, Grimsby and the Midlands. Along with John, we also had the pleasure of welcoming Willie Cave, John Brown, Jack Wheeler and Philip Young. And I think that John was delighted to see his old car PMO200, brought along by Paul Woolmer and his family, parked alongside Dave Groves' Speedwell GT these two Sprites were in



John alongside Paul Woolmer's PMO200 and Dave Groves' Speedwell GT 5755MM



John Baggott chats with Jack Wheeler

visits the Ace Cafe



John Brown looks on while Martin Ingall gets a book signed

a long line of Spridgets, which included a number of Sprinzel Sebring replicas.

Others who attended were Martin Ingall, Andy Actman, Mike Cornwell, Chris and Charlie Clegg, and Roger and Maggi Byford, Gordon Higgs and Steve Casson, many of them in their Sebring Sprite replicas. Others included Pete & Linda Taylor, Graham Robson, Dave Marriott, Derek Stewart, Bill Mohan, John Collins, Geoff Mears, Anthony Cutler, Neil Thomas, Tim Dalton, Rob Newton, John Egan, David Smith, Dave Brown and Anthony Reeve as well as regular visitors to the Ace from the London and also the Home Counties (NW) areas of Masc.

Spridget historian and author, Tom Coulthard brought along some sample copies of John's autobiography "Lucky John" – the main batch will follow shortly, and John Baggott distributed copies of his new book "Frogeye". I'm sure that there are many other people who attended who I have forgotten to mention.

My thanks to everyone who came along with and without their cars and especially to John and Caryl, who I'm sure stayed for a lot longer and chatted far more than they had originally intended to, paying particular attention to those who had travelled such a long way. They both must have been exhausted by the time they returned to their hotel.



Some of the Spridgets and owners early on

It would be hard for me to pick out one particular highlight of the evening, but perhaps the realisation that I was driving along in my car (not the Frogeye, mind you) with John and Caryl Sprinzel, Willie Cave and Jack Wheeler as passengers, is something that I'm unlikely to forget in a hurry. It also only dawned on me a few days later that the evening coincided with my car "Gaps" 55th Birthday, having a build date of the 8th of October 1958.

Gary



John Sprinzel reunited once again with his Sebring Sprite PMO200

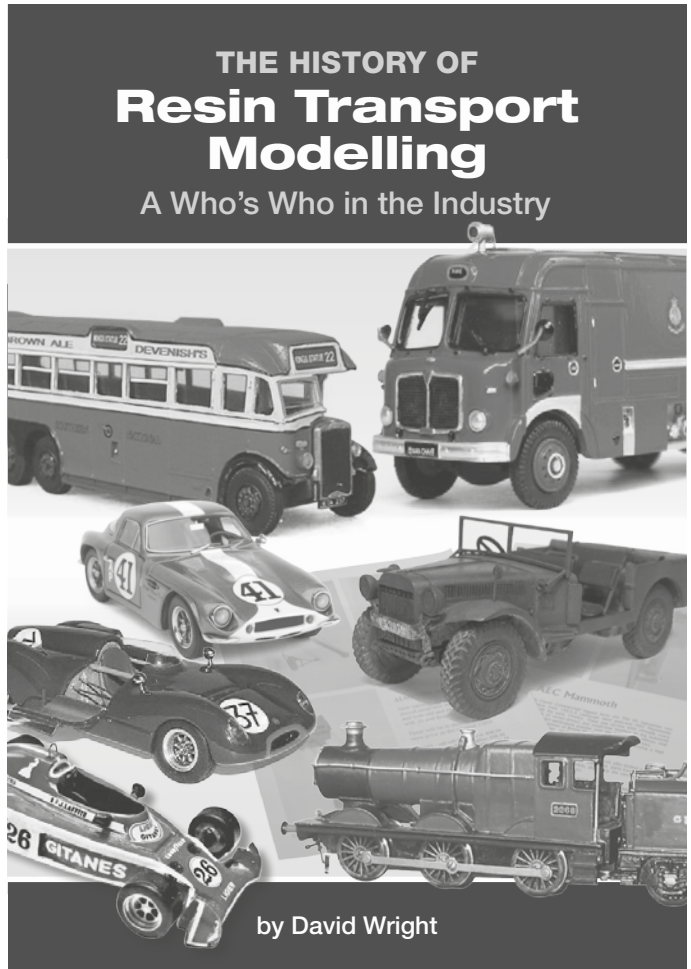
Model Car Collectors!

A History of Resin Transport Modelling: A Who's Who in the Industry

Written by MASC member and previous Surrey Area rep David Wright, this book follows on from his highly acclaimed "A History of White Metal Transport Modelling" volume written with Ray Strutt, and features a very different collection of personal stories from over 170 pattern makers, mould makers, casters, builders, producers and retailers.

From the pioneers of the late 1950s to the large scale producers of later years, David tracks the fortunes of the resin model making industry. The full story of how French artisans evolved their many ranges is here, with new chapters on Slot Racing, and Military and Armour, together with Commercial, Public Transport, Land Speed Record and many more. He has selected over 800 colour pictures, some never seen before, from a store of over 1400 images. David brings over 35 years of collecting experience to the task, and this new, 260 page book will be truly absorbing for anyone remotely interested in knowing how the resin hobby came together, and its future direction.

This book can only be described as 'the truly definitive history of resin transport modelling ever produced', and is a must for any collector's bookshelf.



For further information call
David on: 01903 746101

or email :
david@transportmodelling
books.co.uk

Books can be purchased
from the website:
www.transportmodelling
books.co.uk

From Dream to Reality

Where to start... well at the beginning I suppose.

Since a very early age I've always been interested, some would say obsessed with cars. This of course only got worse as I got older.

I got my first Midget when I was 16 which I spotted whilst on my paper round and I've still got that one after all these years. My second Midget was bought when I was 18 and this was the start of a buying/selling habit.

Over the years I've lost count of how many cars that my name has appeared on the logbook. There have been some great cars with TVRs and Mercedes being notable amongst them and there's also been some dire ones which I'd rather not name! But a common thread has always been MGs and I've always had at least two at any time with rather more than two at other times.

It was about 10 years ago that I bought my first MGF to replace my MX5. I'd still got two Midgets at the time and thought an MGF would make a nice daily car whilst still having the badge appeal that I wanted. Several other MGF's came and went in the ensuing years.

During this time I'd joined the Midget and Sprite Club and in particular the South Staffs North Birmingham area. Conversations on club nights led me to fitting a 5 speed type 9 gearbox into one of the Midgets – but then this was the beginning – seeds were sown for an engine conversion – Zetecs were the first consideration but this quickly turned to K-series engines.



John and Austin with one of his MGs

This then in itself led to the purchase and strip down of an MGF and the beginning of a build up of my K-Midget. As I was building it, I was offered other MGF's which were duly broken for parts and the proceeds put towards the K-Midget fund.

However, I did start to feel guilty about stripping half decent cars so began to look into getting them repaired and back on the road. This set further cogs whirring in my mind as to the future.

So in September 2013, I decided to put this experience to some use and set up Little British Sports Cars (a phrase which I borrowed from our American friends).

The aim of LBSC is to buy and sell MGF's, to put poorly MGF's back on the road and to offer reasonably priced second-hand parts from those cars which are economically unviable to return to everyday use. I am also able to offer advice and prepared to just have a chat about MG's in general if the chance arises.

Obviously my main market is for owners of MGF's and TF's but I always have odds and ends of Spridget bits kicking around and of course am able to help with parts/advice on K-series conversions (as well as having my K-Midget at hand as a reference point)

If you need any parts please feel free to contact me,



Little British Sports Cars

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www.littlebritishsportscars.co.uk
email - littlebritishsportscars@gmail.com
 www.facebook.com/littlebritishsportscars

New Members

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

3407	John Newman	Sussex	Sprite	Mk 1
4786	Andrew Alex & Cara MacColl	Suffolk	Sprite & Midget	Mk 1 & Mk 2
4788	Wayne & Sharon Lawton	Staffordshire	Sprite	Mk 1
4789	Mark & Mandy Blakemore	Bucks	Sprite	Mk 1
4790	David Jerram	Berkshire	Sprite	Mk 4
4791	Dave Profit	Tyne & Wear	Midget	Mk 3 RWA
4792	Stephen Smith	Kent	Midget	1500
4793	Peter Webb	West Midlands	Sprite	Mk 1
4796	Richard Beer	Kent	Sprite	Mk 1

John Newman in his Mk1 Sprite



Mark Blakemore cools himself down in front of his and Mandy's Frogeye

David Jeram in his Cowley built MkIV Sprite at Rawles Motorsport in Alton





Dave Profit from South Shields with his beautiful MkIII Midget

Peter Webb's Frogeye guarded by Fergus



Andrew Alex & Cara MacColl's Mk1 Sprite

Richard Beer's Mk1 Sprite owned by him since 1969 and about to be restored



Did the Earth Move for You?

Sorry folks it's not Mills and Boon, but how else can you get people to read an article about vehicle wiring.

During the course of my Midget restoration I had completely removed the wiring loom. I'd cleaned it with white spirit and checked it over and wanted to reinstall it in such a way as to have nice reliable electrics. The first task was to deal with the sub loom to the rear which had suffered fire damage during previous sill repairs. This just needed unwrapping having one inner wire replaced and being re wrapped.

There were obviously lots of connections joining bits of the loom together and other connections between loom and components. Where I could, I physically cleaned these with fine abrasive but where this was not possible I sprayed them with aerosol electrical contact cleaner.

I had the fuel tank out and I looked at the fuel tank sender unit. This only had one wire attached and after a bit of head scratching I realised that it was intended to work by means of earth return via the chassis. Great, the sender had tenuous electrical contact with the fuel tank and the tank itself equally tenuous contact with the chassis. As I didn't want to discover a "faulty" fuel gauge when the car was back on the road I decided to add a separate earth wire to the sender unit.

Once I started thinking about earthing, I remembered lots of problems with old cars which were all caused by poor or none existent earth, so I started adding earth wires here there and everywhere. Each tail light assembly and of course all the lamps

on the fibreglass front end. Incidentally the Frogeye front is designed to be "quick release" and so the electrics to it go through a seven pin trailer plug and socket. When I re-fitted the instruments to the dash panel I noticed that several earth wires were clamped under the nuts retaining the instruments. I never did work out whether these were for the benefit of the instruments or whether the instruments were meant to provide the earths for some of the other bits of the system. To be on the safe side I decided to add separate earth wires to all of these fixings which I took to a good earth point in a more accessible position.

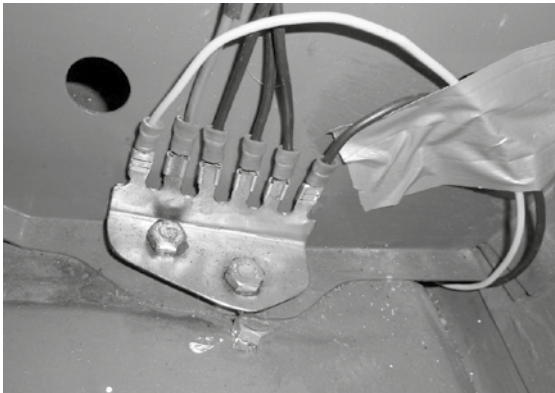
The photograph shows a typical earth point I made. It's a stainless steel plate cut to form multiple tongues each of which can accommodate a typical female connector. The plate is bolted to a point on the chassis which has been tinned to prevent corrosion. It sounds fiddly but in reality it's fairly quick and easy and saves a lot of potential problems.

I've made a couple of specials in the past and have fitted each with a battery isolating switch. This has proved invaluable while making changes to the loom and gives valuable additional security when leaving the car. They are cheap to buy and easy to install.

I wanted to add extra circuits for an electric fan and for electrically heated seat pads (I did away with the heavy leak prone water heater). I installed an additional fuse box fed by a suitably heavy duty cable and used this for the new circuits. The box is very clever and has LEDs that light up when a fuse blows (most of my electrical bits come mail order from Vehicle Wiring Products).

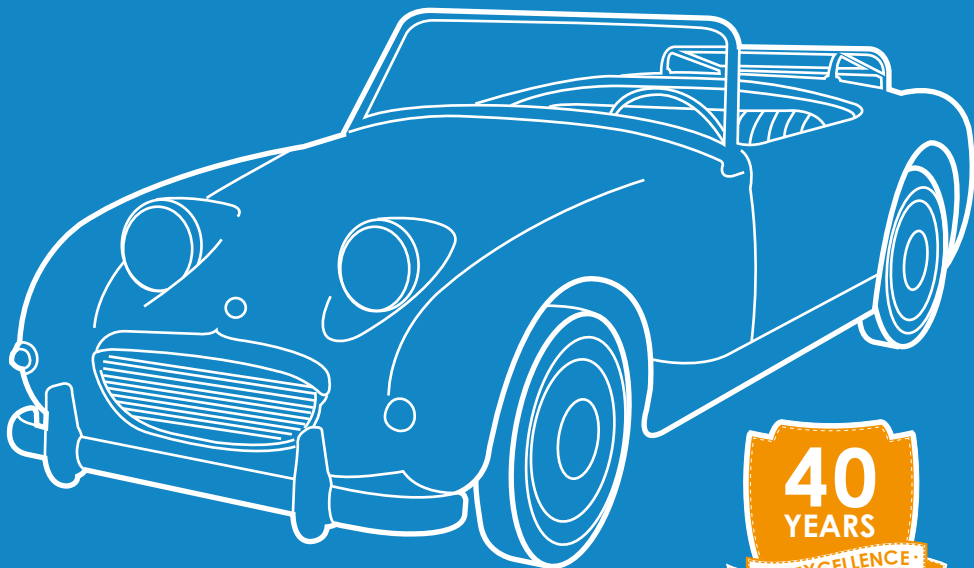
I had added a high level brake light and as my replacement brake light switch had some rather thin looking wires attached, I decided to protect it with a relay. This meant that while I had a relatively high brake light current the switch only had to cope with a lower signal current.

And the result of all this work? Well I can't deny that the car has broken down but the good news is that it wasn't due to an electrical problem.



Dick Mather

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I can't believe it is November already, where has the year gone? Christmas, dare I mention it is not that far away, but first we have the Lancaster Insurance Classic Car Show 2013 at the NEC.

I have finalised the cars that will be appearing on the stand and a fine bunch they are too, you will be able to see them here and on the following pages. So many thanks to all those who have agreed to show their cars, and to those folks in the background who have enabled me to put together the display.

So what I need to do now is find some willing volunteers to man the stand, it is easy work, talking to interested people about Midgets and Sprite, and hopefully getting to them to join the club. Not only do you get to meet lots of other club members, but you also get to have a look around the show at the Cub's expense.

The first time I helped out on the stand I was rather nervous, but I soon got into the swing of things and it is usually quite easy to attract new members. So please come along, don't be shy, give me a call or email and we will see you there.

Alan Pritchett

a.pritchett@btinternet.com
07720 238810



MG Midget Mk 4 – UEM 775V

*Owned by Alan Goose,
Notts & Derby Area member
Engine: 1500cc K&N Air filters
fitted 2011*

*Four-branch exhaust manifold;
stainless bespoke "sport"
exhaust*

Overdrive fitted 2011

*Suspension: Lowered 1" at front
and Poly-bushes at rear*

*Bodywork and trim standard;
MX5 seats*

UEM 775V History

The Midget was first registered 2nd January 1980 and has had 12 previous owners before Alan acquired the car in June 2009.

A full body re-spray of the original russet brown followed repairs to the bodywork some three years ago. Other improvements and modifications have been made to improve handling and ride by way of poly-bushing the rear suspension plus lowering of the front suspension.

The latest addition is a bespoke stainless steel exhaust system which Alan claims to give less noise and more power. MX5 seats have been fitted for comfort.

The car is driven to many events throughout the year and is a regular at the local club nights, where Alan can pick up technical tips and share his experiences. Out in all weathers, Alan has a youthful and exuberant approach to driving hard and fast whenever he can.

Classic Car Show 2013



Austin Healey Sprite – FOK 468D

*Owned by Ian Cooke,
Notts & Derby Area coordinator*

Engine: 1275cc +30 thou

*Modifications: Electric fan; Kent
276 cam; 3.9 differential; Front
anti roll-bar; adjustable Spax rear
suspension;*

Roll bar and harness seat belts

FOK 468D History

This car was first registered 23rd March 1966. Originally with a 1098cc engine, this was switched to a 1275 unit when the major restoration was undertaken from 1990-2000.

Having had five previous owners, Ian bought this car thinking it would serve as his everyday transport back in August 1981. Oh the joys of unsuspecting youth!

Purchased privately from where it had stood in a garage for a while, unused, superficially it seemed a bargain at £375, but below all the hardboard trim panels lurked much rust. A visit to the local MoT garage resulted in what later was discovered as “a patch up” in order to grant an MoT.

This continued to be the case as each year passed, with a bargain respray in the mid '80s. Eventually the daily grind took its toll, and the move to a house with a garage in 1990 meant that Ian could restore the Sprite to its former glory.

The start of family life over this period resulted in a slow and piecemeal process, involving a complete rebuild of the bodyshell using new panels and much fabrication and welding. The British Racing Green paintwork was resprayed using an oil-based “twin-pack” system. Better seats were found in a scrapyards from a 1500 Midget.

The reason for fitting a roll bar and harness seat belts was taken as Ian's son, by then eight years old, might benefit from such safety measures – not quite fully appreciated by his current driving style!

When purchased it was fitted with a single Zenith carburettor below a fibreglass bonnet bulge, but during the rebuild it was decided to fit an MG Metro HIF44 single carb. on a lowered manifold so as not to destroy the new bonnet.

Back on the road in 2000, the car is now driven on a “limited mileage” basis to shows and events around the country, and has been driven on many race circuits including Silverstone, Goodwood and up the Prescott and Goodwood hillclimbs.

Healey Frogeye Supersprite – 19 LHO

*Owned by Paul Hodgkinson,
Notts & Derby Area member*

*Engine: 1275 Oselli tuned
5-speed Ford MT75 all-synchro
gearbox*

*Chassis: epoxy coated tubular
steel ladder chassis*

Bodyshell: GRP with Kevlar



19 LHO History

Built by The Frogeye Car Co. On the Isle of Wight with the approval of the late Donald and Geoffrey Healey. This car is one of two left behind in the UK from a batch of 28 cars sent to Japan between 1994 and 1996 as a “product development car”, to enable its service life to be monitored and specifications improved upon by Keith Brading, the owner of the company. It is no. 15 of the batch.

It has a heavy duty GRP with Kevlar bodyshell mounted on an epoxy-coated tubular steel ladder chassis, fitted with a 1275cc Oselli-tuned A-series engine. The rear axle is Chrysler, fitted with Mini brakes.

The car features in a promotional video being driven around its place of birth on the Isle of Wight. And has had five owners before Paul, who has owned it since 2009. He has applied his encyclopaedic knowledge of Supersprites in order to restore the car and further improve it to the present state. It returned to its origins this year for a charity gathering of cars on the Isle of Wight, only four streets away from where it was made.

It is with great anticipation that we will have this car and its owner on the MASC stand, as it is not often that we entice Paul out of his shell to share with us his experience that is the Supersprite, together with his two volumes of collected information and cuttings on the breed.

MG Midget Mk 3 – RWW 261L

*Owned by Dave and Tommi Cluley,
Notts & Derby area members*

*Engine: 1275 + 030 oversize. Ported and
Polished Head, AE Lightweight Pistons,
Piper 285/2 Cam, Fully Balanced, Twin
1¼" SUs Flowed, K&N Cast Air filter,
Janspeed LCB Exhaust Manifold*

*Suspension: Lowered 1" – Front: 11/16"
Anti Roll Bar, Uprated Levers.*

*Rear: Standard Springs,
Spax Telescopic Shocks*

*Bodywork and trim standard, Roll bar
added.*



RWW 261L History

The Midget was first registered 1st August 1972 and supplied to its first owner in Leeds. The car had various owners in the Leeds and Halifax area. January 1986 Dave became the new owner, but this time the Midget was in fact a bare body shell and "box of bits". The previous owner had already completed about 75% of its restoration. Dave completed the welding and had the shell and panels sprayed Damask red which he preferred to the original orange. Luckily he had saved the engine and running gear from his old 1970 Midget, which had reluctantly been scrapped. The engine was rebuilt. Some new parts were also required, involving regular trips to Spridgebits at Hansworth.

There were various distractions during this period. Dave married Annette and setup their first house. Annette suffered many a cold night in the garage painting parts. The build was finally completed in April 1991. Once the Midget was finally road legal, it was used daily on a six monthly basis until the winter months when the 2CV took over as winter transport.

December 1992 their son Tommi was born. It was not long before he had his first ride in the Midget, in his baby seat. Over the years Tommi has enjoyed helping tinker with the car in the garage. He was quite helpful when he was small for certain jobs like fitting exhaust systems and reinstalling engine and gearbox.

The car has remained the same apart from minor body work and a re-spray four years ago. The Midget is such fun to drive and useable. Now that Tommi is insured he loves to drive it to the club nights with Dave.



Brabham Sprite-Climax 1961 – 137 CGK

*Owned by Paul Webb,
Home Counties North West Area
member*

From the outside she looks like a pretty standard Mk2 Austin Healey Sprite, but lift the bonnet and you will find an all aluminium single overhead cam 1220cc 100 BHP engine that happily revs to over 7000 rpm, the same engine that powers the Lotus Elite type 14.

The Jack Brabham converted Midgets and Sprites first came to Paul's attention some years ago while browsing through an old book called High Performance Cars. There was a road test for the Brabham converted Mk1 950cc Midget. Having read the road test, Paul wanted one, but after a bit of research he could only find information on two original cars of the handful built. With little or no chance of finding an original car to buy the next best thing was to build a replica as close to an original as possible. The cheapest way of obtaining the correct engine was to convert an engine from a Coventry Climax powered lightweight portable fire pump. This was done using original period parts.

He had set a goal of finishing and driving the Brabham Sprite-Climax to Scotland for the 4th Healey International in May 2013. The plan was to fully restore a 1961 Mk2 Sprite was scrapped so enter plan "B". A friend, Clive Cocks had restored a 1961 Mk2 Sprite some 12 years ago for his wife but it had had little use since her latest acquisition a MG RV8. A deal was done and this became the donor car for the conversion.

The only information to go on for the conversion were a few period magazine articles plus a look over David Bruzas's original car which is being restored 751 VPF. When a problem arose Paul used the "what was available in period and what would they have done" method to progress on.

The gearbox is a smoothcased Sprite/Midget box with 1275 internals and the front brakes are reproductions of the rare period Lockheed PL disc brake setup.

The car was finished and went on the road in early November 2012 and since, it has been driven down to Arras in France, across to the Isle of Man to compete in the Manx Classic sprint and hill climbs, up to Scotland for the Healey International plus trips to the south coast and around the English countryside knocking up over 4000 miles in the process.



You will have to visit the show to view the whole car

WSM-bodied Sprite

Owned by Geoff Hill

This is one of the S2 Series cars being WSM 405 and built on a 1969 1275 chassis. Geoff Hill the owner had one of the original 10 1960s-built cars designated 205 which was also one of the two lightweights and after

meeting the Wilson-Spratt family (the WS in WSM) in the early '90s from then on he has always had a wish to do something else.

When Douglas W-S agreed several years ago that 10 more cars should be built by his son Tony and Paul Woolmer and knowing that he had a wish to do a 'K' Series version, it happened to be Geoff's wish also, so the rest as they say is history.

The car has been constructed as all others have been, in house at WSM Cars workshops in Colmworth, Bedfordshire, with Frontline Developments involvement in the drivetrain, suspension and braking systems. With a projected 197 bhp output and weighing an estimated 650kg the expectation of brisk performance should be realised or 'monster' which one of the motoring press has already suggested. Watch this space! This car will be No. 4 in the S2 Series to be completed with two more committed to build.

The cars are a real testament to Douglas W-S original vision and expertise with several of the '60s cars not only surviving but five of them plus the first of the S2s, 401 still regularly competing successfully.

More details can be found on www.wsmcars.com but Geoff Hill will be with the car at the NEC.



K Series-engined Tifosi Rana

Owned by Kate Andrews

Kate's Sprite is a highly modified K-series powered version, involving a high degree of engineering and practical skill to make the car work as a complete package. She bought Sammy as a very ordinary little Spridget many years ago and converted it one Christmas with Frogeye panels (Tifosi Rana).

Thereafter, she upgraded other parts, a bit at a time, to make the car go, stop and handle better. Kate became well known to

the Spridget tuners such as Frontline Developments and Peter May Engineering. A few years passed and Sammy then acquired a highly tuned 1300cc engine and a 5 speed gearbox.

Two and a half years ago, Kate had the opportunity to take a post with Nissan India and quickly decided that the extra money would enable her to have the car restored and rebuilt with an 1800cc k series engine from a scrapped MGTF.

The work was undertaken by her good friend, Rachael Finney (an ex-TRV and Porsche racer) who proceeded to strip it down, fix all the metalwork and modify the engine bay to take the K. The whole car was strengthened and finished off with an airforce blue paint job, completed by Rachael's father (a well known restorer of all things Triumph). The gearbox was rebuilt with a BGH Geartech fast road kit and the engine was rebuilt and modified by well known tuner, Dave Andrews.

The wiring and ECU for the Fuel Injection system proved complicated but K Spridget pioneer, Anthony Cutler, provided a lot of assistance and the car was finally set up by Emerald on their Rolling Road, achieving 200bhp and 150lb/ft of torque. Since Sammy now weighs only 650kg, performance is breathtaking. Let's just say that it matches the latest Porsche GT3 for power-to-weight (over 300bhp/tonne).

On Kate's return to the UK some 18 months later, she realised that the car was a different animal and therefore needed a new name – "Sammy" became "Super Sammy". She enjoyed some weekend use over the summer, including the Silverstone Classic, but her longer term plan is to hillclimb it – it's a little extreme for road use now though awesome in small doses.

Kate would like to say thanks to everyone who helped her and a special thank you to Rachael, who was diagnosed with Cancer this year and is now recovering from some very serious surgery.



Alexander Mk1 Sprite

Owned by Paul Freeman

This car is an original home market, right hand drive Austin Healey Sprite Mk1. It was manufactured before the launch date of 20th May 1958, making it a very early example (AN5/813). It was subsequently modified for competition purposes by the first owners, Alexander Engineering Co. Ltd of Haddenham, Buckinghamshire with the addition of a uniquely styled steel coupe roof and lightweight bonnet. Only two of

these conversions are known to have been produced and 777 EBH is the only one known to have survived. An article by Alexander development engineer, the late Ted Martin, in the June 1959 edition of *Sporting Motorist*, tells of the conversion work undertaken on the back of considerable experience with the A35 and Minor 1000. Intensive testing was undertaken in the Swiss Alps and German autobahn giving 'very satisfactory' results and subsequently an impressive list of competition successes. Ted comments, with pride, that not a single engine failure was reported in six months.

Paul Webb and Wes Attew of Colmworth Classic Cars, completed the seven year+ restoration project in April 2012 since which time the car has been seen competing around the UK, at Spa and most recently at the Circuits de Remparts, Angouleme, dicing with the daunting street circuit of the ancient City.

MASC trip to France ...



... and the Circuits des Ramparts at Angouleme

Five cars and couples holidayed in France, taking in the Circuits des Ramparts racing at Angouleme. The trip was organised by Nay and Col Carpenter from Surrey. Other members from Surrey were: Jess and Alex, Hilary and Pete and from Kent: Barb and Mel and Marilyn and Ron.

We met at Newhaven for the 10.00am sailing and found ourselves surrounded by other classics which were on route to an event south of Paris and some to Angouleme. Upon boarding ship Alex discovered a radiator leak in his Frogeye. Once the ferry was underway, Alex contacted the ship's engineers who were very helpful and provided a temporary solution which held up until a new radiator was brought out to France by his friends. Well done DFDS Ferries!

The route down to Chartres, where we had our overnight stop was uneventful, even getting through Rouen via the bridge Pont Gustav Flaubert was good. The first night's evening meal had to be at the Big Wok Chinese restaurant. A barn-like building which we had found on a previous stop-over. It serves great food – all you can eat for 15 euros, including Nay's ice cream mountain! We set off again the next morning with clear blue skies towards our destination which was approximately 30 miles East of Angouleme near Nontron.

I think it is fair to say that we were all taken aback when we saw the house and surroundings. It was set in six acres of grounds, complete with fishing lake, swimming pool, jacuzzi and sauna. Well done Nay and Colin!

Sunday was race day and we arrived at the central car parking area at the Place du Champ du Mars, where most of the car clubs assemble and then made our way to the town centre to get tickets for the racing.

Whilst at the track we soon met up with Alan Anstead, Pete Gardiner and Thierry DuPont. They had just completed the bulk of their Miglia Tour and looked very fresh considering the mileage they had covered.

For anyone who has not been to Angouleme, the atmosphere is great and the pits are accessible to see these great motor cars



Just a few of the wonderful cars in the pits

and to speak to drivers and mechanics, but viewing the races around the circuit can be difficult, due to the nature of the track being around the town ramparts. Stands are limited and there are only two large screens.

When we purchased our tickets the kiosk clearly stated "access all areas" and it was our intention to get to the stand overlooking the pits, which also has a screen opposite to follow the races. However, we were not impressed to find access to the stand would cost another 100 Euros on top of the 27 euros entrance fee.

The rest of the week was spent chilling out at the Gîte, sightseeing, swimming in the pool, fishing in the lake and driving our cars on the great roads around the area.

The weather throughout the week was sunny and warm allowing us to BBQ and eat outside every night, looking up at the stars in the clear night skies. The only interruption was the worst case of flatulence we have ever heard when Colin managed to spontaneously destroy a plastic chair, closely followed by Mel doing a backward roll off his chair.

Then in the early hours of the morning I woke up in a hot sweat and stood on the end of our bed to open the skylight window for some more air. The bed tipped up catapulting Marilyn out of the bed on to the floor, knocking over the bed side table and light. It is very difficult to apologise with tears of laughter rolling down your cheeks! Maybe these events were something to do with the copious amounts of French wine and beer that were consumed!

All too soon it was time to begin our homeward journey, going via Pam and Mike Gorman's house for a welcome coffee and



The house and lake



Five line-up for the return ferry

croissants. As we left Pam and Mike's the heavens opened and for the first time in a week the hoods went on.

The journey to Le Mans, our overnight stop, was very wet. Hilary and Pete in particular took a bow wave from a passing car as they had not had time to put their side screens in. On the last leg of our journey home we drove from Le Mans to Dieppe, via a lunch stop at Honfleur, eating out at a quay-side restaurant in this very pretty harbour town.

On arrival at the docks, we were in a line of our own, headed only by a 1916 Thorneycroft, which was having difficulty starting. Its 80-year-old owner seemed only too pleased when Alex began to diagnose the problem. The fault could not be rectified but the four litre engine was eventually hand cranked into life by some other brave soul.

The return crossing seemed to take forever and we were all very tired. It was however punctuated by an incident which I am sure all ladies can relate to. A large lady, after visiting the toilet, walked the length of the deck with her dress caught up in her large bright blue knickers. Barb flew to her aid and things were soon sorted. Sometime later, however, she repeated the *faux pas*! (One week in France and I am speaking it like a native).

All in all we covered some 1,250 miles over our nine days away, without any problems that could not be overcome. So for anyone thinking about venturing abroad in their Spridgets, just do it!

Our thanks to Nay and Cole for organising the trip and to everyone else for making it such an enjoyable holiday.

Ron and Marilyn Edwards (Kent)
Membership No. 2800

Scotland Area Report



Seen at the Essen Motor Show, only 2968km from new and a snip at 18,500 euros!

The second weekend of September brought to a conclusion this year's classic vehicle show calendar in this part of Scotland. However, we have since enjoyed several weekends of good weather and that has allowed Elspeth and I to continue to get out and about.

The small town of Bothwell, which lies adjacent to Uddingston where we live, has for a number of years held a scarecrow festival. Most of the shops and commercial properties, in addition to many of the residents, build and erect scarecrows immediately outside their properties. It makes a wonderful sight when passing through.

Over the years additional events have been added to the festival including music concerts, comedy performances and for the children various games and activities. This year, for the first time, a "Festival of Transport" was held.

One of the Bothwell residents, who is a local businessman and classic vehicle enthusiast, was charged with organising the event and I had been contacted some months ago to provide a suitable vehicle.

An impressive collection of local vehicles had been collected. Along with the classic cars were vintage bicycles, motorcycles including an ex Barry Sheene racing Suzuki, commercial vehicles, a vintage articulated lorry from a local whisky company and some military vehicles. The cars ranged from classic minis though to modern Porches, Ferraris and Lamborghinis.

The MG was indeed parked amongst some exclusive machinery! However, the car of the display for me was the 1935 Aston Martin 11/2 Litre Ulster Team Car "LM19". This is a vehicle with real history and the owner still uses it competitively.

The following weekend saw us driving via the M8 and The Forth Road Bridge into Fife to visit "Scotland's Secret Bunker". This is a massive heavily reinforced underground concrete structure that was built during the "Cold War" and was intended to be the safe haven for appropriate civil and military personnel in the event of nuclear attack.

There are several of these bunkers scattered throughout Britain, however this one was declared surplus to requirements and sold to an entrepreneur, who has now opened it to the public. It is an interesting place to visit and clearly shows the concern that existed in those politically uncertain times and the steps taken to try and ensure some type of existence should the unspeakable have taken place.

Last weekend our destination was the Border country. Following one of my favourite routes down the "old A74" to Moffat and then turning east towards St. Mary's Loch and the Glen café. After a coffee and cake stop we headed to Selkirk and then Galashiels to visit Abbotsford House, the home of Sir Walter Scott.

The house sits in grounds on the banks of the River Tweed and the architecture is such that it looks like a miniature magic castle. Our return journey took us through Peebles and Biggar. All day with the roof down and happy, smiley faces!

Next up is the NEC. Tickets are purchased and accommodation booked. Now, what to buy?

John Pardo

Contact: 01698 814791

E-mail: jp1kg@talktalk.net

Yorkshire Area Report

We had a decent turnout this month despite some pretty poor weather, so poor that I didn't even take any pictures. Still, it was nice and warm in the pub so that sufficed. For once my semi-informed guess on how many people might turn up was close, the closest so far in fact.

Things tend to slow down a little over winter, with the cold and the wet, but we'll still be having the meetings. One thing to add to the calendar is the MG Cumbria Christmas Cracker Run, starting at Reghed at the edge of the Lake District on the 1st of December. We did this one last year in the big brown Rover, but this year will be attempting the 70 odd miles of Lake District in the K-Midget.

By the time you read this there will be an entry form in your inbox – if there isn't, let me know.

I'm off to the NEC on the Saturday, and am planning on spending some time on the MASC stand, so if you're passing pop in and say Hi – it'd be good to put names to faces!



No car park picture this month, so here's one of Tim and Peter in Sebrina during last year's Christmas Cracker run.

We'll be back at the Nag's Head for the November meeting on the 9th, so I hope to see some of you there again. See you soon

Rob
mascyorkshire@gmail.com
07889 090411



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The strange case of the driverless cars....

Home Counties North West

It has been a funny old year. The weather has been good (on the whole) but we don't seem to have done as many events as usual this year. So I issue a collective call to all HCNW members to get their thinking caps on for next year; what do you fancy doing?

Our last run of the year always seems to be blessed with good weather and this year was no exception. Sunday 6th October was a glorious warm and sunny Sunday and for a change we met at Tesco in Hatfield. Now our instructions said arrive promptly for a 10am departure. It has been said in the past that Mickey Mouse wears a Mark Hall watch, but I was there ready to fill up with Tesco's finest lead-free at 9:45, but by the time I filled up the car and drove to our parking area half the group were off, keen to get to our breakfast and coffee stop.

When we got to our stop I realised why! The March Hare, appropriately in Hare Street, provided those who left early with Bacon Rolls, hence their keenness to get away, and those of us who left at 9.59 with tea and cakes! Very nice. There was also a small farm shop selling freshly prepared meat and sausages from the adjacent farm. The sausages looked lovely but I am not sure a day in a hot Froggy would have left them at their best, so I decided not to make a purchase.

Once we had refreshed we set off on our circular route around the Herts and Essex countryside. Apparently some familiar routes for some, but I didn't realise. In all six cars;

Ian in the 1500, Keith and Ann in their Midget, Maggi and Roger in the Sebring and both Pat and Zara and me in Frogeyes. Pat and Chris, who had planned our route, were in their immaculate, mid-vintage, MX5.

The route took us through some familiar to HCNW regulars, towns and villages. Clavering, Wicken Bonhunt, Ugley, Furneaux Pelham and Stocking Pelham. I am sure these names have interesting origins that I must take the time to research one day.

We were getting on very well until we came across a closed road for a fun run or some such event. I am sure the locals had just taken it upon themselves to close it. After a slight detour and as we all caught up with each other, except Pat and Zara who we had already spotted had taken their own detour a little earlier, we got back on track and arrived at the pub, The Sun in Lemsford Village on the outskirts of Welwyn Garden City, bang on time.

Pat and Zara did catch us up and were in time for lunch. After we had eaten chatted and worked out routes, we left, still in bright sunshine, to make our ways home. Thanks as always to the organisers of the route and pub, Pat and Chris.

Hope to see you all soon – now who is organising the Christmas meal this year?

Mark

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



East Anglia MASC joined other areas at Sywell

East Anglian MASC Report

As I write this it is mid October but despite the shortening days, the sun is still managing to shine on our last few car events of the year, one of which was the Sywell pistons and props. I had arranged to meet up with the gang at Higham Ferrers, and as often happens, my little 1098 managed to out run the sat nav ETA by a good margin so I arrive first and in good time for a stroll around this very peasant and historic old town. By the time I got back to the marketplace where I had parked, most of the others had arrived. After chatting about the cars to a few passers by we eventually set off on the short trip to Sywell airfield, I was a bit disappointed that we did not get infield parking, but the excellent event more than made up for that.

This was the first year of a new event and attracted a good range of interesting cars and old aircraft (always a good mix). There was a good range of stalls selling diverse products from crocodiles to socks! Not to mention the auto jumble, tools and bendy bikes. There was drag racing, hot rods and other motor sport events, live groups including an all girl group singing songs from the 1940s in a very exuberant upbeat way, they were so good that the refreshment venue was so packed you could hardly get to the bar. My favourite thing though was the fabulous wing walkers who were performing on the top wings of two biplanes, while they

performed aerobatics and passed amazingly close to one another at high speed. These wing walkers were not the kind that are strapped securely to a pole on top of the plane and just wave at you, these were moving around, presumably with a lifeline, but were just amazing.

It was interesting that Geoff hunter had also brought along a gang of MASCeteers to the same event, and even blagged infield parking, and Mark Hall from HCNW also put in an appearance. So MASC had a good turn out of 12 or more cars. The event was very good and very well attended by the public and so I suspect will be bigger and even better next year.

The other event this month was the Sprite night at the FBI, we had a good turn out (alas not in proper cars, not even HTJ who as no excuse at all!) due to the autumnal weather, although it did stay dry. I should make special mention of (I think) our newest recruits Judi & David Whittaker who have a Frogeye in rehab (great to see you again, and the wine was very good). The main activity of the evening was sorting out the Christmas meal, which looks like being an even bigger success than last year's. See you all at the oldest Inn in England and beyond.

Dave Dixon (AKA Red Leader)
e-dave@hotmail.co.uk 01733 222 810



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8th International Treffen



Gernsbach, Germany 2013

I am not one for tempting fate, but, this year I decided to travel in my "new" Mk 4 Sprite, a 1969 BRG addition to my fleet. The reason was twofold, firstly, I should be able to keep up with the rest of the band of intrepid Spridgeteers, and secondly, it should be more comfortable, (not so, said my wife, who prefers the door pockets on the Frog).

Anyway, preparations were well underway several months before the event, and three cars driven by myself, and co-pilot Rosemarie, Rosemary and Alan Couch, plus Barry Smithson and "Dr." Dave Parker, all decided to leave the Country via Harwich to Hook Of Holland, whilst the remaining car, driven by Geoff and Janet Hunter decided to go via Dunkirk to their favourite watering hole in France. We then agreed to meet up in Luxembourg, which was to be our first stop on the way to Gernsbach, situated in the Black Forest region of Germany.

All cars made it in one piece to Harwich, and a pleasant night's cruise ensued. The weather was kind and the hoods were down.

Next day, was a long one as the distance from the Hook to Luxembourg was challenging, so too was the weather, which was vile at times, and with my wipers looking like they might pack up, was a bit worrying. Whilst in Belgium, we stopped to fill the cars, and during a shuffle of the cars at the filling station, I forgot to pay for my petrol!!! (I did

attempt to phone the garage and pay with my credit card, but they would not speak English, nor would they take payment over the phone.) I guess the next time I take the car to Belgium, Interpol will be after me!

Never the less, we made it to the Hotel before Geoff and Janet, and settled the cars down in the underground car park, before seeking beer and refreshments. Geoff, meanwhile took a detour to visit a town en-route, so arrived at about 6 pm. A good meal was had by all, and the next day we spent exploring Luxembourg.

Our next destination was Heidelberg, some 150 miles away. The weather was hot and sunny, and hoods were down.

The Hotel was interesting, as it was a brewery, with several different types of beer on offer; the boys sampled the wares with gusto. The following day we spent exploring the sites with a ride on a funicular railway, which took us to The Kings Chair at the top of





the mountain, and the Castle, both of which were well worth a visit.

From Heidelberg, we drove to Gernsbach, to meet with the German contingent. This was a beautiful drive through lovely countryside, and only a bit of motorway work. The Hotel was typically '70s style Black Forest, but was very suitable for touring around the area. Much conviviality ensued during the afternoon and evening sessions, with old acquaintances being renewed, and the odd German beer being consumed. A quiz had been given out, and you had just about 20 minutes to complete all about car emblems, it's amazing what you don't know!! By this time the "Essex boys" had arrived to entertain us all, in the form of Mark and Chris. You can always hear them coming, because their cars are so throaty. All teams were registered, and their goody bags were distributed with instructions and Rally plaques. Geoff offloaded his stash of spares and English tea to his eagerly awaited contacts. Much talk of Spridgetty things was noted.

Next morning a briefing took place at 09.00, followed by an orderly release of cars at two minute intervals. There were about 66 cars taking part, and the route took us through some of the most pleasant countryside in the area. A lunch stop was arranged at a local outdoor swimming baths with food from the locality, together with drinks, all provided for by the entrance fee paid to take part. The distance covered was approximately 200kms. In the evening, another get together and meal was enjoyed, and no breakdowns so far!

The following day, was an early rise for breakfast, followed by another drivers meeting and despatch of cars at two minute intervals again. This time we did a tour in the opposite direction, taking in more beautiful countryside and exotic Black Forest trees, taking a tour of



the "Schwartzwaldhochstrasse" (The Black Forest High Road), which gave the most exquisite views, and watching the motorcycles rush past you at enormous speeds, eventually ending up at Eyachmuhle, for cake and coffee. This was a delightful stop. On both days a stop was observed for a game or two, where you could pit your skills as the navigator, against the clock in assembling nuts and bolts (all mixed up), or as the driver in driving three revolutions of the wheels, without looking down. All a bit of fun!

That evening there was another meal, and then a prize giving before more beer and then bed. That evening happened to be my birthday, and Marcus Pieper presented me with a bottle of "antique" wine from the region and about 120 people sang "happy birthday" to me. It was a great way to spend a birthday.

On Sunday morning it was announced that we had been invited by the local motoring club to take part in a Hill Climb which takes place every year, and just happened to coincide with us being there. All 66 cars took part, and the local road was closed for the day. We all drove like fury up the hill, to waving and cheering by the locals. This was a great way to start our last drive in the area, which took us to all the local places of interest, before meeting at the Unimog museum at Gaggenau. This drive took the usual format of the "rolling" system, where there is a lead





car and a back marker, and at every junction/turning the next car directs the traffic until he meets up again with the last car. This is a very successful method of getting everyone to the destination without getting lost.

From here, we all said our farewells, and we travelled on to Freiburg, which is the capital of the Black Forest. The temperature by this time reached a staggering 37 Centigrade. However, on the way there, my new car started to make extremely nasty noises, in the form of a graunchy bearing followed by



a nasty knocking, to the front n/s wheel. We made it as far as the Hotel, and Dr Dave accompanied by Alan and Barry, pronounced it was dead, and should not go any further. I had to call the breakdown service, which came the day we were leaving, and fetched the car away, to be taken about 100kms to a Classic Car garage. They said they could fix it, as they had the bearing, but alas, when he stripped it all down, he found there was no spacer! (I didn't rebuild it ... honest!). This undoubtedly attributed to its early demise. The nice breakdown company let me take the hire car all the way to Rotterdam, and then provided me with another car in Harwich. The tale has a happy ending because on the way, the weather broke, and the heavens opened all the way home. I doubt whether the wipers would have coped, and I am sure we would have been stranded on the motorway.

We spent two more days in Trier, before setting off to Hook of Holland, whilst Geoff and Janet left early to catch their boat on Thursday. All parties got home safe and sound, and my new car is now settled back home, thanks to Marcus for bringing it back to Britain for me.

Our sincere thanks must also go to the organisers of the meeting, Ralf Hönig and Jochen Knecht, who organised a fantastic event, and the weather!

So, the moral of the story: Is an old Frogeye, more reliable than a rebuilt Mk IV? Which one will I take next year.....wait and see!

Next year the Treffen will be the last weekend in May, and is being held on the German/Dutch/Belgium border in a 16th Century Abbey. Why don't you join us? It's great fun with like-minded people.

Jim Willis

HOE member no 2582



NW Area Report



NW Area MASC at the Trafford Centre featuring Bernie's shiny car

On 21st / 22nd September was an indoor classic car show at Event City, next to the Trafford Centre.

This was an event organised by Footman James. Although potentially it was going to be a good show it turned out to be very quiet with limited exhibits.

We ourselves only had a small stand with just Bernie and Alan with their cars. In addition Alan took along his ex-Californian Frogeye shell mounted on a rotisserie jig. This shell is original and in remarkable, almost like new, condition.

I was unable to attend the show but went along on the Saturday as a punter. We did a show here in April and if I'm honest that was probably better, certainly busier and a wider variety of exhibits. But, overall still an enjoyable weekend.

October club night was the annual quiz night, hosted by last year's winners Mike and Karen. As always this was good fun.

The winners were Bernie and Lynn which means they will be hosting next years quiz. They have done this before, so you think they would have learned by now not to win so they don't have to organise the following years quiz – that's my excuse for not winning anyway, although maybe it's just because I'm thick!

Also that evening, Steve brought along some of the ideas he has been working on. He is an engineer with a very inquisitive mind. He has made a prototype limited slip diff which looks promising.

Also he has stripped an unused 'reconditioned' front damper so we can see how it actually operates – very interesting. There was a bodge done to reduce the play between the shaft and piston control arm that consisted of smacking it with a cold chisel!! Also the oil had never been changed and was full of crud. I think the conclusion was generally never buy a recon damper. Incidentally this damper was purchased from very reputable and well respected company.



Steve and his prototype LSD

On a similar vein, years ago I bought a recon steering rack which when in use felt a bit knotchy, on examination I discovered that any play in the ball joints had been reduced by use of what was probably the very same cold chisel used on the dampers. Yes I got my money back!!

Following on from this we are planning to have more regular technical discussions so if you have any particular interests or problems (just car related please and not personal issues) then let me know and we can get something sorted.

For November club night we have a guest speaker, Phil Bradford. He has had a long involvement in motor racing, Jaguars, Lotuses etc and has worked with drivers including Rene Arnoux. This should be a good evening.

Well that's all for now, see you at the Kilton on 13th November.

Les
les.robinson@torotrak.com
01772 496 594

Somerset Area Report



The Somerset Mob at The Needles

Well “summer” is drawing to a close and at one time I thought we would not see any rain on our outings. I had of course forgotten that the one thing you cannot depend on is the British Weather. As one Michael Fish was to find out, some years ago!

We had been basking in glorious sunshine for several meetings and I suppose we got quite blasé about it. Our visit to the Pecorama Classic meet in Beer and then good days at Seaton Tramway and Forde Abbey lulled us into a false sense of security for when we went the West Somerset Railway’s “Steam Fayre and Vintage Vehicle Show” and then to “Wings and Wheels” at Dunkswell Airfield, it was definitely “hoods up” ! But hey! Not too worry, we still enjoyed ourselves.

Our “Summer Tour” finished with a week on the Isle of Wight in mid September where we attended the “International Classic Car Rally” sponsored by Wightlink the ferry people.

When we decided to visit the Island back in February we were not aware of the Show, it was only on booking our holiday that we learned that it was on over the weekend in the middle of our trip, and whilst that was good news, the better news was, that if we attended the Rally we would get a good discount on the ferry fare! We attended on the two days, on Saturday at Newport on the Quay, when we took the opportunity to have a ride on an old Bristol bus to the Island’s Steam Railway for a trip on a “chuffer” and then on Sunday on the Esplanade at Ryde. Both days were well attended and by a wide variety of cars and other forms of transport some coming from as far away as Holland as a group, who also attended the Goodwood Revival.

Later we had a lovely run along the South Coast of the Island from Shanklin where we stayed, as far as The Needles; well it is tricky to go further west! We also visited a Roman

Villa, well the remains of one, which proved to be interesting and reminded us that the Romans had built some fine roads when they invaded; mind you, we got the impression that those on the loW had not been repaired since!



An evening Stroll at Shanklin, well a bit of a Pub Crawl really

Holidays over and it is time to think about Xmas. Almost certainly we shall, once again be lunching in December at the Hare and Hounds Nr Honiton in Devon. Yes I know we are the Somerset Area but some of our members live in the East of that fine county and it will compensate them for having to travel to Club Nights each month – not only that the food is great there!!

We will be meeting on Club Nights for the rest of this year in Ilminster at “The Stonemasons” and are actively considering where we will base ourselves in the future; as with membership now around the 26 mark it is becoming a problem to find a suitable pub that can take us in and will not want to charge for the use of a room. Well we don’t drink much, (Don’t drink and drive) though most folk also eat which is where I understand pubs make their money these days.

Ray,
Somerset Area Rep.
raymargaret@lineone.net
01460 720 040

Hampshire Happenings



Master Cylinder replacement

A friend in need ... (Part 2) or That's why you join a Car Club ...

I recently had a week off work, and gave myself two Midget related tasks:

- 1) To visit some body shops to assess my sills and A posts.
- 2) Replace the Master Brake Cylinder that sprung a leak at the Newbury Show.

The former involved a lovely sunny drive out to Beech Hill Garage and then on to see Dave Grove. (A worthwhile exercise as I learned a lot about the condition of 'Midge').

The latter proved more problematic as my father-in-law declined to assist me as he was not confident of the 'bleeding process'.

I dropped a line to Ken Lowe to ask for some assistance and advice. Imagine my surprise, when he said "I'll be there in an hour and we'll soon sort it". I tried my best to keep up with him as he set about the task confidently. It was a masterclass as he explained what we were doing and why. In less than two hours, I was test driving the car.

I cannot thank Ken enough for his help. To come all the way up from Gosport at a moments notice and to be so patient and informative was beyond the call of duty. It is testament to the benefit of being a member of this wacky Club of ours – as everyone is so helpful and willing to assist each other.

P.S. Stand by your phones chaps – I have to replace the fuel tank sender unit soon!!!!

Andy Bufton



John takes to the runway

Wings & Wheels at Dunsfold

We decided to 'push the boat out' and stump up for entry tickets (they were a bit cheaper as we were taking the little car) as we thought it would be something different from the norm.

So that we could park together we met up just a short drive away from the airfield with John & Vic and Ken & Marian plus Jonathon in his modern car (he had spent the previous day at Carfest and wanted to get away before 5.00pm)

The weather wasn't looking too promising at that time, drizzle, misty and low cloud and we parked up on an area that could easily accommodate 30 or 40 cars; there were just four cars all day, our three and an MGB!!!!

We were asked to take part in the parade of cars organised by the Brooklands museum and we got to walk around the stalls before the first session of the air display began. The weather brightened and we saw a good display of aircraft and were looking forward to the afternoon session, but sadly the weather deteriorated once again and one-by-one most of the expected aircraft were cancelled and when we heard that the Vulcan bomber was not going to make an appearance we called it a day and headed for home – oh well, better luck next year.

Jenny Green

Goodwood Revival

The Goodwood Revival is a magical step back in time, a unique chance to revel in the glamour of motor racing and staged entirely in the nostalgic time capsule of the 1940s, '50s and '60s; you get the opportunity to

leave the 'modern world' behind with wheel-to-wheel racing around a classic racetrack.

This was our second visit to The Revival and though the weather was not to be as warm as last year we were looking forward to this nostalgic day out. I was up early and Got HUB out of the garage and parked her on the front drive.

Alison loaded up the car and we were ready to go. Key in ignition and oh-no, a jammed starter motor! No matter how many times I "bashed!" the starter motor or rocked the car it would not start. Car mechanics is still not my strong point.

So phoned the AA, thankfully still a member, or should I say Alison is a member, a Black card member! The AA mechanic arrived within the hour and realised with the clothes' we were wearing we were going to Goodwood.

No need to clean the starter motor he said and he then turned the key many times until the Motor started. I don't understand this means of resolving the situation but it worked. However sometime I will need to clean the starter motor!

This delay cost us time and as a result we queued from the race course all the way into Goodwood. The speedo cable was still not fixed which meant that the drive was slower than usual as there were known speed cameras along the route.

The experience was even better than last year. We found areas of Goodwood that we had not found the previous year. As we had a friend who was a Steward on the Chicane Grandstand we spent some time watching



Alison, Jonathan and HUB

the races with a great view. There were cars that could not turn on some of the corners resulting in spectacular crashes; cars going through the Chicane on the wrong side and cars been side-swiped. It all made for an interesting day!

Dad's Army Home Guard were there again, but no ARP. Earls Court this year had Michael Cane ready to be photographed with you. They even provided the spectacles which you could keep, (though John already has his own!).

There was also an eclectic collection of exceptional Astons from the past 100 years and flying displays by Spitfires and the RAF's first jet bomber, the Canberra.

The 'Over the Road', area of Revival, was offering an exciting array of vintage stores, live music, food, drink and much more. I almost bought a shirt, but at £65 I declined. The local 'Bobbies' were keeping law and order and any suspicious characters were handcuffed and put in the back of the police cars. The Old Speckled Hen offered excellent refreshment and St. Trinians were running amok. There was also a huge area of tax exempt vehicles.

It is always amazing to see the effort made by most people to dress up according to the era. It is great place not only for cars, but people watching.



Friday's contingency Jenny, Vic, Barry & John

Jonathan & Alison

Heart of England Report



Jessica & Joshua with dad, the next generation of MASC members?

The sun shone on us for Fun in the Park held in Tudor Grange Park in Solihull, an event organised by Soroptimist International of Solihull, to raise money for local charities. We started the day with nine cars assembling from far and wide at our house in Dorridge for coffee and bacon rolls, before I waved them off for the short journey to the park. I had to give up my seat in the Midget to accommodate granddaughter Jessica so she could ride with Grandad, because grandson Joshua was with daddy in the Sprite. At least they were happy because for once it was fair, both could go in the two-seater cars.

The show includes a day full of entertainment from local choirs, dance schools, as well as demonstrations, a very popular dog show, bicycle maintenance activities and a classic car show – something for all the family. If all that fails to entertain there is Touchwood shopping centre three minutes away!

The following Sunday saw us at Sywell Aerodrome for the inaugural Classic Pistons and Props show. This was held over two days and was very successful, attracting over 13,000 visitors, helped considerably by the fine weather. There were six cars from Heart of England

area and we were visited by several other members of MASC during the day.

The aerodrome was the perfect location for this event providing a mixture of aerial displays and demonstrations from cars and motorbikes. The runway acted as a drag race strip with much smoke and spinning of tyres from the wide variety of cars including one very fast Lada. There was a selection of classic cars, both European and American, and also some classic Formula 1 cars including Michael Schumacher's Benetton B192. In the air we were treated to a fly past of an American Tomahawk World War II fighter plane, and stunt displays by an aerobatic team, as well as being entertained by two young ladies wingwalking while performing impressive acrobatics on the wings of two Breitling airplanes.

The show was a great success for its first year. Perhaps next year more MASC members will put it into their diaries and there will be a bigger MASC presence. The dates for next year are 27th and 28th September.

Rosemary Couch
Area rep Dave Puzey
Davepuzey01@aol.com
02476 712 384

MASC at the first Classic Pistons & Props at Sywell



Notts & Derby Area Report



A trio of Frogeyes at Bicker Steam Threshing

Another really good turnout of members and cars at the last couple of meetings. So many cars to see in August that Ian turned up in his steel toe-capped boots ready for a good tyre kicking session! To be fair he did bring along a recent addition to his stable (prancing horse?) for the rest of us to prod and poke. Rather embarrassingly, my Sprite refused to start at all in September so I had to make use of alternative Japanese transport.

Neil reported that the local Griffin Inn meet was so full that they were turning cars away from the field, him included. Are you sure it wasn't because you only have three wheels Neil? The last meets of the year concluded in September and were equally well attended.

The annual run out into Lincolnshire along the A52 for the Bicker Steam Threshing proved



The queue for the new Sitwell bar-b-q



The next generation of Supersprites from which Paul hopes to start a breeding colony

to be well worth it. Not wanting to risk my badly out-of-tune Sprite I achieved my top down fix in the MX5 I'm afraid. The country air was full of the freshly threshed corn and the smuts of smoke from the steam engines. This year the wind thankfully blew away from the cars so we were spared the spotty paintwork.

The wonderful homemade cakes on offer in the marquee proved as irresistible as ever. Among the varied vehicles on show were a trio of Frogeyes from the local attendees including a former National concours winner and a freshly completed restoration.

Alan Goose made the only Notts & Derby Spridget representation, in convoy with a friend in a rather nice Hillman Minx. Alan was proud of his latest upgrade – a bespoke exhaust system which he claims makes his Midget 1500 go even faster!

Unfortunately I have missed out on quite a few events recently whilst holidaying in The Tyrol with not a single classic in sight. It seems many other Spridgeteers stayed at home awaiting my return too, since there has been little to add to this report since my return.

Next meeting at The Sitwell Arms will be Thursday 14th November

Ian Cook

ilcooke@btinternet.com

As Seen Abroad

Bored by the helpful knowledge and Spridget-based enthusiasm at your local branch of Halfords? Looking for a tirade of Gallic abuse and a bill for 90 Euros for a set of Chinese copy Lucas contact breakers? Try this wonderfully-named garage just outside Descartes near the Loire Valley which Kent member Crispin Whiting came across while touring last month.

It's probably run by a perfectly pleasant team in Gauloise scented overalls offering a fine service for Renaults, Citroens and tractors, but what a wonderful name.



Market Place

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

Wanted: Flywheel for a 1098 cc Engine with 2" Crank and Engine Number 10CC. Has four mounting bolt holes with centre hole diameter 2". **Contact Alan Bailey. Tel 01243 584643 or email alan_bailey@hotmail.com**

For Sale: Surplus to requirements Mk 1 Sprite front bumper over riders rechromed Mk 1 front springs plus 2 spring clamps, Mk1 Sprite BMC workshop manual good condition, Mk2 or Mk1 Midget rear cockpit surround, Various Mk1 Sprite stickers any ones etc. Mk1 bonnet badge never used, Sprite cloth badge old but usable, Mk2 Sprite or Mk1 Midget rear bumper with overiders slight dent in one overider, Mk1 Sprite bonnet grille, could do with rechrome, 4 x AH Hub caps usable as they are, 2 Valpres bullet wing mirrors new glass needed for one, Mk1 Sprite OLD style Arrow badge rear, Continental Headlamps pair Headlamps surrounds, Mk1 indicator lamps with glass inserts, period radio, Mascot Magazines £1 each, various small items Let me know requirements. ALL of above in Purbrook area, Make offers as too good to chuck out.

Contact J.Clark. Tel 02392253889 or email j.clark270@ntlworld.com

For Sale: Unfinished Project : Ex warm climate (California) square wheel arch bodyshell. Needs simple welding to be a very good shell. 1967 MG Midget Mk 3, F reg, completely dismantled and in boxes. Includes V5 Reg document. Location: East Midlands, near Northampton. **£1950 ono. Contact Ian Webb. Tel 07725 957969 anytime**

For Sale: Four Frogeye wheels, shock blasted and re-enameled **£100**. Mk1 Sprite dashboard (original) **£30. Reg 01889 271037 (Stafford)**

For Sale: Mk 1 Spite engine and gearbox. Engine has suffered a con rod through the cylinder wall but may well be restorable with right technology. Gearbox in good condition. All parts for engine including dynamo, starter motor, distributor, carbs, silencer box and chrome tail pipe. The cylinder head has been converted for lead free petrol. Having bought the replacement I would like to get at least **£400ono** for it, it is probably worth more for the parts alone as it is all there including some gaskets and miscellaneous bits and pieces. Buyer collects.

Call John on 01825 790582 (West Sussex)

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