

October 2016

£2 No. 391

Mascot

The Magazine of the Midget & Sprite Club



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Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military



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WILTSHIRE

YORKSHIRE

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

Compiled by Gary Lazarus (editor@midgetandspriteclub.co.uk). Please advise me of any changes, errors etc.

MEMBERSHIP RENEWAL: IF YOU EXPERIENCE 'MASCOT' PROBLEMS UPON RENEWAL,

PLEASE CONTACT THE MEMBERSHIP SECRETARY OR THE TREASURER STRAIGHT AWAY. The Committee

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Printed by Quorum Print Services Ltd, Units 3&4, Lansdown Industrial Estate, Cheltenham, GL51 8PL

Tel: 01242 584984 Website: www.quorumprint.co.uk E-mail: info@quorumprint.co.uk

October Editorial

As summer has now turned (quite suddenly) to autumn, I guess that for many members the end of the touring and show season has arrived. That may be the case for some of us, but for others, there's still plenty to see and do.

The two main Midget & Sprite Club events on the horizon (and the only two mentioned in this month's events page) are 16th of October, the club's AGM. This year held in the Senna Suite at the historic Donington circuit. Full details can be found on page 5. It's a great opportunity for you to come and meet this year's outgoing committee as well as an opportunity to ask questions, hear about the club's last twelve months and hear about plans for the next twelve, as well as welcoming the new committee members who'll look after the club for another year. While we'd like to think this alone would be a good reason to attend, we're realistic enough to realise that you may want to make a day of it and visit Donington's fantastic Motor Racing and Military Vehicle collections. Both will be free on that day for our members. Please come if you can, we'd love to say hello.

The other big event held this year is the Lancaster Insurance Classic Motor Show at Birmingham's NEC. Being held on the weekend of 11th – 13th November. The club will once again have a large stand and details of the cars appearing will be published in next month's *Mascot*.

Even if you don't manage to get to either of these events, I'm sure that quite a few of you will still be out and about in your Spridgets over the coming months. While we do, it's good to know that in addition to the Fire, theft and collision cover, as part of our classic car insurance policies, most have

various levels of UK and European recovery, as well as other knobs and whistles. The AA, seem to have gone one step further, by intimating (by the medium of cartoon), that you might even get a Mk1 Sprite as a replacement courtesy vehicle, should your daily driver succumb the perils of modern motoring.



My thanks to the many members who sent in various versions of the advert seen on billboards, bus stops and petrol pumps. I wonder whose Frogeye inspired this particular advertising campaign.

Please keep me informed of your Spritely adventures over the coming months and I look forward to meeting some of you at the AGM this month and the NEC in November.

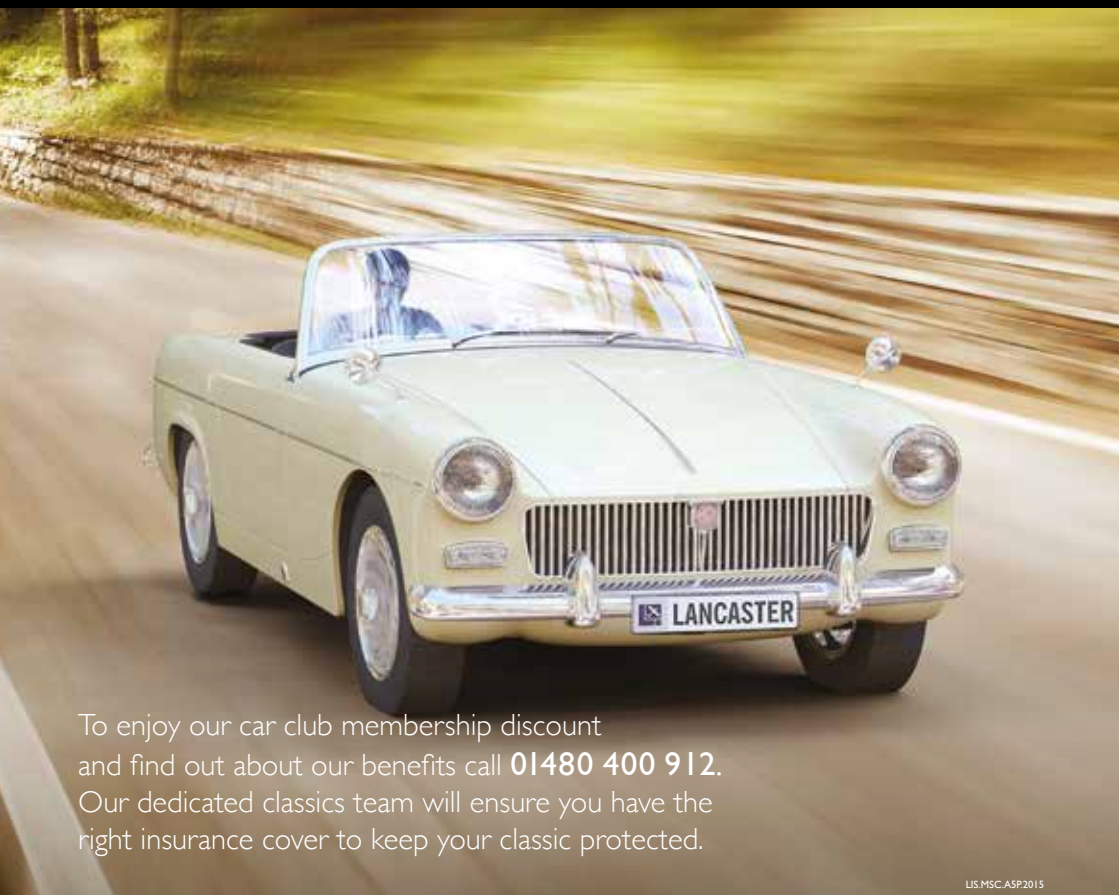
Gary & "Gaps"

The deadline for articles and reports for inclusion in November's *Mascot* is Monday 17th of October.

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

Cover shot: "Wind in her hair" MASC member Pierre Lequeux's daughter Camelia in her Sprite at her first event at the Bo Peep Hill Climb, in Sussex. Image thanks to and © Mike Ward-Sale

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Club Nights


- 1st Tuesday **Essex Area** – Now meet at **The Green Man**, Green Man Lane, Kelvedon Road, Little Braxted, Essex CM8 3LB. For further details contact Gary Knight, Tel: 01376 562172 Mob: 07932 077305 email: gknights@live.co.uk
- 1st Wednesday **Central Area** – Now meet at the **Swan Inn**, Whitacre Heath, Near Coleshill, B46 2JA, 8.30 pm onwards Contact: Dave Warren, Tel: 07831 101850. email: central.masc@live.com
- 1st Wednesday **Oxford Area** – Meet at the **Blackhorse Pub**, Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Grahame Gibbins at grahame _ gibbins@hotmail.com
- 2nd Tuesday **London Area** (Congestion Zone) – Meet at **The Ace Cafe** at 7:30pm together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696 garyfrogeye@gmail
- 2nd Wednesday **Devon Area** – Meet at **Court farm**, Abbotskerswell, TQ125 NY Devon. Michael Ellis Michael _ Ellis@live.co.uk and telephone: 07527 598091
- 2nd Wednesday **Heart of England** – all welcome at the **Green Dragon**, Sambourne, Redditch B96 6NU for 8.30 start. To check "whats on" please e mail Steve Newton on newton-gemini@sky.com
- 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. Neil McLeod email neil _ mcleod2@outlook.com Tel 01772 323770 Mobile 07921 089 68
- 2nd Wednesday **Bristol Area** will meet at **Wishing Well**, Wapley Road, Codrington, Bristol BS37 6RY. From 8.00pm – or earlier for a Curry enjoyed in peace! Contact Terry Horler 01454 881770 rebelwithasprite@hotmail.com
- 2nd Thursday **Notts/Derby border Area** at the **Sitwell Arms** at 30 Wood Lane, Horsley Woodhouse, Derby, DE7 6BN from 7.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 ilcooke@btinternet.com
- 2nd Thursday **East Anglian Area**. Previously the Cambridgeshire Area meet at **The Ferry Boat**, at Holywell, 8pm
- 2nd Saturday **Yorkshire Area** – meet each month at lunchtime from 12:30pm at **The Nags Head**, Pickhill, near Thirsk, YO7 4JG – more information at <http://yorkshiremasc.blogspot.com/>
- 2nd Sunday *New* **East Kent Group** meet on the at **Crown Inn**, Sarre, CT70LF from 1230hrs Contact alan.anstead@btopenworld.com
- 3rd Tuesday **Scotland** – Meet at **The Windmill Tavern**, 4 Thorniewood Road, Uddingston G71 5QQ at 8pm. Graham Smith 0141 954 8276 email: smith.grahamf@yahoo.com
- 3rd Tuesday **Surrey** – Meet at **The Chequers**, Chequers Lane, Walton-on-the-Hill, Surrey KT20 7SF. 7.00pm onwards. Contact Mike Gorman, mike@birchwood44.freeseve.co.uk Tel: 01737-552256
- 3rd Sunday *New* **North Notts & South Yorks** group meeting is from 10am. **The Courtyard Tea Room**, Womersley, north of Doncaster DN6 9BH. Contact: John Austerfield austerfield.07@btinternet.com 07778 636070
- 4th Monday **Dorset** – **NEW VENUE The Worlds End**, Almer, Nr. Blandford, Dorset, DT11 9EW – 7:30. Contact John Gully. Tel: 07876 334 949 email: john.gully@btinternet.com
- 4th Thursday **Sussex** – Meet at **Bolney Stage**, Bolney, RH17 5RL from 19:00.
- 4th Thursday **Hampshire** – Meets at The Golden Pot, Old Odiham Road, Shalden, Alton, Hampshire, GU34 4DJ. Please ring Terry or Harriet Langridge on 01252 626063 for details.
- 4th Sunday **Kent Area** – **no longer at the Angel**. Still meeting on the fourth Sunday but not yet settled on a permanent venue. Please refer to Rep.
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm. Contact Andy Cross on 01225 743554 or email andy@cross743.freeseve.co.uk
- Last Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Mike or Sue Gahan on email mike@mgahan.demon.co.uk or on 07850 488636.
- Last Thursday. **Somerset Area** – Meet at **Windy Miller's Pie & Bar House** @ Haselbury Mill, nr. Crewkerne. TA18 7NY 7pm if eating, 8 to 8.30pm if not. Please contact Valerie Young on 01460 391431 for further information. We may not always be there, especially in the Summer!
- Northern Ireland robertholmes25@hotmail.com. If enough interest, will arrange a meeting.
- South West Wales Non-regular and occasional meetings and runs arranged throughout the summer months. Please contact David Hill on 01239 811307 or email: david@hill.be



Club Website

www.midgetandspriteclub.co.uk

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

Also follow the Midget and Sprite Club on  Find us on: [facebook.](https://www.facebook.com/midgetandspriteclub)

The "Midget and Sprite Club (MASC) Facebook page has 351 members as of 29th July

Area reps please make Gary Lazarus aware of any events already in your diaries for 2016, so that they can be added to this "Events" section of the magazine and the website.

For the magazine Gary can be contacted at editor@midgetandspriteclub.co.uk

For the website Mike Bennett can be contacted at webmaster@midgetandspriteclub.co.uk



Midget and Sprite Club AGM 2016
THE SENNA SUITE, DONINGTON PARK
Castle Donington, Derby. DE74 2RP

Sunday 16th October 1:30pm for 2:00pm Start



This is a reminder that this year the MASC AGM is taking place at The Senna Suite, Donington Park, Derby, where you will be able to meet the incoming Committee and say goodbye to the old committee, ask questions about how the club is run and more importantly get to hear about the past twelve months.

Why not spend the morning looking around the Donington Grand Prix Collection and the Wheatcroft Military Collection then join us at 2:00pm for the AGM.

THE DONINGTON GRAND PRIX COLLECTION

The Donington Grand Prix Collection is, quite simply, the largest showcase of Grand Prix racing cars in the world.



THE WHEATCROFT MILITARY COLLECTION

In addition to the Grand Prix cars, part of The Wheatcroft Collection has also gone on display. The first hall has been transformed to hold part of the collection 'never seen before in public'. A number of World War II vehicles and motorcycles have arrived at the museum and more are expected to join these vehicles throughout the coming year.



For information about the 2015 MASC AGM contact Club General Secretary. His details are jim.willis@tiscali.co.uk or 01527 402804

For more details about Donington Collections please visit www.donington-collections.co.uk

11th - 13th Nov **The Lancaster Insurance Classic Motor Show 2016** at Birmingham's NEC. See information on page 8 – 9 of this month's Mascot.

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

New Members August-Sept 2016

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

5296	Brian Holt	Middlesex	Sprite	Mk 1
5297	Russ Bland	North Yorkshire	Sprite	Mk 2
5299	John & John Wright	Somerset	Sprite	Mk 1
5300	Andrew Quine	Notts	Sprite	Mk 1
5301	Patick & Jacqui Butler	Kent	Midget	Mk 3 RWA
5302	Martin Painter	Wiltshire	Austin	Sprite
5303	Colin Murrells	Kent	Sprite	Mk 1

If your name is here but there is no image of your car, please send a photo of it (preferably with you alongside) to editor@midgetandspriteclub.co.uk for inclusion in next month's magazine.



*Russ Bland's
Mk2 Sprite*



*Russ' Sprite
has an
Ashley top*




*John Wright's
Mk1 Sprite*



*Andrew Quine's
Mk1 Sprite
alongside his
Mk2 Midget
project"*




*Re-joined member
Roly Alcock with
his Sprite*



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For some it's the iconic status...



For others it's the marque...

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*Club ticket (adult 16 years+) offer only applies to Saturday and Sunday and only when booked in advance. Club single ticket offer is limited to four tickets per member and the club family ticket offer is limited to one family ticket per member. A family ticket admits 2 adults and up to 3 children (5-15 years). Hand in your ticket stub or print-at-home voucher to your club's stand and they will benefit from a commission. Calls cost 10ppm plus standard network charges. All bookings are subject to a single transaction fee of £1.50. Tickets include a showguide to the value of £7.50. Entry to the auction requires purchase of a catalogue. See website for all information. All information correct at time of publishing.



Lancaster Insurance Classic Motor Show

11 – 13 November 2016, NEC Birmingham.

It has been a glorious day, blue skies, gentle breeze and temperatures in the late twenties, a perfect day for some roof down driving, let's hope there are more to come!

Sadly though, my thoughts are in the dark dreary days of November and the Classic Car Show at the NEC, they seem to come round quicker each year

This year we have been allocated an odd shaped stand, long and narrow and this means that I will only be able to fit 5 cars in, and already it looks like I have enough members volunteering their cars. So my usual request for cars at this time is not needed this year.

For this year's show we will be in hall 4 stand 570, so if you are going, be sure to drop in and say hello, not forgetting to leave your advance booking ticket stubs with us so the club can claim some money back from the organisers after the show. Of course, there is a discount offer available to purchase your tickets, **CSCMS16** for single tickets and **CFCMS16** for family tickets. Also see the advert opposite, and for a sneak preview, go to www.necclassicmotorshow.com/

Fancy getting a free ticket? then come along to help out on the stand, I only ask for about 2 hours of your time and the rest of the day is yours to wander round the show, all you have to do is be on the stand and answer the questions the public and potential new members fire at you, don't be put off by this prospect, if there are things you can't answer, there will be someone on hand who will. It really is a doddle. Give me a call or drop me an email, so i can make the arrangements.

Alan Pritchett a.pritchett@btinternet.com 07720 238810

Reliability of Heater



Original pipe

I discovered on dismantling my 1965 Sprite that the rigid copper return pipe that connects between the heater hose and the radiator bottom hose was only provided with a 'bead' on that end nearest to the heater unit. Unfortunately, without such a positive feature means this connection is reliant solely on friction for its retention against the cooling system pressure loading, although assisted by an appropriate hose clip. Whilst the working pressure is only 7 lbf/in² on the 948 and 1098 models it is increased to 14 lbf/in² on the 1275 models.



Detail of pipe bead

As many members now undertake quite lengthy journeys in their vehicles often travelling around Europe, it would seem that some additional precautions should be taken in ensuring the car is best prepared for such journeys if optimum reliability is to be achieved.

It is therefore strongly recommended that the deficient end of the copper pipe is suitably modified by either forming a second 'bead' using a swaging tool or by providing an equivalent detail by sweating an olive or similar collar onto the end of the pipe. Give the pipe a full examination beforehand as it is possible that it may have suffered from chafing wear against the support clip attached to the inlet manifold or similar degradation with resulting thinning which if significant may require the pipe to be either replaced or repaired. I am proposing to replace the support bracket with a rubber lined version to prevent possible damage and have also tinned the entire pipe as it is less susceptible to oxidation than plain copper, which is prone to unsightly verdigris should it be subject to any wetting that can occur as a result of condensation formation when cold.

As this pipe measures 1/2" outside diameter, a suitable collar may be made from a scrap of ordinary domestic copper tube of 15mm diameter as the bore is of a suitable size. Using a tube cutter or fine toothed saw, cut the shortest length possible which will be around 3/8" with the tube cutter in preference as it will provide a bevelled end, or carefully chamfer to prevent a sharp edge that could cut into bore of hose. Clean the bore of this stub together with the outside of the main pipe, degrease and apply solder paint and tin the mating contact faces; alternatively just flux the faces, assemble and solder connection by gently heating until solder can be fed into the joint. Allow to cool and polish pipe. It will be noted that I have used silver solder for this connection followed by blast cleaning and tinning using solder paint.



Plain end & cut ring

Pipework Connections



Following silver soldering



Typical hose connection



After blast cleaning



Tinned finish

adjacent to the bead such that a minimum of 3/8" hose length extends beyond the hose clip which should be of a reputable quality worm drive and of the correct size in preference to the wire type unless true authenticity is required. This may require the radiator bottom hose connection to be made first and where the hose to the heater unit may need to be increased in length in order to achieve the above end details.

This detail should be ensured for any similar connections being made between rigid pipe/tube and flexible hose in the cooling, lubrication, fuel or emission systems for maximum reliability.

Use may need to be made of threaded barbed type end connectors, although it must be ensured the actual fitting is a good push fit into the hose before fitting the clip as without such push fit, it is possible that leakage may occur during clip tightening due to non-uniform compression.

Use may also be made of a small quantity of silicone oil/grease to aid assembly and prevent the rubber from bonding to the mating component, where it would aid future release and although this would negate the original friction joint is quite suitable for correctly made connections.

© **Steve Keil**
NW Area 4698.

If you have any technical ideas, tips or bodes that have made a job easier or simply got you out of trouble. Please don't keep them to yourself.

Send them to me editor@midgetandspriteclub.co.uk

On Nuts, Bolts

Anyone planning a part or full restoration of their vehicle should not ignore the cost of the humble nuts and bolts which may be required. There is a natural reluctance to use the old hardware because, although perfectly serviceable, this may be unacceptably dirty, covered with old paint, oil, grease or surface rust. While new nuts bolts and washers for almost any application are available via the lavishly illustrated sumptuous catalogues of the major suppliers, the total cost can be frightening for those brave enough to add it all up at the end of their restoration. For example, the four simple door hinges of an early Spridget are attached to the A-posts with twelve screws (part PMN_0408) and 12 shake proof washers (part LWZ_404). At the time of writing, a famous supply house will be extremely pleased to sell you these bits for £5.04 - but by the time the VAT and postage costs are added there won't be much change from a ten pound note – and this for a tiny handful of bits worth arguably less than 50p. Worse, these new screws may not be quite the same length as the originals and they will almost certainly not be 'pointed' as they should be (something which enables the screws to be located easily in the loose captive plates inside the A-posts).

For those who prefer to keep their ten pound notes, an alternative strategy is to take a bucket full of filthy old original nuts, bolts and washers to the local electroplating workshop and ask the shop to clean and re-plate the lot. The happy result can be a collection of good clean shiny original nuts and bolts at a fraction of the cost of new ones. As a bonus, proper 'pointed' screws will be available for any captive nuts.



The result of re-plating some of the old original nuts and bolts etc. from a GAN1 Midget. These three tins together were almost too heavy to lift ...

For those 'sticklers' amongst us, another bonus of this re-plating strategy is that the old bolts will be recognisably original to any pin-stripe-suited and eagle-eyed concours judge: original UNF screws and bolts from the 1960's all have a circular dimple in the centre of their heads, plus markings which identify the manufacturer and the tensile strength. Modern screws and bolts do not have the dimple, they usually lack a manufacturer's mark and they possess quite different tensile strength (rate code) markings.



The hex heads of a selection of original 'HZS_405' set screws from a GAN1 Midget. Each has the circular dimple which defines a UNF fastener, a manufacturer's mark ('AUTO', WILEY, NEWTON etc.) and a single letter (R, B, D, V, S or T) which signifies the rating code (tensile strength).

So far so good – but there is one problem with this re-plating strategy: it can be difficult to find later the right screw or bolt unless one has kept incredibly detailed notes while dismantling the car. While the Factory Parts Lists are an invaluable aid to assembly, they do not explain the curious system used by B.M.C to label its nuts bolts and washers. How, for example, can one distinguish a set screw labelled 'HZS_405' in the Parts List from one labelled 'HZS_406'? While Bletchley Park and Alan Turing may have been able to crack this particular code, the problem

& Washers

defeated me for years. It continued to defeat me until very recently when I discovered a copy of pamphlet AKD_2239 published by B.M.C in May 1964 entitled 'FASTINER DECODE BOOKLET'. In just eleven pages, this priceless pamphlet does for our nuts bolts and washers what the Rosetta Stone did for Egyptian Hieroglyphics. On page 4 for example, we are told that an 'H.Z.S._405' is a hexagon headed screw, threaded full length, UNF, zinc plated, diameter $\frac{1}{4}$ ", length $5\frac{7}{8}$ ". We also learn that an 'H.Z.S._406' is identical save that its length is $3\frac{3}{4}$ ".



PARTS INFORMATION BULLETIN

May 1, 1964

TO ALL READERS

SUBJECT: B.M.C. Standard Parts

One of the problems confronting parts men handling B.M.C. parts is the identification from the part number of certain standard parts such as bolts, washers, nuts, etc.

We know the execution of many orders is delayed awaiting the supply of these parts, when in many cases a similar part may already be in your general hardware stock. In order to assist you in this problem we have produced a list of popular standard parts, compiled in the most compact form possible, and enclose a copy of this list. A few moments study of the list will enable you to follow the general pattern.

You will see that the prefix letters refer to the type of parts, the thread, and the finish. The four figures refer to the size. In the case of bolts and screws the first two figures represent the length in sixteenths of an inch and the other two figures refer to the length in eighths of an inch. An example could be 58K_0405 which is a $3\frac{3}{8}$ " x $\frac{1}{4}$ " hexagon bolt with U.N.F. thread in chrome finish.

We will be pleased to supply further copies of this list on request.

The introduction to B.M.C. pamphlet AKD_2239 reveals that in the 1960's the system of labelling nuts bolts and washers was a mystery, even to the dealers who serviced the cars.

For me, the discovery of this pamphlet was an unforgettable 'Eureka' moment: it really is an essential companion to the Factory Parts Lists. Sadly, it is too large to publish in Mascot but I have asked our webmaster to put it up on our MASC website. This is, I think, the perfect place for it. Alternatively, it can be downloaded from this website ...

http://moutons.org/Jaguar/BoltsandNuts/bmc_fast2.pdf

In pamphlet AKD_2239, the stated length of a screw or bolt does not include the width of the head. Here, one of the 6 pan-headed screws (AHA_6352) which help secure the front wings of a GAN1 Midget is compared with one of the 16 hex headed screws H.Z.S._0405 which complete the job. Both



these screws are original, with length $5\frac{7}{8}$ " and the UNF dimple.

As usual, this is not quite the end of the story. Maddeningly, some screws in the parts lists carry a different number not described in the pamphlet. For example, the six pan headed screws which help secure the wings of a GAN1 Midget have an 'AHA' part number and the six $\frac{1}{4}$ " UNF screws (rated 'T') which secure the front hydraulic dampers to the chassis rails have part number '58K_1364'. If any reader can shed any light on these remaining mysteries, please do write in, thank you.

We end with a safety reminder. Some nuts and bolts are essential for the safety of the vehicle and its occupants and it may be a false economy to re-use old hardware in vital situations (braking, steering, suspension etc.). Beware cheap bolts with unknown provenance, even they do carry the right rate marking. The old rules still apply: Caveat emptor!

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

In addition to the download, a pdf copy of the pamphlet can be requested by emailing editor@midgetandspriteclub.co.uk

Hello from a Re-joined Member

So I got tired of reading the MGCC Safety Fast magazine and not being particularly interested in reading about racing or these strange MG badged things from China, I thought I would give MASC another try.



Previously I had a green MG Midget and when I retired seven years ago, I sold it to finance the purchase of a TR4. When I first started working in 1965, I was an apprentice at a Standard Triumph garage and the TR4 would have been one of the first cars I was let loose on. Winding on to two years ago, I was gifted a 1965 Austin Healey Sprite by Arthur, a friend who was succumbing to prostate cancer. He and I were members of a small MGOC affiliated group called the Tewkesbury Musketeers.

Unsurprisingly for MGOC connections the club members didn't think much to cars which weren't MGB or modern MGF/TF and I always showed an interest in Arthur's Sprite, which he never drove but kept trying to "improve". Brake servo, hazard flashing to name but two. Arthur also had a MGB GT which had been re-shelled with a heritage body shell. After Arthur passed away I collected the car and a pile of dismantled bits and after a month got the car ready for its first MOT in six years, which it duly passed. As you can see the pictures I have an Ashley GT hardtop as well. I didn't know that the car had one, but another club member told me about it. When I called the family they said it was still there in the bottom of a trailer full of garden debris. When I extracted it, I was tempted to take it straight to the tip as it looked so awful. However cleaning and then having the top re-sprayed transformed the pile of rubbish into a nice accessory.



I also have a 1931 Austin Seven. Both cars are regularly used locally and for various club events. The Sprite went to the IOW last year and Minehead this year for MGCC Midget weekend bashes. The Austin Seven got to Cork in Ireland in June. Both cars are due to have engines out this winter, The A7 for suspected broken piston rings and worn valve guides. The Sprite has a reconditioned engine ready to slot it in. its existing engine works well but uses oil and smells of burnt oil while driving along with the top down.

The engine is 1098 and I am keeping as a 1098. It's a pity I didn't have that engine a couple of months ago when I had to remove the engine to get the clutch operational. It was one of those things where changing a weeping clutch slave cylinder led to a rock solid clutch pedal. The release lever was touching the end of the bell housing hole and when the engine and gearbox were removed and parted it was clear that the problem lay with the release bearing being from a 948cc car. Why the clutch released at all until I fiddled with the slave cylinder is one of life's mysteries.

The car was rebuilt extensively 10 or 12 years ago and emerged as more of a MK4 than a MK3. There is more about the car on my website www.mothy.co.uk, and all the other cars I have owned over the years. As I am getting nearer to 70 in age, hopefully I am now stable with the Sprite and the A7 and won't feel the need to chop and change anymore now.

Enough for now. Cheers

Roly Alcock

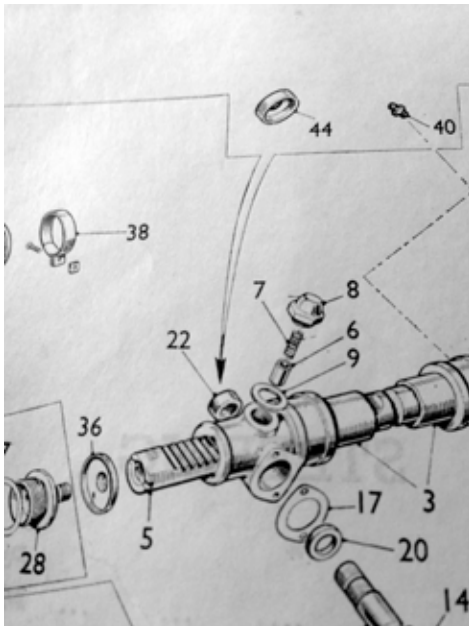
Steering Rack Pinion Seal Retainer

After my brother, Chris was unable to acquire a new pinion seal retainer from the normal Midget and Sprite parts suppliers and ended up buying a rack with one on, off a well known auction site, I wondered if they could be produced by 3D printing methods. A friend had recently acquired a 3D printer as part of his stationary business and was willing to have a go at printing one as his maiden attempt.

This turned out to be very successful as can be seen from the images attached. In fact the new ones seem to be a better fit onto the rack than the one he was given as a pattern. A number have been produced and some have already been sent to our Australian Spridgeter Cousins in New South Wales.



Retainer shown as item 44 on BMC parts catalogue – retains item 22, felt seal. Stops dirt getting onto the felt seal and retains the felt in place.



Old and new alongside each other

I have noticed that some cars do not have these retainers fitted (sneaky look under bonnets at recent shows). I do have a few left, so if anyone is interested, please contact me on nigelbaston@btinternet.com

Nigel Baston Membership No. 4559 A/B

Where Are They Now?



Photos taken around 1972

Mk1 Sprite 630KTU

I met Brian on the Cross Channel Ferry to Dieppe at the start of my Tour. Brian told me that he used to own 630KTU back in the seventies when it was green with a green Sebring hardtop, 1.5" S.U.s and a Janspeed exhaust. I have checked the car at DVLA and it is still extant now with a 1275 engine. I have looked for a picture at www.frogeye.smugmug.com but none exists. Would you try a 'Where is it now in the Club Mag'.

Alan

Kent Rep
www.masckent.org

630KTU

* Taxed Tax due: 01 September 2017

* MOT Expires: 11 September 2017

Vehicle details: Vehicle make **AUSTIN HEALEY**

Date of first registration **12 April 1960**

Year of manufacture **1960**

Cylinder capacity (cc) **1275cc**

Fuel type **PETROL**

Vehicle status **Tax not due**

Vehicle colour **GREEN**



Ed says - Although the car doesn't appear on any of the databases, I do have an image of the car that I've previously seen on the internet. Here it has been fitted with Minilite wheels and a "Dan Dare" style Pride & Clark hardtop. Does this car belong to one of our members?

JTA 374E



Hi Gary,

I was interested to see that my old AH Sprite JTA 374E has a new owner and a "young lady" owner driver, at that! The Lenham bonnet fitted by the previous owner always resulted in a lot of interest, when out and about on meets and road events.

As I recall I sold JTA in 2008 to a younger man, a teacher from East Anglia, who eventually moved to Bruton in Somerset and he then only sold the Sprite to assist with house purchase! We had kept in touch during his ownership and he told me it was sold to a company from South Wales who ran Road Events, Rallies etc. and also hired out cars to take part in them. So it looks like it may now have been sold on "locally" with Clare the new owner living in Glamorgan.

I trust "the old Girl" will give the younger one much enjoyment many happy miles of motoring!!

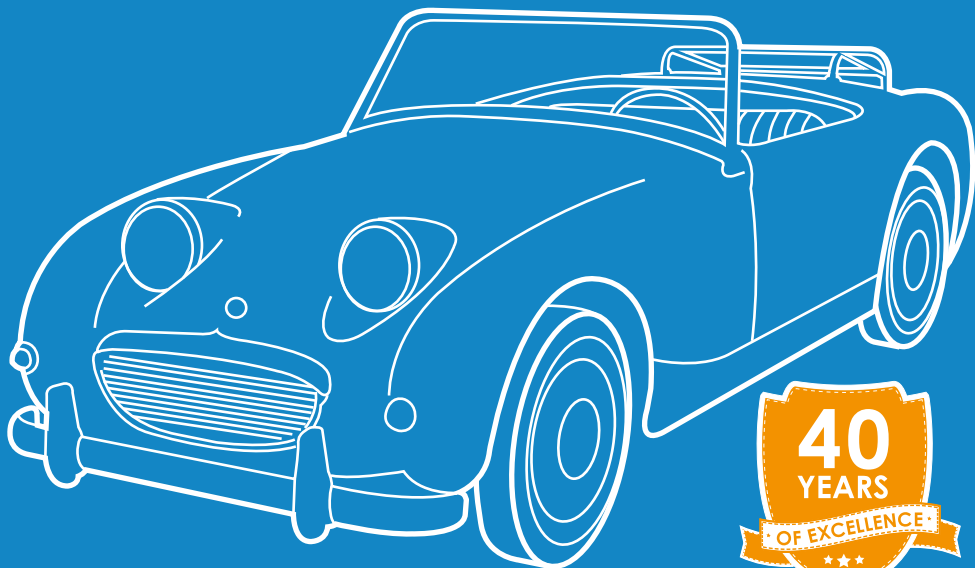
My current Sprite PMK 536F I bought in 2010 after a lengthy search, from a MASC member in Worcester, Adrian Turley, who had rebuild her in 2005/6 and prior to sale had used her for the usual club events as well as Touring the continent on more than one occasion. She also featured in Mascot (August 2010). "A year in the life of PMK 536F" an interesting article written by Adrian.

Best regards,

Ray Darch

3568 a/ b (ex Somerset Area Rep)

Midget and Sprite Insurance



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In Response to the Telescopic Bonnet Struts Question

Hello James,

I saw your request for info.

I think I did an article for *Mascot* but I can't remember when. But I now use a glass fibre tip forward bonnet, far more practical and I am not sniffy about originality.



The brackets need to be fairly strong because there is quite a lot of pressure in the struts. Go to a scrap yard and acquire a pair of used ones complete with the fittings at both ends. I paid £10 for the pair.

They need to be 23/24 inches long and if I remember correctly 540 Kn. Those from a MG Metro for instance are too weak so a van back door (Toyota or similar) might be ok. Mine were from a huge pile already removed from the scrap vehicles.

The ball fitting is usually a 13mm or 1/2" spanner size and bolts to the fixing hole of the strut to bonnet bracket



Really that is all there is to it except they are not as efficient in winter when it is very cold and before the engine compartment is warmed up the gas is cold. Other than that they are one handed opening and a safety check should the bonnet become unlatched since it has two strong "check straps".

They lift the bonnet a little higher than the conventional struts but not high enough to prevent you from banging your head when you emerge, nor will they cure the inevitable back ache.

Best of luck,

Geoff Hunter

Worn Water Pump

Hi Gary,

About two years ago the heater on my Frogeye stopped working. I tried all the usual things to find out what was wrong, but to no avail. The only thing that I didn't check was the water pump, as the engine temperature was fine.



The other day I had to take out the radiator to repair it. So while it was out, I decided to check the water pump. This is what I found.

Yes, the cast iron impeller has almost completely disappeared! Just six flat "fingers" and yet the engine was not overheating, despite some hard driving and being stuck in traffic in Stratford on a really hot day – Amazing!

Anyway, the new pump is fitted, the heater now works, the engine runs just 10°F cooler and I've got nice warm feet!

All the best

Ian Watts
Coventry

PS. Aren't our cars fantastic.

Question about the Midget & Sprite Club's Website Forum

Hi Gary,

A plea to members about our Forum on the web site. Why are there so few responses to enquiries made by members who are looking for our help?

I know we all read the magazine and the level of technical advice available is really excellent. However, when members ask for help and advice on the Forum it seems, whilst lots of people view the requests, not many replies are seen. I'm asking if members could add comment on the Forum, if only to reassure those seeking help that we too have walked that same path and know the pitfalls and pains that can manifest our attempts to fix that car. I'm in danger of being seen as a "Forum Stalker" and have to refrain from adding further comments but do please look at those requests made and wonder if we "all" cannot just give a little encouragement by adding our view of their problem (it can be halved if shared).

Now Les Holloway needs our thoughts on fitting Bucket Seats, 18 other people already know this but couldn't comment, maybe others could - if only to shut me up.

With hope and very best regards.

Mike and Lin Upton (2806 a/b)

Hi Mike, You are quite correct, there is little traffic on the club's forum. I believe this may be in a great part due to the success of the club's Facebook page which can be found by typing "Midget and Sprite club (masc) facebook group" into your server.

Hand Painting

Hi Gary,

Reading Alan's "Kent Report" I see he is interested in painting with brush or roller and asks for information. In March 2014 you published an article I wrote about my own experiences in painting my Spyder in the traditional (or almost traditional) way. I gave as much information as I could in that article. All I can now add is that after two and a half years the finish is holding up well and the car has led a far from pampered life, been driven



Hand painted MG Spyder

in all weathers and spent some time under a tarpaulin due to a house move.

Best wishes

Dick Mather

Overheating

Gary

Perhaps you might want to pass this on to another quarter as I am interested in receiving some guidance on a suitable modification. Two weeks ago I went down to the Alsace region of France in my Frogeye. The weather was quite hot (32–33degrees). For two days I experienced overheating problems with my car which I put down to fuel vaporising.

I should explain that the car has a 1275 engine - not that this should be a cause - and the fuel pump is mounted on the front nearside wheel arch. Several times especially when under load or in stationary traffic the car started missing and then cut out completely. As the law of sods would have it this invariably occurred in busy town centres.

Allowing it to rest and cool down together with trickling cold water over the hot dashpots solved the problem temporarily. After a few days the weather cooled and the little car was eager to go again. As this is a hot part of the engine compartment I imagine the cause is self-evident but just wonder if other owners have had the same trouble and, if so, if there is a recommended mod. that can be incorporated.

Sandy Goodall

458 STJ ~ An am



458STJ with Star Sprite bonnet



With early fixed side-screens

Amazing 'barn find'

Delivered new to **John Nayler** in January 1961, through Austin agents, Primrose Garage in Lancashire, this little Sprite was ordered complete with disc brakes, and was immediately further enhanced with a very long list of additional tuning parts including a Star Sprite bonnet.

It passed through two more owners before being laid up in a garage late in 1973. Apparently it was initially equipped with a Shorrock supercharged engine but this was replaced by the second owner in 1963 who, through his job at Ford SVO, was reputedly able to get an experimental BMC engine. He sold the car to the late third owner a few months later and now, over 40 years on, **Ben Tyer** has purchased it (July 2016) on eBay from his son. It was listed at a very low 'Buy It Now' price and Ben snapped it up within an hour or so of it being listed. Lucky man!



In 1961 fitted with DHMC hardtop



When Ben collected the car the bonnet couldn't be opened and hadn't been raised since the early 1970's. Having eventually gained access it became clear the motor has a host of trick parts but unfortunately the engine number tag has been removed.

AN5-47958

Via his local Austin-Healey agents, Primrose Garage of Clitheroe, Lancashire, John Nayler ordered a Mk1 Sprite that was delivered to the dealership* with 60-spoke knock-off



Unusually, the bonnet opens crocodile fashion

wheels, Girling front disc brakes, large Girling rear brake drums and the Sebring pedal box including separate clutch + brake master cylinders.

Primrose Garage then fitted Dunlop Duraband tyres and re-balanced the wheels. Registered on 31st January 1961, the total price was £902, Mr Nayler part-exchanging his existing Mk1 Sprite (registration 522 JTD). John Nayler:

"I traded in my first Sprite for the new car and all the add-ons were done before we took delivery, roughly taking a couple of weeks. They were: Shorrock supercharger with 1.5-inch SU carb giving about 5 PSI, anti-roll bar on the front, higher rate springs, Les Leston wood-rimmed steering wheel and the bonnet she still sports (made in Yorkshire and better looking than a standard Sebring Sprite!). All the work was done by Primrose Garage, being the



Sebring pedal box hiding



Les Leston wheel and additional dials

local BMC agent and, like us, a family firm with good experience, some of it preparing Mini's for rallying.

The car was spec'd to be an improvement on any similar car and to be one up on my chums. And it was!

Sourcing of the bits was a combination of me and Primrose. I bought the supercharger from Shorrocks in Blackburn and I'm fairly certain I bought the wheel from Moss in London and the oil cooler somewhat later from Kenlowe. The other specialist parts came from the Donald Healey Motor Company in Warwick. I certainly visited them once and Geoff Healey was very interested in the car.

At the end of July '61 a pair of (Marchal) fog lamps and a reverse light were installed for a trip to Vienna for a six-week course at the university. The spots were fitted on a badge-type bar attached to the front of the chassis. They were never very effective but helped to put the French off.



Boot area fitted with lockable door, very useful on trips abroad.

The Donald Healey Motor Company hardtop (originally in white) was acquired from a pal (Gerald Newton) towards the end of November '61. To match the car, I decided to have it repainted Cherry Red as a little Christmas present to myself.

At the time I was fairly active in the Austin-Healey Club (then run by Peter Browning) and we competed in various events such as Driving Tests, Reliability Tests, Treasure Hunts and the odd rally until I realised that this was my sole way of getting to work and I could not afford to bend the car. All the events I did in the car were either organised by the Austin-Healey Club or the Lancashire Automobile Club. To help with average speed and time keeping, a Halda Speedmaster was mounted on the dash in front of the navigator. It was driven by a mechanical connection from the speedo and wired in for the clock and illumination.

The last 'proper' rally we did was the Whittaker Trophy in December '61 when we had a minor shunt. Someone left a gate half open for us to clip firmly with the offside front. I say minor but it meant that I was without the car for a week so getting to work was difficult and I had to own up to my father as to why my car was off the road.

John Sprinzel fitted a balanced crank having broken the original just north of London on the way to Spain in the summer of '62. At the time Christobel Carlisle (who raced Minis etc.) was John's secretary and I think she signed the invoice – it's a shame it's not there! Over the next five weeks we travelled through Spain, France, Italy, Switzerland, Luxembourg, Germany, Belgium etc. taking in many mountain passes and interesting roads.

I traded 458 STJ to Henly's of Manchester for my first 'Big Healey' which was followed by further 3000's".

On May 6th, 1963, 458 STJ was registered to its second owner, **Rowland Janes** of Hutton, Essex. Through his contacts as an engineer at Ford Special Vehicle Operations, Mr Janes was able to secure an experimental BMC engine that is reputedly one of only three built. Equipped with a modified head, the engine also features a finned alloy rocker



Weber and 3 branch exhaust manifold

cover, an AEA 604 inlet manifold, a Howe 3-1 exhaust manifold and what looks to be a Weber 45 DCOE twin choke carburettor.

Soon after completing the conversion, Mr Janes sold the car to his friend, **Peter Lilley** of Wilmington Square, London, who became the next registered keeper on July 19th 1963. Having covered some 56,800 miles, the car was laid up sometime in 1973 with a view to being put back on the road but never was.

Ben now plans a full restoration to 'Concours' standard, and I hope to be able to display more photos when this is underway.

*N.B. If the Sprite was supplied to the dealership with the disc brake/wire wheel conversion it must, I believe, have come through Donald Healey Motor Company as I don't think BMC would have made those modifications.

Thanks to Martin Ingall www.sebringsprite.com and Ben Tye



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TO:

One Austin Healey Sprite with 170.
Chassis No: AHS.47558 complete with
Heater, screen washer, locking petrol
cage, cover and disc brakes.
Licence to 31.1.62.
Supplying and fitting gear box
to Sprite - 522 GTD
Allowance on Sprite - 522 GTD
Supply and fit Dunlop Discband
discs wheels and replace weights.

£	s.	d.
897	10	0
12	10	0
22	10	0
935	10	0
520	0	0
482	10	0
5	4	6
2	0	0
868	12	5

Bill G. M.

Original invoice



Total mileage 56,800



Rear Drums

Heart of England Stuff



Mug shot

Novel use of Midgets as Furniture

Elaine Jeans was clearing out her Mug Cupboard recently and confirmed that the Mugs obviously reproduce in there as she had 26 to discard. Hubbie Les, ever the opportunist, mused that at Car Shows and on Runs, there's never anywhere to put your coffee mug down. So, as the Picture Shows, Les points out that at least 26 people could stand and admire his car and also have somewhere to put their coffee down. He invites other members to contribute other interesting alternative uses for our cars, or parts thereof.

Intrigue

So I was casually flicking through the Summer Edition of Richard Ingram's magazine *The Oldie* (my Grandfather's copy, not mine you understand) when something jumped off the page and grabbed my attention. "The first man to drive a JCB Digger in Britain was carried to his Funeral in the Bucket of one in Pucklechurch" quoted from "The Metro."

My mind began to race: various scenarios flashed before me. Could it be that now that the Bowels of Bristol meeting has relocated, a Pucklechurch interloper Narrator has sprung up? Maybe the publishers of Terry's fine new book "Sprite and Midget Past and Present" (ISBN 978-1-4456-5553-6 available from Amberley Publishing and exceeding good value) are putting subliminal advertising in various publications? I can see how it would work; "Oh there's a short article about Pucklechurch – that reminds me, I must buy a copy of Terry's new book!" Fiendish! I'm writing this report so it must work.



The first man to drive a JCB digger in Britain was carried to his funeral in the bucket of one in Pucklechurch, south Gloucestershire, yesterday.
The Metro

Scalextric

I set off to the H of E Club night this month with great anticipation having organised our inaugural Scalextric evening at Phoenix Scalextric in Redditch near to our normal meeting venue. It's a super set up featuring a landscaped six lane track and a computerised points scoring system based on six races deciding who is on the podium. We had twenty eager racers and great evening was in store. It was that is, until my trusty Midge broke down en route. It took some time to ascertain what the problem was, which turned out to be a deceased electronic ignition distributor, but I didn't have a spare and time had run out. I was however cheered by regular mobile 'phone calls through the evening as I struggled under the bonnet, as to what a fantastic night I was missing!

No doubt a full report will ensue once the detail of what I missed is gathered! (see page 36)

Steve Newton

Home Counties North West



We have two events to report on this month. The first was an impromptu run organised by Keith and Ann on the 21st August. The weather was looking good and we wanted to get out in case the weather turned. We arranged a meet at Tesco in Hatfield; the HCNW traditional meeting spot, but one we haven't used for a long time!

Five of us were due to take to the road, Me in the Frog, Keith and Ann in their Midget, Maggie and Roger in, well we never know what they will arrive in but this time it was a blue Midget we hadn't seen before. Newish member Steve Jones joined us in his 1500 Midget and Lilly and Vic in their Mk2 Sprite. It was the first time Lily and Vic have been out with us for a while now and it was great to see them both again. Before we set off we also had a surprise guest, former area rep Chris Jackson. Chris is local and the reason we used to meet at this particular Tesco store, but he stopped his rep duties a few years back now and unfortunately sold his Midget to allow more age friendly vehicles to fill his garage. It was really nice to have a quick catch up and hear how he and Pat are doing.

The run was not too long but followed a circular cross country route through some familiar and not so familiar countryside. As the crow flies we didn't go far but the route we took was not how a crow would have arrived and after winding around the countryside via Essendon, Little

Berkhamstead, then towards Worley and Broxbourne we arrived at the Van Hage Garden Centre in Ware. A good place to stop for lunch and a quick look around the biggest Garden Centre I have been to. After lunch and a shop, we all made our various ways back to our homes in bright sunshine!

The next run was on the August bank holiday and after an early downpour on our way to Tesco, this time in Tring, we had a day of lovely bank holiday sunshine for our planned outing to The Quainton Steam Preservation Centre pre '78 car show. We headed off via Long Marston, Wingrave, Aston Abbotts, Weedon and then on to Quainton.

Considering the early downpour, we had 5 cars at Tesco, Me, Keith and Ann, Ian and his 1500, Dave Barton in his MGRV8 and Paul Cannon with his son George in their '67 Midget. We met Mike and Liz Sheppard at Quainton in their Frogeye, as they were coming from the other direction to the rest of the group. There were plenty of interesting and unusual cars at the event and quite a few old motorbikes too. Plus of course two running steam engines and plenty of sheds to wander around if you fancied it.

I think everyone who joined us on the runs enjoyed them and hopefully it might inspire you to join us at our next event in the next couple of weeks if you haven't been out with us before...

Mark

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



On the 13th August we had four cars go to Miller Park in Preston for what was a very nice Classic car show with some great cars on display. The show was organized by the Minster in what is a lovely setting by the River Ribble. Amazingly enough, a splendid buffet was provided for all the entrants completely free of charge!! It had been very wet weather for a day or two before the show but it managed to clear and stay very dry with a little sun appearing from time to time. The show finished about 4pm, so Bernie Lynne Shelley & I left and headed for Lytham where a forties weekend was being held. There were two spitfires on the green by the sea front with lots people dressed in uniform from German, American, British and RAF forces strolling around. It all looked like we had been invaded, with songs from Vera Lynn booming out from one of the large tents where some couples were dancing, lots of vintage clothing and some bric a brac from the 1940s genuine or reproduction, I wasn't totally sure but fairly expensive whatever they were. We then retired into the Queens Hotel for some refreshments and what was a very nice meal too, overall a super day out, and I hope everyone else enjoyed themselves as much as we did.

On the 20th / 21st August we had a club stand booked at Tatton Park Classic car show. This is possibly one of the biggest gatherings in the North West if not in the whole country, with about 85 clubs taking part and a very large Auto jumble, and again the weather was mixed! The Midget & Sprite club North West stand as always was



getting a lot of attention & enquires about the cars and again the club had a prize winner with Graham & Val Danson receiving a cup for best MG Midget at the show!! Congratulations to you both especially as Val is always telling us how hard Graham makes her work in looking after their lovely car. Is that right Graham?



On another note, Mandy my Frogeye again decided she was not going to go to Tatton this year just as she did last year!!! And also we missed a trip to Oulton Park Gold cup, her oil pressure had dropped to dangerous levels!!! From a cold start she showed good oil pressure of around 70lb, but as the engine warmed up the pressure drops to zero. This is very strange as since her last engine rebuild it has covered 3000 miles with 1945 miles of that around France without a problem. So this weekend my time will be spent again removing her engine. Any suggestions would be welcome, other than scrap her, please. (Only joking about scrapping Mandy, Shelley would kill me!!),

Oulton Park Gold Cup meeting. We again had a very good turnout for this event which runs for three days over the Bank holiday

Area Report



weekend. It was also Bernie's birthday on the Sunday 28th August, a very nice Birthday cake was given to him along with all our best wishes, we will not say how old he is but he looks great and very fit with still the energy to start another Sprite restoration project which we all look forward to seeing sometime in the future. On the Monday at Oulton Park, I was told we had ten cars on display, and the weather was perfect which makes a change from the usual rain we have had in the past.

Mandy's engine!!! Well it is out again and the problem seems to be the wrong main bearings had been fitted!!! they were the right size but were from a Mini Metro which does not have the groove in both half's the main cap bearings and because we had done quite a lot of mileage over a short time, the

bearing failing to deliver sufficient oil to the crankshaft hence leaving the sump full of silver metal.

On the down side she will not be ready for our club weekend way at the end of September when we have ten cars going up to Alston and Kielder Water in Cumbria for a long weekend, We will be taking Shelley's MX5 Eunos Series 1, so we may need to keep a little way behind the other Spridgets, having said that Steve and Pauline Keil will be taking their Mazda MX5, so they will be company for each other!!!! There will be a report on this to follow in November.

Best Wishes from

Neil and Shelley
North West Area Reps
neil_mcLeod2@hotmail.co.uk



Froget and Friends

Fun in the Sun



It was the glorious 12th of August but there was no 'grousing' here.

Following a very kind invitation from David Blunt, I and other Midget & Sprite members attended a Midland Auto Club member's day hill climb at Shelsley Walsh, Worcester. David is a long standing MAC member and an experienced hill climber, currently using a Nissan 350Z (Lucky). The day is non-competitive and not officially timed. A full capacity entry list of eighty cars took part.

Cars of all types and models were present, ranging from an Electric Nissan Leaf through 60's, 70's and 80's classics to modern exotica such as Lamborghini, Lotus, Jaguar, Porsche, Aston Martin, Westfield etc. and chuck in a couple of fast motor bikes and you have a feast for the eyes and ears of any petrol head.

Heart of England centre was represented by Dave Puzey in his V8 Sunbeam Tiger and myself and Stuart Watson in my Tifossi Rana 'Froget'. Other Spridgeteers in attendance were Steve Clark in his 1.8 K series engine MG Midget from Banbury/Oxford centre and a very new (2 weeks) M & S member Dave Chapman in his 71' Sprite fitted with a 1500 triumph engine, fuelled by a Weber carburettor. With 3 of 5 of us called 'Dave', remembering names was easy on the brain cell.

I have driven cavalcade hill climbs at Prescott but not an actual organised hill climb. The cars were in 3 groups, roughly by engine size. Each car is called from its allocated parking in number sequence and arranged in a 3 row pattern, like a pre-grid. From there each car is called forward to a pre start line, where if you have the suitable machinery you are allowed to warm your tyres (S+S, smoke and smell). Next move forward a short distance to the actual start line, apply



foot brake as you are on a slope, a very nice man puts a chock under your rear wheel. No releasing hand brakes to be done, both hands on steering wheel, eye balls glued to the red light, wait for the green and gooooooooooooo.

Motor sport is dangerous, have you ever read that on a race ticket? Yea well they ain't kidding you. An unfortunate gentleman in a 2014 plated Audi TT wiped the whole side of his lovely car against a bank doing some expensive damage. He was shaken but unhurt and was furious with himself and kept repeating stupid, stupid.

Shelsley is about 1000 yards long, it is over very quickly, even in Froget. Gentle left after the start, (1st, 2nd gear) through the S's (3rd gear), up into a tree lined area, sharp left (2nd), short bit, hard right (don't run over the drain cover on the apex), longish straight, still uphill (3rd, 4th?), over the finish line. Phew, fast and furious, I have given myself face ache from grinning, brilliant. 130/140 mph over the finish line is common, I was no were near the legal road limit but it was great.

Continue on to the collection area and wait for all the cars in your group to finish, time to get out and chat and compare experiences whilst this is taking place. The group rolls down the hill and behind the paddock. The next group is already in their pre-grid position, they start rolling while we are parking. Through super slick organisation by MAC, we got five runs up the hill on the glorious 12th. All the Midget and Sprite guys thank David Blunt and everyone at MAC for a splendid day. Fun in the sun, cars, friendly people, superb scenery, steak and ale pie, phew what a day.

Dave Parker (Heart of England)

PS. To cap it all Dave Puzey won second prize in the post event car show with his Sunbeam Tiger V8 and went home with a very nice of car polishing kit.

Scotland Area Report

The keen-eyed amongst you will have spotted the deliberate mistake in last month's Scottish area report; my finger slipped and I pressed September last year. A senior moment, for which I apologise and endeavour not to repeat.

Well, the car jobs just keep piling up; the non-Frog is progressing with the old and rusty end pieces cut off with the plasma cutter, and the new pieces welded in their place. I also took the door skin off the driver's side door, stripped the door back to the bare metal and affected a number of repairs to the door frame. I was quite pleased with myself that I got the amps low enough on the welder to complete a good repair to the rusty and perforated edges.



Front before



Front after

Both hubs have been stripped, cleaned and, by the time you read this article, will have been reassembled with new bearings and all the other ancillary parts.



Underside before



Underside after

I took advantage of an offer recently for a polyurethane bush set, so everything on the suspension side will be fitted with these. New inner and outer sills, hinge replacement and A-post skin panel on the driver's side will be next and then I might contemplate putting it on the rotisserie.

Good Frog has been out to the MG . garage in Motherwell and I am now waiting for a

quote to forward to the insurance company and hopefully things will move on. It behaved itself well on the trip there and back, with no vaporisation problems, but it was a cool day.

Poor old Rusty was shuffled around the garage a bit in order to get the Morris Traveller inside to give the wood a sand down, a couple of coats of clear Cuprinol and then a few coats of Danish oil.

This makes me feel a bit better as I appear to be getting left well behind in the Frogeye restorations. David is making good progress, with the underside being given a good coat of Rustbuster Epoxy 121.

Peter is even further on, with the underside also covered in epoxy, his Frog is now going to primer. I have also elected to go down the epoxy route now that I've allowed Peter and David to be the scapegoats.

I was also contacted by Guy, a MASC member in the Cumbria area who also has a Frogeye and an Austin Sprite and his Frog (Rusty 2) is just about finished the welding process so I will have to pull my socks up. It is always interesting to hear from other members and it will be good to converse with him on his future progress as well as mine.

It is nice to meet members who you have not seen before and Alan & Fiona paid me a visit as they were contemplating buying a Strongman lift, we had a good old natter for about an hour on all things Healey and much more besides before they headed home

My bedtime reading at the moment is Donald Healey's "My World of Cars". I am sure many of you will have read it. I am about half way through and it provides a good insight into the history of the man and his cars.

I will probably finish it in time to start Terry Horler's new book; but before buying it I will try my luck in next months caption contest, after all "if you're not in it, you can't win it" .

Graham



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East Anglian MASC Report

Phil Feveyear's (potential new member) very original MK1 Midget in Teal Blue at Higham Ferrers

A part from (with quite a bit of help from my friends) bringing Bluebell a lot closer to original specification and full functionality (what a brilliant, helpful and friendly club this is), and the FBI night the main club event I have to report on was the Higham Ferrers show.

Higham Ferrers is a very pleasant small car show in a nice location with a brilliant welcoming atmosphere. On this occasion most of those MASCoteers who had booked a slot at the show were coming from the East and so had arranged to meet at Chris and Mary's house. We were travelling south, so I planned to take the route through Perry and Kimbolton and meet up with the others at some point near the Castle fields venue. We reached Kimbolton in very good time and attempted to contact the others by mobile phone, but no answer, so we left a message asking them to phone us. We waited some time with no returned call (were they trying to tell us something?) and so continued on to the venue to await the others. On our arrival we were told that they had reserved an area for us next to the big Healeys, and if we set up our area there the others would be directed to join us when they caught up with my mighty 948.

I enquired of the gentleman at the end of the double line of big Healeys (with a wonderful and I suspect highly valuable big Healey) if all his guys had arrived, not wanting to split off any late arrivals. He said he didn't know any of the others, and spoke in a way that made me wonder if they would want to know him either! Presently mild mannered Dave Hawkes arrived and backed his Frogeye almost in to my new friend, who was seated in a deckchair behind his car but invading our allotted MASC parking area. Dave was promptly labelled a hooligan, so I lost no time erecting our sail to proclaim

to one and all who we were, so everyone knew that you don't mess with MASC. Dave had for once upstaged our resident hooligan Graham (well done). In the past I have always got on well with the Austin Healey Club guys, however as Sherlock would say "it is the exception that disproves the rule".



Hooligans at Higham Ferrers

The show was good fun in superb top down weather and with the exception of our friend, very friendly and pleasant, with a very nice lunch at the Griffin inn, just a short walk from the show venue. On our way back to the venue we wandered in to one of Higham's historic buildings that happened to be staging an art exhibition and met up with a gentleman who invited us (MASC that is) to the Stilton Cheese classic car run in 2017.

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

Dave Dixon

(AKA Red Leader) e-dave@hotmail.co.uk



On the first Sunday of the month, up until October, there is a Classic Car meet at the Woolpack, Yalding.

Several MASC members attended on Sunday 7th August 2016. Nick Dennington was in his Vanden Plas, automatic 1300 that he squeezed into the Spridget lineup. Graeme Williams came in his Frogeye; relative newbie Neil Gardner in Midget. I was in the Sebring alongside two non-MASC Midget 1500s, but never missing an opportunity I thrust copies of *Mascot* at the drivers and invited them to our next club meet. Dave Chalk & Richard Beer, with no Sprite currently road-able, attended to inspect the assemblage.

Dave Chapman was looking at my car when he imparted that he used to own a Frogeye with Sebring bonnet going on to recite the registration number. I took details and then began some detective work, assisted by editor Gary, culminating in a not too recent picture and the discovery that the car is on SORN.

A 'where is it now' feature is expected in *Mascot* soon.

Kent MASC could have had a Club display at this show. Indeed folks keep on asking for us to have Club Displays at Kent car Shows, A sterling idea! However it requires someone to volunteers to assume the role of 'Static Show Co-ordinator'.

Tuesday 9th August 2016 was London Centre meet at the famous (?) Ace Cafe at Stonebridge, North London. Three of us travelled to the venue. Mike Pearson and I went in Convoy through the far from enjoyable traffic and oh did my eyes suffer in the open top Frogeye, as we motored through the toxic Blackwall Tunnel.

It was good to meet with members and acquaintances from Thame, Oxfordshire;

Fleet, Hants; Home Counties North West; Birmingham; Loughborough, Leicestershire; Kent and London.

As it was also Classic Car evening there was a good selection of cars and motorbikes beside the Sprites and Midgets.

Several had to travel some distance and most would have had to deal with London Traffic but must have considered it worth making the effort.

Sunday 14th August 2016 and time for the East Kent Meet at the Crown Sarre.

14 people braved heat stroke to attend this month's East Kent meet. Parking was in twos by colour: two greens; two yellows; and two not colour co-ordinated blues. I had during the week received a possibly quite correct e-mail commenting that MASC was turning into an Old Mans Club so fortunately Mark Mathews brought along teenage daughter Izzy to reduce our batting average in years.

I passed around pictures of prior restorations of a Frogeye PEE173 and a Morgan 4/4. Both Dave Chalk and I are former owners of PEE173. Unconfirmed is that it was seen, this year, on the Isle of Wight?

I also showed pictures of past continental runs in an attempt to lure folks into joining us on runs abroad next year when Phil Manship let slip that he will be in Angoulême for this year's Circuit des Remparts, when our 5th Miglia Tour rolls into that town. Fortunately for the sake of world peace he added that he would not be in his Midget.

Richard Beer gave us an update on the state of play with his 1958 Frogeye restoration which should be ready for the Spridget Centenary barring any more setbacks. .

Wednesday 17th August 2016

Richard Bowles arranged for us to visit the 'Wings' Museum. After meeting at the Oakdene Cafe our regular 'launchpad', Richard led our convoy to East Grinstead McD's, along picturesque lanes and through pleasant villages to rendezvous with Mike Pearson. Poor Mike Martin's attempts to join us failed as a Fatacc north of the Thames had caused the usual, regular, chaos at the Dartford crossing thus denying him entry to Kent.

Area Report

After a cuppa at East Grinstead more lanes were driven 'till we arrived at the Museum that had opened especially for our group (Normal opening Sats / Suns).

Inside we saw memorabilia from the Battle of Britain, the Blitz & the Home Front, including the real Dad's Army, the Civil Defence & the ATS.

Items such as, uniforms, relics from RAF Bomber Command & the US Eighth Air Force were be seen in the "Bomber Offensive" section. Relics & other items from RAF Fighter Command & the Luftwaffe (German Air Force) were in the "Fighter Offensive" Section, including a complete Link Trainer. Unique to the Wings Museum "Ghosts of the Tundra", where recovered airframes displayed in dioramas representing the actual crash sites. We were able to read about a lost Hampden Bomber shot down over the Russian Front & read the Canadian Pilots story in his own words - see the bullet holes that brought the aircraft down! We stepped inside a real Anderson Shelter & listened to sounds of the Blitz, saw an original Morrison Shelter which actually saw use during the Blitz in London. In another area were artefacts from Hitler's V-Weapons, relics from the "Doodle Bug" V1, the engine from a V2 which fell to earth in Essex. There was a unique exhibition "The Forgotten War" a look at the very last battles of World War Two, fought between the Russians & the Japanese. The Museum is about real people, it covers a variety of subjects and is dedicated to all nationalities who fought, & died, in the second World War - they should never been forgotten! This unique museum is a must see!

The breaking news before anything else was that our Kent Webmaster Rylan Williams is to sell his Frogeye.

Two Old Boys mid week runs this month. Enthusiasm abounds! We were joined for this run by members from other area groups as we welcome all. Thursday 25th August 2016 and the 'launchpad' for this run was another regular - The Grasshopper Inn, Westerham

We drove along the A25 in order to reach our destination - Ashley Hinton's Factory at Great Bookham. Ashley has been a Surrey MASC member for many a year. He owns a 1969 Mk3 M.G. Midget amongst other cars

and was a concours judge. Ashley also owns the factory that makes body panels and more for, amongst other makes and marques, A.H.Sprites & M.G.Midgets

The factory is a supplier to British Motor Heritage & a recommended supplier to British Motor Heritage retailers. It manufactures metal pressings & deep drawn presswork ranging from 7 ton to 150 ton. There are over 6500 lines!

Ashley demonstrated the pressing of a Mk1 Sprite floorpan using a stamping press, dating from the 1950s that towered above us as tall as a London double deck bus.

Then a demonstration on a more modern CAD operated press that uses a myriad of punch tools, presses holes through sheet metal wherever the computer directs it.

Coming more up to date, we did not view the machine, but Ashley described the process of Laser Printing then showed several items formed by this method. The visit gave a good insight into how parts are made that allow us to keep on using our much cherished Midgets & Sprites. You can find Ashley's parts on eBay or look him up on Facebook. Thank-you Ashley for allowing our visit.

The forth Sunday of the month can only mean one thing, the main Kent MASC monthly meet. Doesn't every Kent member share that view? Where were they all?



We mustered a paltry eleven including two prospective members who own a Frogeye that they brought to line up with us outside the pub under the spread of a tree.

Alan Ainstead Kent Rep' www.masckent.org



The view to the coast from Pentre Gwynfryn

The summertime is always busy on the Central events Calendar and the last month has been one of the busiest ever.

At a meeting earlier in the year Steve Roberts had asked the question if anyone fancied the idea of a few days away in North West Wales. Half a dozen hands were soon raised and Steve had quickly arranged for a nice little guest house at a favourable rate in Llanbedr Thursday to Sunday.



On top of Horseshoe Pass

Four cars made the journey, taking the scenic route via Horseshoe Pass. After a slow climb taking in the view we had lunch at the summit cafe. It was at this point that Steve decided to set his Sat Navigation to "Interesting". All of a sudden we all made a sharp left turn down a very narrow track which seemed to have endless cutbacks and sharp turns. At one point the grass in the centre of the track scraped along all of our low little cars giving the undersides a well needed clean. The next day Steve had booked us into the Electric Mountain at the Dinorwig Power Station. Situated at the end of the Llanberis

Pass. This gave a spectacular drive and time to take in some superb scenery. An excellent tour of the hidden power station was followed by tea and cakes in a nearby cafe. Deciding to return along narrow roads we came to a point where the road became gated, not one gate but actually thirteen. It took a lot longer to get back than we thought. During the day the other two cars had arrived making for a lively evening dinner at a nearby pub.



On the road to Barmouth

The next day we all wanted to try different options. Some went to Pothmadog and caught the Blaenau Ffestiniog railway, others pottered around the harbour, whilst some just found a sandy beach to relax away the day. All together for the final evening without the restriction of having to drive home we somehow managed to drink the guest house dry of beer and port. The evening finishing with a lot of giggling and tired eyes. A gentle drive home next day was in order with a chance to reflect on a great break. Thank you Steve for organizing it all. Where do we go next year?

John Collins, apart from marshalling all the traffic at the monthly Middleton motors meeting, had been busy fettling his lovely Midget ready to pass the MOT test. Just a little greasing and handbrake adjustment and it sailed through. It was then that he noticed the mileage. Due to a busy year he'd only done around 250 miles all year. Time to get out and about in it he thought. Arriving at the MG show at the Black Boy in Knowle, Solihull with son Austin, he noticed a distinct lack of Midgets and Sprites. Even fellow MASC member Rich Weaver had come in his Father's Triumph. No surprise he won best in class as the only entrant. I'm sure he would have

Report

won a prize anyway, his beautiful early Midget looking resplendent, polished and with the white wall tyres adding to the wow factor.



Winner Austin Collins with Dad John's trophy in front of his Midget.

Central MASC member Elaine Parkes shares her hobby of classic cars with husband Martin who drives a Hillman Imp. Martin is a member of the Owen Motor Club based in the Midlands. He had helped organize an event for his club at nearby Newhall Water Mill in Sutton Coldfield which only opens on

certain days in the year. He had kindly invited Central MASC members along to join them at their event. Andy Bird and Dave Clarkson popped in during the morning, followed by Gary Hendon, Steve Roberts and myself in the afternoon. Glorious weather, cream teas, interesting vehicles and friendly banter made this event a lovely way to finish another busy month for the Central region.



From left, Elaine, Martin Parkes, Bernie Warren and Steve Roberts

Dave Warren

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HoE Scalextric Report



It promised to be a track day (or evening at any rate) with a difference. We all gathered and patiently awaited the arrival of our recently appointed new leader Steve. News trickled through that an electrical gremlin had disabled his Sprite soon after he had left home so would be unable to make it. Nevertheless we valiantly continued with the evening.

The first six racers approached the track with trepidation and yes many of the wives had also volunteered to have a go too. Each racer was given the final briefing, marshals were positioned strategically around the track, the lights changed from red to green and the racers were off.

There was a rush for the first bend which everyone managed to get round with no incidents but as confidence grew blue car lost control and flew off the track at the next bend. Fortunately a nearby marshal was able to quickly get to the car and put it back on the track in the correctly coloured slot.

Yes this was an evening of Scalextric racing on a six track circuit in what seemed to be a disused chicken shed less than a mile from our club meeting venue in Sambourne Worcs. 20 members of the HoE group had a fun night each having six runs on the six lane track with a fish and chip supper half way through the evening.

Lap times were automatically logged by the computer and at the end of the evening Chris Yates, Dave Colclough and Les Jeans made it to the podium with Les being the overall winner for the night. It was great night and thanks for organising it Steve - it was just a pity you weren't there to enjoy it but I'm sure that we will do it again.

Later in the month we had a good turnout for the Fun in the Park which is a charity event held each year in a park in the centre of Solihull organised by the local Soroptimists and Rotary Club.

There was a selection of about 20 classic cars and it always has the added attraction for the ladies that it is within a stone's throw of a John Lewis store and Solihull shopping centre

Stuart W HoE



Six lane circuit



The podium

Somerset Happenings



It's a hard life

As the summer months draw to a close not so many events remain on the local circuit. However August was yet again a busy month for Somerset, out of thirteen shows and runs members have attended eight, but not in great numbers due to clashing of dates and the preferred event attended.

A good day was had at the annual West Somerset Railway show, Taunton at the beginning of the month; the weather couldn't have been better for once apart from one short outburst of rain. Some members entered as individuals whilst some supported other clubs, which is a shame as this would be a great place to have a club stand. Unfortunately it has a great reputation for rain and plenty of mud putting many off attending.

The same weekend a few of the usual crowd visited the local village show at Whitford, near Seaton, where many villagers had displayed their wares in this annual event. With a few classic cars on display, the obligatory dog show etc. it proved to be the archetypal English village fete, topped off with a Devonshire cream tea in the marquee. Even the local fire engine and crew came along giving great joy to many of the small children present.

Two of us took part in a mid-month 100 mile tour which turned out to be quite disappointing. The route took us along many single track roads with not many passing places we only managed to drive half the route in four hours!

The next weekend we entered another 100 mile tour organised by the Yeovil Car Club

which was aptly titled the 'Laurence of Arabia Run'. Touring around the area of South and North Dorset where T.E. Laurence lived in his later years we lunched at the tank museum, Bovington before passing Laurence's home of Clouds Hill then inland across the county to Blandford Forum before finishing with a cream tea in Gillingham. We did however make a half hour stop at Compton Abbas airfield before descending the infamous Zig-Zag hill on the outskirts of Shaftesbury.



Taking it easy!

The wings and wheels event at Henstridge Airfield was attended by half a dozen members, yet again the weather was not too brilliant and the larger aeroplanes including the WW2 Flight flypast could not take part.

Honiton Hill Steam Rally on the bank holiday weekend lived up to its usual standard with rain on Sunday and dry on Monday. However it was mud free and quite easy to get around, having moved venue to Smeartharpe airfield (we do have many old WW2 airfields here in the west).

This event brings out many collections of cars, commercials, military and emergency vehicles, over 100 tractors and a dozen or so steam vehicles. An added attraction this year was a tractor pull competition in addition to the regular combine harvester demonstrations, with wood sawing/chipping and stone crushing machinery demonstrations mainly powered by steam. All in all a large two-day rally with lots of attractions for all the family.

Valerie Young

Essex Area Report



Tim, lost in France

Following the problem reported last month, Dr Gordon successfully restored Diane's Frogeye to good health as her trip to France was trouble free. However, as shown in the photo Tim's Frog needed some kerbside attention. Answers on a postcard as to the problem.

July's run was organised by Owen and Lucy and was very well supported with 11 assorted Spridgets and an MX5. Several crews had taken up the organisers invitation and elected to arrive early at Wyeveals Garden Centre, Stanway to enjoy a late breakfast before the off.

We departed northwards in a convoy and soon found some tree covered minor roads to provide shade from the hot sun. The first obstacle to negotiate was a huge hedge trimming tractor which kindly stopped opposite a passing place - the challenge was to miss the enormous holes.

The route crossed the River Stour to enter Suffolk and continued through the pretty riverside village of Nayland. At Stoke by Nayland, we descended Scotland Street to be greeted by groups of walkers enjoying the beautiful countryside. From Hadleigh,

with its many traditional wooden buildings, we headed to cross the shallow ford in the chocolate box village of Kersey.

We soon arrived at the Whitehorse Inn in Edwardstone for a welcome break in the shade of the marquee, complete with straw bales for seats. This is well worth a return visit as the menu looked appetising.

After a 45 minute break, we continued through Lavenham and Long Melford to cross back into Essex at Borley. Nobody reported any strange sights as we passed the site of allegedly the most haunted house in England.

From the outskirts of Sudbury, we followed the River Stour for seven miles to Bures and soon turned south for the final section to finish at the East Anglian Railway Museum at Chappel & Wakes Colne railway station.

We managed to all park in a line for a group photo before heading for the cafe on the platform. Some decided to enjoy their refreshments in the comfort of old slam door type of carriage whilst others sat at tables on the platform.



Run organisers Owen & Lucy

A thoroughly enjoyable day and I hope Owen and Lucy will be willing to organise another run in 2017.

Jenny and I were 'volunteered' to organise August's evening run with the particular challenge to find some new roads. As it was to start and finish at our monthly meeting venue in Little Braxted, and was to last an hour, this was tough as we had used most of the Spridget friendly roads in the area over the last couple of years.

Rising to the challenge, I linked some lanes I had used on my two wheeled forays in the area to other minor roads to create what I hoped would be an enjoyable 23 mile route.



It was good to welcome former Area Representative Jane Gates amongst the crews gathered at the Green Man ready for the 19:00 departure. Shortly after we left the start, new member Keith joined the convoy to make seven cars, as we took a fairly familiar road to Silver End before heading west. Using very narrow lanes to reach the hamlet of Fuller Street before making for Terling and then Fairstead. Here, we took Peg Millars Lane which is lined with wild primroses and cowslips in spring. Another

probable new road with the quaint name of Dancing Dicks Lane followed and led us back into Witham. The final section crossed over the mill at Little Braxted before returning to the Green Man. The evening finished with either a preordered meal or the usual natter and noggin.

With the nights starting to draw in, this was the last evening run of the year.

Doug Plumb



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For Sale: March 1973 MG Midget (Orange), round wheel arch, split rear bumper PROJECT for sale - not drivable - has had some body work done - V5c in place- Been dry stored recent years - £600 without engine or £900 with 1275 cc engine (not fitted).

Also for sale: Nov 1972 MG Midget (Orange) 1275cc, round wheel arch, partly dismantled, partly restored PROJECT - but engine had been running previously but NOT drivable- V5C in place- £500 plus other parts available.



Contact: Chris or Lynn on 01253 884218 or email lynn.moore52@live.co.uk

Wanted: Sebring type pedal box for MK1 Sprite, or I would be thankful for any information to help me locate one. I believe Archers are no longer making them. **Tel: 07730 048922 or email dave275@gmail.com**



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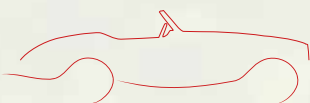


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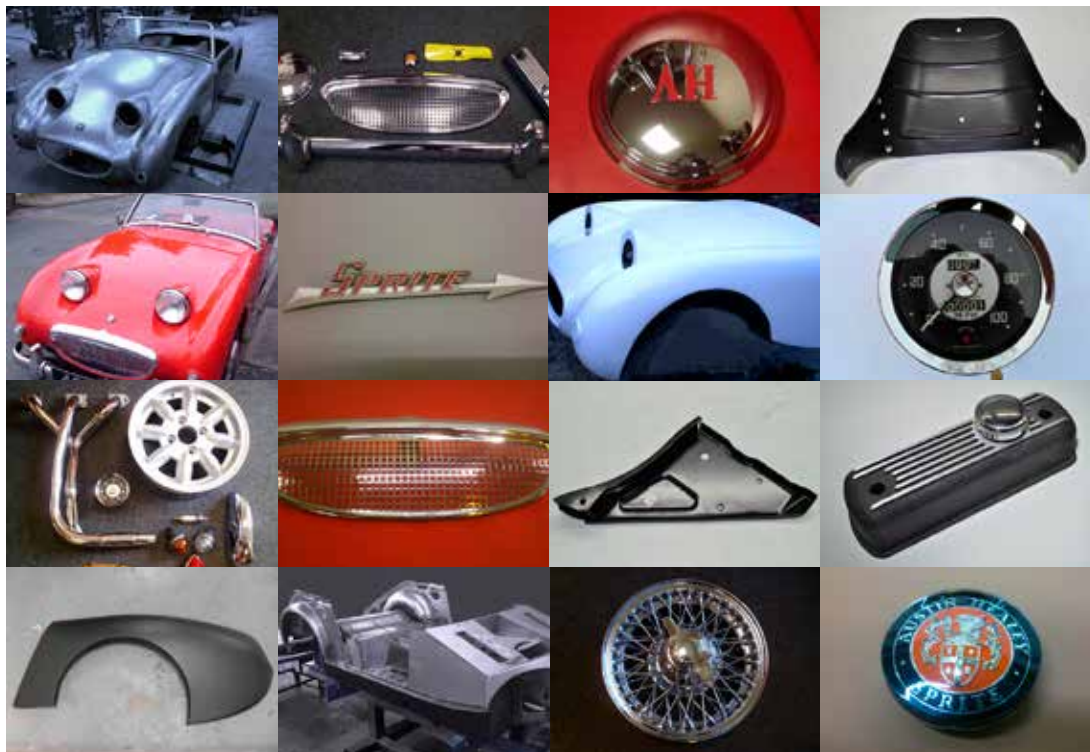
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