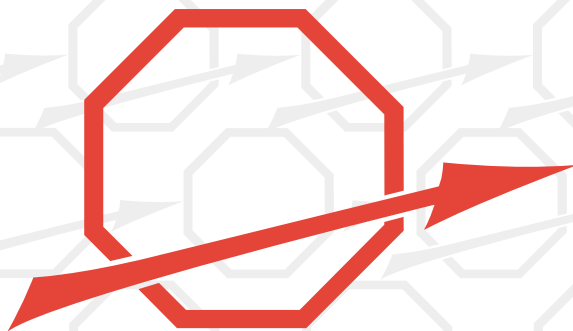


# MASCOT

THE MAGAZINE OF THE MIDGET AND SPRITE CLUB



*Surrey's David Weedon's excellent Frogeye x-daily driver in snow at Flagstaff, Arizona. (YES, it snows in Arizona ☺) See inside story Ed*

**ISSUE NO. 240**

**DECEMBER 2003**

[www.mgcars.org.uk/midgetspriteclub](http://www.mgcars.org.uk/midgetspriteclub)

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Compiled by David Hill. 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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# December 2003 Editorial

Well here we are again, another year flown past, another AGM and another year in prospect. What will the New Year hold for each of us I wonder, dreams realised, hopes fulfilled, opportunities grasped or maybe just the two new sills you had been promising to fit since you purchased them on e-bay two years ago!!

E-bay? Queries Gaslight of Tunbridge Wells..... For those of you not yet in the 21st century with regard to the internet thingy, it's an on-line auction of just about everything available on the planet. Buy, sell, write, post, communicate; life is increasingly electronic these days. I now handle 99% of *Mascots* content electronically and it is increasingly rare that I have handwritten/typed content posted to me by snail mail (Royal Mail to you and me).

I invested quite heavily last year in OCR software which, de-coded, is optical character recognition. This at least allows me to scan typed letters and then import them into the PC for typesetting in *Mascot*. Handwritten letters are more of a problem as these need to be copy typed which normally means I edit them for length and content. So type if you can, scribe if you must, BUT KEEP WRITING. Our 'Dear Ed' section was a major feature in 2003, enjoyed by all so please keep them coming. Which reminds me.....**REGGIE**, where is part four, 'the wilderness years' the ongoing story of the clubs oldest Sprite and daily driver (probably) ☺...STOP PRESS: see FEB 2004 issue.

This month's issue features a superbly seasonally snow filled cover photo from Flagstaff, Arizona. As always lots of good content inside but the big feature this issue is our Christmas colour spread. This year it is courtesy of our friends at Classic and Sports Car who kindly allowed us to publish the full text of their report on the MSA Euro Classic written by our very own Alan Anstead and John Larrington. Photo credits to John and MASC friends SpeedSport. Apologies to those of you who may have already seen it in the December issue of C&SC but too good for *Mascot* to pass up. Next year will see the return of the Year in Colour feature that has proved so popular in recent years. Also inside is the NEC photo report with more club members than ever attending.

Well that's it for another year, all that is left to me to do now is to thank David Hill for his unstinting support during the year (without which *Mascot* couldn't fly), thank the Area reps who really do make the club work and finally YOU, the members without whom the club wouldn't exist at all. MERRY CHRISTMAS to you all

**Mike 'Ed' North**  
editor at large

PS: Remember there is no January issue due to seasonal maintenance on the *Mascot* machinery!! ☺



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**All articles and photographs for the magazine must be received by the first of the month preceding publication. Articles submitted for publication should be e-mailed to the editor if possible or on disc accompanied by hard copy. Members should be advised that pictures will be returned the month after inclusion in *Mascot*. Photos will only be returned if supplied with a SAE.**

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# CLUB NIGHTS

1st Tuesday	<b>Wiltshire</b> – Meet at <b>The Forresters</b> , Leigh, near Cricklade.
1st Wednesday	<b>South Staffs and Birmingham</b> – Meet at the <b>The Green Man</b> , Middleton Village, 7.45pm.
1st Thursday	<b>NEW! Lincolnshire Area</b> – Meet at Heneage Arms, Hainton, nr. Wragby. 8pm. Contact Brian Sumner on 01507 328128.
2nd Tuesday	<b>Surrey</b> – Meet at <b>The Blue Ball</b> , Walton-on-the-Hill, 7.45pm.
2nd Wednesday	<b>Warwickshire</b> – Meet at <b>The Green Dragon</b> , The Green, Sambourne, Reddich, B96 6NU, at 8.30pm as usual.
2nd Wednesday	<b>North West Area</b> meet at <b>The Kilten</b> , turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
2nd Thursday	<b>Cambridgeshire</b> – Meet at <b>The Mad Cat</b> pub in Pidley Village, midway between Huntingdon and Chatteris, 8pm.
3rd Monday	<b>Dorset</b> – Meet at <b>St. Peter's Finger</b> , Lytchett Minster, Poole 7.30pm.
3rd Tuesday	<b>Central Scotland</b> Meet at <b>The Wheatsheaf</b> , Torrance, East Dunbartonshire. 7:30pm in the Lounge. Check first with Carson on 0141-245-6327 day or 013606-22334 evening.
3rd Tuesday	<b>Notts/Derby border area</b> – Meet at <b>The Sitwell Arms</b> near Horsley Woodhouse, from approx. 8:30pm. Just a mile north-west of the A608/A609 crossroads. Contact Ian Cooke for further details on tel: 0115 938 3838 or email: ilc@bgs.ac.uk
4th Thursday	<b>Hampshire</b> – Meet at <b>The Lord Derby</b> , North Warnborough. Please ring Terry or Harriet Langridge on 01252 626063 for details.
Last Thursday	<b>Somerset</b> – Meet at <b>The Lord Nelson</b> , Norton-sub-Hamdon. 8.00pm.

# EVENTS

From David Hill and Webmaster Chris Nevard

## Events organised so far for remainder of 2003 and for 2004

### December 2003

Sunday 7th	North West Area is taking part in the MGOC Christmas Cracker Run. Details from Les or Diane Robinson. Tel: 01772 432138 or email: les.robinson@breathemail.net
Tuesday 9th	Surrey Area Christmas Dinner.
Thursday 11th	Cambridgeshire Area Christmas meal at the Cross Keys Hotel Chatteris, sit down to eat at 8pm (vegetarian option available if preferred)
Sunday 14th	North West Area's Christmas Dinner. Details from Les or Diane Robinson. Tel: 01772 432138 or email: les.robinson@breathemail.net

### May 2004

Monday 31st	The biggest East Anglian MASC (and friends) Spridget gathering ever at the incredible Eric St John-Foti's collector's world near Downham Market (just a mile out of town on the Wisbech road (also see East Anglian visitors guide 2004 for more details)) Spridgets will start to arrive at 10am and the first 40 will take pride of place in the main outdoor display area and receive special reduced admission of £2 to the amazing attractions. If you are in East Anglia and you only attend one MASC event in 2004 this has got to be the one (no excuses it's on your doorstep).
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### Area Reps please let David Hill have confirmed dates for new events asap.

Remember there are Club Night Natters throughout the year and that area events are also open to members from other areas!

Please also note that the above lists only MandSC events or events where we have a presence or an interest. General classic events are listed in the classic press.





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# Mutual Assistance Directory

We have one established MAD member in Ireland and another who has just joined. Are they any more Irish members who would be able to join our MAD scheme? It would be great to have a few dotted around so that any touring members won't feel so alone. Please contact me – it really is not much of a commitment as 99% of our MAD members never have to do anything.

December brings the festive season and I wonder if Father Christmas will be coming to

our house in a Spridget! If so, I hope he drives slowly down the lane or else he will take his sump out! Have fun and let's dream of next summer.

Don't forget, if you need a copy of the latest MAD you can download it from the members only section of our website but if you do not have access to the web or don't know someone who does, I will print off a copy and send it to you.

**David Hill**

## Club Website

Members Only pages for December, User name: area, Password: 51

## Christmas Mystery Car? Really?



*No prizes but serious problem IF YOU DON'T KNOW!!*

*Ed Says: Thanks to Carson (only member with a camera it seems) for this image: Easy? Try this issue's 2nd Mystery car, same theme, tougher☺*

## Chairman's Christmas Message

Dear all

I did have a 2-page Christmas address all lined up but 'Ed' said that, due to space, I could only have 5 words, so here they are: "Merry Christmas to you all".

*Ed says: The normal chairman's column will start next issue.*

## Stop Press: Apology

Due to an unforeseen event that occurred on the day of the meeting, I was unable to attend the AGM. Apologies to all who travelled in hope of seeing me or had Mascot related questions, which I will gladly answer via the letters column.

**Mike 'Ed' North**



# 'Bodger's Corner'

## The Anonymous Bodger's tip of the month

On the organ accelerator pedal I have in the past pushed the pedal off the balled accelerator connecting rod, heavy foot I guess. This resulted in a rather scary overtaking manoeuvre with the accelerator jammed fully depressed.

To cure this I have fitted a jubilee clip around the rod and the rubber receptacle at the back of the pedal. This has cured the rod coming out although the pedal still goes to the floor rather frequently, perhaps I need new boots.

By the way, the safest option if this happens to you, is to kill the ignition and coast to the roadside for a quick repair.

**Brad** The Mars bar kid

**THE 'Not so Anonymous Bodger'**



*Ed says: Thanks Brad. 'Fast' bodge! (ouch again). Come on you lot I still need more AND I need it now!!!*

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# Christmas Cover Photo Story: David Weedon's Sprite

1960 US import had spent most of life in CA until David's wife's cousin moved to Flagstaff Arizona. Photo taken Thanksgiving 1996. David bought the car and had it transported back to California where he drove it until he moved back in 1998. Car has been in the UK for 5 years and on the road for nearly 53 weeks! Had to respray to protect almost perfect body work as original paint was very thin in places!! Bare metal exposed by wind and sand mix. Now has 1275 and ribcase box as well as diff from later sprite to reduce revs at high....er speed.

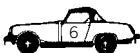


*ED says: Seen the car in the flesh, REALLY nice car, thanks David.*

## Christmas Art (FOMC)



*For those of you looking for some Art and Culture: 'Snowsprite' was donated by David Dixon, Cambridge Area, in response to the appeal December 2002. (Ed says: Merry Christmas to the "Frogeye and Occasional Midget Club")*





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# WEBMONSTER: Auto Site of the Month



Last in the current series of featured sites that help members link to the world of motorcars, motorsport and motor enjoyment! This month is...

<http://www.x3dsculptures.co.uk>

Late Christmas present? Looking for that perfect gift? Look no further than X3D. Go on make her (or him) happy: Assumes member is bright enough to show this to partner!! Reproduced here for review purposes only, all rights acknowledged. PS: Also a previous advertiser and warmly endorsed by a Surrey member. Merry Christmas.

## The End of the Year is Nigh

Are you about to put your sweetheart to bed? If you think you'll get there before the end of December don't forget to record the mileage reading before tucking her in. Pass the reading on to your area rep for area entries, or direct to David Southcott

(address inside front cover) for individual entries. Remember final date for receipt of mileage up to 31st December is the 14th January so make this Christmas special by driving lots of miles in your Spridget!



# Caption Competition

Many thanks to our prolific snapper Carson for this effort. Ed's attempts:

- 1) Dream seeds,
- 2) Midget Nursery (I know they're Sprites but it doesn't scan!)

OK so you're so clever, let's have yours...Merry Christmas© Ed



# Cambridgeshire Report

Important note before I get into the report, the Christmas meal will be at the same venue as last year, the Cross Keys Hotel in Chatteris and this replaces the normal Mad Cat meeting in December. The meal is booked for 8pm and I have made a provisional booking for those who have told me they are definitely coming, however if you have left it till the last minute give the Cross Keys a ring and I am sure they will try to accommodate you if at all possible. Note there will be a vegetarian option for anyone who would prefer this.

Getting back to the report, it has been an amazing month with some good dry sunny days so the Sprite has had a bit of an airing on a few occasions and I even made it out to the pub night top down (not bad for November). It has been a manic month for me with other (non MASC) commitments, hence no restoration update this issue and apologies for those unanswered emails (although I have hopefully caught up by the time you read this). The pub night was more about quality than quantity with not too many

people making it out to Pidley on a dark November night and one or two with other commitments (not to mention a certain gentleman who has run out of exotic non-Spridgets to taunt us with). The main business of the evening being the final arrangements and menu for the Christmas meal and the handing out of those Heritage certificate forms that I had been promising



Mick and Dave for far too long (thanks for the reminder guys), Pat has even promised to buy me one for the Phoenix so we will soon have most of the group certified.

I was recently contacted by Adrian Maeers who runs a classic car club in Norfolk and tells me that a couple of MASC members had expressed an interest in attending his meetings since the nearest MASC pub night was the Cambridgeshire one and that was a bit of a trek from darkest Norfolk. I understand the situation perfectly and sympathise with Terry Ward and the other 9



MASC members in Norfolk (a couple of whom do attend Cambridgeshire events and one of whom even makes it to our meetings). I think it is great that some of the distant Norfolk Members could soon be getting together (even as a sub-set of another group) and all 10 of you are invited to take part in the two Cambridgeshire events being staged in Norfolk next year.

Almost finally in response to Carson's plea for assistance for the magnificent David

Baldwin's (another hoodless hero and man after my own heart) efforts to set up a Highland group, best of luck David. If you set it up I for one will make a point of getting to one of your meetings next year.

And finally Merry Christmas.

**Dave Dixon**

*Ed says: Thanks Cambridge, Merry Christmas to You and yours as well.*

## Dorset Report

### The last run of the year?



As the autumn draws on it is customary for 'the Routemaster' to organise an end of season run, this year was no exception. The run was combined with a return visit to Exbury Gardens, we had been invited back following our visit earlier in the year.

In a fresh autumnal breeze, at our now customary meeting place at Avon Countryside park around 20 MGs and Healeys gathered for the off.

Martin Samuels with his new RV8 was in attendance giving 'joy-rides' to all, around the car park ... I think he had to stop to refuel before continuing with the run. (Both Terry and Dick want one now.)

Colin and Vi's route took us North through Poulner, Hightown, Crow Hill and Burley Street, stopping for a comfort stop at Bolderwood, set deep in the New Forest,

which was beginning to turn a golden autumnal shade.

Following a brief stop for pleasantries and necessities we continued on through Emery Down to Lyndhurst. Upon reaching the 'city centre', our convoy turned out across the forest again, destination Beaulieu.

Passing the Motor museum and picturesque Beaulieu river, by now mainly mud we turned into Beaulieu Village which was bathed the autumn sun and thronging with visitors.

A swift sprint up the hill to Exbury Gardens taking care not to collide with any of the many cyclists who seemed to be out on a charity ride, some of whom weren't that pleased to see us.

Some one who was pleased to see us was the marshal on the gate who guided us to our reserved parking in front of the majestic house.



Those present were:-

Colin and Vi Morris	r/b Midget
Dave and Caroline Cornell	r/b Midget
Bryan and Sue (with Jack)	r/b Midget
Mike and Freda Holbrow (with Poppy)	r/b Midget
Pete and Andy Downton	Frogeye Sprite
Alan and Audrey (with Freeway)	Sprite
Ian and Chris Beaver	c/b Midget
Janet Webb	MGF
Terry and Steph Mobley	MGF
Dick Jolly	r/b MGB
Martin and Debra Samuels	RV8
Paul and Heather Fulton	MGB
Nick and Glynis Vrotsos	MGC GT
Graham and Danny Lowe	MGB
Doug and Rene Hamilton	MGB
Kevin and Andrea Bennet	Big Healey
Francis and Yvonne Bugler	Big Healey
Tony and Cynthia House	r/b MGB
Derek and Paula De Reuk <i>and non starter</i>	MGB V8
Nigel Hedges	MGB

Whilst at the gardens there was plenty of walks to enjoy even though the afternoon turned out to be very blustery. Lunch was taken in the Smithy Tea Rooms which offered a wide choice of fayre. For those who were less energetic (namely Andy and myself) a ride on the garden railway was the order of the day.

Our numbers began to drift off for the journey home, having had an enjoyable day out thanks to Colin and Vi Morris for the route and Bryan Fox for the venue organisation.

On the return journey Andrew and I put the 'Frog' to a different use, we unavoidably had a coming together with a plump Pheasant, the bird being filleted by the number plate and plucked by the bonnet, depositing feathers and giblets into the car – Not a Nice end to the day!

**Pete Downton**

*Ed says: But nice to mention everybody!*

## Lincolnshire Report

Unfortunately due to illness Brian and I could not yet again attend our monthly meet, so it was left to the other Brian and Sue to make this month's notes.

Brian and Sue were telling the other members how they go each year to Belton House for The Dambusters Classical Concert, apparently The Spitfire flies over the house at just the right moment. They go in the Midget and take a picnic tea with them. This is held every August and we all think it sounds fun, so we are thinking of giving it a go next year.

Roger was telling of how his car got too hot and had to renew (or repair) his alternator on holiday

Our first Christmas meal has been booked at The Heneage Arms for the 7th December at 1pm. We are hoping as many of our members as possible will attend.

On Sunday 9th Brian and I went to Birmingham to the Classic Car show really in search of nothing in particular but as you

inevitably do we managed to purchase. A set of Musical Air Horns. YES you did hear me right. Why? Oh never mind why we apparently need them. All we have to do now is find room to fit 5 trumpets and a compressor under the bonnet. Can you imagine it. Well maybe you can but they are not being fitted on your car are they?

We also purchased Terry Horler's Book. Wonderful as we have been looking for a new one for ages. All in all it was a good day. We saw the Midget and Sprite stand but with so much to see did not get a chance to introduce ourselves as it was so busy.

Don't forget our Christmas Lunch. Please let us know for numbers on 01507 328128.

In closing can I wish all members a Happy Christmas and a wonderful new year.

**Sue Sumner**

*Ed says: Thanks to Sue for the report and a Merry Christmas to you and yours too!*



# NW Area – December Report

There is no meeting at the Kilten on 10th December, this is because it's our Christmas meal on the 14th. Normal service will be resumed at the Kilten on 7th January.

On the 12th November we had our visit to the Trevor Farrington restoration and race preparation workshop.

It's long been my dream to have my own fully equipped workshop in a converted barn where I could spend my days tinkering with an assortment of cars with pride of place given to my dream car the Ford GT40.

We travelled to Trevor's in convoy from the Drovers Arms with me leading the way and eventually arrived after missing the turn-off twice (as Diane keeps reminding me we got lost on our Cheshire run and I devised the route!). Anyway we entered the workshop and what can I say other than I thought I'd died and gone straight to heaven.

Here was 'my' fully equipped workshop and what's that peeking from under a dust sheet, yes it's there, 'my' GT40. This was a real genuine model, although never raced at Le Mans it was there as a back-up car.

Like most dreams though mine had a dark side, and that was Ian who kept telling me that the GT40 was his and not mine.

The workshop was immaculate with everything well organised and in its place. There were a variety of cars in various stages of work:

- Daimler limousine (1 of only 3 made) I seem to recall he said they were made for the Queen Mother.
- Ford GT40 (it's mine not Ian's)
- 1931 Bentley drophead coupe – complete restoration in progress including all new hand made bodywork fabricated by Trevor and his team.
- Vintage AC – complete restoration in progress.
- Ex John Surtees Cooper F2 – later converted to F1 and run by Rob Walker.

- Couple of Alfa Romeo Spiders – waiting for restoration.
- TVR Grantura (3 litre V6) in full racing trim.
- Formula Super Vee – stripped ready for restoration.
- Trevor's own Formula 1000 proto sports racing car – this is a prototype that Trevor is developing with a view to marketing. It took 4 months from start to finish to design and build, not bad when you consider it took me over 10 years to restore my Sprite.
- Lancia Stratus – completely stripped ready for rebuild.

There were apparently other cars hidden away but time and space didn't allow for us to see them.

This was a very interesting evening and Trevor made us very welcome and gave us a guided tour. It was obvious that he is extremely passionate about what he does and this is reflected in his knowledge and standard of work.

I must give Ian a big thank you for organising this event it was brilliant.

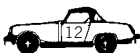
Well that's it from me for now, in fact for this year, so may I wish everyone a happy Christmas and all the best for the new year.

Regards

**Les and Diane**

Stop press: Last minute news. I have just bought my next project, a '65 Sprite. Needs loads of work doing to it, has no engine or gearbox. This is going to be a low budget restoration (aren't they all!!) and probably built to fast road / track day spec. Can't decide what engine to use, keep A Series, fit K Series (expensive) or alternatively use Ford 1600 X-flow (will fit direct to Sierra 5 speed box). Any help and suggestions for spec will be most welcome.

*Ed says: NICE: You could wait for MOSS to launch their SUPERCHARGER!!! (See press release this issue.)*



# Warwickshire Report

## Jigging in Josselin

This has been a very successful year for the group. Our activities have been many and varied and our membership has increased with as many as 19 Midgets and Sprites attending our meetings. Those that could drive their restorations, while those that had current projects came in whatever they could. We had a flutter on the dogs; congaed through the Cotswolds (travelling in line bumper to bumper) and jigged in Josselin (see picture). We forged links with our



nearest neighbours, the South Staffs and Birmingham group and after our single trip north, have been very pleased to see them at our meetings on a regular basis. We climbed the hills at Shelsey Walsh; cruised to the Haynes Museum; basked in the sun at Beaulieu, where we were led astray by our Acting Chairman and dressed up for Goodwood. We starred in Practical Classics and flew the flag for the club at a number of venues. We still have our "traditional" (Mo said) Christmas party to look forward to. What is more we have had such a good time that we are planning to do it all again with minor variations next year.

## On the Front of Practical Classics



*Practical Classics: Reproduced for review purposes only, all rights acknowledged.*

This month we represented the club at the Classic Car Show at the NEC, about which Dave has written a separate report. At the monthly meeting, Phil and Mo had an important announcement to make: "Humbug has a new rear axle, although the oil leak is a continuing saga." Alan progressed our plans for next year and, although we have no firm dates yet, there will be a trip to Wales and a Continental Tour. Early in the year, Rosemary will arrange a private box and meal at the Greyhound Track, a fun activity that is always well supported. We will be meeting next month at the Green Dragon as usual, but you will find us in the bar as our room is needed for a Christmas party, its that time of year again!

**Sheila Yates**

*Ed says: Another 'cover' for the Frogeye, visited the stand. Excellent!*



# Scotland Report

## Snatches from the Hoodless Solway Shuffle



This was Alex Taggart's first big run in the RWA which covered 340 miles superbly well. Before then, it had all been local piddley stuff and not quite the same thing. After the weekend, Alex said something terrifically sharp 'When I was out there with Karen, driving, I felt that no one could touch me. No government. No whinging client clawing back at my mind demanding more. I was truly free.' Tippy-top that isn't it? And for now, Alex lives on memories' high as autumn's loss fells, like Flander's waste into winter's garaged dearth, tarpaulin spread. But he's rarin' to go. Next year. There's always one conk out, isn't there? Well, it was our turn. Going down the Mennock Brae, I snicked from 4th to 3rd and immediately thought that the revs were too high for the speed. Into neutral and the revs went-Vahoom! Switched off, into neutral again and stopped. It's always advisable to have your private mechanic behind you. John in the R/B had the problem diagnosed and fixed in 10 minutes with a pair of pliers and a flashie-the throttle return spring had vanished. A brilliant repair John. Thanks again.

It was 12.15 and we were miles from the lunch stop south of Dumfries where we had to meet Les and Co at 1.30. But we kept to the route, including a kinky loop back to rejoin the road we'd been on miles back. We had one more unarranged stop before lunch. Alex flashed his lites and we pulled over. He got out and began running up and down the road as tho in spasm and went out of sight. It

looked odd. Then Ricky vanished. Minutes later, I found them behind a wall 'Come on boys! Shake to it! We're pushed for time.' At his worst, Burt Lancaster could act the clown. At his best, Ricky can do the same: he climbed onto a stane dyke, lost his balance and fell down an embankment to shouts of 'Too much vodka, Ricky'. [He's Polish]. No harm done; so we blasted on and got to the hotel to meet up with Les and Diane and Adrian-Angus who has a very early Mk1.

A wedding was taking place in the hotel with a piper at the door. Don't ever get that close to the pipes. The only way to appreciate them is from 2 hills away. The bride arrived in an Amazon and the chauffeur talked to Bob about detail differences with his model [Bob's Amazon has since been sold and he's put in a bid for another Midget on E-bay].

In the afternoon we had a great drive on lovely roads which ended at our billet fringing



Castle Douglas. Betty and John had to leave us there because they keep horses and dogs [when they got home at 9pm the horses were at the gate whinnying for hay]. In a matter of months, Betty and John have bot 4 Midgets-enuff to form their own club! Just as they left, Alan and Fiona arrived in ANOTHER VEHICLE. With painful regularity, their Sprite has not been getting to destinations. Back to points, Alan. He and I drifted over to look at the Frog-eye 'Whose is that?' 'That's Adrian-Angus' car. Hyphenated first name, you know. Extraordinary. But Les sometimes calls him Alastair. Schizophrenia, I expect'. Alan gave me a condemning quizzical look and I





knew that he knew that was me not Adrian-Angus Alastair. Din-dins was good and so was the next day.

It's funny how you can have plans made for weeks then change them in the last 20 minutes. The idea was to have lunch at Wigtown then go to Port William. Instead, time compressed, we belted on and I mean belted, to Port William which is one of those

rare places without conservation signs but no new buildings: it's just weathering into forgottenness; yet still alive with a few fishing boats at the pier and some others asleep on the wide harbour wall. 'Quick boys! Runnin' out of time again'. More paced stuff and back to the hotel at Wigtown, bang on time for lunch [2 good courses and a cup of tea for £4.95. Joyous Scottish frugality!] Les and Diane and Adrian, still bubbling with enthusiasm as they had been for the 2 days, left and headed south. Alex didn't fancy coming with Amazon Bob, Ricky in the 'B' [with MASC sticker] and us on our route across country to Girvan, up the coast road to Ayr and over the Fenwick Moor. So he went his own way home. Independent lad. Fledged *Mascoteer*. Thanks everybody for having made this such an enjoyable weekend. I will see you again.

### **Carson and chums**

*Ed says: Excellent report, thanks Carson. (Scottish spell check rules apply)*

## **South Staffs and Birmingham Report**

The first Wednesday in November tied in nicely with my rest day at work so I was able to attend without deputising Geoff.

No problems with the car, either so I had a fun blast down the "Middleton Mile", to the Green Man.

Served quickly at the bar, too, first time round, I found Geoff around the corner, in t'non smokin' section, with a couple of tables annexed.

He bought me up to speed with the tale of his rebuild and we were soon joined by most of the "usual suspects", Lawrence, Steve and Matt, our webmaster himself (no need to ask "Steve where are you?" this month.) Along with Dawn (aka Marina...) and Gavin the gang was boosted by the attendance of our ex-temporary acting Chairman Alan and Queen Regalia, Christine Barton.

We had the usual lively chatter and it appeared that Gavin / Marina and I were the only Midgeting members on the night. Geoff

explained that Bill2 had sent apologies and I later heard from Vince that he wasn't with us because he had an "oops" in his modern MG (his real car is being restored at the moment) I'm never sure whether the modern ones are ZT's ZR's or summat, but Vince's is based on the Rover 400 series, enlighten me someone? The "nasty" is across the rear end! Very good photo's Vince, we may have to appoint you official photographer for next year, mate!

By the time this is read of course we will have been to the AGM, some of us! And the first Wednesday of the month will be Christmas meal night for the branch, if this gets around soon enough feel welcome to drift along, but, bring your own crackers!

Marina? Hmm, I'm not telling... yet!

### **Bill Mohan 1067**

*Ed says: Seems like all the areas are discussing rebuilds (must be winter ☺)*



# Surrey Area Report

The month of November does not shine out as a major event time of the year, but the NEC Classic Car show certainly pulled a number of Surrey members to Birmingham on the 8th/9th.

Thanks to our friends the Wrights staffing the club stand, we were made very welcome, and were able to chat to a number of enthusiasts/members, including Dave Parker and his K Series Sprite – it sounds like a real bundle of fun!

Good to meet John Ruderman our new leader, on a mission to obtain a starter motor for his Frogeye. Interesting autojumble, an Autoglym Concours that has been made much more entertaining for the public, and some star cars such as the Jensen 541.

On the home front, in the Blue Ball, for a dull and misty November evening, I was really pleased that we should draw 20 members, especially as it was a send-off to John Bentall, who is off to his native South Africa to make a new life, following his beloved Sprite which has been so immaculately restored, and is already established in its garage out there!

We await with interest the creation of a new South Africa Area group, as he knows of a number of Spridgets locally!

All the very best John, we've enjoyed your company, your experience and your knowledge.

Now, if any of you have wanted to sign up for our May 2004 Bank holiday jaunt, but haven't got Ashley Hinton's e-mail address, here it is – [Adsanhinton@aol.com](mailto:Adsanhinton@aol.com)

So, there's now no excuse, we want to make it the biggest group weekend away ever, with the longest convoys to impress the locals, and we have some more bedrooms to fill in the hotel, so Ashley's waiting to hear from you Surrey Area members and friends.

Here's a really positive contact – I received an e-mail from an officer of Crawley Borough Council, who had located our club website (Well done Webmaster yet again!) and is

asking if any members would be interested in saving a 1969 Midget, in a disused garage, which will otherwise be sent to the crusher!

Fortunately, with a swift group e-mail to all, and a mention at the club night, and I'm very hopeful that the poor little mite will have been saved in the next week or two!

Discussion at the Blue Ball ranged through a very diverse agenda, from model cars and the mysteries and challenges of Ebay, through the dual control of students of the art of radio-controlled aeroplane flying (We have an instructor who may be able to offer another activity at a National Rally) to final arrangements for the ladies' trip to Bruges in early December. It was good to see Nick and Laura Rowlett, who'd turned out in their newly acquired Frogeye, freshly MOT'd after apparently being laid up for quite a while. It has a Derrington 950 engine, and many other period mods, but on its first outing Nick and Laura were just a little nervous – come again soon.

Martin Bird brought in a photo of a Frogeye found in Sicily, to add to Mike's international portfolio, for which he was very pleased.

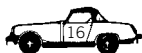
I don't want to steal any more space from this illustrious journal, so suffice to say we're off to our Christmas dinner next month so – DON'T GO TO THE BLUE BALL IN DECEMBER!

Future Plans include – February 2004 meeting – Hobbies and Collecting evening, at the Warren, Hayes, Kent – anyone who fancies giving a 10 minute chat on their favourite hobby/collection, step forward! Rest of 2004 will be planned out in the next 2 months, so your ideas on activities would be very welcome please – e-mail me on – [dandcwright@ukonline.co.uk](mailto:dandcwright@ukonline.co.uk)

Happy Christmas to all of Surrey and the whole club. All for now

**David**

*Ed says: I'm looking forward to the South Africa Area Christmas report already!*



# Wiltshire Report

## RPM Late Summer Motorsport Tour, 31st August 2003

We left Castle Eaton at 7.30am with the hood down naturally, the rally started at Chepstow Racecourse at 9am. It was a beautiful day, and a lovely drive around Gloucester then following the river Severn down to Chepstow.

There were fifty four entrants in cars ranging in age from 1960 to 2003 as diverse as a Daimler Dart to Subaru Impreza. We were 14th off in our Austin Healey Sprite MK IV. The first stage was a quick blast down one side of the finishing straight, over the racecourse (which got churned up a bit!) and down the other side over a blind rise. Everyone had two runs except for a Frogeye that unfortunately had to pull over and get under the bonnet, but he was there at the next stage.



Curwent Military Camp was amazing. It was one of the best ever stages. Three and half miles of narrow smooth tarmac road in and out of the old war time buildings. Ninety percent of the bends were right angles, the

others long forty five degree with one long straight. Serious hard breaking and all out but had to mind wheel bending high kerbs. I never thought I'd say this but the navigator was brilliant. She had the course map in one hand yelling out directions, as the corners were so close to each other and obscured by vegetation with rally stage arrows pointing the way, and holding second gear with the other. Second gear tends to jump out when the revs drop. Will have to get round to the gearbox one day, as it means taking the engine out etc.. Again two runs. Halfway round the second run, just floored the throttle leaving a ninety degree bend and an almighty bang- no smoke or noise the engine still going - the throttle cable had snapped. Always carry a spare, apparently Sprites are notorious for snapping these. As it was so hot and fiddly took half an hour to change.

Then fifty miles later Landow, Wales's own sprint circuit, complex and tight. Two rounds, really good but on the last lap we were too late braking for the first bend. managed to survive but it put us wrong for the remaining bends.

A further sixty miles across the Welsh country side, the tulip book was excellent, very precise, easy to read and took us through some lovely places south of the motorway that you would normally not have thought there. In fact an AC Cobra asked to follow us! But his navigator soon got the hang of the tulip system and he shot past us at a rate of knots as we approached our only short stint on the motorway.

The rally stage at Pembrey was very rough and overgrown so we decided to do only one circuit.

On to the race circuit itself, but we had to wait a while as the club already using it had had a problem and were running late. We had six laps of the circuit which is very quick. Even ended up using the rumble strips on the corners; but even though we were one of the first. to try the circuit we soon found that when we were pushing our hardest into the bends a modern car would come tearing past. This rather put the navigator off as she usually has a drive on the circuits. By the fifth lap we had been getting quicker each lap-time to get off before we bent her.

There was a short presentation ceremony with prizes for a deserving few, though all finishers had a very nice polished welsh slate coaster marked with the rally name and date. A very nice memento.

We left Pembrey at 6pm, it was a long way home alter a long day, 160 miles, but the car did not miss a beat, apart from the throttle cable, 370 miles altogether, arrived home around 9.30pm. after a very good day out.

**Barry and Annette**

*Ed says: better late than never! Thanks to Barry and Annette for this last touch of summer.*



# Fried or Boiled? More Hot Gossip

In the November edition, John Hazzard tells us that a friend advises the fitting of various VW and Volvo cooling components in order to overcome John's hot experiences with his 1275cc Sprite Mk1. John cannot make out if this is good advice or whether his friend is barking mad. Barking up the wrong tree I feel is better worded both technically and politically, but then I don't know your friend!

As the many members who have fitted a 1275cc engine to their Frogly thing will surely agree, myself included, the standard Frogeye radiator is perfectly up to the job of maintaining one's cool. I have no hesitation in stating you have another problem. As the radiator and water pump are new or reconditioned items, I will assume that the problem lies elsewhere. A huge clue is the lack of use during 2002, just 109 miles. So, is the thermostat stuck in the partly open position I wonder? Thermostats, just like hydraulic systems and friction materials, do not like periods of inactivity. The thermostat should be easy to check providing the alloy cover has not corroded to the steel studs. I use stainless steel cap screws instead of the steel studs with a bit of copper grease for good measure. I recommend it! The thermostat should be fully closed when cold, heat it up in a saucepan of water and check for correct operation. If you have to buy new, be aware that thermostats can be obtained in various temperature opening options. Do not be tempted to run the engine without any thermostat at all. The thermostat controls the flow rate throughout the engine and if removed will allow excess flow at the water pump end to the detriment of flow around the rear two cylinders. This can cause localised hot spotting – not good! On the same theme, it is better to retain a flow of water from the heater outlet at the rear of the cylinder head. If this is blocked off, ie – heater tap closed or no heater fitted, connect up a pipe to return this flow to the bottom hose to ensure good circulation throughout the engine.

Also, check the cylinder compressions. A slight blow in the head gasket could still be

the problem. Water does not necessarily find its way into the oil if the blow is slight. Is the exhaust wetter than it should be? If these two options fail to find the culprit, then it could be cylinder head removal time. Are the various passageways twixt head and block clear or bunged up with grot? Any hairline cracks visible in the combustion chambers? If the head has been modified, could it be porous where too much metal has been removed?

I note also your addition of a 14lbs psi radiator cap – Argggggh! No, get rid of it -NOW. Your radiator may not be leaking yet, but it will do. The top tank of the vertical flow radiator is a weak spot. Under normal working pressure it moves outwards, when cooling, it moves inwards again. It's made of brass, a material that is not renowned for being malleable. Hence the stiffening flutes in the top tank, originally three but increased to four when BMC realised this little problem. Even the four flutes can eventually give out, even under the normal 7lbs psi, but at 14lbs psi, be prepared to meet your anti-freeze.

Finally, your Kenlowe fan has me wondering. From the photo, it looks from the pitch of the blades that it should revolve anti-clockwise to push air through the radiator. It also looks overly large with the motor masking quite a bit of cooling area. I must assume that part of the bonnet ducting has been removed to accommodate this. Again, BMC soon found out the importance of this ducting in ensuring that all incoming air actually went through the radiator and not around it (Heater air pipe accepted) Very early Frogly things did not have this ducting – and were soon recalled when owners lost their cool! Likewise, ducting was added to the rear of the radiator to shroud the fan and improve its efficiency

So, the answer to your question "Can 1950's cooling technology support a 1970's power plant?" Yes it can if all else is in good order.

**Terry Horler**

*Ed says: Another comprehensive answer from Terry (who else!) Also see letters (3).*





# Classics vote for Euro

This year's marathon cross-continent tour, the MSA Euroclassic, took in a fantastic range of circuits and motor museums between Antwerp and Vienna.

Alan Anstead has done all 11 in 'Frogeye' Sprites. This is his diary



**D**uster struck early in May when the crankshaft in my Austin-Healey Sprite Mk1, in which I've had the pleasure of doing all 10 previous Euroclassics, snapped in two. So John Larrington, who was to be my co-driver this year, and I had done so for the past two years, suggested that we substitute his similar car for the event. It had only done a couple of thousand miles since a complete rebuild, so it was a good test of the machine.

Our story was planned like a military campaign. The car was prepared in good time – serviced, tuned and cleaned during the weeks running up to the event – in an attempt to minimise hiccups and failures on the run. As soon as the postman delivered the 'trip' book, I familiarised myself with the route and highlighted places where 'care' marks a hazard or fuel is available.

The event starts at Antwerp on September 7 but our journey commences the day before. John's Sprite could be heard cranking down the street to pick me up. A 'Frogeye' has no boot lid so everything for the event – clothes, tools and spares – has to be carefully stowed behind the seats. Maps go in the door pockets, wicker flat in the passenger's footwell and spare boxes under the seats. John has even packed spare

bulbheads just in case... It's amazing how much will fit in such a small car.

At 07:00hrs we depart for the ferry at Dover. We are booked for the 09:15 sailing. The sun is shining through so we are motoring top down. Outside Canterbury the police have blocked our route along the A2/A2E causing us to divert, but we make the ferry in good time.

At Calais it is both sunshine and rain. The run to Antwerp is uneventful but when we arrive the city is celebrating WW2 liberation, the roads blocked with period American tanks and motorised transport. We find *jeep*, *ferret* and *scrambler* and leave the car to meet up with some Euroclassic regulars for a meal beside the imposing cathedral.

Sunday 08:1 hrs and we are flagged away by MSA executive Andrew Coe. We are number 25 of 133 ranging from Keith Harris' 1924 Vauxhall OE 30-98 to Coek's 1985 Mercedes. Following us away is a 1960 Jaguar XK150S. We quickly leave Antwerp taking a route east to Louvain, the home of the Ford Motor Company Proving Ground or test centre for all of Europe. This is the first checkpoint of the day and we sample the banking and *jeep* and check our vehicles' ability to climb the test hill and brakes on the downside. No problems so far,

but it's misty and chilly this morning. As we leave a motorway, a Porsche misses its turn, locks its brakes, skids to a halt and disappears in its own tyre stroke. Next checkpoint is the peaceful Japanese Garden at Hasselt. Another stamp on our route card and we move on along a short rural section in the American Memorial Cemetery at Henri-Chapelle on a hilltop with views across the Belgian countryside. The route book gives distances in total and at intervals – all very well until our speedo fails we do not have a field.

We cross into Germany to the town of Mönshausen for lunch. Next stop the Nordschleife at the Nürburgring. It's a public open day so we drive it with care. A motorcycle overtakes at speed into one of many bends – too many to remember, especially for that 'biker' because two or three men later he sniffs machine lay at the trackside surrounded by other motorcyclists. His ambulance is on its way. The day ends at Koblenz where the Mosel meets the Rhine. No early night for us as there is obviously some air in the brakes so we set to bleeding the system as lightning breaks out. The hood goes on for the night. It's late and dark and we have missed the official transport to our hotel. No cars are to be found so we walk, then our mobile phone





Clockwise, from left: Action at Marbach checkpoint, Germany; 1989 grows at Harz; Chappie Miller and Thomas in MG8 GT head Grief/Hersell Ring, Area 51/Cenozo 9115 and James Dearden TR6 on Lommel; CASC winners at Sachs Carve, Heckenheim; coffee at Schenkerhaus



Opposite page, from left to right: Ansood and Larrington at Antwerp start; park farm at confluence of Mosel and Rhine, Kuldern; Harold Salter's '36 Jaguar SS100 at 1551st; High Galsert Pass, Austria. Above: half break for 1000 mile-plus outward route. Below: low accessories at Staff Museum, Göttinge





Fabulous Alfa-Romeo streamliner at Audi Museum, Ingolstadt. Right: backdrop at St. Radegund behind cable car ride, Austria. Below: route took in some of Europe's finest motor passages and circuits including Hachenstein and the Nordschleife. Sports receives fit, though it had few problems.



Left: Mike Thompson one of brave few to tackle wet Salzburging in his Jaguar XK120. Below: breathtaking view of cable car ride. Opposite page, left to right: Hesseexpress at Schönbühl was great fun, John and Matthew Davies' '64 Lotus Corvair, Grolsch's superb selection of drinks at Knipfler Auto Museum.



summons is to a trial with other entrants. Bad at 01.00hrs with alarm set for 06.00hrs.

Monday 08.20hrs and we are away again, driving alongside the Illere past castles to a vineyard at Hockenheim then on to the Karl Benz motor museum at Luderburg followed by laps around the Hockenheim Grand Prix circuit. On the way an unfortunate MGA has a diesel siphon and collides with some Arctos while a Triumph Stag loses a rear wheel. The latter is fixed by our on-scene RAC crew and finishes the run. Unbeknown to us at the time, a 1979 Ford Escort – bedecked in Alan Mann racing colours – has problems and its crew has returned to England, transferring to a Porsche 944 in which they are hurrying to catch up. The superb Mercedes-Benz museum is the penultimate checkpoint as we stop over at Stuttgart where a mid-event meal is supplied to traditional musical accompaniment.

Tuesday morning and we are still not happy with our brakes so we bleed them again, which reveals a warped disc. Our gear is stowed and we set off for the Stuffed Bear museum at Gailingen where the local club has assembled some of its vehicles in the car park to greet us. Then another short journey to the Abbey of Neresheim for refreshment. A visit to the

stop of the day is the Salzburg circuit where fortunately it has stopped raining. Typical Brits, we are enjoying a good mix of weather. A drive along one of the most scenic areas to Bad Ischl for morning refreshment at the Congress Theatre and then we climb up and out of town through the twisting mountain roads to Admont Abbey for a guided tour of the old library. Next is a long drive through a rural section with many bends, curves, crests and descents to the stables of the Spanish Horse Riding School. Night halt is at Genz.

Thursday is the last day of the run. We drive a short route to the Schock station where the checkpoint is located on top of the mountain, then swap motor car for table car for the afternoon when a roller-coaster ride is an additional attraction.



*'A drive along one of the most scenic areas to Bad Ischl for morning refreshment at the Congress Theatre and then we climb up and out of town through the twisting mountain roads to Admont Abbey for a tour of the old library'*

adjoining cathedral is a must as its painted ceilings are beautiful. A pleasant run across country takes us to the Audi Museum at Ingolstadt. On to Munich to visit the Daimlerchrysler Museum.

On our next stage, to Austria, the route is closed due to roadworks but the MSA officials are on the ball and quick to put in a diversion. Afternoon refreshments are in a tranquil setting, or so says the route book – no mention of rain by the bookload and mine. We are late. I navigate by torchlight as John does his best to see the road ahead because the rain is so heavy. We are taking in water. We arrive at Salzburg to be greeted by a wet but cheery volunteer marshals amid the deluge.

On Wednesday morning the horn is not working as a wire has broken. Before we start I borrow a soldering iron and effect a repair. First

Exhausts and refreshed we descend to our car and continue to the Kropf Motor Museum, Harburg where yet another downpour catches us with hood down. We seek refuge in a Mercedes-Benz dealership where we erect the top before driving to the PS Racing Centre at Greenbach which hosts the European Rallycross Championship and where we can sample the Tarmac circuit.

We check in for the night at Vienna where our stamped route card is exchanged for Fischer's medals. We hurry to our hotel to shower and change for the end of event evening meal and a chance to sit and chat with fellow entrants, officials and volunteer mechanics and marshals all of whom make up the annual team.

Apart from the brakes, the car has had a few minor problems other than those already

mentioned – a temperature indicator traced to a bad contact, a leaking exhaust but nothing that could not be fixed nor detract from our enjoyment and certainly nothing that would stop us finishing the run or our four-day journey home, which was an adventure in itself.

With a broken speedo and no odometer we can only guess that in the 10 days away we must have completed just over 2000 miles. I am already looking forward to next year and suggest to anyone reading this report that, if they have a vehicle that fits the entry criteria, then come and join us for a wonderful motor-rallying adventure. ♦

For information about next year's Classicclass or any of the MSA's other events, call 01753 748100

# Membership Profile: Motor Sport



*Colin and Janet*

It's a small world! Whilst trying to bring you, the members, the latest in Midget motor sport I bumped into that rare breed. The Trials Midget. (I said rare not extinct so no letters) ... and they're members!! Also active members of the Association of Classic Trails Clubs.

Yes it's Colin and Janet Biles and their 1973, one owner 1275cc Midget with some very special mods. Colin was kind enough to acknowledge BODGER as inspiration for at least one mod so it's not all in vain. Other mods included an inboard tank, 'fitted' twin spare half shafts and even a spare diff. All to be fitted in situ in case of failure (tough mob these trialists!).

Other mods, 1500 springs, Alloy skid tray, Heavy duty tyres with inner tubes to allow low pressure running. However I thought the twin spare wheel boot lid conversion particularly neat.

Proper car, proper people...nice to meet the members working the cars!



*Tank Mod!*

**Ed**

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# INTERNATIONAL CLASSIC MOTOR SHOW 2003



**November 8th: NEC.** Had a great day at the NEC today (as I write this).

Just missed Sterling Moss sitting in a Frogeye displayed on the Healey Drivers club stand and rumoured to belong to a MASC member but snapped by top snapper David Southcott, so saved for posterity and now that the Frogeye has a celebrity history (“as sat in by ...etc”) saved for the owner as well!!

PS: Ed would love to hear from the member with the celebrity Frog.

See main club report on page 25.

Pictured above are some highlights from the day, hope you enjoy them as much as I did.

1. Winning Frogeye (in more ways than one)
2. V8 Alloy MGA, very fast, very nice...
3. Nice Pick up! (Frogeye at work before it got a new job!)
4. THE real Landcrab (London to Sydney)
5. Frogeye for sale outside, £7500 (one of ours?)
6. Quad Cam Maserati engine, work of art

**Ed**



# NEC '03 – a Personal View

The classic car show at the NEC is a fantastic meld of the exotic un-affordable to the once everyday, but now rare vehicle. To illustrate the point; this year there was an immaculate grey Mini van with its floor mounted starter button and cream faced speedometer which drew as much admiration as the Sterling Moss 1950's Grand Prix racer across the hall.

I count myself lucky to be asked to represent the Midget and Sprite club with my Mk. 4 facelift Sprite. The car has a 1.6 K series Rover engine and other bits, which started life in Dagenham rather than Abingdon or Longbridge. Most people seem to like it. My confrontational colleges at work called it the



'Bastardised Midget'. Referring to the Sprite, as a Midget will always draw immediate verbal abuse and much amusement as they goad me into excessive over-reaction, enjoyed on both sides. No offence to my Midget owning friends, who are just as pedantic as me when their MG is maligned.

This year the Midget and Sprite stand was situated in a corner of a small hall behind a small lecture theatre. Talk about location, location, location, nobody will find us we all wailed. Wrong!

Midget and Sprite members must have a good homing instinct or you are all budding

navigators. At several times on both Saturday and Sunday we were surrounded by the faithful and newly interested.

My companions for both days were Andrew with a great self restored and painted Mk2 Sprite, Jim with his now famous Iris blue Frogeye (as featured in lots of magazines and books) very professionally assisted by Sylvia and Keith.

The boys from Surrey came to visit and stayed to rest their aching legs, very good to meet you guys in person. On Sunday the hard working Alan and Christine Barton, Chris Yates and Alan Couch who had erected the stand early on Friday ready for car occupation later in the day joined us. These folk are the backbone of the show team. Start early, finish late, and never moan. It is my privilege to praise them; they give freely of themselves and their time to keep our club rolling. THANK YOU.

While I'm on my soapbox, during the weekend I had the pleasure of talking with many people from the North of England. Always the same question, "Is there a club centre near me?" Answer, "Unfortunately no". Come on guys and gals it only takes two or three couples to start a Yorkshire, Lancashire or Northumberland group. Select a pub, stick a notice in *Mascot* and try it! Can't wait for the first Warwickshire to Northern centre visit.

And another thing! No, no only joking.

Here ends the ramblings of a midlands petrol head. If I spoke to you at the show, thanks for coming to the stand. I hope we all benefit from the meeting. Best wishes to all, except those that left their fingerprints on my highly polished wings. The fingerprints have been passed to West Midlands Police for future reference.

**Dave Parker**  
**Warwickshire Group**

*Ed says: Big thank you to Dave for report.  
(It was ME who spoke to you!)*



# Ashley Bonneville Midget

*Part two of a three part history of a Peter Renn's Supercharged Midget with many special features and some excellent reference photos. A big thank you to Peter for sharing: Ed.*

The steering wheel is a Lotus one about 1" smaller in diameter than the original, which again helps knee room. I don't like very small wheels, especially on uprated cars as they make them feel twitchy. The boss is home made from aluminium, with an MG lapel pin used for the badge.



The radio was removed (unnecessary weight – I'd rather listen to the supercharger whine) and the switch/gauge panel made up in aluminium, enamelled crackle black to match the dash. The boost gauge is an ex WD one (Merlin engine?) recalibrated to suit the blower. The seats are leather MGB ones with lowered runners as they give me more leg and head room. The rest of the interior is MK2/3, just because I prefer it.

The front end is the most obvious modification. A fibreglass one-piece panel made by Ashley Laminates in about 1961, it was originally meant for the Frogeye as you can see by the shape of the grille opening. – It

hinges forward, being held in place by spring-hooks as used on '60's racing cars like Lotuses and Coopers. It was given to me free by a very generous chap in York who'd had it sitting in his garden for about twenty years. He said "take it away before the kids use it as a sledge next winter!"

Don't let anyone tell you fibreglass is better than steel as it doesn't rot. What it does do is craze, warp and sag – especially if it has been lying on top of a shed for two decades.

The bodyshop man and I had to cut slits in the wings to pull it back into shape, then reinforce with extra layers of glass matting to hold it there. The surface was covered in small star cracks. I had to sand off the entire gel coat and re cover it with fine glass tissue to prevent them from coming back – a huge job which took almost as long as the preparation of the rest of the body. The fibreglass bootlid warped every time it went into the paint oven so the fit is less than perfect, but as it was originally made for one of the Abingdon works cars I had to persist with it.

The suspension is all Frontline Costello. I must be one of Tim Fenna's best customers as I keep buying all his stuff. This is for the simple reason that it is very cleverly engineered, and it works beautifully. The



Ashley Laminates Advert 1961

front suspension gives effective double wishbones and Koni dampers which improve the ride, braking and control beyond measure. The rear has both telescopic dampers and the new RTL – a double Watts-linkage arrangement, which lowers the rear roll centre and locates the axle laterally for better handling.

I also have the Frontline 9 inch “supersport” front disc brakes which are cross drilled, running EBC Kevlar pads, all of which I heartily recommend! There’s a big 11/16” front anti roll bar and all the bushes are polyurethane. All this means I can give Lotus Elans a hard time on track days..

There is also a Ford 5 speed gearbox hiding in there. This is relatively heavy but the extra ratio makes the car a lot more useable on motorways, plus it is able to take a lot more torque than the standard unit. I also run a larger clutch and one of those dinky reduction geared starter motors. – No more prayers to the Ampere god when starting on a cold morning!

**Peter Renn**

*Ed says: Excellent, it just gets better, look for the final part in February’s issue.*

## An American Heirloom

### The Story of a Healey

An automobile can be like any other heirloom, a Victorian brooch or the portrait of an obscure uncle, passed down through the generations as a symbol of clan continuity. In my case, the car is a 1965 Austin Healey 3000 Mark III convertible in British racing green. It sits in my sister’s spotless garage in Los Angeles, rarely driven but highly prized, a six-cylinder reminder of all that survives in a family and all that doesn’t.

Designed as a lower-priced alternative to the Jaguar, the Austin Healey 3000 is an MG on steroids, a curvy, low-slung, long-snouted number with a black vinyl interior, a beautiful dash veneered in burl walnut, and an oval chrome grille that resembles a maniacal grin. It joined our family in the mid-1960’s when my father, Dan, a Navy pilot, was posted with the United States European Command near Paris. Whenever Dad was on leave we would jump in the Healey and explore the Continent: camping in Belgium, skiing in West Germany; the Netherlands for Queen Juliana’s birthday.

My parents drove with the top down, even in the winter. Wedged into the hard, tiny back seat next to my older brother, Mark, I would steal frequent nervous glances at the speedometer needle as it trembled toward the triple digits and the road became a runway bordered by smeared trees. The wind

whipped my hair with such force that the ends stung my cheeks. “The Healey sure makes point-to-point travel faster, what with no speed limits,” Dad wrote in his 1965 Christmas letter to relatives back home. “On some freeways we can eat up many miles at 100 to 110 m.p.h.”

On May 2, 1966, a week before our return to the United States, Dad got his dream car: a 1966 Porsche 912 coupe in the same deep green. Three days later he let Mom drive it while he attended a Navy function. On a country road she lost control and rolled the Porsche in a field of nettles. Dad, still in his dress whites, drove Mark and me to the accident scene. From a distance I could see Mom perched cross-legged on top of the car’s dented roof, rigid with shock, her eyes locked to the horizon like a sailor scanning for icebergs. I was only 5, so the reason for our return to the States escaped me, but Mom knew and could see what was coming.

The Healey followed us to the States. But the Porsche was a total loss, and Dad had another one shipped to him in Florida, where we lived for two years while he flew reconnaissance missions over North Vietnam. In the spring of 1969, when he did not make it back from his second cruise, the three of us were left with little but his life insurance



payouts and two sports cars the colour of four-leaf clovers.

Mom was pregnant with my sister, Marda, at the time, and she loved to take the Healey out with the top down well into her ninth month. The wind in her hair took the edge off her grief. She adored that car. I preferred the Porsche – the seats were softer – and when Mom sold it a year later for a song, I was heartbroken.

Marda loved the Healey practically from birth. She would pretend to drive it while imitating the engine's distinctive gravelly purr. Later, after we moved to Colorado, she would sit on Mom's lap and steer the car around our long driveway. The Healey was prone to collapse, though Mark intrepidly drove it to high school. "It was not the most comfortable car," he recalled recently. "It was hot, it was noisy, and the back seat was useless. In the winter it slipped all over the place."

By the early 1980's Mark and I were out of the house, and Mom, who lived in Southern California by then, started taking Marda to Austin Healey meets, gatherings of like-minded enthusiasts. The meets were basically Mom's excuse to meet men, but Marda enjoyed seeing all the shiny cars. In 1980, when Marda was 11, they met a couple from Encino, Don and Gloria Fischer. Don, a professor at the School of Dentistry at the University of California at Los Angeles, owned a prize-winning 3000 that he had impeccably restored. And so the tall, kind man with the three Healeys became Marda's surrogate father, bonded by their love for a car.

In 1985, as Marda approached driving age, Don decided that the Healey was too unreliable for her. He proposed a project. Working in his garage, they disassembled the car down to its frame and, every weekend for

a year, put it back together. Under Don's tutelage Marda rebuilt the engine, painted the body, and repaired the cracked dashboard with a new veneer, applying seven coats of varnish with painstaking care. Marda had never known her father, but she got to know his car down to the last bolt and screw, as if it were a puzzle that, when completed, would restore a piece of her past.

Mom signed the registration over to Marda on her 16th birthday, and she has had the car ever since. "I love the Healey because it was Dad's," she told me on the phone the other day. "Restoring it was important to me. Besides, it's a great car."

I replied: "But the seats were hard. It was drafty."

"The Healey is a driver's car," she explained patiently. "It likes to be driven hard. You always smell like the car when you're done driving it; like oil and gas and dirt."

Marda is 34 now, with two children. We live on opposite coasts, and whenever I visit her I make a point of looking in on the Healey. Mom died two years ago, but it is easy enough to picture her zooming around town, her belly so big it barely fit behind the wheel.

I can see Dad, too, grinning broadly and relishing the next best thing to being in the cockpit. Marda may have the car, but I have the memories. I'm sure she would trade with me in a heartbeat, but I wouldn't. Remembering the car and the parents who owned it is enough.

And the Healey's next owner may be in the wings. My 3-year-old niece, Haley, loves to sit behind the wheel, pretending to steer. When Haley saw Marda back it out of the garage for the first time, she screamed, "Mommy, it works, it works!" Then she begged to go for a ride.

*Ed says: Many Thanks to Alan (alan.east-jones@ntlworld.com) and the Bugeye Group <<http://autos.groups.yahoo.com/group/bugeye>> for this piece originally thought to have come from the NY Times. Printed for review purposes only, all original copyrights acknowledged.*



# Found Abroad

Hot on the heels of David Wright's excellent big Healey comes a small one! Martin Bird, a Surrey Area man spotted this white Frogeye at Mount Etna, in Sicily this summer. It was participating in a local rally with mainly local Fiats.

Martin explained that he had managed a hand language conversation with the owner: "Me (hand on chest) have a 'rosso' (hand wave to car) 'frog' in (more hand waving to union jack flag in frog window) England". Despite the obvious problems Martin made a friend, which is what the cars are all about.



Many thanks to Martin for sharing this tale. Any body got any other holiday snaps?

**Ed**

# Mystery Car Appeal

## 2.4 Healey Saloon 1948

The following photos were taken at the Classic Car show NEC Nov 2003. The owner, P. Freeman of Norfolk 07765 401363, was appealing for any info on this vehicle's coachwork or history. Can we help? Pls contact directly but let *Mascot* know as well.



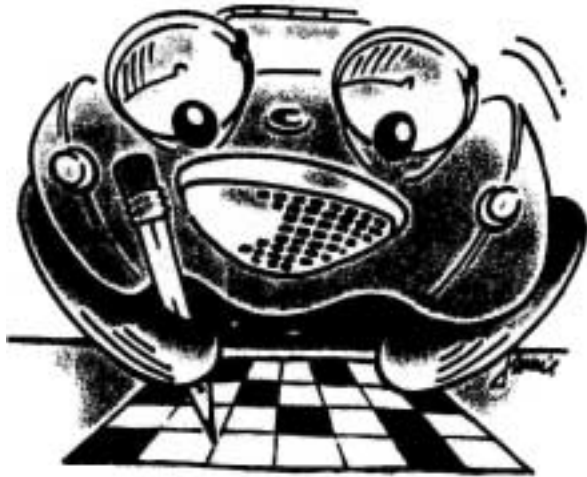
YES! It's Mystery Car number two.



# Christmas Crossword

Ed says: Well if you got this far then you know how old this is. Worse than 2001 and not as good a Cambridges excellent 'homemade' 2002! No answers at all....but if you have a go and think you have done it, let me know and I'll publish the answers in February! Merry Christmas. (Credit to Moss USA and Ray English for donating it) NB The prize HAS expired!!

## Spridgetly scribbles



**F**or your holiday enjoyment we thought we'd expose you to our Little British Car Crossword, compiled and submitted by David A. McGrath of Stratford, Connecticut. If you manage to complete it, then why not send it to us at *Moss Motoring Crossword*, 440 Rutherford Street, Goleta, California 93117? The first correct entry opened after January 1, 1998 will receive a \$25.00 gift certificate. Photocopies are accepted so you don't have to destroy your favorite LBC magazine! The answers will be given in the Spring, 1998 issue of *Mass Motoring*.

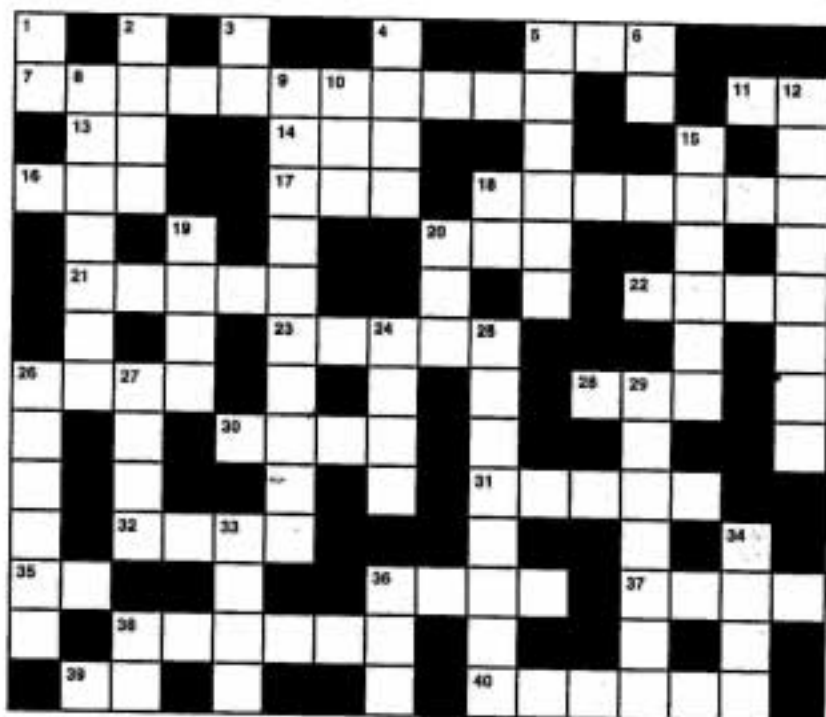
If you like crosswords, let us know and we'll try to arrange some more. Alternatively, if you can compile crosswords with a LBC slant, we'd be delighted to hear from you!

## DOWN

1. Morris Garages car
2. Fender
3. Driver's side
4. \_\_\_\_\_ Nuffield
5. High beam switch
6. Means Grand Touring
8. British car that doesn't leak anything
9. Premier of XK120 and TR3
10. Muffler installation position
12. Neglected or abandoned
15. Heart or guts of auto
18. Carburetor brand
19. \_\_\_\_\_ Tailed Morgan SS Aero
20. Initials of Irish auto company
24. Lubes



# "LBC" CROSSWORD!



25. Eared or Safety  
 26. \_\_\_\_\_ Harness  
 27. Triumph's "Edsel"  
 29. Class of wine or cars  
 33. Manual is the source of this  
 34. Union Jack; Red, White and \_\_\_\_\_  
 36. Old Speckled \_\_\_\_\_  
 38. Late 40's MG
- ACROSS**
5. \_\_\_\_\_ Leg  
 7. Body designer (First initial and last name)  
 11. Early '50s MG  
 13. Thread direction when tightening  
 14. Found in pneumatic tires  
 16. True racing color (Initials)
17. Stop color  
 18. Wrench  
 20. Hood bulge \_\_\_\_\_ to carb clearance  
 21. Phillips (Head)  
 22. Rocker  
 23. Rarely in a vintage dash  
 26. Abingdon from London  
 28. Blvd.  
 30. Imperfection in wood fascia  
 31. To rotate a handle or pest  
 32. Under mechanic's nails  
 35. J. Lucas: Prince of Light?  
 36. Bonnet  
 37. If no IRS: Live \_\_\_\_\_  
 38. Triumph not imported here  
 39. Ignition maker  
 40. Welch (Plug)



# Frogeye Car Company (FCC)

## A photo history of 'The Last of the Healey's'!

In response to repeated requests I have pulled together some photos I had previously posted on the web (for those without web access) regarding the FCC product. In addition there are some previously unpublished photos, the original brochure and more Geoffrey Healey content. By necessity my information is based on my own experience and the history of 643MNP.

In the early days Geoffrey Healey did a lot of the development work at home in the Cape's workshop and yard. (Photos: Reproduced for review purposes only from 'More Healey's', Geoffrey's last book, published by Hayes and featuring the Isle of Wight Frogeye. Also on the front fly cover. A very good buy!)



*Geoffrey busy at the Cape*



*Factory floor*

With the car on the market and being greeted to rave reviews by everybody from Classic Cars Magazine to the Daily Telegraph, yours truly decides to take the plunge.

The next step is the factory as 643MNP is built up to a rolling chassis. Owner's choice of final assembly or factory build determines engine choice, state of tune and final spec. Geoffrey used to say that the IoW factory was similar to the 'Cape' in the early days of the Donald Healey Motor Co.

With the car on the road the next stop is Warwick for GH to road test, sign off and approve the car to carry the Dash Plaque, 'Approved by Geoffrey Healey'. This was under the licensing deal between the Frogeye Car Company and The Healey family, owners of the 'Healey' trade name.

Six years later and 643MNP returns to the factory for a re-trim and the latest



*The Deal is struck at the NEC! Geoffrey Healey looks on approvingly.*

transmission tunnels modifications. This is the height of the export boom with 70% of production going to Japan.

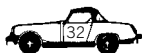
Several years later she is invited back for a back-to-back test with the latest K Series, type approved 'new' IoW Frogeye Super Sprites. Whilst there, we inspect the last customer car fitted with the improved fuel cell and dashboard.

At the time of writing the Isle of Wight 'Healey Frogeye' and 'Supersprite' were the last cars licensed to use the Healey name.

The Last Healey's...



*643MNP gets the once over from Geoffrey Healey at the Cape*



# Healey

FROGEYE

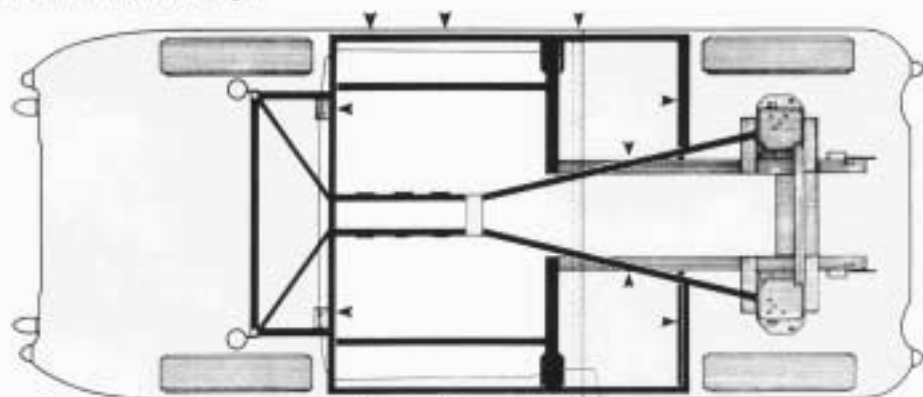


The Austin-Healey F1000 Sprint typifies a period when sports cars were synonymous with being British. The simple lines, functional driving compartment and proven mechanical components being typical of British sports cars of the Fifties and early Sixties.

Conceived by the late Donald Healey CBE, and engineered in collaboration with his son Geoffrey, it was, when introduced, hailed as the cheapest 4-cylinder sports-car available: this was an achievement in itself. The price, coupled with the car's pedigree, mechanical simplicity and design innovation, would rapidly instigate a new era in the popularity of sports-car ownership. For these reasons alone it was destined to become a classic.

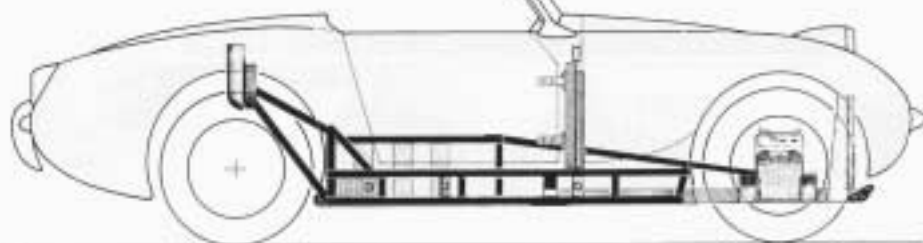
The Healey F1000 continues this tradition, retaining the restage of the period, but utilising the technology of today. The galvanised chassis and GRP body guarantee maximum resistance to corrosion, the updated rear suspension provides improvements in ride comfort and handling, and the tailored carpets and stylish vinyl finished interior add quality to the driving compartment. With a power output approaching 70 BHP and a kerb weight of under 625 Kgs, the Healey F1000 is a lively performer. Its compact dimensions, very low centre of gravity and precise steering providing maximum stability thereby allowing the considerably improved performance to be safely enjoyed.

Heavy-duty GRP bodyshell with high-impact resistance, rubber mounted to a galvanised 16-gauge box-section steel chassis of proved design.



A INDICATES LOCATION OF RETAINING BOLTS

JACKING POINT



My father, the late Donald Healey CBE, saw the prototype of what was to become the Healey F1000 at his home in Gorwellit, being very impressed, he instructed me to become involved in what he considered to be an excellent project.

The result is a sports-car in the Healey tradition.



21st Feb. 1990

## Healey Cars

Simson Motor Works, Simson Street,  
Ryde, Isle of Wight PO33 1JQ  
Telephone: (0883) 816616





*643MNP back in its spiritual home*

Footnote: The Frogeye Car Company was sold in 1999/2000 to a foreign investor. As yet no details are available with regard to planned re-commencement of production. The licensing deal for the use of the Healey name ceased with the sale of the company.

**Ed: aka Mike North**



*The first and the last of the line!*



*The last customer car sold!*

## Technical Feature

### Brian does his Pedal box



When changing from drums to front discs on my Frogeye I decided to fit the separate master cylinders and pedal box from later Spridgets. This is a much cheaper option than using the 3/4inch twin units and are very simple to fit. The existing aperture is reinforced by 5/8 angle iron and two simple hacksaw cuts as in the photo enables the flap to be bent at right angles. The pedal pivot bolt may need to have the head or nut cut to effect a clearance across the aperture. The pedal box should now drop straight in and the eight fixing holes can now be drilled through. Two blanking plates will also be needed to close the aperture top and bottom.

**Brian Pye  
Somerset**

*Ed says: Merry Christmas Brian, thanks for sharing the last three months worth of Frogeye Technical stuff. Great!*



# Letters

## Market Place 'Find a Part' Service

We recently had an enquiry from John Platt (see Market Place "Wants") for a hardtop for an early Mk I Sprite. We don't know if there is any such thing, so decided to see what we could find out. There was no reply from "Horler Towers" so unearthed the "Bible" from its permanent resting place on the coffee table, and yes, it does get polished every week, the "Bible" that is, not the coffee table! Basically the 9 – stud windscreen Sprite had been replaced by the 2 – stud before the hardtop was introduced. Does anyone know if a top was produced at a later date which could be fitted to the 9 stud windscreen? – REMEMBER, it's your duty to share your knowledge with other members! OR, might it just be simpler to fit a later style windscreen?

**Jenny and David Smith**

P.S. Did you see "Jez" Clarkson – Top Gear Sunday 9th November? The bit you did not see, was when the very heavy but beautiful Bentley refused to leave Budleigh Salterton beach. Jez drove off into the sunset in a huff, and left several minions to sort the problem of pushing the sunken car off the beach!

Ed says: Excellent new service!! ☺ (*Mascot* gossip also welcome)

## Frogeye Trying to Come Home

I have a 1958 Sprite Frog Eye for sale. It is white with red upholstery and black soft top and tonneau cover. It is in good condition, new tyres, and full running order with 32,300 miles on the clock.

I am in Cape Town, South Africa. Would anyone be interested in purchasing. We will assist with packing and transport.

Please let me know if there is interest.

**Roger Pitlo**

**E-mail: [pitlowr@cis.co.za](mailto:pitlowr@cis.co.za)**

Ed says: Early Christmas pressy for somebody ☺

## Healey Drivers Club

After nearly 40 years of owning my beloved Frogeye, I finally have got around to joining the Sprite and Midget Club, and I am enjoying the monthly magazine which is both well produced and interesting.

I know that the Club has no representative here in Cornwall – but don't get me wrong, I am not volunteering for the job! As president of the Healey Drivers Club however, I would like to extend an invitation to any of your members within striking distance to join us at our monthly meeting which is held on the first Tuesday of the month at the Seiner's Arms, Perranporth, after 8pm. The hotel is situated on the sea front and has ample free parking.

We are an enthusiastic bunch of people and we have several Sprite owners in our membership, and we all share a common interest, namely Austin Healey. I am not 'poaching' new members, there is no obligation to join, but I think that we can all benefit from getting together to further this interest, and I can guarantee a warm welcome to all.

**Brian Healey**

*Ed says: Hands across the void etc, nice of Brian to be big enough to invite us without demanding membership etc, SO ...if your close, the Christmas noggins might be a good place to start!! Merry Christmas to all the Healey Drivers (including ours) ☺*



## Bodger Letter

Just a quick one for Bodgers Corner- if you want an unleaded head for a 1275 engine- go to a scrappy and get one off a 1300 Maestro. It will bolt straight onto a Midget block. The only difference is that it has no provision for the by-pass hose, so use a Metro water pump with a blanked off by-pass connection and drill a 1/4" hole in the thermostat top plate. I did this conversion 2 years ago and have had no problems. At the same time I fitted the Maestro carb. (13/4" SU) on an MG Metro inlet manifold and the car runs better and is more economical. Total cost £10 for a scrap Maestro and £5.00 for the manifold from an autojumble. Don't mind if you include my email. I may be able to help if someone wants to do a similar conversion.

**Bob Lee**

**bob@combsgreen16.fsnet.co.uk**

*Ed says: Good enough to jump the 'bodger' queue!!*

## Sprite Cooling letter

In reply to John Hazzard's letter in the November issue I'd like to reassure him that it is possible to cool a tuned 1275 in an early car with the standard radiator (plus other bits).

My Mk2 Sprite has a tuned thick flange 1275 producing about 100hp at the flywheel. The car does about 8000 miles a year and I have never (touch wood) suffered overheating problems.

My car has the standard vertical flow radiator (re-cored a few years ago), no engine fan and a Kenlow fitted as a sucker not a pusher (i.e. it is inside the engine bay pulling air through the radiator). The water pump is of the cast impellor type, in this case a Mini-spares "heavy duty" one. I also have a standard height oil cooler and oil thermostat.

These days the car runs with a Metro cylinder head and consequently no bypass hose (hurrah). However this post dates all the other mods and appears to have made no difference to the cooling.

The fundamental differences between our setups would appear to be: Fan mounted as a sucker rather than a pusher (I believe this might be significant). Re-cored rad (possibly a more modern core). Oil cooler. Different front body work arrangements between Sprites 1 and 2.

Anyone requiring more details is welcome to contact me at: [jeremy.cogman@btopenworld.com](mailto:jeremy.cogman@btopenworld.com)

**Jeremy Cogman**

*Ed says: Cool answer (och!) Any more?*

## Overheating Frogeye letter

A few ideas (you may be inundated or desperate, who knows), covering areas you haven't mentioned, but may well have tried already. Some are very simple, but please don't take anything as an insult! I'm a Mk2 Sprite owner, mildly hotted and also have a Racing Morris Minor – an oxymoron perhaps. Both run standard radiators with no problem. The Morris has no fan at all! (Although it rarely has to sit for half an hour in a traffic jam.) I am sure that you shouldn't need to change anything drastically, just make sure that what you have is in perfect order.

The real no-brainer (sorry): Is it really overheating? A high gauge reading could be a faulty gauge. It pushes water out, but all engines need a bit of water-expansion space. When cold, leave at least a pint of airspace in the radiator top. Run the overflow pipe into a plastic bottle to catch and inspect the lost water, to see how much there is, and if it's at all oily...

Bleeding: mentioned elsewhere in the mag. Air locks will definitely give a problem. You can just run it with the top heater hose loose, wait for the water to start squirting out and stuff it back on quick before you get too wet!



You flushed the rad, but what about the block? It seems to have started quite suddenly, as you say you had no probs last year. Rust flakes and scale can move around, and some of the block passages are vulnerable to blocking by bits of crud. It's obviously best to clean the block when it's out, but sometimes putting the garden hose both ways through the block's waterways can loosen a lot of stuff. (Worth removing the thermostat for this! And if you're keen enough, pull out the core plugs to be sure, but make sure you can fit new ones properly in situ.)

Hoses can swell internally, delaminate and close up, although this seems rare these days. I guess you've checked them.

I really hope you find a simple answer. I know how frustrating it is not getting your regular doses of Spridget motoring. Best of luck.

**Andrew Cross**

**Quality and Accreditation Manager, Vehicle Certification Agency**

*Ed says: More good thoughts...*

## **Webmonster letter – a Spam Free Christmas**

The best way to avoid SPAM is to not have internet access!

A rather less extreme policy would be to follow these simple but effective tips:

1. Do not reply to any spam even if the spam email suggests that doing so will remove you from their mailing lists.
2. Do not disclose your email address unless you have to or you trust the organisation that is collecting this data.
3. Do not post messages to user groups, chat rooms or other internet based sites that display your email address to third parties.
4. Consider using free email addresses for activities that may be more likely to attract spam.
5. When sending emails to large groups of people, consider using bcc rather than cc as this keeps email addresses more private.
6. If you need to display your email address on a website, try not to display your email address as text but rather as a picture.

If they don't know who you are they can't mail you!

A Spamfree Christmas to all

**The Webmonster**

## **Fried or Boiled Continued...**

For many years I have suffered overheating in a variety of cars. EVERY time I have traced it to and solved it with NEW RADIATORS!!

Even after a back flush which looked fine, ultimately it was still a part blocked or failed Rad. Recommend either a new core in the existing shell or a complete new one. Add an expansion tank to save coolant on long runs and add 50/50 antifreeze as it avoids corrosion and also lowers the boiling point a bit.

Hope you solve your problem

**S V Chandler**

Ed says: John Hazard's letter is a real pot boiler (sorry)...SV's letter copy typed and edited for length.



## Moss Press Release

Distributor and Manufacturer of Parts and Accessories for Sports and Classic Cars

### **Want up to 40% more bhp from your MGB? Then see what Moss have released.**

So, here's your problem, your MGB is reliable, great to drive, handles well and stops, but, you want (lots and lots) more Power and Performance from your 5-bearing MGB, but, you only want to spend a few hours tinkering over the weekend, and, you want to increase the bhp by up to 40%!

Well, thanks to Moss, now you can.

But first the good news.

Even though this system gives you more bhp and, a significant increase in Torque, it does it throughout the standard rev range.

But what is it like to use?

From 20mph in 4th gear, it will accelerate like you wouldn't believe and, on single carriage-way roads you can overtake without seeing your life flash before your eyes as the next bend approaches.

From a fuel point of view, if you drive normally consumption should remain the same, if you drive hard through the gears/rev range, then expect an increase in fuel being used, but it should still be better than say if you were running a 'fully modified' 1800/2200cc engine.

What models do they fit?

The Moss supercharger kit is suitable for all 5 bearing RHD – and LHD European MGB's (1968-1974 and 1975-1980), the only difference being in the accelerator cable, both of which are supplied with the kit. They are also developing supercharger kits for 3-main bearing MGB's and MGA's.

All Kits come with KandN sports filter, all necessary fittings and detailed instructions.

So what else do you need to change or fit?

Providing your engine is mechanically sound (bearings/crankshaft etc), the answer is virtually nothing.

If you want to tune your ignition system (to maximise the full benefits of the Supercharger), Moss do recommend you change your distributor.

With economy in mind, they suggest you use distributor '12H5038' with a 10° static advance.

If you require full power potential then you will need their 8° static advance distributor TMG10771.

Impressed, we were.

To sum up in one word – Awesome!

Supercharger kits are available ex-stock from Moss under part number MGS10860.

**Moss Europe Ltd**  
**Tel: 020 8867 2000**  
**moss-europe.co.uk**

*Late news*

*They are also looking at Supercharger kits for the 'A' series engines. Now, that really would be fun. Ed*



# Market Place – December

Adverts to be received before 10th each month

Tel 01395 446353 Email: bobndook@tiscali.co.uk

Or Post to:

David Smith, Doric Lodge, 10 Mansfield Terrace, Budleigh Salterton, Devon EX9 6EN

## SALES

**Frogeye spares:** 948cc Gold Seal engine (no ancillaries, condition unknown). Gearbox (condition unknown). Hood (V.G.C.).

Side-screens (V.G.C.). Hood frame. 4 steel wheels (2 with good Michelins). Dash with instruments, (except fuel gauge). Pair 1 1/8" S.U.'s. Mech fuel pump. Plus various other items, would prefer to sell as complete lot, all sensible offers considered.

**Ron 01959 532355 (Kent)**

**Four Rostyle wheels** complete with new tyres to fit a 1979 Midget £65.

**Malcolm email malcolmevans52@aol.com (Surrey)**

**1958 Frogeye Sprite**, white with red upholstery, black hood and tonneau. It is in good condition, new tyres and full running order with 32,300 miles on clock. The car and I are in Cape Town, South Africa, and if anyone is interested, we will assist with shipping charges.

**Roger Pitlo email pitlowr@cis.co.za**

**1974 R.W.A. Midget** in very good condition.

Osselli unleaded head, other mild tweaks to make it an up to date road car, owned 12 years. Lots of spares £2400 o.n.o. ALSO KAD Spridget reg in 1967, stunning BRG, seam welded RWA shell, KAD built 1460cc "A" series with steel crank. KAD 16V big valve head, Kent L14 cams, twin 45DCOEs, 4B manifold, Janspeed exhaust, comp clutch, Toyota 5 speed box, Quaife LSD, 14" Wheels, 4 pot/vent discs, Frontline suspension – list goes on. Now needs to go to new home.

**Richard 01884 821046 (Devon)**

**1275cc Marina** block/crank/rods £10.

1275cc Marina block/crank/rods c/w timing gear and flywheel £20. Minifin brake drums,

good condition £40. For 3. 1966 Sprite seat, blue/white piping. Base rusty, but not rotten, squab naff/restorable – free to good home.

**Roger 01638 742348 (Newmarket)**

**1971 J Reg Midget**, in Bronze Yellow (bare metal respray), very good order throughout, modified Mechs spec unleaded engine, Toyota 5-speed box, telescopic shocks all round, servo, hardtop, numerous spares and comprehensive history file. Tax and MOT, £3500 ono.

**Keith 01777 703146 (Retford, Notts)**

**Midget/Sprite** wiring looms, brand new in sealed packages. AHA 8694 cloth bound main loom – list £120.18p. GAN 4 60460 – 66225, HAN 9 72041 – 77590, Nov 67 to Dec 68. AHA 8421 cloth bound rear loom – list £32.25p. GAN 4 58112 to end GAN 4. HAN 9 70268 to end HAN 9. Sept 67 onwards end GAN 4/HAN 9. Sell for £100 pair, but may split. Midget/Sprite security lock kit, doors only – brand new cost £50, sell for £30 or £125 the lot inc. carriage.

**George 01457 864536 (Derbyshire)**

## WANTS

**Frogeye chrome work**, panels, in fact anything to start my first project.

**Ken 01482 641166**

**Hardtop** to suit 9 stud windscreen 1958 Frogeye Sprite.

**John 01789 488321 (Warks)**

**Mk I/Mk II Sprite Cockpit** trim – aluminium capping for dashboard and doors.

**Alan 01322 384050 or**

**alan.anstead@btopenworld.com**

*And....a very Merry Christmas  
to all our customers!  
See you in February 2004.*



# MIDGET & SPRITE CLUB REGALIA

Be recognised as a Midget & Sprite Club Member with any of our exclusive designer range of regalia items.

**Sweatshirts-** (In Blue, Red, Bottle Green & Black With embroidered Club Logo) - Please state size and colour required. Each @ £17.00 + £1.75 p&p

**T-Shirts-** (In Blue, Black, Green, Red & White with screen printed Club Logo) Please state size and colour required. Each @ £10.50 + £1.25 p&p

**Grille Badge-** £20.00 inc p&p

**Cloth Badge-** £2.75 inc p&p

**Windscreen sticker with Club Logo,** in Black, Red & Silver. £1.00 inc p&p

**Leather key fob with club logo,** in Black, Red & White. £2.25 inc p&p

Midget & Sprite Club **"Buyers Guide"** £4.50 inc p&p

**Sprite 40th Anniversary** windscreen stickers. £1.25 inc p&p

**Poloshirts** (Red, Royal Blue, Bottle Green: Embossed Logo)

Sizes: S, M, L, XL, XXL. Please state size and colour. Each @ £12.00 + £1.25 p&p

**Fleece Jackets** (Black and Bottle Green: Embossed Logo)

Sizes: S, M, L, XL, XXL. Please state size and colour. Each @ £25.00 + £2.25 p&p

**Baseball Style Caps** (Black brushed cotton with a Red Suede Peak, Embossed Logo)  
Each @ £7.50 inc p&p



PRICES SUBJECT TO CHANGE

*Cheques and Postal Orders should be made payable to the*  
**Midget & Sprite Club.**

SEND YOUR ORDERS WITH CHEQUE OR POSTAL ORDER TO:-

**Christine Barton, Regalia Officer, Midget & Sprite Club**  
10 Wrens Park Avenue, Walmley, Sutton Coldfield, West Midlands B76 8LP  
Tel 0121 3512513

# **HARDY ENGINEERING**

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FOR ALL SPRITES & MIDGETS FROM FROGEYE TO  
RUBBER BUMPER HELD IN STOCK.  
EXCHANGE OR OVERHAUL YOUR UNIT.  
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**Ask for Bill or Neil, Club discount given.**