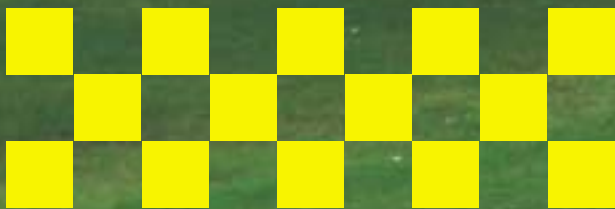


October 2007

£2 No. 283

Mascot



The Magazine
of the
Midget & Sprite
Club

www.midgetandspriteclub.co.uk



Move your insurance up a gear with Aon



Most insurers will treat you as just another customer – Aon treats you as an individual.

As a traditional insurance broker offering a first class standard of care, we will provide a car insurance policy that perfectly complements your unique driving needs.

Whether you're covering a classic, sports or everyday car our Client Managers will deliver a professional insurance solution that's tailored to your specific requirements.

As a member of a car club we can offer you up to a 10% discount off your premium.

To discuss your requirements further, please call us on

08705 70 80 90

insureyourcar@aon.co.uk

www.specialistcars.aon.co.uk

AON

Aon Limited is authorised and regulated by the Financial Services Authority in respect of insurance mediation activities only. Telephone calls may be recorded or monitored. FP3608.02.07

Classic, Sports & Prestige Cars • High Value Home • Investment Property • Holiday Home

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

COMMITTEE

CHAIRPERSON	Bill Mohan , Tel: 0121 353 7211 or mobile 0798 461 6371 email: bill.mohan@btinternet.com
GENERAL SECRETARY	Terry Horler , 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770
TREASURER	Anita Lachowicz , 5 Park Grove, Knaresborough, Yorks. HG5 9ET. Tel: 01423 862738 Mobile: 07720 725429 email: spridget.girl@ntlworld.com
MEMBERSHIP	John Platt , 2 Pear Tree Gardens, Bearley Road, Aston Cantlow, Henley-in-Arden, Warks. B95 6HT. Tel: 01789 488321 email: membership@midgetandspriteclub.co.uk
MAGAZINE EDITOR	Barry Lowe , email: editor@midgetandspriteclub.co.uk Tel: 01943 608900 10am to 9pm, UK time
WEBMASTER	Toby Ancombe , 7 Lysander Court, High Road, North Weald, Epping, CM16 1HF. email: tobyanscombe@taratec.co.uk
GENERAL MEMBER	Martin Ellis , 22 Dartmouth Mews, Morley, Leeds, LS27 0UA. Tel: 0113 2049126 email: halimart@hotmail.com
GENERAL MEMBER	Gary Lazarus , 40B Hungerford Road, London, N7 9LP. Tel: 0207700 5696 email: garylazarus@blueyonder.co.uk
GENERAL MEMBER	Alan Lo , 23 Charnell Road, Staple Hill, Bristol, BS16 5NE. Tel: 01179 572 617 email: alan@mobuzzing.net

OFFICERS

CLUB ARCHIVIST	Terry Horler , 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770
TECHNICAL ADVISER	Vacant
EVENTS CO-ORDINATOR	Vacant
MEMBERS ADVERTISING	Alan Lo , Tel: 0117 9572617 Mob: 0775 3867806 email: alan@mobuzzing.net
MUTUAL ASSISTANCE	David Hill , Llyserfan, Beulah, Newcastle Emlyn, Ceredigion. SA38 9QB. Tel: 01239 811307 email: david@hillnet.clara.net
CO-ORDINATOR	Bob Clarkson , Tel: 01902 842643 email: raclarkson@tiscali.co.uk
CAR REGISTER	Mike Grout , Tel: 01603 890211 email: mike@motorparts.freeseerve.co.uk
REGALIA OFFICER	Gary Lazarus , 40B Hungerford Road, London, N7 9LP. Tel: 020 7700 5696. email: garylazarus@blueyonder.co.uk
TRADE ADVERTISING	

AREA REPRESENTATIVES

BRISTOL	Alan Lo , Tel: 0117 9572617 Mob: 0775 3867806 email: alan@mobuzzing.net
CAMBRIDGESHIRE	David Dixon , Tel: 01733 222810 email: e-dave@ntlworld.com
DEVON	Vacant
DORSET	Ian Beaver , Tel: 01722 326840 email: ian.beaver@btinternet.com
	Bryan Fox , Tel: 01202 683842 home, 01202 674017 work email: sueandbry@x877.wanadoo.co.uk
ESSEX	Lee Reed , Tel: 01255 424112 email: lnreed@aol.com
HAMPSHIRE	Terry Langridge , Tel: 01252 626063 email: Hampshire.spridget@ntlworld.com
HOME COUNTIES	Chris Jackson , Tel: 01707 261567 chrispat@holwell8.freeseerve.co.uk
NORTH WEST	or Mark Hall , Tel: 01296 660103 markdhall@aol.com
KENT	Alan Anstead , Tel: 01322 384050 email: alan.anstead@btoopenworld.com
LINCOLNSHIRE	Brian Jeffery , Tel: 01522 531425 or mobile: 07952 969514 email: brianlincs@btinternet.com
LONDON	Gary Lazarus , Tel: 020 7700 5696 email: garylazarus@blueyonder.co.uk
SOUTH STAFFS &	Bill Mohan , Tel: 0121 353 7211 or mobile: 0798 461 6371 email: bill.mohan@btinternet.com
NORTH BIRMINGHAM	
CENTRAL SCOTLAND	Carson Thomson , Tel: 0141 245 6327 day or 013606 22334 evening email: THOMSON.C@sky.com
	Les & Diane Robinson , Tel: 01772 432138 email: lesrobinson@blueyonder.co.uk
NORTH WEST	Barry Stannage , Tel: 02390 401726 or mobile 07769 705497 or email barrystannage@aol.com
NORTHERN IRELAND	Ian Cooke , Tel: 0115 938 3838 email: ilc@bgs.ac.uk
NOTTS/DERBY	Dave Bearne , Tel: 01823 412004 email: david.bearne@lloydstsb.co.uk
SOMERSET	Alan Anstead , Tel: 01322 384050 email: alan.anstead@btoopenworld.com
SURREY	Alan Couch , Tel: 01564 773302
WARWICKSHIRE	Chris Yates , Tel: 01608 665066 email: chrishe@tiscali.co.uk
	Vacant
WILTSHIRE	Anita Lachowicz , Tel: 01423 862738 or mobile: 07720 725429 email: spridget.girl@ntlworld.com
YORKSHIRE	

Also see the Club Nights section on page 3 for new areas and contacts.

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

© Midget & Sprite Club

Wheelnut October '07

October already! Where has this year gone? Well, by the time you get to read my chatterings in this esteemed column, the 2008 Official MASC Calendar will be on sale. This has been a massive job, as far as time is concerned (worth about 3 or 4 issues of MASCOT rolled into one!). I must say a tremendous THANKS to Jonathan Whitehouse-Bird for his tireless commitment in producing the final design. I'm sure you'll all be impressed. It will really give a big boost to the promotion of the Midget & Sprite Club in its SILVER JUBILEE year. I must also, of course, thank everyone who sent in their photographs for this project, without which there wouldn't be a Calendar to offer. Please order your copies through Mike Grout our Regalia Officer. The Calendar has been produced as a limited print-run only, so please make sure you order as early as possible to avoid disappointment.

Also inside this month ... Terry gets away in his Frogeye (see Secretarial Scribblings – he also has a trip to the Cotswolds further on; so he must have decided to get out more!). In fact this whole issue does seem to be a bit of a Frogeye Special Edition as there are 2 articles about Mk1 restorations – one on-going; and one completed (and soon to be featured in the first 2 episodes of Wreck Rescue on Discovery Realltime). On the technical side there are also 2 superb pieces on Master Cylinders for you to study. And as it's October, we have a small offering from the Goodwood Revival from last month along with an accompanying front cover shot. There's a write-up from the Hampshire Group's escapades in France earlier in the year (this should have gone in Mascot earlier as well! Apologies from the Editor) along with 10 Area Reports.

Another BUMPER EDITION again this month, then ... and again all due to the many and varied articles sent in by MASCOT contributors. My appreciation to all of you – MASCOT goes from strength to strength with all your help and support.

And don't forget, please keep on sending in your photos (PORTRAIT format) for the front cover.

PLEASE NOTE: Deadline for NOVEMBER issue is Midday SUNDAY 14 October



Barry, Editor
1150
editor@midgetandspriteclub.co.uk

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

Front cover picture: Shaun Rainford's recreation of the "John Britten SS1800" alongside the Lenham Le Mans of Mike Haigh, side by side at the recent Goodwood Revival.

MIDGET & SPRITE CLUB 2008 OFFICIAL CALENDAR

**Limited Edition
Collector's Item**



A3 full colour

£8.99 inc UK p & p

Available now from:
Mike Grout, Regalia Officer
55 Park Road, Spixworth, NORWICH. NR10 3PJ
Tel: 01603 890211 mike@motorparts.freeserve.co.uk

Club Nights

- 1st Monday **London Area** (Congestion Zone) – NEW VENUE, Meet at **The Plumbers Arms**, 14 Belgrave Street, Belgravia, SW1W 0LN at 7.30pm. Also generally meet at the Ace Café on 2nd Tuesday together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696
garylazarus@blueyonder.co.uk
- 1st Wednesday **Wiltshire** – Meet at **The Forresters**, Leigh, near Cricklade.
- 1st Wednesday **South Staffs and Birmingham** – Meet at the The Green Man, Middleton Village, 8.30-8.45pm
- 1st Thursday **Lincolnshire Area** – Meet at **The White Hart**, Lissington, nr. Wragby. 8pm. Contact Brian Jeffery, Tel: 01522 531425 or mobile, 07952 969514
- 1st Thursday **Notts/Derby border Area** (note change of day) at the **Sitwell Arms** near Horsley Woodhouse from approx. 8.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 ilc@bgs.ac.uk
- 1st Thursday **Yorkshire Area** – For details of the October meeting please contact Anita. Meeting from 7:30 pm onwards. Contact Anita 01423 862738 or 07720 725429 email spridget.girl@ntlworld.com
- 2nd Wednesday **Warwickshire** – Meet at **The Green Dragon**, The Green, Sambourne, Reddich, B96 6NU, at 8.30pm as usual.
- 2nd Wednesday **North West Area** – Meet at **The Kilton**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
- 2nd Wednesday **Bristol Area** will meet at **The Rose and Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Alan Lo on 01179 572617 email: alan@mobuzzing.net
- 2nd Thursday **Cambridgeshire** – Meet at **The Mad Cat** pub in Pidley Village, midway between Huntingdon and Chatteris, 8pm
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole 7.30pm
- 3rd Tuesday **Central Scotland** – Meet at **The Garfield Hotel**, Stepps, East Dunbartonshire. 7:30pm in the Lounge. Check first with Carson on 0141-245-6327 day or 013606-22334 evening.
- 3rd Tuesday **Surrey** – Meet at **The Blue Ball**, Walton-on-the-Hill, 7.45pm onwards. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
- 3rd Thursday **Northern Ireland** – Venue to be decided. Please contact Barry Stange on 02890 401726 or mobile 07769 705497 or email barrystanage@aol.com
- 4th Thursday **Hampshire** – Meet at **The Poacher**, South Warnborough. Note Change of Venue. Please ring Terry or Harriet Langridge on 01252 626063 for details.
- 4th Sunday **Kent Area** – Meet at **The Moat**, Wrotham Heath at 12:00 for lunch. Contact Alan Anstead, Tel: 01322 384050.
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton-sub-Hamdon. 8.00pm
- Occasional Meetings **Home Counties North West** for members in Herts, Bucks, Berks, N. London or anyone interested! Please contact Chris Jackson Tel: 01707 261567 or Mark Hall, Tel: 01296 660103

Club Website

Members Only pages for October
User name: Works Password: Replica





Events

From David Hill and Webmaster Toby Anscombe

Events organised so far for 2007

October

- Tuesday 9th  begins on  at 10pm. Series will be featuring the restoration of Lizzie Bartlett's Frogeye.
- Sunday 14th Severn Valley Railway Classic Bike and Car Day. Warwickshire Area are going. Details from John Platt, Tel: 01789 488321 REGRET NOW CANCELLED
- Sunday 14th Warwickshire Area are now going to the Autumn Steam and Vintage Rally at the Gloucestershire and Warwickshire Railway at Toddington. Details from John Platt, Tel: 01789 488321
- Sunday 28th North West Area's Halloween Run. Contact Les Robinson on 01772 432138

November

- Friday 9th Classic Motor Show 2007 at the NEC, Birmingham. Club To Sunday 11th stand care of Warwicks Area. Details from John Platt, Tel: 01789 488321

December

- Wednesday 12th Warwickshire Area Christmas Dinner at The Green Dragon. Details from Sheila Yates, Tel: 01608 665066
- Wednesday 12th North West Area's Christmas Dinner. Contact Les Robinson on 01772 432138
- Tuesday 18th Surrey Area Christmas Meal. Venue to be decided but probably Kingswood Arms. Details from David Wright, davidandchrisw@btinternet.com

2008

May

- Saturday 3rd Surrey Area Annual Tour. New Forest. Details from Sue To Tuesday 6th Judd. suej001@btinternet.com or Chris Harding, harding.c@btconnect.com
- Friday 16th International Healey Weekend at Goodwood. To Sunday 18th
- Saturday 24th Spridget 50 at Gaydon – The Big Party. To register an expression of interest and receive priority booking, please contact Steve Clark on 07963 433832 or email: organiser@spridget50.com

June

- Thursday 12th Surrey Area's D Day Beaches Tour. To Sunday 15th

July

- Tuesday 8th Surrey Area's Le Mans Tour. To Tuesday 15th
- Sunday 27th Kent meeting at Cliftonville Car Show, Margate, Kent.

December

- Tuesday 16th Surrey Area's Christmas Meal.

Area Reps please let David Hill (email: david@hillnet.clara.net) 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 M&SC events or events where we have a presence or an interest. General classic events are listed in the classic press.

Secretarial Scriblings



Terry's Frogeye at Goonhilly

Just when you think it couldn't get any better – it does! Not only was the September edition a bumper 48 pages, it was even more colourful too. Furthermore, it was not just the quantity and browse factor that had improved; the quality of content is also keeping apace. If we could all stand round in a big circle, we could have a big slap on the back session. Our Editor has moved mangles to improve *MASCOT* but without the rest of us feeding our washing into it (only clean stuff – please) then we just wouldn't be where we are now. On a personal note, I rather like yellow, even if this admission should cause me to fear for my personal safety when in the Hampshire area!

I hardly need comment on the weather this summer, hence few Spridgley thing miles covered by either of my Sprites this year. That was however until the end of August, a rare chance to take a Sprite to Cornwall for a week. This, I thought, might occupy the next 4 pages of *MASCOT* relating exactly, what fell off, broke, got fixed, got rescued and all the other horror stories that a week away from base might provide. So where to begin? I didn't take any notes. Not very professional I know, but then, there was nothing to note. Absolutely nothing went wrong over the 670 miles covered that week. It didn't even rain, can you believe all this? My adventure started on the Thursday before the August Bank holiday, I left work at 4.00pm in the Frogeye to head south westerly on the M5. It was a fairly hot

early evening, the traffic, although fairly busy, kept moving with no delays down to the turn right onto the A30 and straight on for Cornwall. It was roof off all the way – great stuff. I got along to a couple of car shows over the Bank holiday weekend, the first on the Lizard Village green and on the Monday at Helston football ground. Although only a spectator at the Lizard, I somehow got directed by the Marshals into the display area at Helston. Good because I got in for free but then faced with having to make all the usual excuses as to why my Frogeye looks somewhat cosmetically challenged. Actually, it created a lot of interest, being the only Frogeye there. Indeed, it was the only Frogeye I saw all week; even the later versions seemed very thin on the ground in the deep south west that particular week. On the Tuesday I drove up to St Austell to visit an old friend and ex MASC Treasurer, Andy Hunt. Andy recently moved from Bristol to St Austell and now has a Midget 1500 to enjoy those wonderful Cornish roads and scenery with. I certainly enjoyed the opportunity to do some of that, the road between St Ives and St Just is perfect Spridgley thing territory, try it out and see what I mean! At the far end of St Just is a garage that specialises in Classic cars, here they had a 1967 Sprite MkIV on offer for under £2500 with a full MOT. A very early example with no reversing lights but exactly what was under the new red paint I couldn't be too certain. Will it appear on the MASC register in due course?

In all, I had a great week with the Frogeye away from home. Lots of people stopped to talk, often with the usual opening "I used to own one of these". However, one approach was rather unusual "I have made lots of bonnets for these". Did I hear that right? Seems that this fellow owned EVA plastics and indeed, had made not only lots of Frogeye bonnets in fibreglass, but panels for many other cars too. Ken moved from Warwickshire to Helston a few years ago but still produces a few fibreglass items in retirement. Ken told me that Jaguar E Types were so indifferently assembled that he supplied fibreglass bonnets that had to be finished trimmed to fit and so left excess material. No two E Types could be

relied upon to be the same Ken told me. No such problem with our cars thankfully, all panels could be produced complete with their returns (flanges) ready to fit.

Back in the early 1960s, Donald Healey owned the Trebah estate near Falmouth; it was not unusual for the products of Warwick to be driven to Trebah and around the Cornish countryside. Such was the Le-Mans Sprites. One or more of these was tested along the long and then, fairly deserted road crossing Goonhilly Downs on the Lizard. Now famous for the satellite dishes, which are soon to be removed, it is an area that is again, very Spridgley thing suitable. I resisted testing my Frogeye along this road, but it did go rather well – enough said!

Prior to my Cornish ‘adventure’ I found it necessary to richen up the carb settings to overcome hesitant running on my Frog’s modified 1300cc engine. This, and the fact that it still has its original 4.22:1 differential, I was a little concerned that I might not get very far on a tank full. I was therefore pleased that the lanes of Cornwall produced slightly less than 45mpg. I have not worked out the consumption for the full 670 miles yet but heavy traffic and resultant delays on the return to Yate may not produce such a pleasing result. That really was the only downside of the whole week, despite the improvements to the A30, there was a big hold up past Bodmin that I did not expect plus further hold-ups on



At Mullion

the M5 (not so surprising). In all, an absolutely great week. Yes, it is still possible to enjoy motoring in Britain, right place, right car and even more amazingly – it didn’t rain!

The MkIV Sprite stayed at home as the charging system stills needs the kick of life to get the ammeter swinging in a positive fashion. However, I have fitted new seals to the clutch master cylinder in an attempt to overcome its self engaging properties. This seems to have worked but now I have a front wheel bearing to replace. Never a dull moment.

Terry Horler

(Feeling very refreshed – but probably not for long)

My Last Ramble?

You will be reading this in October and it will be the final one from me. It seems just a few weeks ago that I sat and wrote the first of them, hope I haven’t bored you all silly wittering on about this and that for all this time.

We will have a new hand guiding the club along, I hope the new Chair gets a smooth journey as we move into the highly charged atmosphere of corporate **big bizness!**

I have to join the chorus of Well done Barry that resounds across the world, the new look magazine is getting accolades from all over. Colour inside now, I hope Barry gets enough material from us to help him fill it up!

Time now to sit back and order my new MASCOT binders and look towards our club’s twenty-fifth birthday celebrations next year, it isn’t just Spridget 50 next year you know. It’s MASC 25 too! I hope that I get enough votes to allow me to sit at the back of the committee room in t’election. I am happy to help out in whatever capacity the new “Chair” wants.

I’ll just finish by reiterating words from last months Ramble, it has been a privilege and a pleasure to guide the club and committee for these two years, thank you.

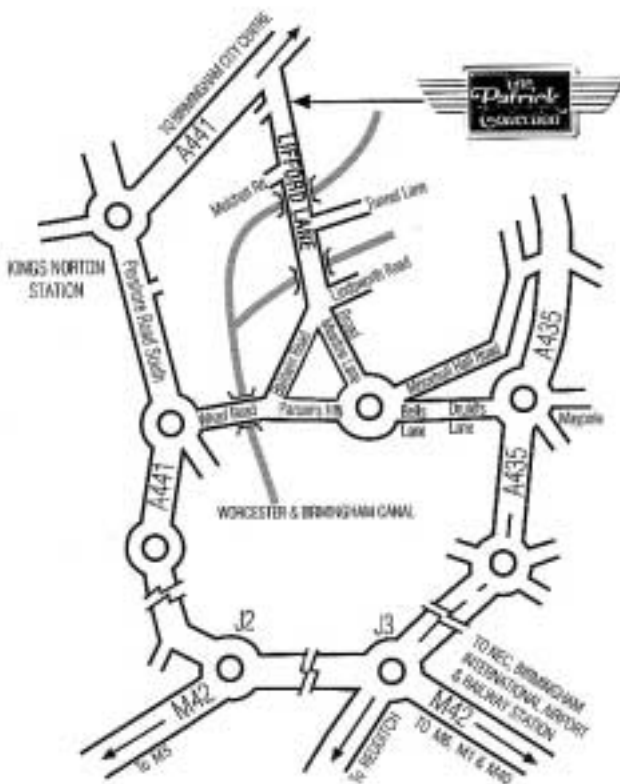
Chairman Bill (as was)

Notice of Annual General Meeting

We give notice that the 2007 AGM will be held on Sunday the 18th of November at the **Patrick Collection**, Birmingham. The meeting will commence at 2.00pm and is expected to finish at around 4.00pm. In addition to the usual end of club year reports, this is your opportunity to put your questions to the committee. If you have any specific items that you want discussed, please contact either the Chairperson or General Secretary for these to be placed on the Agenda. Items not placed on the agenda will be fitted into Any Other Business (AOB). However, the time available for AOB may be limited.

Further information will be published next month but if you have any questions in the meantime, please contact either of the above.

The PATRICK COLLECTION is the home of the sectionalised Midget that appeared on our club stand at the NEC and many other interesting vehicles. We hope that you can attend. If not, please address your apologies to the Chairperson.



Terry Horler

Mutual Assistance Directory

Well, we are enjoying an Indian summer and about time too! Just as I was ready to emigrate, the sun comes out! So I will put off emigrating for a while. Hopefully the good weather will last for a while and we can all enjoy our Spridgets some more before the winter sets in. Mind you, some people do use their Spridgets all year round unlike me who is afraid to get it wet/dirty and then rusty.

I had a communication from a MAD member who using the directory, was able to contact a fellow member and receive assistance and advice. So this MAD thing is working after all.

Nice to know that our efforts are not entirely in vain.

Don't forget, if you don't carry your copy of the Mutual Assistance Directory and you would like a copy you can download it from the members only section of our website.

However, 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. Please remember that it is constantly updated so to be up to date, download it at least every month.

David Hill

MASC Car Register

Now this is something that we have not talked about for a long time. Despite our apparent silence, the register is still alive and growing and about to be looked after by Bob Clarkson. Our registrar has hidden under the title of 'Data Handler' on the contacts page so perhaps it has not been very obvious who to contact on matters concerning the register.

For the past few years this has been Dave Symes who, due to no longer having a Sprite and other commitments in his life, retires from the position. We take this opportunity to thank Dave for all that he has done in looking after

the register and to wish him well for the future.

Bob is a regular contributor to *MASCOT* and well known Sprite Mk11 owner. It will take a little time to transfer all the register material and for Bob to get up to speed with his new task but essentially, Bob is keen to make the register better known to members. This is especially important as we head toward 50 of the Sprite, the question is bound to arise "How many Spridgley thing Mk whatever's are left?" Bob will have the answers.

Terry Horler

New Members

We extend a warm welcome to the following new members

3993	Alex Bowers and Jessica Smale	West Sussex	Frogeye
3994	Joan and Andy Prickett	Cumbria	Frogeye
3995	Paul and Laura Hodgkinson	Derbyshire	IOW Frogeye x 2
3996	Albert Jordan	Shropshire	Frogeye
3997	Pascal Seezink	Netherlands	Midget Mk III
3998	Andrew Brennan	Wiltshire	Midget Mk III
3999	Ian and Edward Luddington	Nottinghamshire	RWA Frogeye
4000	Elaine and Tim Thorndale	Surrey	Midget 1500
4001	Fred Smith	United States – ME	Midget Mk III
4002	Colin Berry and John Simpson	West Midlands	
4003	Philip and Annie Davidson	Lincolnshire	Midget Mk III
4004	Gordon Barnes	France	
4005	Adrian Mitchell	Worcestershire	Sprite Mk II (Monza)
4006	Adrian Bennett	Gloucestershire	Frogeye

Notice of Ballot

As you will have seen, the Ballot Form(s) that were included with the September edition, contained no nomination for the position of Treasurer. Subsequent to the deadline for the return of Nomination forms, our existing Treasurer, Anita Lachowicz informed us that she would be returning her Nomination form. Under the rules of our Constitution, we must go through the full process of giving notice of and the holding of another ballot to fill the post of Treasurer. Hence, we again invite nominations from the membership and give notice of a Ballot for the committee position of Treasurer.

Nomination Forms are available from the club General Secretary and must be returned by the

closing date of 10 November 2007. Ballot Forms will be included with the December edition with a return date of 10 January 2008. As always, if you have an interest or any questions concerning the above, please contact any of the committee.

By now, the results of the annual Ballot will be known and will be published in the November edition of *MASCOT*. Our thanks to all who voted and to Mike Helbrow for once again acting as our independent returning officer. We also take this opportunity to thank our retiring committee members for their services to the club.

Terry Horler

Early Twin Bore Master Cylinders

The combined Lockheed clutch and brake master cylinder fitted to all Spridgets from AN5 to HAN8/GAN3 (Figure 1) is a heavy and robust unit, built like a battleship. Looked after correctly, it is capable of outlasting most of the rest of the vehicle and, amazingly, many original units are still in service, having received very little maintenance save regular renewal of their brake fluid and the rubber seals inside their bores. The bores in the units of the very early drum braked cars (AN5, HAN6 and GAN1) are each $\frac{7}{8}$ " in diameter but these were reduced to $\frac{3}{4}$ " when disc brakes were introduced with the HAN7/GAN2 vehicles. Anyone who converts a Spridget from early drum to disk brakes should be aware of this difference because using the early large-bore unit with the later disc brakes is not recommended: it will inevitably lead to larger than optimum brake pedal effort and may even be illegal. Abingdon never changed brake bits without good engineering reasons and it is really not a good idea to pick and mix brake components unless one is extremely expert

and fully aware of the consequences of each change.

Another thing to bear in mind is that matching the brake components can leave the clutch bits miss-matched! If the later small bore master cylinder unit is used with an early 9C or 9CG engine/clutch then clutch pedal effort will be too light and clutch pedal travel will be excessive. We shall return to this problem in more detail later on.

Despite their battleship construction, these early combined master cylinders can deteriorate and fail, the most common cause being pure neglect. Standard brake fluid is hygroscopic (that is, it absorbs water easily) and if brake fluid is not changed at the recommended intervals then the surface of the cast iron cylinder bores will rust (as will the insides of steel brake pipes). The result can be badly pitted bores and a short life expectancy for the rubber seals on the pistons. Many perfectly good units have been lost simply by being removed from a vehicle at the beginning

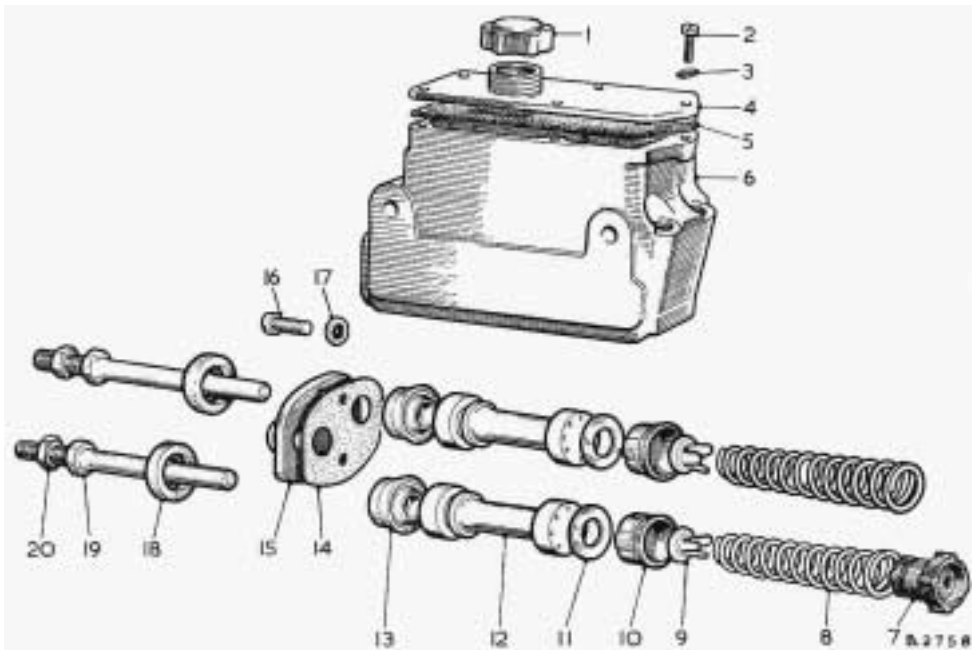


Figure 1

of a restoration and then being left for years with brake fluid, pistons and seals all still inside. In the worst cases this can result in pistons that cannot be removed at all without specialist equipment, the whole thing being useful only as an expensive paperweight or doorstop. Anyone planning to 'lay-up' a master cylinder for a long time is advised to immediately dismantle it, thoroughly clean all its components and then immerse its cast iron block in a suitable preserving fluid (e.g. silicone brake fluid which is not hygroscopic). The threads in the holes which accept the brass brake and clutch pipe unions can also rust and become damaged and fragile with repeated use – stripped threads or other damage in this area is hard to fix and can also destroy the unit. Lightly tarnished or glazed cylinder bores can be restored with a hone but if the bores are pitted it is probably better to try to purchase a new or reconditioned unit, using the damaged one for exchange (providing it is suitable for reconditioning and providing the vendor will accept it). This is more easily said than done because new original stock Lockheed units are incredibly rare and frighteningly expensive, good reconditioned units – even from reputable MG/Healey suppliers – can turn out to be very dodgy indeed and there is a lot of confusion about what is and what is not available. For example, eBay sellers listing grubby second hand units will often say something like *'this master cylinder is the Achilles heel of the car, impossible to acquire new'* and urge the gullible to buy it immediately. This article is an attempt to clarify matters in the hope that others may avoid the many expensive mistakes I made during my own master cylinder crisis. I am unable to describe this crisis in detail because there are only 48 pages in *MASCOT* but in brief, my problems began when a very reputable MG dealer rightly condemned my original GAN2 unit after honing because I had stupidly ignored it for 25 years. This same dealer then told me – wrongly and without a trace of sympathy – that new units are not available and that they could not help me. The crisis ended only after I had squandered a paralysing sum of money by acquiring and ultimately rejecting a string of dodgy bits and pieces. As a consequence, I possess an extensive collection of

Figure 2



paperweights and doorstops coupled with a vastly depleted bank account.

Contrary to much popular and professional belief, brand new $\frac{7}{8}$ " combined master cylinders for drum braked Spridgets have been available for years, manufactured by Caparo AP Braking Ltd. in Leamington Spa, Warwickshire. At first glance, these units (Figure 2) look identical to the original Lockheed ones but a close examination reveals that the information cast into the sides of their blocks is different, something that will worry only the most dedicated concours fanatic because these marks cannot be seen after installation. These units are made to the same specification and quality available in 1959 but incorporate improved materials developed in the intervening period: the surface finishes are improved and the rubber compounds are good up to 120 degrees instead of the 80 degrees of natural rubber. The result is astounding, and – as a bonus – the price is much less than that quoted by some leading suppliers for a reconditioned old unit of dubious provenance. AP Braking sell only to the trade, but their product is available to everyone from several distributors in the UK (Leacy MG, Moss Motors Europe and AP Braking's own distributor, Seltech Engineering Ltd.). Spridget owners with drum brakes can therefore sleep soundly unless of course they have upgraded their engine and clutch, in which case they will be suffering insomnia for an entirely different set of reasons as hospitals are not usually very comfortable places.

The owners of early disc-braked Spridgets, however, are not so lucky because the small

bore 3/4" unit has not so far been re-manufactured, probably because the 7/8" unit is suitable for a much larger range of vehicles including MGAs and more mundane applications which include industrial machinery and fork-lift trucks. The good news is that the company 'Past Parts Ltd.' in Bury St Edmunds – <http://www.pastparts.co.uk> can re-sleeve a 7/8" unit to 3/4" using stainless steel which means it won't corrode, a valuable advantage for vehicles which are stored for long periods – and the total cost still compares favourably with that for a reconditioned unit from specialist suppliers. Other companies will perform this re-sleeving too, but I can personally recommend 'Past Parts' because my own GAN2 car possesses one of their re-sleeved master cylinders and I can certify that the job was performed to a very high standard, using machinery and expertise imported from my homeland Australia where this sort of re-sleeving is a very common place activity.

One problem still remains for the disc braked owner: after re-sleeving, one still needs a set of 3/4" pistons and these are not generally available. We should all make strenuous efforts to preserve any small bore pistons

which still exist because they are probably the most valuable part of any rusty old 3/4" unit. The pistons are often in good serviceable condition, even if the rest of the thing is scrap. However, Past Parts can fit new pistons when re-sleeving cylinders from 7/8" to 3/4" because they have had them made specially for this purpose.

We now return to the problem mentioned earlier which confronts, say, the owner of a Frogeye who wishes to upgrade to disc brakes (because he wants to stop at crossroads) but who also wishes to retain the car's original 9C engine and clutch. A perfect solution to this problem is to ask Past Parts to re-sleeve *only the brake bore* of a brand new 7/8" AP-Braking combined master cylinder. Both brake and clutch will then work precisely as Abingdon intended, the re-sleeving job should be less expensive than a 2-bore job and one set of 3/4" pistons can supply two Frogeyes! As far as I am aware, no one has yet tried this experiment – but Past Parts has assured me that it is perfectly possible. I have two good 3/4" pistons in one of my expensive doorstops and I am prepared to donate one to anyone who would like to try this, the only proviso being that they agree to write a report for *MASCOT* describing the result.

Please note that I have deliberately not mentioned prices because they may change. These early combined master cylinder units are not cheap but they are one of the most vital parts of the car and this is not an area in which to attempt a slight economy. Be very wary of old second hand units, check the price catalogues of all leading suppliers and obtain firm written quotes (not estimates) for any work that you commission. In my view, the Caparo AP-braking / Past Parts options which I have described provide safe braking and offer extremely good value for money. And no, I do not have shares in either company, I just wish everyone safe braking.

I thank Ken Ewers at Caparo AP Braking and Nigel Wigg at Past Parts Ltd. who very kindly read my manuscript at short notice and provided extremely useful extra information. Any errors remaining are mine.

John E. Davies (Member 3443)
jed2@cus.cam.ac.uk

Past Parts Ltd

BRAKE REMANUFACTURING SERVICE

WE CAN REMANUFACTURE YOUR BRAKE HYDRAULICS AT OUR BURY ST EDMUNDS ENGINEERING CENTRE

- All types of Hydraulic Brake and Clutch Cylinders re-sleeved in stainless steel. Can be supplied as Complete Units or as a "Body Only"
- Remote Brake Servos Fully Remanufactured with Stainless Steel Sealed Cylinders and Fully Tested
- Disc Brake Caliper Pads Fully Remanufactured with Stainless Steel Sealed Bore

PAST PARTS LTD
 Unit 4 Cloney Road, Bury St Edmunds, Suffolk, IP20 9HT
 Tel: 01284 821710 Fax: 01284 821665
 www.pastparts.co.uk

HARDY ENGINEERING

**COMPLETE RANGE OF GEAR BOXES & DIFFERENTIAL UNITS
FOR ALL SPRITE & MIDGETS FROM FROGEYE TO
RUBBER BUMPER HELD IN STOCK.
EXCHANGE OR OVERHAUL YOUR UNIT.
NEW AND USED PARTS FROM STOCK.**



**Working with cars like these since the '60s
actively involved in Club Motorsport at all levels.**

SPECIAL SERVICES

Competition gearboxes built. Limited slip differential units.

Competition crownwheel & pinion

3.7, 3.9, 4.22, 4.875

**HARDY ENGINEERING, 268 Kingston Road,
Leatherhead, Surrey KT22 7QA**

Tel: 01372 378927 Fax: 01372 376794

Visit our Website at: www.hardyengineering.com

Ask for Bill or Neil, Club discount given

SPECIFICATION

HEALEY FROGEYE

1275 SERIES

**BODY:**

Two door, two seat sports-car of GRP mono-construction with forward hinging bonnet assembly incorporating inner-wings, radiator-ducting and headlamp-pods to provide extreme strength and accessibility to the front suspension, engine and mechanical components.

CHASSIS:

Purpose built back-bone chassis fabricated from 16 swg steel tube, incorporating original pattern front longitudinal chassis rails, cross-member and suspension carriers. The chassis, which is hot-dip galvanised both internally and externally, carries the engine, drive-train, running-gear and the majority of the mechanical components.

ENGINE:

Rebuilt original 'A' series 1275cc developing 64bhp at 5800rpm (Autocar Road Test 4/2/71).

GEARBOX:

Rebuilt original four speed with synchromesh on 2nd., 3rd. and top.

CLUTCH:

Single dry-plate diaphragm, hydraulically operated by pendant pedal.

PROPELLER SHAFT:

Original sliding spline type.

REAR AXLE:

Original Hypoid, three quarter floating, banjo type. Fitted with new oil seals and bearings and bracketed to accept the trailing-arm suspension system.

REAR SUSPENSION:

Rubber-in-Torsion (Bramber Flexiride Units) trailing-arm system with telescopic shock-absorbers.

FRONT SUSPENSION:

Original independent type, wish-bones, coil-springs and lever-arm shock-absorbers, with 5/8th. inch competition anti-roll bar.

STEERING:

Original type rack and pinion with Motolita wood-rim steering wheel

IGNITION SYSTEM:

Coil and distributor.

FUEL SYSTEM:

Twin 1½ inch HS2 SU carburettors with pan-cake air filters, electric fuel-pump and 27.28 litre capacity fuel tank.

EXHAUST SYSTEM:

Three-branch extractor manifold with single straight-through silencer.

COOLING SYSTEM:

Cross-flow radiator with Kenlowe thermostatically controlled electric fan with operating temperature cut-in adjustment facility and dashboard warning-light and over-ride switch.

BRAKING SYSTEM:

Lockheed dual-circuit system with discs at the front and drums at the rear, hydraulically operated through pendant pedal

ELECTRICAL SYSTEM:

12 volt, negative earth with Exide Torque Start battery of 310 amps starting power. Double-dipping halogen headlights with dashboard mounted dip-switch. Sidelamps combined with front flashers. Twin stop/tail lamps combined with reflectors. Rear number-plate lamp and twin flashing direction indicators. Alternator, battery isolator switch and air-horns.

INSTRUMENTS:

Speedometer with trip and mileage recorder, revcounter, fuel-gauge water-temperature and oil-pressure gauge.

WHEELS:

Replica 5J aluminium Minilites fitted with 155x13 radial tyres.

INTERIOR TRIM:

Driving and luggage compartment floor areas covered in high quality tailored carpets. GRP bucket type seats with removable foam cushions trimmed in stretch vinyl and with hinging backs to allow access to luggage compartment. Interior trim panels and door-pockets and individual storage bags for spare-wheel, tool-kit, side-screens and tonneau-cover produced in matching material. GRP dashboard with moulded grain pattern, colour impregnated to match interior.

WEATHER EQUIPMENT:

Toughened glass windscreen with anodised aluminium frame and cast aluminium support pillars. Sliding perspex side-screens with anodised aluminium frames. Detachable hood in PVC coated material and matching tonneau-cover.

HEATER/DEMISTER:

Compact recirculating heater/demister unit with regulated air distribution via side-vents and adjustable central eye-ball vent.

The Company reserves the right on the sale of any vehicle to make before delivery without notice any alteration to or departure from the specification, design or equipment detailed above. Under present supply difficulties such alterations are likely to occur at any time.

The Key to low cost insurance

for Midget and Sprite Club members



Don't pay more than you have to for quality insurance cover. Adrian Flux have the best insurance deals for Midget and Sprite Club members. What's more they offer great service and competitive prices too.

Want to save time & money?
text "call me" to
85010
We will call you back and provide you with a quote*

0800 089 0035

www.adrianflux.co.uk

Quoteline Hours:
Mon to Fri 9am-7pm
Sat 9am-4pm
email: quotes@adrianflux.co.uk

Authorised and Regulated by the FSA
* texts cost 50p plus normal network charges.




ADRIAN FLUX
modern approach. traditional values.

The
AUSTIN-HEALEY SPRITE

S E R V I C E P A R T S L I S T



From the Editor's Library

CATALOGO RICAMBI

SPARES CATALOGUE
CATALOGUE RECHANGES
ERSATZTEILELISTE



Innocenti 956



An Event –

By The Kind Permission of The Met Office?



First, it was to be Wednesday 19 September, but the weather forecast was a bit iffy. Then it was to be the 20 September, but the forecast became even iffier. Finally, the sun was reckoned to be shining on the 18 September, so at short notice, those on the list fell to just 3. Hardly surprising then, that event organiser, Alan (Fairweather) Lo truly lived up to his reputation once again.

Originally, this was meant to be a gathering of the Masc-misfits. I do not mean this in any



derogatory sense, but rather those members who have the rarest of Spridgley things, the Sprite MkII and Midget MkI. Hang them up by their front bumpers (the cars, not the owners) and take a peek at their less shiny sides, and you might think they were Frogeyes. Flip them over to their shiny side, and they are the more familiar square riggers that lasted for 18 years. Yes, underneath they are seemingly one thing, on top, seemingly another. I therefore feel very honoured to have been added to the list as I have neither seemingly one thing or the other, but genuinely have both one thing (a Frogeye) and the other (a Sprite MkIV). So, which one to take along to this gathering of misfits? The Frogeye looks nothing like theirs unless we hang them all by their front bumpers, which I thought unlikely. Might get away with it in the MkIV if I cut the quarter lights and door handles off. Bit of a dilemma, but the Frogeye got the vote as it has the same quarter elliptic rear suspension, I could therefore enjoy all the bumps in the road that everyone else was going to swerve around.

Despite the Met Office being the deciding factor, Alan had carefully worked out an itinerary that would take us around the Cotswolds and to some idyllic photo locations.

Meeting at the Roman Camp filling station on the A46, it was just Alan, Andy Cross and I that could actually meet the new date. Our first stop was at Bourton-on-the-Water and where better than the Cotswold Motor Museum in the village itself. We were kindly allowed to park in the museum entrance following the first round of photos over one of the many bridges crossing the Windrush River. Alan had brought along the current edition of *Classics Monthly* who had used the very same location for a Morris Minor feature. Between the 3 of us, we finally managed an exact copy of their photo, only with a Midget rather than a Minor. What Alan didn't show us, was their 2 reporters patting Brum (A children's TV car that lives in the museum) on the headlights. Andy and I fell for it, we both herby state, it was Alan's idea, not ours that we should pat Brum on the beamers.



It has been a few years since I last visited the museum and since then, new bits have been added. The museum, housed in an old mill, is absolutely full of motoring memorabilia as well as cars. Everywhere you look, there is something of interest. I couldn't even begin to give a description of the vast contents; you just have to see it for yourselves. I can thoroughly recommend a visit, even if you have been before.

Our cars created much interest to the many visitors to the museum, it was amusing to sit in the pub garden opposite and guess what the visitors were pointing out and explaining to other members of their party. Doubtless, "I used to have one of these" was uttered many times! Leaving the museum, I thought I might be brave and try the Ford at Bourton. No, not a Dagenham or Halewood Ford, a wet river Ford. As our 3 car party arrived at the Ford, the whole of Bourton gathered to see who would drown first. Well, it was a lot deeper than I remembered it. I managed no more than the 2 front wheels and a cloud of steam from the exhaust, followed by a quick change into reverse. The crowd sighed, put away their cameras and we left in disgrace. But at least we left with dry feet!



Onto the picturesque village of Lower Slaughter and another river and another Ford. The idea of a poor Spridgley thing surrounded by water was now off the menu. No mind, Lower Slaughter is a lovely place with many a good backdrop to stick a Spridgley thing in front of. Shame about the family who set out their picnic on the only escape route from whence we were busy snapping, who would have thought that a chicken sandwich would squash out so far? A good time to leave and head via Stow-on-the-Wold for our next venue of some big stately house in the middle of nowhere. Whatever, it was closed so I couldn't tell you anything about it leave alone remember where it was. From here, we drove through more lovely countryside to Chipping Norton, Burford and Bibury. Quaint market towns and villages that so typify the charm of the Cotswold district. With Abingdon just a few miles away, we could see why MG made sports cars to take advantage of the best of English countryside, it was on their doorstep.

Finally, we headed back to Cirencester and to make our way home after a thoroughly enjoyable day.

It was a shame that only 3 cars could make it, the venues we visited are all far too busy at weekends in the season.

Compounding this, finding nice weather this season has made longer term

planning a risky business. Nothing to report on how the cars performed, all went well, good for us but makes dull reading I know. Could have been different if we had braved the Fords though! My thanks to Alan for organising a superb run through some of the Cotswolds finest scenery and villages – and getting the weather right.

Hopefully, the Masc-misfits will arrange another tour on the sort of roads that best suit their rear suspension systems.



Terry Horler

Frogeye Restoration

Earlier this year, Austin Seven enthusiast Alex Bowers joined the MASC Battlefield Tour to Arnhem. So impressed was he with us that he set forth to obtain a Frogeye and join MASC.

Alex located, what turns out to originally be a left-hand-drive Frogeye shell, in Ipswich. He trailed the, now right-hand-drive shell, home to Surrey.

John Larrington and I have been assisting in repainting the rusty shell. So far a new floor with top hat sections has been fitted, inner and outer sills, both rear suspension units and a boot floor. There is still plenty of metalwork required on the tub which was in a quite rust-eaten state.

The chassis has been modified, whilst repainting with panels supplied by Ashley Hinton, to accept a type 9 Ford Sierra gearbox which I believe has been donated by Peter and Hilary Stevens. Mike Gorman has donated a 1275 engine. John and I, apart from labour, have also made donations of parts. The car will be fitted with a 'Sebring' type pedal box, with separate





brake and clutch master cylinders, that I have made especially. Has anyone got any Frogeye seats?

There is much work to do as the idea is to 'run the car in' on next year's Battlefields Tour (June) in time to tour with us at Le Mans (July).

To speed things along it is intended to fit a fibreglass frogeye front and fibreglass Frogeye rear.

If possible I shall try to keep you updated as work progresses.

Alan Anstead

Area Representative Surrey and Kent Sections

Mail to: alan.anstead@btopenworld.com

Tel: 01322-384050 (answerphone)

Emails to the Editor

Hi Barry,

Yet again another excellent issue of *MASCOT*! You should be very proud. As an ordinary club member may I say well done; you have breathed fresh air into our club magazine.

You have asked for names to order the *MASCOT* calendar – may I ask for two copies please, one for the garage and one for work.

Regards

Bob Clarkson (Staffordshire Branch)

Hi Barry

We have just received our monthly magazine, just to say it looks great! Once again it is filled with informative articles which are nicely presented and put together. Keep up the good work, well done for all your efforts!

We are off to Le Mans soon so shall try to get a few pictures for you.

Nay (Alan Anstead's South East Group)

Hi Barry

I hear via the grapevine that Octane magazine are offering you a transfer fee. Three cheers for the *MASCOT* Editor. Well done Barry another top quality edition

Alan Anstead

Hello Barry,

MASCOT was waiting for me at home yesterday evening... another superlative edition; quality articles and images now in glorious colour. To my mind this is a significant enhancement as it raises image clarity substantially – especially where techniques/procedures are involved because it is easier to identify each area within the image. Well done.

Could I please put my name on 2 copies of the proposed calendar, I'm really looking forward to viewing 12 months worth of MG / AH on-the-road hardware. Many thanks in advance.

Philip Sellen

Hi Barry,

I've just received my September *MASCOT*. Absolutely wonderful. A really professionally put together magazine with a fantastic balance of articles, from Technical to historic as well as some very good area reports. Is it my imagination or is the general level of writing getting better? I have only flicked through so far and read a couple of bits as it is now substantially more than a twenty minute read. Very many congratulations. I'm off to buy some binders to put them in.

Gary Lazarus

Twin Sebring Type Master Cylinder Pedal Box for Sprites and Midgets up to HAN9/GAN 4/5

As discussed by John Davies earlier in this issue, Austin Healey Sprites and M.G. Midgets up to HAN9 and GAN 4/5 were fitted with a tandem master cylinder that combined both brake and clutch operating cylinders.

From the outset drum braked cars were fitted with such tandem master cylinders where each cylinder bore was of $\frac{7}{8}$ " diameter.

With the introduction of HAN7 Austin Healey Sprites and GAN 2 M.G. Midgets, with disc brakes, in October of 1962 the master cylinder, still of the tandem type and outwardly similar to the former, was manufactured with cylinder bores of $\frac{3}{4}$ " diameter.



Main component parts for conversion

If the rubbers begin to fail or perish, or perhaps the cylinder wall has worn, it is possible to fit new rubbers leaving the master cylinder in situ. If the cylinder wall has worn to such an extent that it needs correction, or the master cylinder needs some other maintenance requiring its removal, both the brake and clutch hydraulic systems will have to be bled on re-installation.

(For details on making / fitting a remote clutch slave cylinder bleed valve see MASCOT edition 274 of January 2007)

If the cylinder bores, on either type of tandem master cylinder, are badly worn they can be reconditioned by sleeving with stainless steel, reboring, and honing to finish. New rubbers can then be fitted. This procedure will have to be carried out by a competent machine shop.

An alternative to reconditioning a worn tandem master cylinder, or purchasing a new tandem master cylinder, or even purchasing a new tandem master cylinder with the smaller bore cylinders in order to convert a car to disc brakes is to make a more orthodox twin cylinder pedal box sometimes on Austin Healey Sprites and M.G. Midgets referred to as a "Sebring" type pedal box arrangement. I am led to believe that when fitted to 'Works' cars this type of

pedal box assembly would have been painted red.

Pedal boxes, suitable for the types of Austin Healey Sprites and M.G. Midgets already mentioned, with separate brake and clutch master cylinders are available for about £360 whereas if you have access to tools and welding equipment much money can be saved.

The original tandem pedal box is cut longitudinally. The side pieces, alone, are required with a half inch lip attached. Four main components have to be manufactured (1) an end piece (2) a mounting bracket for the separate master cylinders (3) a pedal support bracket (4) an end piece that is also a support for the pedal return springs.

I have used Wilwood master cylinders of three quarter inch bore being destined, for fitment, to a disc braked Frogeye Sprite. Once the four main component parts were welded to the side plates the whole of the underside will require to be 'boxed in' to prevent water ingress to the driver's side footwell. Once all is welded the pedal box can be placed in the



Alan Anstead at work

appropriate orifice in the driver's side bulkhead. Locating holes, for the pedal box, can be placed by spotting with a drill bit through the captive nuts surrounding the pedal box orifice. Remove and drill the fixing holes, just spotted, to the correct size. Paint the box as appropriate. Refit and connect and bleed each hydraulic system in accord with the manual or your own experience.

Alan Anstead



SPRIDGET 50 - The BIG Party

Saturday 24 May 2008, Gaydon

Spridget 50 is moving ahead well. I am pleased to be able to let you know that we have agreed an admission price of £12. We worked very hard to keep it as low as possible in support of our goal of getting 1000 Sprites and Midgets to Gaydon on Saturday 24th May 2008. That may seem a long way away but as I write it is only eight months and as chairman I'm beginning to feel the pressure. Please do remember that it is a Saturday and a bank holiday weekend so do be sure to book the time off now (with employers and families).

Another huge weight off my mind is that we have also sorted out some excellent arrangements for everyone to be able to book their places easily. I can't say what that is just at the moment but keep an eye on www.spridget50.com as we'll be announcing it very soon. There will also be some updated

fliers very soon with further event details and booking information.

Our next committee meeting is at Gaydon where we'll be getting a feel for the space we have available and how we are going to arrange 1000 cars, special displays and some trade stands. The event will seem much more real once I can picture where it will be happening.

With booking about to open we really need to raise interest in the event to another level. Please discuss it at club nights, and be sure to let me know if you come up with any good ideas. I managed to chat to quite a few Spridget owners at Goodwood and get them enthused about the event. If you see any Spridget drivers when you are out and about please do go up to them and spread the word. Thanks.

Jeremy Cogan

D J Grove **Restoration**

Phone/fax:
01256 768678

Hampshire
based,
worldwide
customers



For friendly expert advice from an ex F1 engineer and Sprite and Midget specialist, with a longstanding reputation in concours, race preparation (i.e. Goodwood Revival), complete restorations, servicing, chassis rebuilding, and obscure parts traced.

Frogeye, special body, Speedwell and Sebring Guru

STOP PRESS!

In the workshop,
2 Frogeye chassis
rebuilt, original
Speedwell rebuild,
modified race Sebring
construction
Car supplied for Ch4
TV filming

Seen at Goodwood Revival - Some Spridget Content



Classic Cars of Kent (Shaun Rainford) was there with the yellow “John Britten M.G. Midget SS1800” – this was built up in recent months from a much-lightened shell and has mechanicals from one of his former racing Midgets. John Britten actually had given Shaun permission for him to attach the SS1800 plate, although that registration is actually on his sister’s road car.

Unfortunately, it suffered a head gasket failure in practice on the Friday. The consensus of opinion now is that there are some problems with the new Payen 470 competition head gaskets. John Baggott found them a 460 old type which when fitted cured that problem.

However, at the race start on Saturday, the power output of the engine wrecked the gearbox. Shaun eventually found a gear, only for the gearbox to seize on Lap 2, spinning



him off the track in a cloud of smoke. Mike Haigh went off at Madgwick but later re-joined the race.

There is currently a problem with getting new main shafts for gearboxes. The narrow end of the shaft loses its case hardening on which tiny needle rollers run and failure can destroy the box as happened here. Hardy Engineering are looking into re-manufacture of the offending component. Very expensive.



For your information, “SS1800” has an Ashley front, whereas Mike Haigh’s car has a Lenham front.

According to the programme, both cars have 1293 engines, but there was some speculation about that as Shaun’s car had a 1380 at the Test Day.

**Text from Martin Ingall
and Alan Anstead**



Rebuilding Freddie The Frogeye's Smile



I have recently restored a 1959 Frogeye Sprite and I can honestly say I am never going to tackle another one! My restoration has taken ten months and I have faced many problems. My Dad has restored classic cars as a hobby, for the family to enjoy and I have got the bug as well. From a very young age I have attended many classic car shows and rallies. I have practised driving my Dad's Austin Healey and MG TD around fields at steam rallies since the age of twelve. When I passed my driving test I decided I wanted to restore a Mini Cooper, though found it very hard to find a cheap one. When looking through a magazine I spotted the Frogeye Sprite and fell in love with it straight away.

I purchased my Frogeye in April 2006. When it arrived I was very excited and could not wait to start work on it. Upon looking in the log book, I found that it had only had two previous owners and was first registered in Nottingham. I felt very confident that I could attempt this restoration project on my own. How wrong could I be! You could hardly call it a car, it was red rust with large holes in various

panels, parts missing and boxes of spares, only they weren't for a Frogeye! When I showed my car to friends they commented "And you actually paid for that!"

My brother Eddie came across an article about a documentary scheduled to appear on Discovery Real Time about restoring classic cars. The article stated that they were looking for five restoration projects to appear in Mark Evans' 'Wreck Rescue' programme. My brother persuaded me to write in. I never thought anymore about it and then I got a phone call and they came with a camera to interview me. I could not believe it when they told me that they would like to do a documentary on my project, and they were going to come and film the progress once a month for two days. It was great; the only problem was that I had to complete my restoration in ten months with no professional or financial help – I was on my own, other than the promise of a 'size 9' up the backside as motivation – arghh!

I started work on my Frogeye in June 2006. My first job was to make up a jig to sit my car



did not work on panels with paint on, so off they all came and I had to use a flapper wheel on my grinder to remove paint from around the edges and hold them in place once again. The spot welder weighed more than me; I eventually made my first weld and had to put it on the floor as my arms were really starting to ache; oh well only about nine hundred and ninety nine to go! One particular night my Dad was at work and I thought I could finally

on so I could move it around the garage. It was then that I had my very first try at welding, and felt like the woman in 'Flashdance'! I thought I had better perfect my welding skills as I had a feeling that there was a lot more to come. Before I knew it, it was the first filming day and we needed to attach the car to the jig. It was very exciting and the cameras and film crew in the garden made the neighbours look! I felt like a movie star. The next day I felt very enthusiastic to start work straight away early in the morning. This enthusiasm did not last long! The first four months was nothing but sheer hell, I was cutting out panels and putting new ones in, and it felt like it lasted a lifetime. I had to replace most panels so I had to be very careful in deciding which ones to remove first to avoid it losing shape. It was at this point that I had to call in my Dad for help. After spending many long days and nights in the garage grinding out and lining up new panels I decided to risk it and started to weld them in place, only I discovered that the new panels did not fit and spent weeks modifying them. After many more long hours I was finally ready to begin spot welding. I had all my panels in place and was just making my first weld and discovered that the spot welder

finish a job off all on my own; I began to carry on spot welding but became very frustrated as it was just too heavy. I called for my Mum to help, we fastened a rope around the spot welder and attached it around a beam on the ceiling, she took the weight as I stood with my gloves on in place ready to start, My Mum was holding the rope in one hand and my diary video camera in the other. I pushed the leavers together but then realised that I hadn't plugged it in, ooops! By the end of the night I felt like Popeye and decided to shut the garage doors for the night. I felt that as the weeks went by and every spare minute spent in the garage did not make my Frogeye look any different. I





well. (Is my luck starting to change? ... No!) When I got the bonnet home I could not wait to try it on, my car that is! Only I discovered it was bent in the middle and I ended up with huge panel gaps at one end and touching at the other so I balanced it on axle stands and I sat on it while my Dad pushed against the other side. Every time we put the bonnet on the car we found different problems, but with lots of time and perseverance I finally made it fit. Well, after four months of cutting out and welding I was finally ready to start spraying my Frogeye. My Dad had

felt like it was all bed and work as I had to work seven days a week to fund my project. I think I took my Mum for granted as she always prepared my Dad and I a lovely warm tea after being in the cold garage every night.

It was time for another filming day and I was slowly falling behind schedule. It had taken many more weeks than planned to cut out old panels and weld in new ones. I became very fed up and was starting to lose interest but I knew the ten month deadline was getting even closer and I knew that there were many more long hours to go in the garage! It eventually started to take shape as more panels were welded on; I was finally beginning to get there. After many weeks of welding and adapting new panels to make them fit it was actually starting to look like a car.

After the majority of panels were on I came to a bit of a standstill as I still needed a steel bonnet as mine was too rusty and had too many holes to repair. After many days of searching I finally found one in Wales so I took a day's holiday off work and went down to Wales to pick it up with my Dad. I needed the bonnet quite soon as I needed to check the panel gaps with the sills and doors before the final spot welds. When we arrived in Wales I discovered that the chap had a few Frogeyes and I was even able to pick up a spare rear axle as

assured me that I had done the hardest part of a restoration and the rest would seem a lot easier, how wrong he could be! I had to spray my car as soon as possible to meet the deadline and I really wanted to spray it myself, so I prepared the garage with lots of polythene sheets and awaited a fine sunny day, though in November these are very few and far between! Finally I thought the best day had arrived it was a lovely sunny dry day, the only thing was it was Remembrance Sunday and I am the local Standard Bearer so I carried the Standard in Healing, raced back home, got changed into my paper suit and started spraying. I had the compressor in the spare bedroom to provide warm dry air. My Dad showed me the technique and I felt pretty confident. I sprayed on the primer on the floor





torque down the big ends the cylinder head bolts etc how to time the valves and the ignition. A new clutch was fitted (and now I know how to align a clutch plate up). The engine and gearbox were bolted together ready for lifting into the freshly painted engine bay.

Another filming day and it was time to fit the engine, it was a very long day but I really felt like I had come a long way. They left us with the job of preparing everything for the next filming day, finish bolting things in, connecting and filling radiator

and most of the body shell, after many coats of etch primer and primer I was ready to apply the top coat. It was a bit scary as this can make or break a good restoration. Well I can honestly say that I had a good go at spraying my car myself and I was determined for my restoration not to be a cheque book job and I wanted to do everything myself. Well, after a few weeks I discovered that the rear shroud was starting to micro blister, maybe that warm dry day in November was not the best day to choose. I power polished it a few times and prevented it from spreading; well it's nothing that a picnic basket can't hide! I did end up with a few runs in my paint work in places that you don't see, but I think I did a pretty good job!

Well that's it, the smile on Freddie the Frogeye is becoming even bigger as it approaches the assembling part. I started to rebuild items and put them on my car. At this point I had not started to work on the engine so I decided the rebuild was next. I rebuilt it myself with my Dad's supervision and I could not wait to get it put in. I stripped down the original engine taking photographs as I went along. Because I wanted to only do the job once. I opted for a rebore, reground the crank, new big end shells, new mains, oil pump, a couple of new valves etc. I did not know anything about how an engine worked before I started but now I understand. I learnt how to

etc. I started to enjoy my restoration again; however this did not last long. A few weeks went by and the film crew were back to film me starting Freddie for the first time. I was very nervous as this would be a big milestone in my restoration. I turned the key ready to start him and nothing happened, my heart began to sink and I was very tempted to have it crushed and use it as a paperweight! The fault was traced to the new starter pull switch, the old one was dragged out of the rubbish pile and fitted and would you believe it that one worked. We started to turn the engine over on the starter to get some oil distributed around the engine and build up some oil pressure. And would you believe it after flattening a battery still no oil anywhere so much for the new oil pump. My heart sank to think that if this needed to be changed it would be an engine-out again. I said to my Dad who was pulling his hair out at this point,



what if we squirted some oil back down the oil ways and tried to prime the oil pump to see if that would start it pumping (I did put oil in the pump when I rebuilt the engine). And would you believe it the oil pressure built up with in a couple of attempts of turning the engine over. Now this was the big moment, spark plugs in, HT leads connected, ignition on, pump the throttle a couple of times, pull the starter and after several attempts not one little pop, bang or anything the engine kept turning over and over. After several attempts we decide to take out the spark plugs and check them. We had a good spark but there was no petrol on them. Off we go again, what was the problem this time, we kept checking further back, no petrol at the carburettor, none at the pump discharge – not another faulty bit surely. I changed the pump for another one, still no petrol (I did put petrol in the tank, honest). My dad put an air line on the end of the petrol pipe and blew it back to the tank and would you believe it, nothing. The fault was traced to the brand new petrol tank; the pick up pipe inside was blocked with solder. Another tank was obtained and fitted. This was it, we were going for it this time, pull the starter for several seconds to pump the fuel through and get some oil pressure up. Fingers crossed turn the ignition on pull the starter and would you believe it yes!!! It started within half



a turn of the engine. It fired up and sat at 1000 rpm. Not bad for a first attempt of an engine rebuild and rough set of the carbs now I just needed Dad to set it up for me.

Well, other problems that I faced that I won't go into detail about:

The boot rack didn't line up with the holes on the rear shroud

The 'Sprite' badge didn't fit

The front grille didn't fit

I had to bend the bumper brackets to make the bumper fit

I accidentally fitted the front and back brake shoes on the wrong way

My windscreen wouldn't fit

Dodgy leaf springs that made the car look twisted



On the other hand fitting the interior went quite well and made me realise what I had achieved, it was fitting the steering wheel that really made it. After the final touches my car was complete and I could now see the great big grin on Freddie's face and it made it all worth while. I did encounter a lot of problems on this emotional journey but no more than any other restoration. When I took Freddie out for the first time I was bit concerned that it might be quite hard to drive but I was very wrong. Freddie

handled very well and I even managed changing up to all gears with out grating them! Despite the problems, long hours and the explicit vocabulary I developed through the restoration, I can honestly say I would never be without Freddie and he feels part of me. I had a few teething problems but 'touch wood' he is running fine.

However, I did take my car to Lincoln Steam Rally for a camping weekend and it rained from Friday to Sunday. I discovered on the drive home that my car is not waterproof as I had a puddle an inch deep in each foot well! Upon arriving home, after a thorough investigation I discovered that my carpets and other interior were soaked and had to be removed to dry in the spare bedroom.



Never mind, nobody can say that I am a 'fair weather driver' and Freddie has now been introduced to all the elements of the British Summer!!!

I hope to see you all at the Spridget 50th party in May 2008.

Lizzie Bartlett





The record takers

THE FASTEST UNBLOWN SPRITES IN THE WORLD

IN 1957 a group of enthusiasts including Graham Hill, George Hulbert, Len Adams and John Sprinzel formed a company named Speedwell Performance Conversion Ltd. Based in London, they first specialised in the Austin A35 saloons, which were becoming the game-killers in saloon car racing. They recognised the diminutive 848cc BMC engine as having considerable potential and their careful blueprinting, balancing and clever head work transformed the staid little cars into surprising performers.

The new firm raced these cars to test their ideas on engine and suspension modifications, and winning became part of the Speedwell reputation. The rest came from excellent workmanship and attention to detail.

When the Austin Healey Sprite was introduced in 1958 the firm turned their efforts exclusively to the new bug-eyed sponsor. Based on their experience with the Austin engine in the A35 Speedwell knew the Sprite would respond to their engine and suspension refinements, but they felt even more performance could be gained by doing something about the car's peculiar front end. The idea was to produce a replacement bonnet combining aerodynamics, light weight, and forward opening for improved engine accessibility.

George Hulbert remembers: "We approached Frank Costin, and asked if he would be interested in doing the design. It was just good luck that he said 'Yes', as is common with meek geniuses in order to get stuck into a project it is absolutely essential that the project be one which strikes his fancy." And strike his fancy it did. Frank had taken notice of Speedwell's outrageous

... or how a backstreet London garage had the cheek to try their hand at a Landspeed Record in a Sprite

by Dennis Ortenburger

fast saloons but more than that he was delighted by the atmosphere of their organization. They enjoyed themselves immensely and it occurred to Costin that the directors were involved as much for fun as they were for fame and fortune. Although he was Chief Designer at Lister at the time, there was no conflict of interest in doing this outside job, and besides, in terms of aerodynamics and Speedwell's requirements the firm end of the Sprite presented a real challenge.



The Speedwell Sprite GT

Speedwell wanted a replacement bonnet only, nothing else could be altered from stock. Costin pondered the limitations which were the scuttle and engine heights and the sheet metal inner wheel wells which were part of the chassis. However, he produced a set of drawings in a matter of days and a prototype was built in aluminium.

Although unable to calculate the shapes in the manner he preferred, the front end was immediately recognisable as 'Costinian'. The air intake was a small ellipse and fully ducted, the nose angled gently upward and the leading edge was nearly parabolic in curvature. Speedwell's goal was to transform the Sprite into a tiny but efficient grand touring car, hence the name Speedwell GT.

The underneath of the car was fully enclosed by an alloy undertray panel, and the front and rear wheels were shrouded. To control air flow as far rearward as possible the rear deck was raised slightly, and the Sprite's gentle fins were covered to remove their drag. The back end was then cut off in abbreviated 'Kamm' fashion. With the exterior bodywork completed by Williams and Pritchard, Costin and Hulbert began testing the streamliner. Wind tunnel observations and pressure readings were taken which indicated the shape was very slippery indeed.

Ducting was extremely important in the record car and due attention was given to air entry and exit. Costin decided to partition off the passenger area and use it as part of the ducting. Both the exhaust system and air intake passed through this space, to be exhausted through holes at low pressure areas on the air body sides.

All the testing was done on London's North Orbital Road, with George driving, and Frank in the boat, taking notes and reading his instruments. Two runs in each direction were required at a steady 80 miles an hour to obtain Costin's data and one can only wonder at the hour of the morning necessary to avoid the attention of both motorists and the police!

While the streamliner was being



Hulbert on his way to a record 130mph

The record takers

detailed and painted Hulbert and Costin compared their notes. Combining BHP figures, transmission and tyre friction losses and the aerodynamics Frank reckoned 128 miles per hour could be achieved. Arrangements had been made to make the record attempt in Belgium on the Antwerp-Liege auto route. The Belgian Auto Club agreed to close and marshall the road, and the Belgian Federation had offered to do the timing. George remembered how completely tractable and reliable the streamliner was on the road and, "To add insult to injury, we decided that the car should be driven to Antwerp, and back".

Besides the streamliner, Speedwell also took a normal GT along. The car was John Venner-Pack's but on this outing Graham Hill was elected to do the driving. Before the run in Belgium the GT was put on Speedwell's dyno and power output was found to be 62 brake horses, on pump petrol. The target speed would be a sustained 100 miles per hour. The streamliner, on the other hand, was putting out 92 brake on a blend of methanol and nitromethane with 128mph the goal.

To complete the job, a proper coupe was needed, and so Costin obliged. Great care was taken with its contours and the windscreen attachment. Besides a greater rake than the stock Sprite, the screen was more curved and fitted nearly flush into the top. The prototype of this piece was also formed in alloy as both would be used to fabricate the moulds for fibreglass replicas. The hardtop was fitted in with the bodywork at the windscreen but retained a seam at the rear. The appearance was such that many

observers thought it removable, but in fact it was permanent. The Speedwell GT became a very good seller, partly due to the increased performance from a lower drag factor and the engine modifications but also because it looked remarkably like the Lotus Elise. To Elite owners however, the real embarrassment came on the race tracks where the Speedwell harassed them unmercifully and on some occasions actually beat them. In its own class the GT was nearly unbeatable and in 1959 John Venner-Pack won 14 out of 19 starts and broke the lap record in every race! Len Adams raced a works car and

between he and John they never finished lower than third overall. (Success at Sebring by the Speedwell concern led them to marketing coupe Sprites in modified form as Sebring Coupes, with bodywork by Williams and Pritchard.)

While Hulbert and Costin were working on the mini-grand touring car, news came from the salt flats in Utah that a supercharged teardrop-bodied Sprite had captured the Class G land-speed record at 146.95 miles per hour. It was the work of Abingdon, highly experienced in land-speed record MGs. As Hulbert recalled: "The thought in



Sprite and Streamliner at rest in a Belgian garage prior to record runs

both our minds was to further develop the Speedwell prototype and take a crack at some records ourselves. The sheer cheek of nudging the Utah results with an unblown standard engine was irresistible." As with the GT the primary limitation in an extremely low drag shape was the height of the Sprite's scuttle. The decision was made nonetheless to maintain the stock chassis and utilize as much of the standard Sprite bodywork as possible. This meant a considerable sacrifice in cross-sectional area but Frank and George believed, "If you call it a Sprite it should bloody well resemble one!"

While Cosin got on with the job of designing the streamliner, Hulbert tended to engine, suspension and chassis preparation. The original GT nose section was retained but with the headlights removed. This area was recomouted using correctly radiused fillets. The passenger compartment was covered with an alloy tonneau. Since George would do the driving in the record attempt, precise measurements were taken of his height in the driver's seat and the width of his head. A plexiglas canopy was moulded that faired back into a headrest. Both the width and height of the canopy corresponded to George's dimensions. The angle of the canopy was so radical that it took several tries at forming to obtain one that was close to being optically correct.

The Speedwell entourage arrived at Aintree on April 13, 1960. The weather was dry but very windy and the preliminary runs saw both Graham Hill



Speedwell Sprite undergoes last minute checks

and George Hulbert using most of the road on encountering sudden gusts.

Both men felt the conditions were dicey but not hazardous enough to abort the attempts. The results exceeded all expectations with Graham Hill achieving a new Belgian Class G record of 110.9 miles per hour on gasoline. Hulbert went out and set a new record as well, with an average speed of 132.2mph over the flying mile!

Cosin and Hulbert immediately began discussion about the possibility of

an out-and-out 1000cc record breaker.

Using the smallest wheel size available and building a car around the frontal area of the engine they believed 250 miles an hour would be possible.

Some calculations were done but the urgency of other business separated the two men, and this project was shelved.

The twinkle in Hulbert's eye remains however, "The project is still available with a good deal of the work done already, with some time and a little cash..."

Graham Hill on his way to a record 110mph, exceeding expectations



Article courtesy of Paul Webb and Sporting Cars

Exclusive Club Deals
BOOK NOW!
Earlybird tickets from just £8
Family tickets just £25
Quote code CLX when booking in advance by phone or web

CLASSIC MOTOR SHOW

THE NEC BIRMINGHAM

2007

Support your club!

Biggest UK Classic Car Show

The place to share your passion for cars

Restoration Theatre • Dream Rides • Accessories • Autojumble • Parts & Services • Seminar Theatre • Cars for sale

9/10/11 NOVEMBER

www.necclassicmotorshow.com

Book online or call the Ticket Hotline **0870 060 3776**

Ticket includes show guide to the value of £8

Earlybird £8 ticket offer: To take advantage of this unique offer you must book before August 1st.

£10 ticket offer: From August 1st onwards club members still benefit from a superb offer of just £10.00 per ticket.

Family £25 ticket offer: Admits 2 adults and up to 3 children (5 - 16 years)

Hand your special ticket stub in to your club on their stand at the show and your club can earn £1.00 commission!

Offers apply exclusively to tickets for Saturday 10th and Sunday 11th November 2007, advance purchases only. Limited to two individual £8.00 or £10.00 offer tickets per club member, or one family ticket per member, subject to availability. All bookings are subject to a single transaction fee. All information is correct at time of publishing.

ORGANISED BY
CLARION
EVENTS
nec

OFFICIAL PARTNER

**FJ FOOTMAN
JAMES**
Restoration specialists at your service

OFFICIAL PARTNER

Megniar's

South Staffs and Brum Area Doings



When I drove into the Green Man last Wednesday there were some cars sitting around. I parked between a Sprite and a Midget in the car park, which told me that at least I wouldn't be sitting alone, inside. It didn't prepare me for the huge numbers we finally had at the table.

We sat at our usual table, five or six of us and that seemed to be it, rather a good turn-out and lots of car chatter rolling around and around.

But wait! More people, then some more and we had to move across the pub and drag three tables together. We had a great evening and at the end of the evening we'd had seventeen people at the tables.

Much chatter about suspension changes (mine!) new 'BGTs (John C) wonky bits here and wonky bits there (everyone) The trip to the Sun Bay later this month and Gwyn and I will be joining Dawn and Gavin at Mallory Park for a picnic and motor racing, all being well.

I was lucky enough to attend another Charity Track Day at RAF Marham last weekend. These are by appointment only these days and I managed to go along with Gary Lazarus and Bob Tooke from The Congestion Zone area. I was able to test myself against the track, some very interesting corners and a magic mile of main runway were enough to show me I had done a fairly good job when I built Lara.



Phew, more happened than I'd initially thought this month and that doesn't count the bits I didn't get around to. I was going to go to the Classic Cars at the Ace Café but foul weather on the day put paid to that. I'd hoped I could meet up with Warwicks area on that, maybe next time huh?

Bill Mohan 1067

Bristol Area Report

Such is the frequency of our deadline dates and displacements of our monthly meetings, that we have nothing to report since last I sheltered under this heading. I really feel that the introduction of a metric month would make life so much easier in these circumstances. Coming from an old 'Imperialist' like me, that is some admission I can tell you! Sadly, the previously reported August meeting will be our last this year for our evening runs, the shades of darkness have fallen too far in September for us to venture out from the Rose and Crown at Pucklechurch.

This will remain our gathering place for the time being to which of course, you will be made very welcome on the second Wednesday of each month (On the existing imperial calendar that is). Remember, attendance via your Spridgley thing is not a requirement, you can't bring it in the pub and it will be dark outside so what the hell anyway! To find out more about the Bristol Group, contact Alan Lo (see contacts page). We may just squeeze in a 'short notice' event or run, weather willing, so please keep in touch.

Terry Horler

August in the South East of England

Surrey Meeting on Tuesday 21st August at Blue Ball, Walton on the Hill, Surrey. KT20-7UE

Twenty people turned out on the night for the monthly Surrey meeting but only four cars appeared on this wet evening. Sue and Jim Judd took a chance in coming with the hood down but I noticed them leave wisely with the hood erect. Good to see Jim looking well again after a recent health scare.

Chris and David Wright were first to arrive, after yours truly. Having recently moved they are welcoming Surrey and Kent members to a housewarming on 4th November. Telephone 01903-746101 for time and location.

Whilst mentioning David and Chris Wright they are organising this year's Surrey/Kent Christmas Meal to be held on 18th December 2007 at the Kingswood Arms, Surrey. Places are limited to thirty five so first come first served. Deposit of £5 per person to David and Chris a.s.a.p. or October Surrey meeting at the latest.

Mention of money! Chris Harding was taking £50 deposits (per person) for next year's annual early May Bank Holiday Tour to the New Forest. Places are filling up fast so if you are interested in joining us on this Tour contact Chris on 01342-718860. Would anyone from Hants like to make contact with Chris Harding with a view to meeting up over that weekend?

Ashley Hinton was displaying the latest addition to the many parts that he manufactures. This was a Spridget handbrake plinth i.e. the part that the handbrake sits on and which in turn is bolted to the transmission tunnel. The part looked to be very robust. Ashley really is an unsung hero as I am sure without his manufacturing of panels, and various other parts, many Spridgets would no longer be on the road. We all tend to take for granted the availability of parts but the situation was not always so.

Mike Lay looked as if he had gone a few rounds with Rocky Marciano. Mike had apparently tried a nocturnal freefall down the stairs, at home, when his Spridget's alarm sounded in the middle of the night.

Peter and Hilary Stevens announced that they had bought a Mk3 1098 to add to their Stable. Restoration is to start shortly.

Alex Bowers has started a restoration of a 'basket case' Frogeye which I am encouraging him to have completed, and running, in time for our next year's Le Mans Classic Tour in July if not before.



Alex Bowers and John Larrington at work

Nigel Saynor was pondering leaky carburettors whilst Nay and Col were discussing cooling systems on Triumph engine Midgets with Peter Gardiner. Colin Aldridge, Mikes North and Gorman, David and Linda Southcott completed our group.

Kent Meeting in August

The Kent Meeting in August had a change of venue. Did anyone not read the e-mail and attend the Moat? Upon invitation from Paul Coveney and Jane Pierce we attended their new home in Harrietsham, Kent. Good weather, good company, a Bar-B-Q, and drinks contributed to a fine afternoon.

Ralph Whitmarsh came in his Frogeye as did John Clark. That gave John, and me, a chance to compare notes on our twin master cylinder conversions. John's is in place on his car whilst mine, destined probably for Alex Bowers restoration of a Frogeye, is still in manufacture. Alex had phoned to apologise for his non attendance but then I have tasked him with having his car built in time for our Le Mans Classic Tour next July. Unfortunately I

doubt it will be ready for Spridget 50 next May.

Pam, who owns a house in France, and Mike Gorman came in their Austin Sprite to compliment Paul and Jane's Austin Sprite that stayed in the rather nice detached double garage. Is there room for a restoration project Paul?

Peter and Hilary Stevens put many Kent members to shame by driving over from Hants in Hilary's Frogeye. But there again was this a Kent or Surrey meet? For Surrey members appeared to outnumber Kent. Where were all the Kent members?

Poor Jim Judd I fear yet again he will incur the wrath of Sue. He was openly seen to be chatting to a young woman. Peter Gardiner had to be elsewhere but at least took the trouble to look in. John Larrington completed our number.

Whilst in the area I detoured into Harrietsham village to view the Lenham Motor Co property. Lenham Motor Co is entwined in Spridget



history. The Company once made Lenham Healeys, Spridget bonnets and Hardtops as well as their own sports racers. Now, I believe, owned by Sebring Sprite racer Andy Actman the sign over the door has on one side a red Sebring Sprite with a Lenham Healey upon the other.

Alan Anstead

Area representative for Kent & Surrey sections
Mailto alan.anstead@btopenworld.com
Tel: 01322-384050

Linc'slot

As *MASCOT* goes from strength to strength (nice one Barry), we in the North East continue in much the same way as usual. Two Midgets and a Sprite attended our September Meeting at Lissington. We also had a couple of visitors enquiring about where to find a suitable Frogeye Sprite to purchase that could be modified for use in Hill Climbing or Sprint Racing. They obviously want something cheap and not too pristine. We told them that none of us were experts but we would ask you lot. If anyone emails information to me about the best places to look for such a vehicle, I will pass it on to Alan. Convivial conversation was continued between Lizzie, Pete and Mary, Sue and myself and our visitors.

Sue decided that now was a good time to book a table for our Christmas Sunday Lunch, so that's what she did. Anyone wishing to join us on Sunday 16th. December at the White Hart at Lissington, please let me know in good time as the pub soon fills up with diners. It'll be about £12.00 per head for lunch but don't hold me to that price.

No report on the East Kirkby trip, as, due to personal circumstances, it was reluctantly called off at the last minute. The trip was to have been held on the August Bank Holiday Monday. The thought crossed my mind that, had the trip gone ahead, we may have been held up badly by traffic jams. Yes traffic jams in the Lincolnshire Wolds. It just so happened that Cadwell Park was hosting the British Superbikes Championships on that very day. The police were purloining the public roads in the area, for the exclusive use of traffic attending Cadwell. Quite a sensible move under the circumstances. It's not that often that we get 60,000 people attending one event around here. All this traffic would have made it nigh on impossible for us to do our scenic route to the Aviation Heritage Centre. So the cancellation could have been a blessing in disguise.

Next meeting at the White Hart, Lissington on Thursday 4th October.

Brian Jeffery



Warwickshire Report

*Leading
the blind*

Mike and Benita's Fun Day, with an overnight stop and drive on the Sunday in an area not visited by us before, gave Mike and Benita a chance to show off the countryside of Leicestershire. We were all a little apprehensive about challenges and treasure hunts, but soon relaxed at the Red Lion in Market Bosworth, as we settled down to coffee and a bacon bap for breakfast. The first event was Kim's game with 33 items to recall, not easy for those whose short-term memory is already on the wane. This was followed by the first part of the treasure hunt. We had gone no distance when there was general confusion and a stop in a car park not even mentioned in the directions! However, with greater confidence and utilising the tulip diagrams provided, we continued on our way, finding many of the clues, although the posts with a letter on them that we were also supposed to be collecting were more of a problem. The sun shone and the temperature rose to Mediterranean strength, with the tension in some cars making it even higher! The warmth of the day and the beauty of our surroundings made the driving a very pleasant experience. We finally arrived at the halfway point, for driving challenges and lunch, although we began to worry that two of our cars might be lost as they made a very late appearance. The challenges consisted of driving and parking the car blindfold with instructions from the navigator, followed by another drive keeping a ball balanced on a spoon while zigzagging through a line of

bollards. Chris and I started first and the pace increased steadily until the lamp posts became a serious hazard. The second half of the treasure hunt followed lunch and took us to the Abbey of Mount St Bernard, a beautiful tranquil spot where one could relax from the stresses of driving, if only they had a tearoom. Chris and I had driven many miles with the gauge the wrong side of empty with no garage to be found any where, so with a number of others decided to head straight for the abbey and did not complete the course. The night was spent at the comfortable Miller's Hotel in Sibson, with the promise of a Neil Diamond look-a-like to entertain us. The evening proved to be a lively and entertaining one, with Phil's vocal abilities coming to the fore. Mike and Benita presented an engraved glass cup to the winners Mo and Phil, with John and Ann the runners-up. Barrie and Margaret collected a



The egg and spoon race

decorated wooden spoon as the booby prize. Sunday was spent with a drive to Castle Donnington and finished at Foxton, which is at the bottom of a chain of sixty-one locks, although an electrical fault at the pub ensured that it was closed for lunch, so no three-course meals. We are very grateful to Mike and Benita and appreciate the tremendous effort they put into organising this successful event, which is a first for the Warwickshire Section.

All were present on Friday, 31st August, for the drive to the Yorkshire Bridge Inn in the Peak District, apart from Jim and Rosemarie. They had set off from home, only to find that they were leaking petrol, so had to return to change the leaking carburettor for another. To our astonishment, Jim arrived with dirty hands, not only had the carburettor been changed, but he had done it himself!!!! With a late start our usual comfort break at a garden centre was closed, so roadside facilities were used by the desperate and we kept going to our destination, arriving in time for dinner. On Saturday, we took a delightful route through the Derbyshire Dales, stopping at Poole's cavern for a tour. We stopped at the Greyhound Pub in Wardlow for lunch. They were not put out at all by 17 people turning up at once and made us very welcome. If you are in the area, you must try their minestrone soup; it has large chunks of meat and vegetables in it and is a most delicious meal in a bowl, very economical too. Our journey continued after lunch with an impromptu stop at Wormhill to view their well dressing and scarecrow competition. Unfortunately, John's car failed to start and it became an open bonnet moment. The problem proved to be the rotor arm, made worse by a loose post on the solenoid, so a push start was required even after the repair. We now know what John keeps in his boot; a complete set of spares. We continued through Winnate Pass with a 1:5 descent and some smell of over heated brake pads, hopefully none of ours, back to the hotel, where Chris and Dave provided us with additional hospitality before dinner.

The Sunday began with the 1:14 descent of Snake Pass in the rain and continued to Tissington Village, where Alan and Rosemary went on ahead, to check for obstacles we were told. They set themselves up to take photographs of us as we went through the



Crossing the ford

deep ford there, where Roy had the end of his exhaust under the water at one point. I felt it was rather insensitive, as Chris has just had to replace his main car after driving through the local floods last month, but provided for some excitement on the way. Keeping to a water theme, we then set off for Carsington Water where we were able to stretch our legs and find refreshments. Heading south and for home, we took a country road detour avoiding Ashbourne, where we were held up badly last year and finished at the Shire Horse Pub for lunch. This was intended to be the place where we said goodbye and headed our various ways, but most continued together for a meal at our favourite Indian Restaurant back in our home territory. A super end to a wonderful weekend and our thanks go to Chris and Dave for having organised this well loved weekend again for us, with their usual efficiency and warmth, and to Alan and Rosemary for their assistance.

David and Linda and Linda attended the Coventry Motoring Festival, which took place on Sunday 2 September and sent the following report. If the track at MIRA becomes a feature, I can see more people wanting to attend. As most of the Warwickshire group was in Derbyshire, Linda and I were the only representatives, although other Sprites and Midgets were in evidence. A very well organised event this year with other 450 vehicles of all shapes and sizes taking part. The 70 mile run went through some lovely parts of Warwickshire with half of the entrants going clockwise and the other half anti-clockwise, this added to the fun of the day. The highlight was being given a chance to try out the measured mile track at MIRA (Motor Industry Research Association) on the A5 north of Nuneaton, Great fun but the banking is a bit hairy in the Frogeye.

Chris and Sheila

Cambridgeshire Report

After an amazing July the first Cambridgeshire event of August was the BMC Rally on the 5th, this was a great event as always with unbroken sunshine and a host of great classic cars, not to mention the autojumble. We had a good turn out (14 Spridgets I think although not all at the same time) of regular members and the guys from Coventry and Nottingham (great to see you) this is always a great meeting place and a bit of a shop window for MASC and as always we had a great deal of interest from potential new members so I look forward to seeing one or two new faces at the Mad Cat.

We had a good look around the wonderful collection of classic cars and did the rounds of the excellent auto jumble picking up a genuine set of period Lucas headlight beam deflectors (for continental travel) since we were off to France the following Thursday.

Next up was the Mad Cat Night which unfortunately clashed with our trip to France, so rather than arriving at the Mad Cat at 8pm we found ourselves driving through the French countryside on our way to Frogeye Cottage. So I think we were there in spirit at least. Fortunately Diane and Nigel were on hand to pen a report (thanks Guys) as follows.

Sprite night fell on a lovely sunny evening with 6 cars turning up including the Ferrari look alike, Rogers Arkley and an early arrival of John and his daughter with his roof down to have dinner before the meeting. He was slightly disappointed that we were not eating but we kept him company. It was a good turn out especially as a lot of the regulars were on holiday. there was a lot of talk about car subjects with not many deviations on to other subjects which we usually do. Roger is still building his medium wheel base Land Rover but has not had much time lately.

Therein a proposed trip to Donnington race track for the VSCC See Red event which is being planned by Hubie. This sounds like it will be another Silverstone type event with old F1 cars. Also a late suggestion to go to Knebworth car show. The fumble bag was done by John in his posh jeweller's bag but no jewellery, Just Sprite MK1 and Midget MK 1 and 2 parts. So guess who got 5 out of 6. Yes Nigel did again. John and his daughter went slightly earlier but returned a little while later??? Find out in next in month's magazine. Maybe?? Sorry John. Blame Diane for this one. The last bit intrigues me but more about this next month.

Dave Dixon

Just a quick run through of the late summer (who am I trying to kid) happenings in London.

Due to everyone being away on holiday trying to find some sunshine, business trips or working in the garage. We had the sum total of three people at the Plumbers Arms last month. So the less said about that, the better.

Bob T, his son Ant (not the Hymenoptera variety but short for Anthony) and myself, joined Chairman Bill as the guests once again of those fine folk at RAF Marham in Norfolk.

The invitation didn't stop at letting us loose on four miles of Her Majesty's



**What's
London
Been
Doing?**



Bob's fuel injected rubber bumper Midget (with the bumpers removed for the day) really outpaced our A series Spridgets, being a good 10mph faster on the long fast bits. His fuel injection system working much more efficiently than our wheezing carburettors.

Bob's son Ant, who'd never driven anything older than his very fast Audi Hot Hatch, left the day beaming broadly and proclaiming that he was going to build an MG

second largest Air Force Base, but also extended to an invitation from a high ranking officer to join them the evening before in the Officers Mess for cheap bar prices and even cheaper accommodation. When a round for five people cost less than £5.00, you know that you're on to a good thing. So we spent a very pleasant evening, barely spending any money in the sure knowledge that we didn't have to drive anywhere that night.

The other advantage of a track day with beds is that instead of a 5.00am drive across the east side of England, we had a relatively leisurely breakfast and met afterwards for the 7.45am drivers briefing. Bill and I had done one of these track days before but for Bob and Ant it was a first and both were feeling slightly apprehensive. The beauty of this track, for those who weren't paying attention when I last wrote about RAF Marham, is that with a straight of a mile long and a width of 60 meters (196.850 393 701 feet to be exact), you've got to be both reckless and stupid to hit anyone else.

These two attributes, I nearly simultaneously achieved when, with the red mist falling over my eyes, I tried to undertake Bill's Midget, while under heavy braking on a hairpin! Only a sharp bark from Bill's passenger, the afore mentioned high ranking RAF Officer and the fast approaching side of the Bill's Midget brought me to my senses. And I thought it better to retire to pits before I got black flagged.

Once again the day saw us do 120 miles on track, touching 100mph on the straights and putting some much more exotic machinery to shame around the twisty bits.

Midget track day car. As he'd never had so much fun driving anything as responsive as a Spridget.

Unfortunately the slight rumble in Bob's rear axle which persisted throughout the day, culminated in an exploding differential on almost the last lap. The cause was a tiny hole in the diff casing which resulted in a rear axle running very fast until it ran out of oil and stopped running very fast, very quickly. Thanks to roadside recovery and a low loader they returned home to Croydon about midnight.

Another fantastic day out and I've been informed that about £16,000 was raised for charity over the weekend. Our thanks go out to our wonderful hosts at RAF Marham. I'm sure we'll all be putting our names down again when we're next invited back in 2008.

The Ace Café meeting in North West London on the second Tuesday of the month was again a massive success, with every conceivable type of Classic in attendance. From mint A35s to a whole clutch of Aston Martins and Bentleys. The evening was further improved by the attendance of Chairman Bill all the way down from the Midlands, who along with me, was able to show some MASC hospitality to our guest for the night, our Wing Commander host from RAF Marham.

A last word is an apology to anyone who has tried to email me over the last month or so. Suffice to say that my internet provider will be getting a filthy letter from me in the near future.

Enjoy the last of the summer.

Gary Lazarus



Home Counties North West

If at first you don't ... Third time lucky. The sun shines on the r... It was meant to be... To coin a phrase or several. We finally made it! To Wimpole Hall for a picnic. We were there in March, passing the gate in blizzard conditions, aiming, that time, for a warm pub. (How wise). Subsequently we have been rained off twice.

September 1st was perfect. Five cars made it to the start. Mark's White Frog, that which The Red Sprite cavorted with on the road to The Castle of Combe, got a fit of the I ain't goin' nowheres. Tempting offers of new bits and bobs failed to get her to play, so Mark rode shotgun with Ian in his RBMG. Lily and Vic, Sue and Mike and Pat and Zara made up the number.



Talking of awkward ladies, the Red Sprite spent the previous week being obstinate, banging and backfiring like a posse on the trail. Not responding to a going-over of the distributor we guessed at a faulty petrol pump. So we bought one but then... Along came Mickey. Now Mickey you would take as an old timer. He moves as though the world will wait for him. He ruffles not a hair, partly because he has very little and partly because he takes it all in his stride. He is methodical, careful and knowledgeable.

If I try to help he smiles understandingly and then checks everything I have done (often after I have gone home). He is the sort of bloke you need in your tool kit. Mickey said condenser. So condenser he did. Yup. Right. The one sad thing about this ... I taught Mickey craft subjects in the early seventies! For sale, one fuel pump, in its box.

Mark sort of arranged for us to be at Knebworth on Bank Holiday Monday. When I say sort of, his application was late, so they say, and we had to pay the whole whack. Nevertheless six cars presented themselves, together with a visiting MGB, and a large crowd sat under our flag and enjoyed a picnic on top of a windy hill.

The crowd was large because Lily and Vic had brought along their entire family (not in the Sprite!) and we hope that a new generation of MASC members is being prepared. The car display was good, as usual, but the auto jumble has diminished due, apparently, to the high prices charged for sites. A pity this; there are enough discouragements already – weather mainly – to put some of these traders off permanently.

Mark Hall

NW Area Report

There was no report in the September magazine so apologies for that. August club night was by all accounts bit of a disaster. We had planned to have a local drive for the evening. Ian very kindly volunteered to devise a route even though he was going on holiday and couldn't take part. So a route was produced and just needed emailing to me the day before the meeting, straight forward enough you would have thought. Well this was the first problem, Ian's computer decided it wasn't going to cooperate and he couldn't send the email. But not to worry, Ian spoke to Andrew who said he would sort out a route and take it to the meeting even though he might not be able to do the run himself. He too was off on holiday the day after and at the time Oliver wasn't feeling too good. On the day of the meeting I didn't feel at all well so phoned Andrew to tell him I probably wouldn't be going, but not a problem as the run was now all in hand, or so I thought. Now for the second problem, Andrew also fell ill and couldn't go to the meeting. So, net result was that no one turned up with a route. Fortunately Neil took charge and it was agreed to drive to Great Budworth with him leading the way. However Neil isn't that familiar with the area and consequently got lost although they did manage to find a pub to stop at. Anyway, you

will be glad to know that Ian had a wonderful holiday, unfortunately Andrew had to postpone his for a few days due to illness and I'm glad that I didn't go because my daughter went into labour that evening, giving birth to a baby boy during the early hours of the next morning. So apologies to all who turned up, but I hope you had a good evening anyway which I'm sure you did.

On the Sunday of the Bank Holiday weekend there was a day out to Oulton Park. I couldn't make it unfortunately but it was apparently a good day with nice sunny weather for a change.

For October club night we are planning to have a quiz, nothing too serious so why not come along should be fun.

On 28 October we are having a Halloween run up through the Pendle hills. Plan is to drive around Pendle, famous for its witches, then a stop for lunch somewhere. Details will be available on October club night.

Well that's it for now.

Hopefully see you at club night on 10 October.

Les

Hampshire Report

Our July monthly meeting at The Poacher was well attended by all the regulars and as it was one of this summer's rare 'fine' evenings we spent the evening sat outside, however the new addition of patio heaters (installed for the benefit of potential smokers we think) was very welcome as the evening progressed.

Woodcote

Terry and Harriet along with Pete, Lou and baby Sam spent the weekend of the 14/15 July at a steam show in Langport, Somerset. While Alf, Lynn & Andre, John & Vic and Barry & Jenny kept the Sprite flag flying at the CAMRA Steam and Vintage Fair at Woodcote near Reading.

On the Saturday evening as we stood outside the Real Ale tent, surrounded by a lovely display of Showman's Engines and watched the firework display we thought somewhat prematurely as it turned out, that we would get away with a dry weekend. But on Sunday, just as we were preparing to enter the parade ring the heavens opened (see photos). I don't think I have ever been quite so wet before. Needless to say we skipped the parade and headed back to the relative comfort of the caravan awning before the show ground turned into the inevitable sea of mud we had experienced at Bloxam a couple of weeks before. Despite the soaking, it was a good weekend and we are keeping our fingers crossed for better weather for our next outing to Kemble in two weeks time.



The crossed fingers did the trick and the first weekend in August was spent in glorious sunshine at Kemble Airfield near Cirencester at the three-day Steam and Vintage Extravaganza. This is a huge show, which we went to for the first time last year, and for us entails a lovely drive out through Caversham and the Vale of the White Horse toward Swindon. By the time we arrived Alf had negotiated a large camping area with the 'jobsworth' (armed with a can of spray paint to mark out camping allocations) as we need room for a caravan with awning, five tents, the club gazebo, three Mark 1 Sprites, 1 Midget, a Land Rover and a tow car. Our happy band took up residence throughout the Friday and by Saturday we were ready for action. The days were spent trawling the stalls for useful (or interesting) Spridgetty bits, visiting the many displays of Vintage & Classic cars, motorbikes, tractors, Military and Transport vehicles, steam driven 'stuff' of all shapes and sizes, aircraft, etc. etc. not to mention checking out the Knitted Village for new additions. Phew! It's exhausting just writing about it! The evenings were spent in the usual fashion; barbecue, followed by liquid refreshments and much hilarity, fuelled by Lynn and her graphic description of her unusual find on the 'novelty' toy stall.

For more pictures visit www.midgetandsprite-hampshire.info

Kemble



Snap, Crackle and Pop go Mad in France

The Midget & Sprite Club (Hampshire Chapter) took three Frogs to France. 26 May – 4 June 2007.

Saturday (88 miles)

The ferry was leaving at 7am; we had to be there at 5 – after a few hours in the most uncomfortable beds in Newhaven (Contact us for details!)

Barry eventually informed us that the bow thrusters were lit and we were under way.

We eventually got to the Campanile in Liseux (pronounced Lay ur) at 6.30 in the evening – large beers and Ricards all round and Terry getting 'as relaxed as a newt'. The following morning we heard the strange phenomenon of the "canard au la salle de bain" which followed us around the entire holiday.

Sunday (103 miles)

Well we needed bilge pumps and in our case a fire extinguisher too! A slight electrical malady ensured that the cloud of smoke from the middle of the dashboard gave us a case of the Heebie Geebies. Rewired the ignition switch and off we went. The roll call was Alf – reluctant start (snap), us - the fire"(crackle) and Barry popping and banging! Getting to the Campanile in Vire – more beer and Ricard and the quote Do you want any red up your end! (Thank you Lyn!)

Monday (42 miles)

To Avranches – it was very wet, a coffee shop opposite the Tourist Information Office, (that was shutting for lunch, after all this is France!) – that served great coffee (best on the trip – but we don't know that yet!). Chose the most suitable 'chambre d'hote' to go back to the Tourist Office with. Needn't have had a whole list – the first one we tried (Three Bushes La



Maraicherie – run by Madame Desgranges) had a three room gite with a kitchen. So we booked up for two nights and went off and found it. Via three supermarkets – one being open!

Tuesday (38 miles)

Trip to Mount St Michel – Coffee – How Much? It's all very slopey – with an enormous amount of steps! We got to the top and went around the Abbey – proper tourists. Decided to top up on beer on the way home – trying to work out what 48 is 'en Francais' - and will it be enough?

STOP PRESS: PENGUINS SPOTTED ON M-S-M SANDS)

Wednesday (57 miles)

Il pleut, Il pleut, Il pleut encore, got the books out, and waited for the rain to stop and the cabin fever to subside while Barry tried to alleviate the boredom by swotting as many flies as he could (He's good too)! We mustered the 'Chamois Wallers' to do their bit and went out for a tour around the neighbourhood, stopped at a Musee (closed for lunch) so found a coffee shop instead; later that evening Terry decided to inspect the underside of the car!

Thursday (126 miles)

The trip to Dinan and Dinard (postponed from the previous day) got under way and we trundled there to find an underground car park – the girls said Thank You I swear – and have a wander round the town. Decided upon Croque Monsieur for lunch, followed by watch repairs (casualty of the undercar inspection) and Ice Creams – yum. The Dinan houses seem to be terribly wobbly – but not as bad as the couple having a blazing argument in the car park.

On our return journey we needed to man the lifeboats – and when we stopped to buy the evenings groceries the hoods were frantically put up under cover of the car wash!

Friday (70 miles)

Decided a trip up the coast was in order – and Agatha was put away (more of her later!). So the sun was shining as we went on our Rue de Côte to C.G.G. Granville. Where we had 2 boules on the war memorial. As Agatha normally takes us twice around roundabouts, I decided twice around the block was acceptable – it was obviously meant to happen because a large French gentleman tumbled



out of a lorry in a hurry to give us a yellow poster. On closer inspection this was about a show in Hudesnil at the weekend. We carried on through good 'Frogging country', lunch was nearly on the beach, and afternoon tea (well coffee) was by the sea. All in all, a very successful day – and we didn't get wet!

Saturday (56 miles)

Hudesnil Tractor and Car Show

The Midget and Sprite Club – Hampshire Chapter turned up at about 10am plus a French registered MGA – we had stopped for coffee in the village and watched tractors being loaded, driven, and towed off. We then spent 20 minutes finding the field! Well it was a show of 39 tractors, 3 Frogs (us) and the MGA, 2 Jeeps, 2 Dodges and a partridge in a pear tree. 23 degree C heat, no shelter, and after the drivers spending a couple of hours at lunch (with much beer and wine) Monsieur Le President started the road run. There was tow starting, blowgun starting and strong men with starting handles.

We saw them all off, and made our break for it. It had been a good (and hot) day; we were even mentioned to the Ouest France journalist who was there.

Sunday (208 miles)

We knew it was going to be a long day, but having booked a place in Dieppe we were happy. The closer to Caen we got the less trustful of Agatha Harriet became – but we did get through in the end! And she didn't like it when we went to look for petrol. After we had driven through a town twice, and been waved at by a party of locals and members of their UK twin town, petrol was dispensed and the lorry used. One to remember if looking for petrol in Dieppe, especially after following the 2 minute, 1 minute signs for ½ hour! It's in Belmesnil (10 minutes in the opposite direction) It was all too much and Agatha took over for the last couple of miles, we found the hotel and needed a lie down to get over it all!



We're on the ferry now – and on the way home, what of Agatha? Well Agatha is a well-equipped mobile with an out of date map of France! (my 2006 book was out of date too!) She showed us some quite nice tiny roads, but got confused on the way to Dinan! The tiny roads are well worth travelling – in the 'Frogs' they are great but meeting traffic coming the other way could be interesting, and not to be used for covering miles either!

The original plan had been to go from place to place but as the weather was poor at the start of the trip making the decision to stay in one place made it easier to go out, get wet and go back to dry out! We covered 788 miles in France (not much!) and were both cold and wet and hot. Lots of coffee in lots of different places – thanks for the reminders Jen! We had fun – laughing kids and smiling adults – cars beeping and scooter boys hooting!

Bloxham Vintage Vehicle & Country Show

23 – 24 June

...wading through knee-high mud; tow trucks pulling vehicles around the site; wet clothes steaming gently while sodden campers huddle under wet canvas. Ah Glastonbury I hear you say, but you would be wrong!

Despite the weather forecast, 'well they always get it wrong', don't they, we decided to go ahead with our planned trip to the Bloxham Vintage Vehicle & Country Show. Unfortunately 'they' go it right for once! But were we downhearted? Yes we were! But the organisers were grateful to us for turning up at all (several Brownie Points earned) and we did get the opportunity to meet up with some friends old and new. I personally was disappointed that I didn't get to see the Knitted Village this year but it was more than made up for by the Hamster Display. So despite it all we are glad we made the effort – well, we are, aren't we?

Market Place

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

Sprite MK1 parts

Blower/Heater unit (72-74 I think) £10
R/H outer sill £5
Pair MK1 Sprite doors £35
Pair MK1 Sprite rear hubs £5 'A' series engine back plate £5
SU HS6 1 3/4" Carb £5
Pair cross-drilled brake discs £10
Pair rear drums £4
4 rear brake cylinders Sprite MK1 £5
Sprite MK1 2 chrome door trims + rear cockpit trim £5
Prop shaft £10
One Front-line Services racing half shaft £10
Two 4.2 differential units £20 each
4 Fibreglass wheel arch extensions for MK1 Sprite £10
Complete MK1 pedal box assembly £10
Pair MK1 Sprite hub-caps £5
Anything not sold goes to the tip. Collection ONLY from Malvern, Worcs.

Call Don Francis on 01684 562399

For Sale

Midget wire wheel conversion £180
1275 engine £190
3.9 Diff £80
4.2 Diff £35
New powder coated bucket seat bases £55 each
1500 engine and gearbox £50
Complete MK1 axle £80
Bucket seat frames £25 each

Austin Healey horn push £45
MG Midget £45
Complete front disc brake conversion £80
Frogeye powder coated heater box £25
Refurbished snail blower unit £45
Frogeye door pockets £20 the pair
MK1 dash £25
1098 engine and gearbox £70
Bumpers £20
Driver side rear half wing £25
Various powder coated parts, gauges, trim, chrome, wheels, grille, bonnet strip, jack, clutch, various small parts ring for details.
Richard Woolley, Derby, 01332 510130

For Sale

Original BMC Workshop Manual publication ref AKD 4021 (11th edition 1972) – Sprite 2, 3 and 4 / Midget 1, 2 and 3 – Used condition ex Leyland dealer copy – £20.00 plus postage @ £8.00 or collect Scotland.

**Euan Walker (non member) 01369 70527
mob 07775 616330
email euanwalker@tiscali.co.uk**

For Sale

Frogeye rear section (minus the bumperettes). Recently removed from a restoration project this section will need some restoration to its lower most edge. Also available Frogeye bonnet centre section.

**Offers Alex Bowers (Surrey Section)
Tel: Mob: 07762-007205**

Colin McRae, MBE 1968–2007

Just prior to completing this issue of *MASCOT*, it was announced that Colin McRae, former World Rally Champion, and his young son, Johnny, died in a helicopter crash on Saturday 15 September.

They were travelling with two close friends, Ben Porcelli and Graeme Duncan, who also died.

Our condolences go to the families of all concerned.



The world's **largest Austin Healey** parts specialist

• Parts for both Healey and Sprite Models • Special Sale Items • Technical Tips • New Items



BADGES

XBAD131

These are a top quality reproduction of the original, made in the U.K. and not to be confused with the vastly inferior foreign imports.



XBAD103

XBAD117

- Part No: XBAD101 MK1
Bonnet Badge £18.75
- Part No: XBAD103 MK2-MK4
Bonnet Badge £10.95
- Part No: XBAD117 MK1-MK3
Boot Badge - Midget £9.95

REAR AXLE

Part No: XRAX132
MK1-MK4

Crown Wheel & Pinion (3.7:1)

£147.50



SIDESCREENS



- Part No: XSID105
Surround Rubber R/H £9.95
- Part No: XSID106
Surround Rubber L/H £9.95



Manufactured and assembled by ourselves, these reproduction sidescreens are of superb quality and fit. They are supplied with perspex and seal and are sold separately.

- Part No: XSID101 - MK1/MK2
Side Screen R/H £79.50
- Part No: XSID102 - MK1/MK2
Side Screen L/H £79.50

HOODS



- Part No: XHOD153 - MK1
Hardtop Clamp Chrome £28.50

WHEELS



- Part No: XWHE130 MK1
A.H. Hub Cap £13.95

HEADLIGHTS



- Part No: XLTG101 / XLTG102
Head Lamp RHD / LHD £44.50 each

GRILLES



- Part No: XGRL101 MK1
Grille - Chrome Plated £139.50



- Part No: XGRL115 MK1 - MK3
Grille - Midget £115.00

CLUTCH PIPES



- Part No: XCLU155 - 948CC-1096CC
Clutch Pipe R.H.D. £10.55



- Part No: XCLU158 - 948CC-1096CC
Clutch Pipe L.H.D. £10.95

Tel: 01926 817181



AH Spares Ltd, Units 7 & 8 Westfield Rd, Kineton Road Industrial Estate, Southam, Warwickshire CV47 0JH

www.ahspares.co.uk

All major credit cards accepted

Fax: 01926 817 868 Email: sales@ahspares.co.uk



AH
SPARES
LIMITED

Our Catalogue is now available on mobile, compatible with all MMS fully featured smartphones and tablets with the NEW QR CODE



ask about our exclusive
Midget and Sprite
Club Packages

CLASSICLINE
Insurance

do you miss the human touch?

If you're anything like us,
you'll be fed up of typing, clicking and
generally struggling with computers...



...that's why at ClassicLine we have a
small, friendly team of real people,
ready to talk to you and make sure that you
get the best deal for your car insurance.

call
01455 639 000 ...and talk to
a real person!

visit
www.classiclineinsurance.co.uk

Authorised and regulated by the Financial Services Authority