

July 2016

£2 No. 388

Mascot

The Magazine of the Midget & Sprite Club



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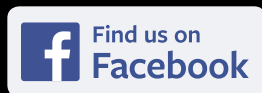
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Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military



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

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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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July Editorial



*Perhaps the only ferry that we'll be taking in future!
From the cover of 'Motoring' May 1967*

Europe Huh! (That's the last mention of it here)

Firstly an apology about last month's *Mascot* to Dorset. I incorrectly renamed their area report as Somerset (apologies also to Somerset area members for causing them to question their memories in having attended events that they have no recollection of).

It's slightly worrying that I made that mistake in the first place, and even more worrying

that only one member actually noticed (and he's not even from Dorset!).

You'll notice that in this month's magazine there is the request for nominees for next year's MASC committee. There is also the accompanying form to put your name down to be part of the running of the club. Luckily, at the moment the Committee is pretty well staffed and working well, with no great demand for extra members. However, this may change when the nominations have come in. So please consider joining us to help run your club. It's really very easy. You'll also see information regarding this year's AGM. Please attend if you can.

My thanks go to Alan Pritchett for donating a return ferry trip to Ireland for two people (plus car), which was awarded to him by the organisers of the Restoration Show earlier this year. You will see a simple competition to win them in this month's *Mascot*.

Also thanks to outgoing Heart of England Area Rep David Puzey for all the work that he's done. Taking over is Steve Newton and I thank him in advance.

As mentioned last month, "Gaps" and I had another trip to Le Mans. The Frogeye performed perfectly and never missed a beat. It's odd but it seems the less I do to it, the better it goes. Is there a life lesson there? Probably not!

So I'm still left with the quandary of what, when and how to stop the car rusting into the ground. Suggestions on a postcard please.....


Have a great month.

Gary & "Gaps"

The deadline for articles and reports for inclusion in August's edition of *Mascot* is Friday 15th July

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


Cover image: Gary Tomkins Midget outside Stowe School near Silverstone on the way home from this year's MG Live



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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://yorkshireremasc.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. Contact David Southcott at dandl@southcotts.plus.com
- 4th Thursday **Hampshire** – Please ring Terry or Harriet Langridge on 01252 626063 for details.
- 4th Sunday **Kent Area** – Meet at **The Angel**, Addington Green, West Malling, Kent, ME19 5BB at 12:00 for lunch. Contact Alan Anstead, Tel: 01322 384050 alan.anstead@btopenworld.com
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm. Contact Andy Cross on 01225 743554 or 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: Ireland (which is case sensitive)

Also follow the Midget and Sprite Club on  Find us on facebook.

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

8th -10th July Le Mans Classic www.lemansclassic.com

9th 10th July Chateau Impney Hill Climb. Contact Dave Hansford D.Hansford@btinternet.com



16/17 July Chiltern Open Air Museum Classic Car Show

16/17 July Shelsley Walsh – Classic Nostalgia – Celebrating the Glory Dates of Hill Climbing

17th July Aquae Sulis tour, Bath MC, Contact Dave Hansford D.Hansford@btinternet.com

20th–26th July Historic GP Le Puy de Notre Dame nr Samaur, France. Contact Kent Rep.

29th -31st July MASC National event at Silverstone Classic 2016 See pages 17 and 18 of last month's Mascot for full details



9th -11th Sept Goodwood Revival www.grrc.goodwood.com



9th–21st Sept 5th Miglia Tour. This year run solely within France. Contact Kent Rep. (a few places still available).

16th -18th Sep Circuit des Remparts d'Angoulême www.circuit-des-remparts.com

1st Oct Castle Combe Autumn Classic is on Saturday
Contact Dave Hansford
D.Hansford@btinternet.com

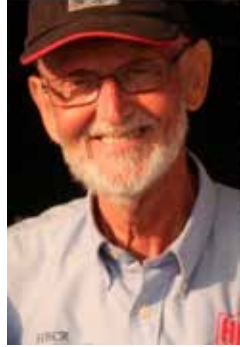


Send your events details to editor@midgetandspriteclub.co.uk

Andy Gibson

23/05/2016

**An Obituary
by David & Helen Brenchley**



One of Classic Rallying's Gentlemen and MASC member has passed away and will be sorely missed

The Blackpalfrey Motor Club was formed in 1965, and the first Hughes Rally was run – as a daylight rally, not dissimilar to the way in which it is run today.

Over the next 20 years, or so, it became one of the best known full-blooded night events in the South East, won in 1973 by Chris Daisy's Avenger GT with Andy Gibson as navigator.

Often competing in his Midget or Arkley Andy was a lifelong, successful club motorsport driver, navigator, and organiser, Andy had been involved in historic rallying for more than 20 years.

He was the SE Champion Rally Navigator in 1973 and, with more than 20 rally wins, he ranked alongside the UK's top historic rally navigators and was still regularly contesting the leading positions on prestigious events such as the Classic Marathon and the Rally of the Tests. Since 1999, Andy had been coordinator of the HRCR's popular Clubman's Rally Championship.

In 1995 Brian Millen asked Andy if he could bring the Hughes Rally back to life as a historic rally and, in 1996 the Hughes Historic Rally was born – and has run, with Andy as Clerk of the Course, every year since, except the 'foot-and-mouth' year of 2001.

More recently he had brought his extensive capabilities and experience, as an organiser and competitor, to the role of Clerk of the Course for last year's HRCR Classic 30 Celebration Rally and as Clerk of the Course for the Regularity Category of Tour Britannia.

Always very keen to support and encourage new-comers to his chosen sport, Andy had compiled several instruction booklets on 'Historic Road Rally Navigation', and had been instrumental in organising navigational training courses for the HRCR.

Andy had also been the backbone behind Blackpalfrey's popular series of Sunday morning 12 Car Regularity Runs (so much so on one occasion he returned from an International rally in Croatia to run a 12 car the next day!), for many years, and, in 2004 Andy and Brian put on the first Tour of Kent, part of the HRCR Scenic Tour Series.

Andy always had time for everyone, beginner or expert, and will be missed – I cannot imagine a 12 car or the Hughes without him.

The Midget and Sprite Club send its condolences to Andy's daughters Claire and Caroline and Andy's sister Hilary and all the family.

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Midget and Sprite Club AGM 2016

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 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.

Four halls, with over 130 exhibits, illustrate the history of motorsport from the turn of the 20th Century, where visitors can get close to the cars driven by such famous names as Nuvolari, Mansell, Prost, Moss, Fangio and Stewart.



The Donington Grand Prix Collection houses the largest collection of McLaren and Williams racing cars in the world (outside of their respective factories), and the only complete collection of Vanwalls.

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

Your Committee Needs You!

This is the time of year when nominations for your clubs committee are requested. This year, there are once again vacancies that need to be filled. These vacancies may leave a large hole in the structure of the committee and these posts must be filled for the committee to function properly. We hold three to four meetings a year and you will be joining a group of like minded members whose aim is to make the club as good as it can be.

The existing committee members are just like you; male and female Midget and Sprite owners who thoroughly enjoy their cars and who want to make sure other club members get the most out of their membership. This is your opportunity to help shape the club, get involved in the introduction of club initiatives and be instrumental in delivering value for money service to our membership so, if you have an interest in the way the club is run and even if you think that you have nothing to offer, please consider applying as you'd be surprised at the many ways that you can help. This year there are the added committee roles of Marketing/PR person and Mascot assistant editor. So if you have any previous marketing or PR skills or even if you don't, we would be keen to hear from you.

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

If you wish to stand for election to the committee (or even if you don't, but feel that you should) for the following year, then please complete this form. Enter your name, sign and add your membership number against your area of interest. There are up to eleven committee positions in total. All nominees, proposers and seconds must be fully paid up members; joint members are also eligible to stand.

Completed nomination forms must reach the company secretary by **21st August 2016**, so you still have time to get them in. Some designated committee roles will also carry the extra responsibility of Directors. There are no limits to the number of directors so if you wish to volunteer as a director then please indicate on the nomination form by adding a D next to the post. Committee roles with a D attached are the designated Directorships for the coming year.

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

Proposer Signature Membership No Date

Completed forms should be sent to: Jim Willis, Walkwood farm, Morton Lane, Redditch. Works B97 5QA. Or scanned and emailed to jim.willis@tiscali.co.uk

New Members

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

5273	Angus Redman	Somerset	0	0
5274	Eddie Brooks	South Yorkshire	Midget	1500
5275	Peter Healey	Somerset	Austin	Sprite
5276	Franco Diponio	West Midlands	Sprite	Mk 1
5277	Rob and Debra Gambie	Hampshire	Sprite	Mk 3
5278	Sue Lovell	Kent	Sprite	Mk 1
5279	Ray Kemp	Kent	Midget	1500
5280	David Fielding	Lancs	Sprite	Mk 1



Not a new member, but Alan Baldwin's lovely Frogeye is new to him

Rob & Debra Gambie's Sprite, which can also be seen on the Letters page



May-June 2016



Not a car in sight but new member Peter Healey presenting an award to 'Gaps' owner for 3rd most desirable car (!) at the Healey Museum Spridget meet in September 2014



From last month, Katie Redhead & Matt Weeks Mk1 Sprite, which you can read more about on the letters page



Rejoined member Sue Lovell's Frogeye 'Poppy', soon to be Mot'd



Martyn Wilks Sprite-based Lenham, which you can read about elsewhere in Mascot



Kent-based Ray Kemp with his 1500 Midget

Letters

FBHV classic car "Drive it Day"

Hi Gary

For the annual FBHV classic car "Drive It Day" I entered my Austin Sprite "Gaby" in the biennial Midland Automobile Club classic car run. My Husband Martin had worked hard all week on her doing routine maintenance and replacing worn out parts so that I could have a trouble free run. Navigating for me, and doing a grand job, was my Brother in law Dave.



There were a total of about 188 cars starting from different venues culminating at the world's oldest motorsport venue still in constant use Shelsley Walsh. We elected to start from the newly refurbished British Motor Museum at Gaydon where competitors were issued with a detailed road book, rally plate and food vouchers at signing on.

As we were car number 10 of 50 cars there was just enough time to consume a hearty breakfast and tea but no time to look around the museum. Cars were flagged away in 1 minute intervals starting at 9.15.

We then drove 108 miles around the glorious Warwick/Worcester area using 'Tulip' route instructions stopping briefly at Wellsbourne airfield to look at Avro Vulcan XM 655. On our route we came across plenty of other classic cars along with cyclists, horses, lone joggers and the Stratford on Avon marathon!

Once parked up at Shelsley we were treated to hot food and the sound of the Tenbury Town Brass Band before lining up to drive up the famous hillclimb. This is a short but extremely steep hillclimb of 1000 yards set in the beautiful Teme Valley which was opened in 1905 and still hosts the British Hill Climb Championship.

Everyone who drove up the hill had a free photo posted out to them later in the week which was a nice memento of a good but tiring day. My total mileage for the day was 225 and I look forward to the next MAC run in 2018.

Thanks,

Elaine Parkes.



Old Postcard

Hi Gary

Please see attached pictures of an old Postcard I recently purchased off ebay. I think it's a Mk1 Midget VRN SOY 470 is this car still about or known to the club. By the way, the location is the village of Chiddingstone in Kent

Regards

Jason Trevorrow

New and rejoined Member's Introductions

Gary, I've attached a couple of photos, the first one taken 33 years ago when she last ran. That's me stood up in her. She then spent 32 years garaged at Mum & Dad's



before they moved house last year. Matt and I took her on, named her Ivy after my Nanny, and have embarked on a full restoration project. You can see the other more recent photo her on the New Member's page. .

Kind regards

Katie Redhead & Matt Weeks 5270 a/b

Hi

I've just rejoined the MASC, having spotted Alan Anstead for the first time in about 8 years (since I travelled in the convoy down to Gaydon for the Spridget 50 celebration, where I was more of a hindrance as I kept breaking down!)



I had a welcome email asking me to send a pic of my Sprite (who's called Poppy!) so I attach a couple (see the other on the new member's page). They're not very up to date, but give you something for Mascot! She needs quite a lot of bodywork and some interior work to get her back to tip top condition...

I've had her since 2007 and she had previously been restored (pretty badly to be honest!) More recently, I fitted seat belts and then sent her to a garage to have bodywork done... Unfortunately they took their time and left her outside for a year, unbeknownst to me. So I have her back now (complete with microblisters on the bonnet) and am looking for someone suitable to complete the works.

I hope to become involved in MASC events when Poppy is taxed and back on the road!

With best wishes,

Sue Lovell

Hi Gary and Stuart

Please find a selection of pictures attached, these are from the original E Bay sale. This was purchased as a hobby restoration, my first. The Sprite has been stripped to a rolling chassis, engine and gearbox still in. A



selection of items have been stripped, repaired, cleaned and primed, with a further three shelves of items to complete. Engine and gearbox out end of June and bodywork repairs beginning soon after. I know it all sounds planned out, but it really isn't, I want to remain flexible with the schedule and enjoy the whole process.



Kind regards

Rob and Debra Gambie
Membership number: 5277 A/D

Period Tuning Parts (Part Two)



Twin SU's on Downton manifold

Alan Anstead's article in the March *Mascot* on early tuning parts prompted me to root through my cupboards to find a Downton inlet manifold I bought some years ago, complete with a pair of 1 1/8" SU's.

Always intending to fit them to my Frogeye, I asked several local 'experts' for confirmation that it is intended for a Sprite but never received a definitive answer.

Some suggested that it was for a Mini although trial fitting shows the manifold does fit comfortably under the Frogeye bonnet with the carbs tight, but clearing, the underside of the bonnet.



Mounting angle not dissimilar to standard set up on Sprite"

The brass dashpot damper rod tops each have an 'O' stamped into them which appears



Markings on left hand carb, the same as those on the right



to indicate that they have modified damper pistons. Each carb has also been stamped with a sequence of letters and numbers – WB 610 T3.

Somebody told me that this would indicate the pair as having been worked on by the same person at Downton.

I know that the castings are clearly Downton and the internal finish is very smooth indeed.

I also have an exhaust manifold which I bought as "possibly Downton" but there are no markings to confirm this. The welding quality is high.



So my question to the knowledgeable readers out there is – are these both genuine tuning parts for my Frogeye?

Any suggestions welcomed!

John Gully

Dorset Area Rep. john.gully@btinternet.com

Mascot Technical Articles 2016

Here is a list of the technical articles which have appeared in *Mascot* from January up to and including June 2016.

Technical articles which appear over the next six months will be listed in the January 2017 Issue.

Once again, *Mascot* would like to thanks Alan Anstead for compiling the list.

Article	Author	Month
Sump Baffles	Steve Keil	January
Sump Repair	Steve Keil	February
Adjustable Oil Pressure relief valve	Steve Keil	February
In Defence of Dynamos	Dr J.E.Davies	March
Forward hinged bonnet	Mike Pearson	March
Front Wheel Bearings	Graeme Williams	March
Indicator relay	Alan Anstead	March
Flywheel Brake	Alan Anstead	March
Optimise Handbrake	Philip Sellen	April
Replacement rubber seals	Steve Keil	April
Rear brake adjusters	Steve Keil	May
MGB & A60 Shock Absorbers	Alan Anstead	May
Defending Dynamos	Dr J.E.Davies	May
Blind Nuts	Steve Keil	June

COMPETITION



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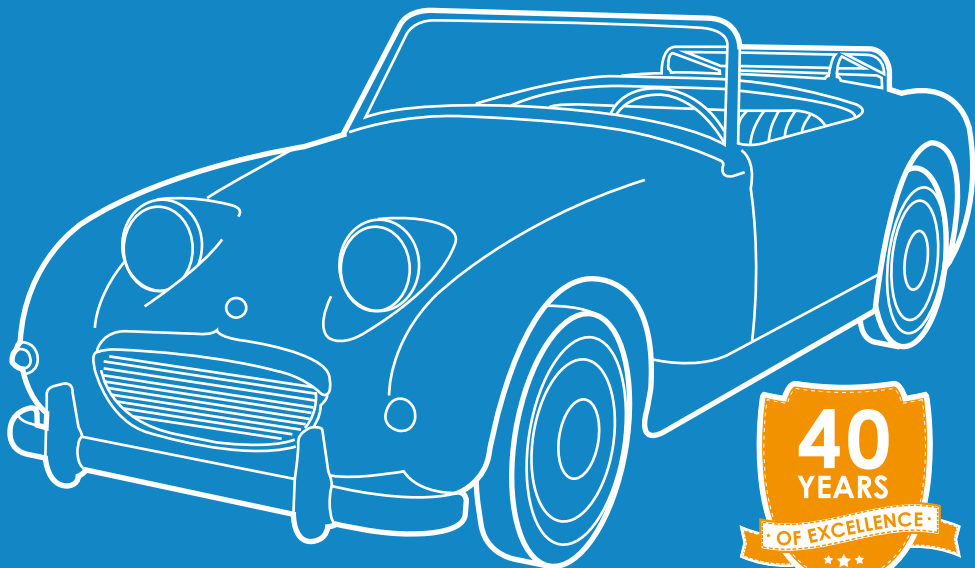
All answers must reach the editor by Friday 22nd July 2017 by email or post
Email: editor@midgetandspriteclub.co.uk
Post: Gary Lazarus. 40B Hungerford Road. London. N7 9LP



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Gaby's Day Out



Elaine, Martin and Gaby

On Sunday 5th June my ride on mechanic/navigator husband Martin and me spent the day driving some of the most glorious roads of Derbyshire in my Austin Sprite Gaby (with the roof down) on the "Historic Rally Car Register" organised classic car run. This is the 2nd year I have entered this event and a photo of me and my friend Di, from last year's tour, was used in their publicity leaflet for this year's tours (fame at last!).

The drive to the start venue was cold and misty so the tea and breakfast bap was most welcome after signing on.

The start was Abbotsholme School just off the A515 near Cubley and food was served in the impressive main hall, looking like a scene from Harry Potter. On the way back to the cars every driver was issued with a packed lunch for two as we would not be returning to the school for lunch as in previous years.

A total of 60 cars took part with ages varying from a 1956 Jaguar XK140 to a 2002 MG TF. We were number 25 so didn't have long



Assembled at Abbotsholme School

to wait before setting off on a total of 123 miles, just had time to check the oil and water and fix the rally plate to the bumper.

The first 22 miles took us all around the Ashbourne area before going through the famous Tissington ford which I still drove through very cautiously even though it was a mere trickle compared with last year's torrent. There was a mid morning stop for coffee and tea after this at the cafe near Tissington Hall and by now the sun had broken through and we were all sitting outside on the grass admiring the view and classic cars.

From here we carried on around the lanes of the Peak District National Park before ending up near Great Hucklow for a lunch halt in a freshly cut meadow. The views were stunning and everyone enjoyed the packed lunch, we were so lucky with the weather as the week leading up to this had been dreadful.

After about an hour everyone set off again on the final loop of 60 miles of the tour travelling near the Bunsall Incline and through the Goyt Valley to eventually end up back at the start venue where again food and drinks were available for all competitors.

My Sprite ran faultlessly all day with no signs of a previous overheating problem, after Martin had spent time fitting a new radiator and thermostat etc and had the twin SU's set up correctly by an expert. This was a good test for her as there were quite a few long steep narrow climbs during the day!

I will probably pick a different tour to enter next year from the many the HRCR organise throughout the year.

Elaine Parkes.

Lenham Le Mans Bodied Midget



Here is a report on the building of my Lenham Le Mans and where I am up to at the moment, first a little bit of history regarding this project.

Around May last year I decided that I needed something to do (I have built 3 Westfield's, 2 Caterhams and rebuilt 3 single seat racecars), my first thought was a Westfield XI, so I went to the factory discussed what was required and came away with the notion that I needed to find a rotten MG Midget 1275 with all the running gear.



So after a few weeks of searching I came across OOH 762G which had basically been rotting away since 2001 but importantly for me at the time was complete and had a current V5C, so I bought it for £600 and brought it home.

Then started the not too easy job of gutting the car, as I wasn't going to use the body

I just basically cut it away as necessary to remove all the components. I should add that the body was in a shocking state, if you look carefully you will see that the line between the bottom of the wing and the sill has been filled in – with a piece of galvanized sheet, pop rivets and filler.

On checking the VIN plate against the logbook I noticed that the number was very slightly wrong so enquired with the DVLA as to the procedure to rectify the fault (it was on the V5 as EAN not GAN), they suggested obtaining a Heritage Certificate and then sending off the paperwork highlighting the correction needed.

In the mean time I had cut the body into manageable pieces and disposed of it via my works skip.

When the last piece was removed I received the Heritage Certificate which I noted had the delivery address of The Earls Court Motor Show.

Any way at around this time I looked closely at the Westfield XI and the IVA test and decided that maybe I should look at a Sebring Sprite replica, however despite many attempts at speaking with Archers Garage I gave up and looked at a Lenham Le Mans.

I should just point out that I knew of a brand new Midget shell (original not a Heritage one) that was in a friends garage untouched since he bought it in the early 80's which I



From the original period Lenham Brochure



The Le Mans Coupé body conversion for the Sprite and Midget is a completely new rear end which replaces the existing bodywork. This fixed head Grand Touring bodywork gives greater aerodynamics, an increase in top speed of around 9 mph, and much more room inside. The conversion comes as a kit comprising a one piece rear end/roof moulding, windows and railings. For those who feel that the fitting is beyond them we would be pleased to quote for cutting the old bodywork off and bonding on the new, and for painting and finishing.



A special bonnet is also available for these cars and fits forward largest one piece moulding comes ready for painting. The lights change over.

had managed to persuade him to sell me for £3K – I subsequently sold the unwanted body panels for nearly £1K so the shell stood me in at £2K.



Then just before Christmas 2015 my plan was launched, the shell went to CCK for a Lenham conversion plus cage and I started to amass all the parts required for the build.

The axle was the third one I found, this one had no rust at all and was duly powder coated along with all the other parts – the picture with the wishbones etc shows all the masks I made up so they would only be powder coated were needed.



The engine is from Mamba Motorsport and is a 1398CC with 1:3:1 roller rockers, single 45DCOE etc, the gearbox is a straight cut 4 speed from Heathrow Transmissions along with a 4:2:1 diff, drive shafts are 3 piece from Magic Midget as are the KAD 4 pot callipers.

The car was collected from CCK at the end of March and went straight to the body shop in Earls Colne for painting in Speedwell Blue, and was brought home in the later part of April for me to start the task of rebuilding the car.





Currently I have fitted the rear axle complete, reverse eye leaf springs, Peter May uprated shocks, lowering blocks and polyurethane bushes the entire front suspension with a Frontline conversion, uprated anti roll bar, lowered springs etc.

The gearbox and rebuilt propshaft went in last weekend along with a custom bracket for the remote reservoirs. I am currently making up a filler tube assembly for the Norgren Monza fuel cap I picked up from eBay for the bargain price of £5.00 and it was brand new.

The pedal box, which I modified myself has three separate master cylinders and all fits



inside the standard size box, has also been fitted and I will shortly be running in all the brake and petrol lines which will be in braided hose and will be run inside the car.

The eagle eyed might notice that I have had the space for wind up windows filled in, I will be making up fixed single piece frames from two pairs of Frogeye frames and then instead of fully sliding windows will be using rally car style sliders.

Martyn Wilks

Have Sprite, Won't Travel

By Rosemary Willis

Jimi, I don't want to go to Germany. You don't seem to understand
I keep breaking down in Germany. I want to stay in my birth land

You got Dave to Thrape me to Folkestone. Didn't you know I would take the hump
You checked my oil at the Channel Tunnel. Not a single drop left in my sump

You followed me in your Pagoda. But I was cross with you from afar
So upset was I with that journey. I sprayed oil
on your Mercedes Benz car

The time when I got you to Freiburg. And you
had your foot to the floor
I stuttered & spluttered and cried. I couldn't go
on any more

Last year off to Germany again. I am shouting
from my loud hailer
But Jimi I got my own back. I came home on
Marcus's trailer

And now I'm tucked up in England, No more
conking out to - trouble you
Just please listen to your wife. Go to Germany
in the BMW.



Jim Willis oversees the loading (once again)
of his 'stay at home Sprite'

Scotland Area Report

A few weeks ago I received an e-mail via the membership secretary, Stewart Watson, from Peter, who is a member of the club up here in Scotland. It concerned a show organized by the Borders Vintage Car Club. Although too late to organise a club stand this year, I advised the membership about the event and hoped to attend it myself.



Dennis' green Midget

The M.G.Owners Club did have a stand and two members, Dennis and Lindsay, were displaying their cars and I managed to wangle an invite as well.

The Good Frog is still suffering from the fuel vaporisation problem and, as it was an extremely hot and sunny day, I decided not to risk it and took the Morris Minor Traveller instead.

There was a good display of M.G.B's, Midget, even a Magnette on the stand and although



Lindsay's blue Midget

not an M.G., a fair bit of interest was shown in the Morris.

My personal favourite was the stand of Austin 7 Chummys . As the day progressed and the sun and heat levels increased, I realised I had not brought a cap to protect my chrome dome and we decided that the tartan red of one MGB was the exact shade of my quickly reddening napper.

Dennis very kindly provided me with a can of coke and a burger which was cooked on the communal barbecue and after a bit of chat about Spridgets, I headed back to Glasgow with Dennis leading, until he got fed up tootling along at 50 mph.

With a puff of exhaust he was gone into the sunset. It will be my definite intention of adding this event to next years MASC Scottish area calendar.

Dennis had just finished a 500 mile trip around the north of Scotland and has promised me a report and photographs.

His Midget performed well, which isn't surprising with all the tinkering he does to it (telescopic rear shockers were the latest improvement).

Douglas is another member who is constantly upgrading his Midget and I will need to collect the spare parts he has offered me, and see Millie in the flesh.

Out in the garage has seen me making a tool to retain the door gap before removing the sills on the non-Frog, which is still the car receiving all the attention while the rusty one still languishes in the corner.

In the ongoing competition between Alan and I (as to who can buy the latest tool), I think that I have edged ahead with my purchase of a Rivnut Tool.

As the name suggests a rivnut is basically a rivet with a threaded portion running down the centre and when squeezed contracts up and ultimately forms a captive nut. Top that Mr Reid!

Graham Smith Scotland Area Rep
smith.grahamf@yahoo.co.uk

Notts + Derby Area Report



MASC cars and members enjoy the weather

As I sit down to write this month's report with my mug of inspiration Tips, looking at the rain running down the windows outside, it is hard to believe that we have had a week of sun-blessed classic car events. The Austin Seven Club had achieved maximum entrants for this year's annual Wollaton Park Autokarna event in this wonderful parkland setting. Our group had a strong presence in our dedicated paddock area, and thanks to Richard's gazebo providing welcome shade and the MASC flag and banner, we attracted a steady flow of interested visitors throughout the day. It was good to meet Greg and Anita from the Central area who had joined us on Drive it Day earlier in the year. The autojumble had its usual mix of interesting stalls, where I picked up an oil filter for the princely sum of £2.

While Nigel is still rebuilding his Frogeye, Paul is allowing him to drive his second loW Supersprite to events. Unfortunately it seems



Nigel and Jim share Frogeye knowledge

they attracted more than their fair share of popularity at Wollaton. Back in the garage that evening Paul discovered that a multitude of ants had hitched a ride, only to remain through the rest of the week at subsequent events.

As I left the event I came across a blue Frogeye parked in the mixed classics area with the bonnet up. I was informed that it was refusing to start and once the RAC arrived the diagnosis was a failed rotor arm. I lent one from my spare distributor that I carry "just in case", but it still refused to run with any power. More investigation determined that it could be the condenser. Further dismantling of my distributor provided the necessary part and Voila! Moral of the story for Spridgeteers – always carry some basic spares!

Next meeting at The Sitwell will be Thursday 14th July – if good weather we may have another run around the area.

Ian Cooke Area rep.



Pretty Austin Seven heads for home

Kent MASC Area Reports



Midgets, Sprites and an MGA

East Kent Meeting on 2nd Sunday of the month 8th May 2016

I was woken early by the phone ringing. It was so early that Vampires had not returned to their lairs. A member in difficulty. Have I got a crankshaft spigot bearing? Problem solved and another member with a newly rebuilt engine fitted – and another engine with a Kent roller clutch release. It will be interesting to see how it works with the Helix clutch fitted to this high torque engine fitted with an A.C.Dodd RS camshaft. Slightly delayed by the handover of the spigot bush I jumped into the Frogeye fired up and..... what is rattling? A pothole strike on the Isle of Wight tour had dislodged the exhaust pipe. Out with the spanners. Sorted and away? Someone was conspiring against me as the M2 was doing its best to represent a car park. I arrived late at The Crown, Sarre, to a round of applause!

A dozen people – some members with wives & girlfriends were gathered on this beautiful day. A superb day for top down motoring but where are all those members that live to the east of Kent. The meeting place was started for you!

Graeme Williams got his dates confused thinking that today was an MGOC meet and instead of his Frogeye brought his MGA. It's an age thing! Fortunately his wife was along to look after him.

Good food, good company. Dave Chalk tried for fix a misfire at high revs on his Super-sprite, in the car park, with no success. The fault caused a couple of stops on his way home, to change spark plugs and then coil, but the fault would have to be sorted at home. Does he have a red rotor one may ask?

Owners with alloy wheels often find that the wheel nuts only grip the wheel studs by a few threads. Mike Pearson showed how he had solved the problem, without recourse to new longer wheel studs. By turning back the angled bearing surface whilst leaving a thread extension that sits in the wheel hole. Hard to describe – I should have taken a picture. Maybe Mike will supply pictures and an explanation later?

General

The weeks running up to the Kent meet were busy. Geoff Allgood needed a welded repair to his rusty back axle casing destined for his Frogeye restoration Following a conversation with Mike Pearson, at the East Kent meeting, Graeme Williams wanted some wheel nuts modified so whilst I was at the lathe I modified my own as well. John Clark kindly lent a hand whilst I fitted one of my roller clutch thrust races to my Sebring rep. Not before time as the carbon fell out of its mount and showed signs that it had been spinning in the holder.



The clutch cover was not too good either. The pressure pad and its collar were none too connected and I have had these parts, which are swaged together, come adrift on a previous cover so a few tack welds now reinforce the swaging. To make the task easier I had made some quick release hinges for the Sebring style GRP bonnet. Then to fit a Powerspark dizzy for Dave Chalk on his Super Sprite. Except there was no power spark not even a spark. First the carbon brush fell out of the new cap. Then a wire was loose in the new loom. Still no spark. Unimpressed it is on its way back from whence it came. Graeme Williams has had to return two timing lights to this Company,



Five sprayed panels

that they have supplied, and he is not overly enthusiastic about the last one received. Elsewhere new members Richard & Heather Munnings have been painting their car before introducing themselves and the car to us. Martin Ingall and John Clark were busily fitting cylinder heads to their respective Sebring Rep and Frogeye in time for the Kent meet. No doubt others are quite busy but I know not what they are up to?



Andy Chaffey is progressing his Cosworth Sprite (Midget?) project having taken delivery of a modified Ford Atlas back axle from well known Ford tuners Harris Performance Engines. Richard Beer's Frogeye restoration is having a Speedwell Engineering (USA) steel bonnet front hinge kit fitted.

It is all go in Kent at present!

Kent Area Monthly Meet 4th Sunday at the Angel, Addington Green

I have an agreement with the meeting place landlords, at the Angel Addington and the Crown, Sarre, to let them know how many to expect for our monthly meetings. The landlord, be it Lee at the Angel or Clive at Sarre, is then able to seat us all together where possible.

I ask Kent members to let me know, by the previous Friday evening, if they are coming, alone or accompanied, although a few cannot get it right. But no one phoned. Then in the middle of Saturday night, preceding the May monthly meet, the phone rang incessantly. I have a listing of eighty three Kent members, not counting A & B where there is family membership. Some own more than one car. One by one they left a message on the answerphone to say that they would be at the Angel in the morn and bringing all their cars. Surely the answerphone can only take so much abuse! But that is a minimum of eighty three people maybe one hundred and sixty or more.

Where will Lee the Landlord, of the Angel, Addington Green, seat them as it is only a small country pub. How will he feed them? There would be an excess of eighty three cars. Where will we park as it is only a small car park with narrow country lanes around? I awoke sitting bolt upright in bed. Phew! The nightmares one gets being an Area rep.

Although it was a lovely day for a drive in the end there were only sixteen of us at the meeting. Several were using the meet as an excuse for a test run. Dave Chalk was testing his newly fitted HIF carburettor on his Super Sprite. Martin Ingall was trialling his recently fitted 295 head casting on JJO his well known, now supercharged, Sebring Sprite. John Clark, accompanied by Carole, was running in a new cast rocker assembly which he had to raise with homemade shims to clear the valve springs. I was running in a new roller thrust race and modified clutch cover. Graeme Williams was trialling his modified wheel nuts – the wheels staying on the car so far.

Everyone else seemed happy with their cars. After feeding and watering we adjourned to the car park to 'kick tyres' and chat and found a couple examining the cars as they want to buy a Frogeye.

Possible new members perhaps?

Old Boys mid week run to Shuttleworth Collection

The Shuttleworth aircraft & vehicle museum is always a great place to visit especially when the weather is good. On our day to visit the weather was good. We had members from Kent, Essex, HCNW, & Cambs along for



this visit. The Kent Area journey started at the Harvester Dartford where after coffee, breakfast for some, and a chat our convoy set off. The confusion and chaos of the Dartford Tunnel soon caused us to lose two – one never to be seen that day. We were some minutes late meeting the Essex Crews who no sooner had joined us were separated as our convoy somehow split in two at a Tee junction. One group arrived half an hour after the other. Cambs and HCNW were met at the destination.

Upon arrival we were entertained by a Hurricane practising its show routine. Peter Holloway kindly gave us a guided tour of the hangers giving us access to the aircraft and explaining the handling qualities of the many types that he has personally flown and their provenance. A bonus was an invite to enter the workshops to see a Supermarine Spitfire under restoration.



Dave Chalk & Debbie broken down on homebound journey from East Kent Meet

Dave Chalk was privileged to be invited by Peter to take a flight in a Miles Magister trainer. The flight took him over the old Airship Hangers at Cardington. Wow!

Alan Anstead Kent Rep
enquiries@midgetandspriteclub.co.uk
T: 01322-384050 (answer phone)

Somerset Happenings

It's that time of the year when there are so many events being organized it is difficult to decide which to support. With the area now having a membership approaching 40 with around 25 cars it is inevitable that the group are often split between events with a few 'must attends' which seem to have become annual favourites.

Mid May we took a trip to the steam and pump museum at Weston Zoyland for the 'Steam on the Levels' gala weekend. Among the exhibits were the museum's water pumping machines from the glorious days of steam and being the main attraction most were running albeit on low pressure steam raised by a stationary boiler consuming wood with great gusto. There were a few classic cars, many tractors, ex-military vehicles and plenty of static steam engines, plus a couple of heavy haulage lorries with their highly decorated travellers caravans on tow.

The following day we travelled to the National Trust house at Killerton with John and Shirley Mansell. This was a large show with over 500 classic cars on display. Other attractions included a plant stall, sweets, arts and crafts and the odd bit of jumble. As usual we met several like-minded car friends, and on returning to the car after a stroll around I noticed the MASC Devon banner flying just a few feet away from where we were parked. It was nice to go and say hello to them having met some of them only a couple of weeks before on Drive it Day.

Later in May, John, Shirley, Peter and I were invited to participate in a memorial run for a friend who sadly died a few months ago, with proceeds from a collection being donated to MIND. This 100 mile coastal run took us via Weymouth to Lulworth and on to Swanage. However due to heavy traffic caused by road works we only made it to Corfe Castle before returning on different roads to meet back at Seaton for Fish and Chips.

The next event we were able to assemble 15 cars for the annual Pecorama Classic Gathering at Beer Head. At long last we were able to picnic, with plenty of protective sun screen applied as we sat on the cliff top and enjoyed the sun.

Peter and I travelled to Poole for the Late Spring Bank holiday, Classics in Poole Park gathering organized by the Dorset MASC. We



Pecorama Gathering

had previously arranged to stay with relatives for a few days prior to a holiday in Jersey and Bob and Frances Underwood, who were staying in Weymouth, met up with us for the day. This was more like a winter day with a sneaky wind. With several yachts on the lake capsizing Frances had plenty of photographic opportunities besides capturing pictures of the cars. An enjoyable day all the same with the new venue for DMASC providing the perfect arena to showcase the Midget and Sprite Club at its best. Well done Dorset.



Spridgets at Poole Park

A couple of days later we were joined at the Poole ferry port by more Somerset members for a week's holiday in Jersey, which included taking in the sights and sounds of the Rubis International Motoring Festival, a four day event where cars, bikes and karts compete on the beach or closed roads in various motorsport disciplines. More of this later in the year.

Valerie Young
Somerset Area Rep.



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East Anglian MASC Report

I have been in sunny France for the last three weeks or so to get the new Sprite cave project moving forward at Frogeye cottage, so I missed the Sharnbrook event, however Diane has kindly provided a report below.



A classic car run I stumbled on in France. Yes they are all LHD

Sharnbrook

Nigel and I met Maggie & Graham at our usual meeting point of Caxton Gibbet petrol station. We followed Graham's speedy Sprite through the pretty villages and lanes to Sharnbrook Hotel. We paid our £5 entry fee and in exchange we received a mug and a £3 voucher towards a bacon roll & cuppa tea.

So we parked up opposite a bright yellow Lamborghini which made Nigel happily point out that he had raced one last year, only for Graham to join in the conversation to say that he had raced an Aston Martin DB9 with more laps than Nigel (a lovely bit of friendly banter!!).

We made our way to the bacon roll venue before walking around the lovely cars, from the small Fiat 500s, to a row of Aston Martins, to a larger row of Ferraris. For lunch we gathered in a large room which had two large screens showing the Spanish GP, as we had missed the first few laps we were confused as to where Lewis Hamilton & Nico Rosberg were (they had knocked each other out Whoops!!) The Sunday lunch was very tasty and the race ended with the youngest driver Max Verstappen winning the GP.

After the racing we took another lovely sunny country drive home with Maggie & Graham

turning off to see Chris & Mary. It was a lovely day, not too long 11am to 3pm let's hope next year a few more of us turn up.

FBI night



A very rare picture of HTJ's (hard top John, better known to you as Dr John) lovely early Midget "without the hard top"

The other main group activity for this month was the FBI club night and as I had managed to bring the good weather back from France with me I set off in the topless, recently MOT'd (with no advisories thanks to Phil Sellen's advice on hand brake adjustment in April's Mascot, thanks Phil).

I arrived a little late, having had to wait for a new washing machine to be delivered, to a host of topless Spridgets of every colour, mark and model but unfortunately (from a photographic point of view) scattered throughout the car park.

The meeting was in full swing in the car park, with pints in hand and bonnets raised in salute to the lovely summer's evening, the only downside was being eaten alive by insects (a small price to pay).

It was brilliant to see more new members turning up (and becoming regulars) to our FBI meetings and signing up for up and coming events, apologies to anyone I didn't get a chance to chat to. We seem to have at least one new member every meeting (not to mention the numerous telephone enquiries I receive).

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

Dave Dixon

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

North West Area Report



Well here we are halfway through the year with late May and early June giving us some good weather. On the 4th & 5th June we had 11 cars at Tatton Park Classic car show, there should have been 12 Spridgets, but again Mandy my Frogeye had gearbox trouble! NO first gear was the problem, so it was engine out yet again. Her engine has been out more than me lately! So my MGB GT had to step in to her place a regular occurrence these days. We had a wonderful display at Tatton and we won 4th place out of 87 clubs! So well done all the exhibitors that came on Saturday and displayed their classics with such success thank you very much for that!

Saturday and the Sunday the sun shone all day, our club marquee this time helped keep the sun off us and save us from too much sunburn rather than its normal job of keeping the rain off us and preventing us from rusting away, in sympathy with our cars!! Unfortunately just as we were leaving the heavens opened and caught out a few members with their tops down! On day two (Sunday) it was just as hot but we had fewer cars arrive on our stand but still a very good display, Spridgets always seem to attract a lot of attention I am happy to say! Thank you very much too all members that came along either for one or both days we couldn't have managed without you all!!



Wednesday 8th June was club night. We met in the Kilton car park at 7-30pm and a short run of 17 miles was set, a route we had first done about 10 years earlier, Steve Keil had volunteered to test it out and see if any changes had taken place, but only a few signs had over grown or had gone missing. Thanks Andrew for doing a good route in the first place all those years ago!! There was a great turnout with 14 members wanting to try the run, it was also great to welcome five new members to our run and club meeting, most members did the run and no one got lost absolutely AMAZING again well done! The meeting then continued in to the evening , Steve had been hard at work making leather washers for trunnion showing us the special punch he made for the job, much better idea than the cork ones!!!

For me the best part was that Mandy made it to club night, sporting a new gear box found on eBay by a local seller, which was then examined by a gearbox man in Preston who declared it perfect . This was great as I hadn't realized how bad my last one was!

Today Sunday 12th June, Les, Bernie, Lynne, Shelley & I took part in Run organized by the Lancashire Auto Club. It was a Manchester to Blackpool Run, which started at Worsley Old Hall, 67 cars gathered at around 8am, we were set off at two minute Intervals, unfortunately unlike last week the weather had changed with heavy cloud and rain in the air but still very warm, so most tops stayed up, though Les was brave and did most of the route with his top down! About 20 miles from the finish, he heard some unhealthy noises coming from his engine and decided to make for home before the problem got



worse. Back to the run now, the first stage of 75 miles ended up at the Lancashire Barracks in Preston where a lunch was put on which I was assured would be delicious! We had however brought a packed lunch which because of the rain we had eaten in the car not easy with us and a dog intent on sharing our lunch with us, and the rain pouring down!! After the lunch stop we set off again on another very interesting route that finished in Stanley Park in Blackpool, by this time the rain had really started to come down so we decided that we would make tracks back to Preston where we finally arrived at home about 4pm. This was after cheering ourselves up with a beer in a lovely pub in Lytham on the top promenade, and dogs are very welcome (well behaved!) before we did eventually drive home! Mandy did very well and we are now looking forward to going to the Le- Mans Classic, we have six members setting off on the 4th July, My only problem is now, do I take a spare wheel or Shelley's dress case!!! I think the case will win!!!!!!!!!!!!!!

Neil & Shelley North West Area Reps.



Beech Hill Garage Classic Car Clinic – 14th May 2016



BHG is a well known MG specialist situated in a scenic village near Reading in Berkshire and their claim to fame is providing the Frogeye that was restored on 'Wheeler Dealers'. They are holding an informal Car Clinic and Coffee Morning at their premises every second Saturday during the summer months. Classic Car owners (of all marques) can just turn up, enjoy a coffee and put their vehicle on the lift-ramp for inspection, should they wish to. John Foard was still running in his MGA, so it was a good excuse for a bracing two-car run across the Hampshire/Berkshire countryside as I wanted to shake down my newly acquired Sprite to highlight any problems that needed attention before its service – so a good time was had by all!

Andy Bufton

Bill Rawles Classic Cars Coffee Morning – 7th May 2016

Bill Rawles Classic Cars is an established Austin Healey specialist who open their workshop (in the grounds of Bill's beautiful garden!) on the second Saturday of the



month during the summer for a coffee morning. It is usually well attended and, though the Big Healey are predominantly in attendance, a number of Frogs (and other Marques) do make it too. John Foard was beside himself, avidly deep in conversation with the MGA fraternity. Feeling like Billy-nomates I had to console myself with the lovely spread of cakes and bacon rolls!!

Andy Bufton

Crotch Coolers Car Meet 1st May 2016

Crotch Coolers is an informal Car Event held on the first Sunday of the Month on



Happenings

Crotch Cooler's
CLASSIC CAR
SUNDAY
June 5th 2016

FREE

Once news of the meet spread...
BRRRRM
HOW DO I TELL HIM I'M GOING WITHOUT HIM?

CONTINUED NEXT MONTH...

Find out what happens at the meet and see all the amazing classic cars at the Departure Lounge Cafe, Basingstoke Road, Alton GU34 4BH

ALL CLASSIC CARS WELCOME FROM 2pm



With 'No Name' (The White Horse) where we were met by Dave Strong and Jonathon and Alison before sitting down for a very nice lunch.

Many thanks to John F and Ian for organising a most enjoyable day.

Jenny Green

MG Era Day – 10th April



the field outside The Departure Lounge Café on the Alton – Basingstoke road. As I had just purchased my new toy (a '62 Sprite with Frogeye body) the day before I was keen to get out for a drive. John Foard joined me as he was still running in the rebuilt engine of his MGA. The wide range of vehicles on display to view made for a nice afternoon in the welcome sunshine

Drive it Day – 24th April

Luckily the day dawned bright and sunny and six card met at the Golden Pot for a leisurely drive through the Hampshire countryside; eventually arriving at the 'Pub

I was really looking forward to this event celebrating 80 years of the MG TA and 55 years of the MG Midget. Only Ian Averill and I managed to attend but we had a good day wandering around the Brooklands site, looking at the exhibits and chatting to other owners.

We bumped in to Gary Lazarus and quizzed him as to why Mascot hadn't arrived in the post yet that Month!

Andy Bufton

Heart of England Stuff

The venerable Dave Puzey has toiled tirelessly and selflessly as area rep for H of E for the last three years (has it really been that long Dave, we cried?!). He has now however signalled that he wishes to pass on the Baton as from the June meeting. Hardly unreasonable as he also does various committee jobs for the Sunbeam Tiger Club, the SD1 Club and a Random Classics Organisation on Coventry where he lives. Oh and he has the small task of building his (formerly) Wheeler and Davies shelled Frogeye and an old Land Rover that he's just bought (why.....?!). Add to that the fact that his Mum isn't too well these days and he's organising her move from Southern Parts up to the Midlands. Suffice it to say that we felt that it would be a little unreasonable of us to insist that he worked out his notice!

It was at this point in the meeting when volunteers to take over the mantle were called for, that I noticed the all attendees of the meeting, who I later learned were well practiced at what to do in such situations when they occur, had quietly and smartly taken one step in a rearwards direction, leaving yours truly in the forward position. Not being one to shirk a challenge I

immediately accepted the post, wondering what the future may hold!

On addressing the gathering for the first time, I couldn't help but notice how unfit the H of E crew looked

I have therefore decided to put in place an H of E "Iron Man (or Woman)" event to give everyone a goal to aim at. Further progress reports will ensue to inform how they are getting on.

As we say in the Black Country, keep out the 'Oss Road.

Just a reminder about Shelsley Walsh Classic Nostalgia which takes place on 16th and 17th of July with a dedicated MASC parking area on Sunday 17th July. The booking code is **MGSC16** which I believe reduces the normal entry price of £19 to a reasonable £12.

Steve Newton HOE Area Rep

Heart of England monthly meeting

All welcome at the Green Dragon, Sambourne, Redditch B96 6NU for 8.30 start. To check "what's on" please e mail Steve Newton on newton-gemini@sky.com

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nostalgia

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speed history : future records



16th & 17th July 2016

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Dorset Area Report

Well it did not rain, did it! After several successive and very wet years of organising our annual Classics in the Park event we were this year blessed with a dry, though windy, day. Perhaps our new venue at Poole Park had something to do with that.

The set up team arrived on site at 07.00 and by 09.00 we were all set for business and already greeting early arrivals. With a guesstimate of attracting 100 classics we were a little under that with around 70 turning up. But we did face local competition with two clubs having road runs on the day.

But the great thing was that we had 20 Midgets and Sprites on site and we deliberately parked all those in the 'front row' next to the lake so that the public could, and indeed did, enjoy looking at them.

Our fund raising stalls, the cake stand, tombola and jarbola did brisk trade throughout the day and the increased footfall by being in the park meant that we raised over £1000 on the day for our two charities, St. Johns Ambulance and the Somerset and Dorset Air Ambulance.

This year we greatly appreciated the support given to the club by national MASC and by Somerset Area, some of whose members joined the Spridgetly throng – thanks for coming guys.



Mini Cooper and Riley Elf basking in the sun

Several other clubs supported us on the day including the local Bournemouth MGOC 1020 whose members brought a wide range of MG's and individual owners delighted us with cars as diverse as Ford Capri, Jaguar Mk2, Jaguar E-type, Mini Cooper, Riley Elf and a lovely early Morris Minor plus many others.

I would like to thank publically all the local members who helped out on the day and before, just singling out Ian Beaver who stoically dealt with all the paperwork associated with our using such a public space.

A great success and we are now planning for next year.

Earlier in the year, the club night was relocated to another local pub due to refurbishment work at our long standing venue the Peters Finger, and members liked the temporary meeting place so much that from our July meeting we will be meeting at The Worlds End at Almer, near Blandford.



Our June meeting was at a member's house for a B-B-Q and a 'Pride in Ownership' fun competition – results next month!

John Gully
Dorset Area Representative
john.gully@btinternet.com



1



2



3

1. Lovely early Morris Minor convertible
2. Well stocked Jarbola ready for the off
3. The public getting to grips with our cars
4. Tombola ready for action and some sun!
5. Stalls were busy all day
6. Quiet here, but the cake stall saw a rush mid-morning



4



5



6

MASC Central Area Report



Dave Clarkson's Frogeye in front of the Hall

Sun and Rain

The monthly meeting at Middleton Hall has already become a part of Central member's regular outings. June was no exception. A sunny start to the first Sunday in the month guaranteed a huge turnout of interesting vehicles supplemented by a few Sprites and Midgets hidden about here and there. John Collins was doing his usual excellent job of parking everyone with military precision and making sure everyone



Steve Roberts and Dave Warren raise the Central flag

felt welcome by greeting drivers with his usual cheery smile. Andy had already put the kettle on and Justin was off viewing exotic cars such as pristine Ford GTs through to immaculate Morris Minors that seemed to me to be in better condition than when they originally left the factory. Having never really been a keen fisherman Steve helped me raise the Central flag. Those of you who have put one up will know what I mean but with a gentle breeze making it flutter it certainly drew extra attention to our cars.

One or two Central member's cars are sadly absent from events at the moment.

Gary Hendon is in the process of fitting a five speed gearbox to his Midget, whilst Bill McKenzie is completely changing his car's interior. Both have found out that what might have started off as a small job inevitably has become a larger one. Meanwhile, newly joined Central member John Clarke thinks he has finally solved a problem with his car overheating. It seems it may be a faulty replacement distributor. Let's hope the problem is now rectified and John's car comes up smelling of roses like his car in the picture.



John's Frogeye in front of the roses

Much talk at our monthly meeting regarding Le Mans. With Bill Mohan making his now annual visit to the 24 hour race, half a dozen of us are also preparing for our first visit to the Le Mans Classic at the start of July. As the summer beckons time to pack your camera or phone to save one of those magical sunny moments or maybe on second thoughts as storm clouds gather above me, it might also be wise to pack an umbrella just in case.

Dave Warren
Central MASC

Email to central.masc@live.com

From The Bowels of Bristol



An unnamed Bristol MASC Member receiving assistance from the Constabulary

Now what can I say about our first meeting at our new venue? Not a lot really – I wasn't there! This may seem a little cruel, but after many years, safely and cosily ensconced at the Rose & Crown at Pucklechurch, which we were not thrown out of I hastily add, I led my flock to pastures new in the shape of the Wishing Well at Codrington – and abandoned them!

I must admit, I was fearing a phone call from Paul & Lisa, the Landlords of the W.W. to say "Come and remove this lot" or "Why is our car park a different colour?" but no.

However, reports did filter through from some of my following. All very positive too, all to say how successful this change has been, especially as I wasn't there! So, what can I say to that?

Then again, I still fear an invoice arriving through my letterbox from CODRINGTON CAR PARK CLEANSING SERVICES.

In my absence, my followers welcomed new member Peter Healey and his newly acquired, and superb, Austin Sprite (AAN10). Not seen the V5C for this Sprite but certainly the only mention of Healey will be in the owner information, not the make. V5C documents being a bit of a sore subject with me at the moment of course!

Onto another matter, and one rarely discussed in my monthly, or whenever I can be bothered, reports – Sprites and Midgets. A recent survey reveals that we have a surprising lack of Sprite Mk111 (HAN8) and Round Arch Midgets amongst our potential 60 plus strong number.

Now if I asked for a 1963 Fordson Major with a Baylis MK111 furrowing attachment in the region, I would have been besieged with such combinations. OK, I know that these don't grow on trees but they do cover a much wider field than some of our Spridgley thing versions do.

Midget 1500s are also few in number in our region, in fact; we have more IOW Frogeyes that 1500s. Strange that – but then some think we are a bit strange over here.

Anyway, June is a busy month for the Bowels of Bristol with events to attend, cars to mend, court appearances (see image above), holidays, campaigns to fight and a book to finish. Never a dull moment.

Our July meeting will again be at the Wishing Well at Codrington, now that my followers have tested the waters, on the second Wednesday of the month. As always, most are welcome, others tolerated, arriving by Spridgley thing not mandatory and should I miss another meeting, the minutes silence will be respected by all.

Terry Horler
rebelwithasprite@hotmail.com

Market Place

Adverts to Alan Lo, 23 Charnell Road, Staple Hill, Bristol, BS16 5NE
email: alan@mobuzzing.net 07474 343 643

For sale: Fully reconditioned original LUCAS C39 dynamo for Mk1 (Frogeye) Sprite complete with correct fan and pulley.

For details of how this dynamo was reconditioned, see 'Technical Articles' in the Members section of our MASC website. If more than one person wants to buy this dynamo, Terry Horler will pull names out of a hat at the next 'Bowels of Bristol' meeting. £100 + P&P Contact John - jed2@cam.ac.uk

For sale: Frogeye doors, left and right hand, good £25 each; Frogeye windscreen £80.

Geoff 01562 851544



For sale: I.O.W. Frogeye in Old English White, with Red Hood and Interior. Includes, Tonneau and bags for Hood, Hood Irons, Side screens and Spare Wheel. 1330cc unleaded engine with single 1.5" HIF Carb. Recent Manifold LCB exhaust manifold, SS Silencer, 5 speed type 9 gearbox and 3.7 diff. Front Discs and recent front s/exch shockers. Minilight Wheels. Carpets replaced. A fully sorted and well documented car with many bills MOT's etc. MOT until Feb 2017. Excellent condition, £12,750 ono. **Peter Hobson 01706 648737 (Rochdale) or, 07789 158543**

For Sale: 3 chrome bumpers for MG/Sprite around 1966, 2 rear one complete with over riders, 1 front, all in need of re chrome, garage clear out need space, pick up only, West Midlands area, £25.00. **contact lesjeans@hotmail.com**

Wanted: a set of original seat belts for a Mk 2 Austin-Healey Sprite 1962. Any condition, but not replicas. **Contact: Ray Bower ray@tqsc.net 01386 554809 or 07941 335703.**

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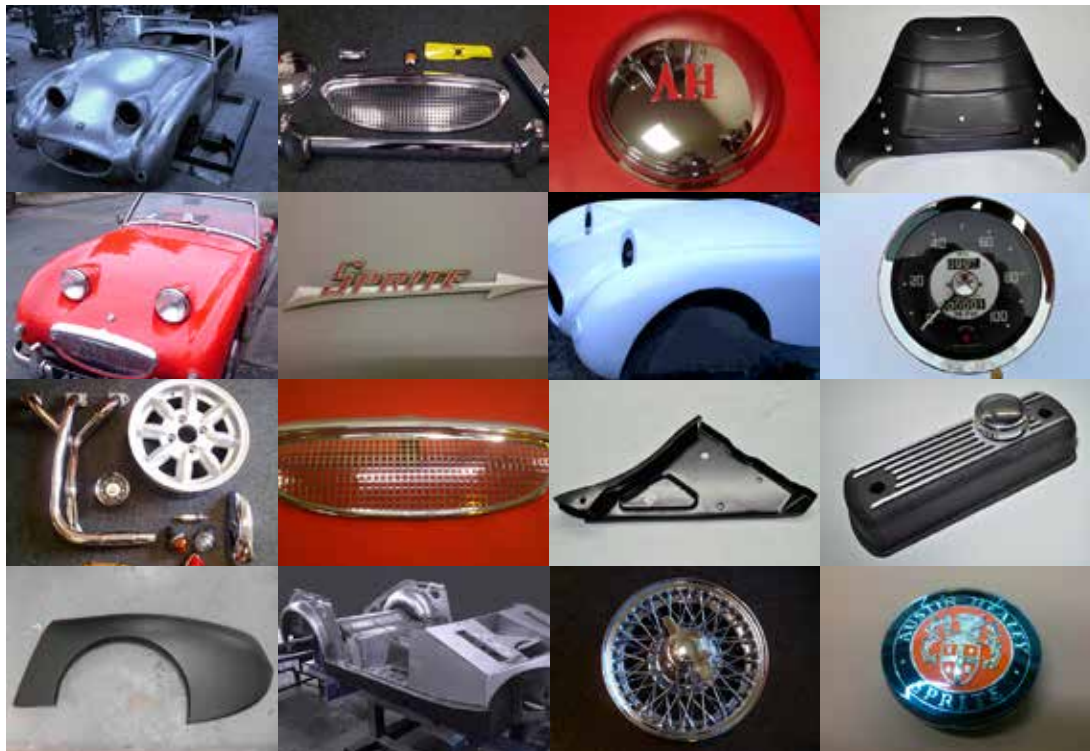
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