

August 2012

£2 No. 341

Mascot

The Magazine of the Midget & Sprite Club



www.midgetandspriteclub.co.uk





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Also see the Club Nights section on page 4 for new areas and contacts.

Compiled by Richard Flynn (richard.flynn@live.co.uk). Please advise me of any changes, errors etc.

MEMBERSHIP RENEWAL: IF YOU EXPERIENCE 'MASCOT' PROBLEMS UPON RENEWAL, PLEASE CONTACT THE MEMBERSHIP SECRETARY OR THE TREASURER STRAIGHT AWAY. The Committee

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August Editorial

If you remember last month's editorial, I mentioned about not being afraid to use our cars. I wrote it the evening before a drive of over 450 miles from London to Le Mans in one day. Despite provoking the wrath of the breakdown Gods by stating that I fully expected the Frogeye to behave itself, I'm happy to say that "Gaps" performed faultlessly once again. The little car spent most of its time on the motorway at a cruising speed of 130kph (80.77mph) and returned around 40mpg. Furthermore after a round trip of well over 1000 miles, I saw that only half a litre of oil had been consumed. These figures can partly be attributed to having a 1330 engine coupled to a 5 speed gearbox and also a non standard (for a Mk1 Sprite) 3:9 differential. But which ever way you want to look at it. A reasonably cared for car, even old ones like ours, should be reliable enough to give its owner the confidence to get in it and just drive almost anywhere within reason.

So I'd like to give you all a reason to get in your cars and drive. The destination will be the Coventry Museum of Transport in the West Midlands (CV1 1JD). The date will be Sunday the 21st of October and the event is the Midget & Sprite Club's AGM. It will be fun, informative and you'll get into the museum for free. Who could resist such an invitation?

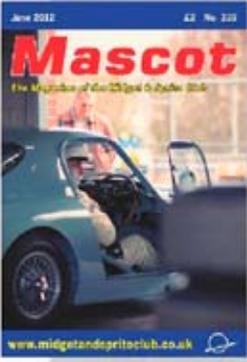
I received an email from Terry Horler saying that he was surprised to see a review of June's MASCOT in August's Practical Classics magazine. Not as surprised as me. I hadn't a clue that they were reviewing it. I'm not even certain how they came to have a copy of MASCOT. Either way, it did make me smile and it's a nice compliment to be their "Club Mag of the Month".

I'll try to keep my feet on the ground.

Finally for this month, you will see an article in this month's magazine with a request for volunteers to join the committee. If you think that you may be even a bit interested, get in touch and I can dispel the myth that it's hard

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

Cover image Andy Cross' Sprite at on the MASC Loire tour at Parcay les Pins.



CLUB MAG OF THE MONTH: MASCOT

June 2012 42 No. 222

Mascot
The Magazine of the Midget & Sprite Club

www.midgetandspriteclub.co.uk

Full marks to Mascot for a moody and atmospheric cover shot – a GT Sprite and its anxious owner about to go out on track at the recent Masters Historic Festival – rather than the usual generic 'car-in-field' image. Inside the mag, you'll find technical articles, event reports – with a very healthy helping of club nights – and a piece on the recently passed-on Carroll Shelby's involvement with Austin-Healey Sprites. After his retirement from racing in 1961, the world's most famous chicken farmer opened a driving school, using Sprites as test cars. So now you know.

CONTACT DETAILS
The Midget & Sprite Club's website is at www.midgetandspriteclub.co.uk. Email enquiries@midgetandspriteclub.co.uk

As featured in August's Practical Classics magazine

work. It's actually very easy and generally well fed.

Have a great month

Gary & Gaps

The deadline for articles and reports for inclusion in next month's magazine is Tuesday 14th of August.



Sprite hardtop, white
MGH004W £408.95 (**Sprite Mkl**)

Library image



SuperPro poly bush kit, complete car
SPK21CK £99.95 (**S&M 1964-On**)

PERTRONIX



Pertronix ignition, Lucas 45D4
222-435 £115.96 (**Various**)



Headlamp dip switch bracket
2A9102 £12.95 (**Sprite Mkl**)



Lucas performance distributor, 45D
TMG10873 £153.95 (**Weber carb**)

Others available



Speedi Sleeve, timing cover
520-515 £44.95 (**S&M 948-1275cc**)



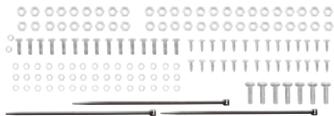
Headlamp relay kit
117-515 £32.95 (**Universal**)



Supercharger kit, 1275
150-080 £3,195.95 (**1275cc**)



Oil filter, original felt type
8G684 £9.95 (**948-1275cc**)



Hardware pack, 223 pieces
HK001 £24.95



Starter motor, high torque
GXE4405X £187.96 (**948,1098,1275cc**)



FLEXIT LED light
386-460 £22.96



Autoglym valet collection case
AGPACK10 £53.95



Frontline 4-pot brake kit, x-drilled
FLD309501 £804.95 (**Bolt-on wheel**)



Window drop stop bracket kit
AHA7431SSK £8.95 (**Sprite/Midget**)

Insist on the best for your Sprite & Midget

PARTS & ACCESSORIES FROM MOSS

Prices include UK vat, exclude p&p and are correct at time of going to print. E&O.E.



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Club Nights

- 1st Tuesday **Essex Area** – Now meet at **The Bell**, Beckenham Road, Tolleshunt Major, CM9 8LL.
For further details contact Jane Gates Tel: 01255830 509 or
email: jgjanegates257@googlemail.com
- 1st Wednesday **Devon Area** – **The Dartmoor Lodge Hotel**, Ashburton, TQ13 7JW 1930 – 2200. Please contact Dave Price for details, 01805 603133, daveprice@daveprice.plus.com
- 1st Wednesday **South Staffs & Birmingham** – Meet at **Whitacre Ex-Service & Social Club**, 66 Station Road, Nether Whitacre, Coleshill, Birmingham, West Midlands. B46 2EH, 8.30-8.45pm Contact: John Collins, Tel: 07970 213084 email: green_mx5@hotmail.com
- 1st Wednesday **Oxford Area** – Meet at the **Blackhorse Pub**, Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not.
Contact Grahame Gibbins at grahame_gibbins@unipart.co.uk
- 2nd Tuesday **London Area** (Congestion Zone) – Meet at **The Ace Cafe** at 7:30pm. together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696, garyfrogeye@gmail
- 2nd Wednesday **Heart of England**, covers Worcs, Warks, West Midlands and surrounding areas – Meet at **The Green Dragon**, The Green, Sambourne, Redditch, B96 6NU, at 8.30pm as usual.
- 2nd Wednesday **North West Area** meet at **The Kilton**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
- 2nd Wednesday **Bristol Area** will meet at **The Rose and Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Terry Horler on 01454 881770
- 2nd Thursday **Notts/Derby border Area** at the **Sitwell Arms** at 30 Wood Lane, Horsley Woodhouse, Derby, DE7 6BN from approx. 8.30. Just a mile north-west of the A608/A609 crossroads. Ian Cooke 0115 938 3838 ilc@bgs.ac.uk
- 2nd Thursday **East Anglian Area**. Previously the Cambridgeshire Area meet at **The Ferry Boat**, at Holywell, 8pm
- 2nd Saturday **Yorkshire Area** – meet each month at lunchtime from 12:30pm at **Ye Jolly Farmers Inn**, Dalton near Thirsk YO7 3HY – more information at <http://yorkshiremasc.blogspot.com/>
- 3rd Monday **Dorset** – Meet at **St. Peter's Finger**, Lytchett Minster, Poole, BH16 6JE 7.30pm
- 3rd Tuesday **Scotland** – Meet at **The Windmill Tavern**, 4 Thorniewood Road, Uddingston G71 5QQ at 8pm. Contact John Pardo on 01698 814791
- 3rd Tuesday **Surrey** – Meet at **The Blue Ball**, Walton-on-the-Hill, 7.00pm onwards. Contact Mike Gorman, mike@birchwood44.freemove.co.uk Tel: 01737-552256
- 4th Thursday **Sussex** – Meet at **Bolney Stage**, Bolney, RH17 5RL from 19:00. Contact David Southcott at dandlsouthcott@btinternet.com
- 4th Thursday **Hampshire** – Meet at **The Fox and Goose**, Greywell, RG291BY. 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 except on Bank Holiday Mondays when it will be the Bell Inn at Yatton Keynell near Castle Combe, 6.30pm. Contact Andy Cross on 01225 743554 or e-mail andy@cross743.freemove.co.uk
- Last Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Mike or Sue Gahan on email mike@mgahan.demon.co.uk or on 07850 488636.
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton sub Hamdon at 7pm for those wishing to eat or at 8pm for those not. Phone Ray Darch on 01460 72040 with any queries and to ensure we will be there!
- Northern Ireland robertholmes25@hotmail.com. If enough interest, will arrange a meeting.
- South West Wales Non regular and occasional meetings and runs arranged throughout the summer months. Please contact David Hill on 01239 811307 or email: david@hill.be

Club Website

www.midgetandspriteclub.co.uk

Members only pages Password: Gearbox (which is case sensitive)

Events

Area reps please continue to make Richard Flynn aware of any events already in your diaries for 2012, so that they can be added to this "Events" section of the magazine and the website.

For the magazine Richard can be contacted at Richard.flynn@live.co.uk or 0121 559 3103

For the website Richard Mumford can be contacted at richardmumford@me.com

August

- 5 East Anglian Area, **Duxford Car Show** – Diane, Nigel, Mick & Tricia 01223-263697 or 01954-789503
25-26 Heart of England Area **Coventry Motoring Festival**. Contact David Colclough. david@colcloughonline.co.uk
27 Heart of England Area **Plum Fair at Pershore**. Contact Tim Storrer. timslenham@hotmail.com

September

- 8 Notts & Derby Area, **Bicker Steam Threshing**, Lincs on A52 SW of Boston (in the East Anglian Area)
A great relaxing day out! Contact Ian Cooke 0115 9383838 ilc@bgs.ac.uk
9 **Hampshire Area Open Day** at The Fox & Goose, Greywell, RG29 1BY 12pm until 4pm approx.
SEE PAGE 38
22 Heart of England Area **Fun in the Park Solihull**. Contact Rosemary Couch. roalan@talktalk.net

October

- 21 **MASC AGM** at Coventry Museum of Transport in the West Midlands. CV1 1JD
21 Notts & Derby Area, **Stoneleigh Restoration Show**. Contact Ian Cooke 0115 9383838 ilc@bgs.ac.uk
tba Notts & Derby Area, **Donington MG and Triumph Day** in the Exhibition Hall. Contact Ian Cooke
0115 9383838 ilc@bgs.ac.uk

November

- 16-18 **NEC Classic Car Show** (MASC stand)

Early arrivals at last years AGM



Reproduction 'Let's pretend parts from middle east'

Gary,

The pretend part in question is a Dual Master Cylinder for a MK1 Sprite which I am restoring. With the cylinder fitted, brakes bled of fluid and working ok. I drove the car down my drive, brakes are working OK so back into the garage. Fantastic, another job done on this never ending restoration. ALAS!, a few days later I was admiring the new master cylinder and noticed it was a bit wet around the rubber boot on the brakeside, "It can't be? it's new" Closer inspection...Yes, I pull off the rubber boot...yes it was wet inside. I cleaned it with some soft kitchen paper and left the paper under both boots. Next day ..wet again!!!!

These pretend parts are not cheap. I purchased a 2nd Master Cylinder, this is a disc brake cylinder from Moss, it came in a box



The part shown is for illustrative purposes only, and not one of the actual parts mentioned in the letter below

TRW Part number PMD745, Rover also Lucas name on the box, Moss part number GMC112. I then fitted the replacement cylinder, bled brakes....brakes working now OH GREAT!! Alas, next day checked rubber boots and lo and behold....wet again.. Now this is beyond a joke. I have now fitted the third replacement master grinder, fitted? Yes! it leaks This is where I am at the moment, frustrated and annoyed. The brakes work ok, but it is not on the road yet, and we are talking brakes here, road safety and mine and my wife's safety.

My only option now is to machine the bore out and fit a sleeve liner and seal kit but at my own expence.

I think all members should check for leaks around rubber boot (PLEASE COME BACK LOCKHEED).

I would be very interested to hear what other people think.

Robin Griffiths, 4141

Car Shows

Gary

I was interested to read Terry Horler's comments in the July edition about cars shows, and I thought I would provide a bit of balance to counter his largely negative views of what he calls "village green shows". I enjoy attending these small events which as he says, are usually run by groups of volunteers raising money for a local charity. They are cheap to attend (usually £3-5 is all that is asked) and in my experience they are usually well run. I certainly don't share Terry's view that it is a cheek to ask exhibitors to pay a few pounds to be there, especially when the fee is going to charity. I attend a number of these shows each year and have never experienced the kind of horrors that worry Terry (ice-cream fingerprints on the steering wheel, children climbing all over the cars, etc). I have only ever seen well-behaved members of the public enjoying a day out. In fact I am tending to prefer smaller "village green" shows over the larger, professionally-organised shows that Terry compares them with, as the latter are increasingly over-priced (eg £11 for Bromley Pageant) and the number of autojumble stalls at these events is dwindling, presumably because the greedy organisers are charging stallholders too much. I often wonder when my tickets for Bromley come through the post from a faceless company based in Norfolk, do they even know where Bromley is? Or is it to them just another show that they run and reap the financial rewards from.

Regards

Jerry Diccox

Shocked again!

In response to John Clark's article "Shocked" in the June 2-12 edition of 'MASCOT'

I too have had this same problem with the 'new' lever arm dampers. The first time was a few years ago after checking over Anita's Midget 'KCY' for an MG's on Track day at Croft. I decided that the front shockers should be replaced and after following someone else's advice, I tried out the 'new' dampers as supplied by a leading supplier. To my amazement after just a short time on the circuit, I felt that familiar pattering of the

John Clark's
Damper arm
separating from
body



N/S/F wheel on left hand corners (fortunately not too many of these on a right hand circuit). I persisted for the day and it didn't dampen my enthusiasm...

On returning home I investigated and after removing the offending shock absorber, I found that I could rotate the lever through a full 360 degrees with little or no resistance. It was promptly returned to my supplier who changed it without question.

I think I had at least two more of these units fail on me in a similar fashion over the following couple of years. Needless to say, I lost faith in them even after being reassured that they were now OK.. was there a recall on them... ? I don't think so...

I urge anyone who has had these 'new' shock absorbers fitted in the last five years to have them checked and replaced if required.

Mark Boldry

Citron Coloured MG Midget



Beatrice the Lemon Midget at Midget50

Hi Gary,

I am researching the History of my car having recently visited BMHT archives at Gaydon and wondering if any of our many knowledgeable members could help?

MG Midget ODL 684M (or as I prefer to call her as Beatrice!)

Chassis Number GAN 5138585

She was a 1973 Model Year car but unusual in that she was painted CITRON a 1974 Model year colour. The 1974 Model year commenced on 23 August 1973.

She was I believe she is one of only ten MG Midgets painted in that colour for the 1973

Model year and the second to be so painted.

Chassis Numbers for the ten GAN5: -
138692 138691 138671 138670 138669
138600 138599 138586 138585 138556.

The 1974 Model year cars had the addition of Twin Door Mirrors, Hazard Warning Lights and Anti Roll Bar fitted as standard. (Although Beatrice did have an ARB specified as did many other earlier cars!)

Her build date commenced on the 14 August as did all the other Citron coloured cars. This is to be expected as the pre-painted body shells would be so painted in batches and then shipped in together from the Morris works Cowley, now the home of the MINI and called BMW Oxford.

Bizarrely the dates of completion for these Citron coloured cars varied from the 16 August through to the end of August and in the case of Beatrice the last of this batch to be completed on 13 September!!!! This meant that although she was not fitted with Twin Door Mirrors or Hazard Warning Lights she did get the later model Exhaust Manifold and Lucas Coil as fitted to the September produced cars.

Why these cars took so long to build is a mystery but it may be down to a shortage of parts as Industrial relations, not at the MG Abingdon factory but within the BLMC group and further a field such as British Road Services were dire.

In contrast to nearly all the other MG Midgets produced around this date all ten Citron Coloured cars have no factory record as to which if any dealers they were shipped to on the 25/26 September 1973.

This presented a problem in so much as these 1973 model cars were painted in a 1974 model colour but without the later 1974 specifications!

Beatrice was registered on 14 January 1974 to Mr A Beales I.O.W.

The supplier was Somerton Motors Cowes, I.O.W. who is not recorded as a BLMC Franchised Dealer but I suspect a Motor supplier who obtained cars on the request of his customers?

The three recorded Franchised BLMC Dealers on the I O W in 1974 were:-
Chale Service Station, Ventnor.
Fowlers, Newport
Westridge Garage, Ryde

Robert Rose, 2606

An Update on Membership



It's now nine months since I took over from John as Membership Secretary and I'm beginning to get to grips with the job. I thought that I'd provide an update as to where we are with membership.

Times are tight but fortunately Spridget owners are a loyal crowd and the membership numbers seem to be bearing up. In the nine months we have had a grand total of 113 new members. This sounds fantastic until you realise that each year about 14% of members choose not to renew their membership, but overall we have seen a nett increase of about 22 members with the total active membership being 772 which still seems pretty healthy. When taking account of family members that number climbs to the size of a Mk2 engine – 1098.

The recent increase in postal charges has emphasised the importance of email as a means of contact and you've responded well to my requests and now 75% of the club are happy to receive their renewal notices by email – saving the club almost £300 p.a. If you pay on line that also saves you postal costs and makes it much easier for me to process the renewals and now 67% of members renew online with a similar proportion of new members also joining online.

Not surprisingly 95% of members are in the UK with the remainder being in USA, Netherlands, Germany, France, Ireland, Portugal, Sweden, Switzerland, Australia and Canada.

It's also interesting to see the breakdown (and I use that word loosely) of the Spridget models with the Frogeye being by far the most popular individual model - although closely followed by the Sprite Mk 4 / Midget Mk 3 combination. Consequently Sprites far outnumber Midgets in the club.

I am always grateful for any comments from members and some have enquired about the possibility of using both Debit Cards and PayPal when paying through the club website. I am pleased to say that Debit Cards are now accepted. PayPal poses a problem as it would be difficult to integrate the use of PayPal into a procedure on the payment screen that also collects member's car details etc. However we will still keep it under consideration.

I am also aware that on occasions some people have had problems renewing via the club website. If you do experience problems please let me know via email or phone so that we can investigate any issues with the system.

Members Cars by Model

Sprite		Midget		Total	%
Mk 1	279			279	33%
Mk 2	37	Mk 1	20	57	7%
Mk 3	42	Mk 2	29	71	8%
Mk 4	74	Mk 3	100	174	21%
		Mk 3 RWA	89	89	11%
		1500	75	75	9%
Austin Sprite	34			34	4%
Healey Frogeye	13			13	2%
Sebring	8			8	1%
Arkley				5	1%
Other				32	3%
Total	490		313	837	
Sprite	59%	Midget	37%	Other	4%

I would also like to remind you that, in the unlikely event of you selling your Spridget, we do operate a system whereby your club membership can be transferred over to the new owner for the remaining period of your membership year.

Keep those renewals flowing

Stuart Watson
 MASC Membership
 Secretary

Message from your Chairman

“Action this Day”

Last month Editor Gary posted the preliminary format for nominations to Club Committee commencing October next. Like me you probably do not, or in my case did not, give too much thought as to how the club functions believing as I did that it all just happens.

I decided that having enjoyed almost ten years of enjoyable membership it was time to put something back. I resolved to volunteer to serve for one year and here we are three years later and I am through three quarters of the year as your Committee Chairman.

The first year was perhaps the busiest, we had assembled a team of very experienced old hands and two new boys with varying backgrounds in commerce, trades, business and the professions.

This wide spectrum of experience has proved to be most useful in re-establishing the club on to a sound footing following incorporation. Certain elements, not least finance and legal, were in a very unsatisfactory position. That has now been rectified and we are now soundly based and confident of continued success so much so that the workload this last year has been very

modest for the majority (though some jobs are unrelenting, notably that of your magazine editorship.)

However, as Gary pointed out last month, we are to lose two vital appointees at the forthcoming AGM, those of Treasurer and of Secretary. We thus need your input, particularly if you have a background in or are engaged in accountancy or secretarial work where your resources may be exploited to the benefit of the club. In particular we could benefit from input from our lady members so girls, don't be shy in putting your names on the list.

We meet just four or if necessary five times a year including the AGM and as matters continue to progress in the present satisfactory way this may even reduce to three times so you will have a fairly easy time of it.

Nominations have to be in by August 12th so in the words of the late Winston Churchill “ACTION THIS DAY” - please.

You will find the application form on page 9 of last months *MASCOT*

With kind regards and best wishes to you all,

Geoff.



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Vintage



Modern



American



Prestige



Household



New Members Jun-Jul 2012



Jeremy & Dawn Leach's 1974 Midget



Paul Sheppard's Mk1 Sprite



Matthew Wrigglesworth relaxing next to his MkIII Midget (from a previous MASCOT cover)



Paul & Angie Tarry's road going Frogeye

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

4611	Jeremy & Dawn Leach	Hampshire	Midget	Mk 3 RWA
4612	Paul Sheppard	Bucks	Sprite	Mk 1
4613	Mark & Ann Law	Derbyshire	Midget	1500
4614	Ann Lynes	Oxfordshire	Midget	1500
4615	Paul & Angie Tarry	Sussex	Sprite	Mk 1
4616	Matthew Wrigglesworth	Yorkshire	Midget	Mk 3
4617	Edmund Milbourn	Surrey	Midget	Mk 3 RWA
4618	Christopher Nicholson	Derbys	Sprite	Mk 1
4619	Nigel Pinkney	Worcestershire	Midget	Mk 1



Edmund Milbourn's MkIII Midget

And Pauls' Ex Mike Youle's track car which you will recognise as the cover car of June's MASCOT

Should the Midget & Sprite Club Rejoin The Federation of British Historic Vehicle Clubs (FBHVC)?



You decide.

A few years ago MASC was a member of the Federation of British Historic Vehicle Clubs. After a year of membership the committee felt that it was a cost that couldn't be justified at the time, considering the club's finances. However, since then MASC has gone from strength to strength and the club is in a financial situation which many other "not for profit" organisations would envy. The committee can quite proudly say that we are well and truly keeping our above water

The cost to MASC of rejoining the FBHVC is 39.4p per member per year (so currently less than £400 per year in total). So without the cost of sending out a ballot to each and every member, the committee would like to hear your opinions, to gauge interest. It is without doubt, a worthy cause. However we would like to know what you think.

You are invited to email a simple YES or NO to me at editor@midgetandspriteclub.co.uk

Or if you wish you can email me with your thoughts. All that we ask is that you take a few moments to check the FBVC website so that you can make an educated judgement.

Their website can be found at www.fbhvc.co.uk

Here are their objectives:

The Federation of British Historic Vehicle Clubs exists to **uphold the freedom** to use historic vehicles on the road.

The one thing that is more important to historic vehicle owners than anything else is the one thing that most take completely for granted, and that is the right to use them.

At present, provided a vehicle is road-legal, it may be used whenever the owner chooses, however old it is. FBHVC's purpose is to keep it that way.

Some might ask why this right to use the road should need protection, but one doesn't have to look far for an answer.

Society is becoming ever more regulated. Activity that is perceived as anti-social is banned, or controlled. Global warming and health considerations have heightened concerns about atmospheric pollution. Traffic congestion is costing industry substantial sums.

There is already a Low Emission Zone in London – it's not a ban, but it does make the use of non-compliant vehicles in the zone very expensive and government has been considering extending the LEZ principle to other areas. It does not take much imagination to see proposals being put forward to ban the use of vehicles over a certain age on weekdays in an effort to reduce the atmospheric pollution that occurs at the roadside when roads are congested.

FBHVC's task is to watch out for any such restrictive proposals and to act in the best interests of its members to oppose, or at least mitigate, any measure that would erode existing freedoms.

FBHVC does this by:

- **Monitoring** To keep abreast of legislative developments, responding to consultations as necessary.
- **Research** To provide the information necessary to respond quickly and effectively to those developments.
- **Lobbying** To ensure MPs, MEPs, civil servants and government agencies are aware of the interests and needs of those who keep older vehicles.
- **Liaison** To share concerns and information with other similar bodies both in UK and Europe to maximise political influence.
- **Publicity** To support FBHVCs lobbying activity through the media and to keep subscribers informed of measures that might affect vehicle owners.

This work is undertaken by a team of volunteers whose experience spans the whole range of the historic vehicle movement and includes experts on legislation, fuels, events, and heritage. The team is supported by a professional secretary who looks after the routine background administrative work.

FBHVC is a member of the Fédération Internationale des Véhicules Anciens (FIVA) an international organisation representing over 1 million individuals worldwide. FIVA funds a professional lobbyist in Brussels to monitor legislation which may affect the historic vehicle movement in the EU.

FBHVC operates on a modest budget of £100,000 a year, most of which is derived from subscription income.

MASC member Bill Piggott's Frogeye Memories

Firstly an apology from me as it's not every day that MASCOT receives letters describing personal reminiscences from published authors. Especially those that have written multiple books on classic British cars. And when those Classic British cars include Austin Healeys, you can believe that I'm sitting here hanging my head in shame. The truth is that Bill Piggott's letter has sat in my "To Do" box for over eight months!

It's now time to put that right.

Gary

Dear Editor,

I have just acquired Graham Goodall's very smart modified Frogeye NMS 530 seen on the Club's stand at the NEC, and have joined the club. This car takes me back 40 years, to the pale blue Frogeye I owned between 1971 and 1973, registered XY0852. Does it still exist? I sold it in 1973 to an old friend who immediately painted it a vile bright yellow – a good car that gave me a lot of fun. It was not my first Sprite however, for in 1969 I bought, in Bristol not far from John Chatham's garage, a scruffy Mk1. for £130, cheap even then. Although at this time the car was only 10 years old, it had clearly had a hard life and painted a nice shade of red oxide. With the aid of a half-crown tin of Woolworth's "Household Brand" matt black, I brush painted it one hot afternoon to the delicate



finish shown in the photograph. This car had a Warwick registration, 2595NX – again, did it survive? I doubt it somehow. And what about the white Frogeye that was my 1974/5 mount – 482VME – white with a "Flower Power" transfer on the door – no photo, sorry.

Its works hardtop was worth more than the 50 quid I paid for the car, the only Sprite I ever saw without a heater, and by golly it was cold!

Nice to be back in a Frogeye again, while I can still get into one!

Bill Piggott

*Transport Author and Historian, specialising
in Classic Cars and Steam Railways
Ludlow, Shropshire*



Bill Piggott's first two Sprites, XY0852 and 2595NX, both photographed at the same junction in Buckinghamshire two years apart. Is the signpost still there? XY0852 was photographed in September 1971, 2595NX in September 1969

Technical Articles Appearing in *MASCOT* January – June 2012

Many thanks to Alan Anstead who has once again compiled a list of technical articles that have appeared in the first six months of this years *MASCOT*.

The magazine is always delighted to publish technical articles, time savers or bodes (in fact we haven't had a good bodge for a long time).

So if you have a good tip, technique or even want to ask a technical question, do drop me a line

Gary
editor@midgetandspriteclub.co.uk



Image © Dude Magazine USA
November 1958

Subject

Fixing oil leaks
Rear scroll oil leak
Ignition Coil
Frogeye Washer Bottle Holder
Under Bonnet Tool Box
Fuel Stability Tests (E10 Fuel)
Under Bonnet Tool Box - alternative option
Converting to Electric Power
Shock absorber faults
Bonnet Hinge
Rotor Arms & Condensors (orig May 2009)
Lead Loading
Rear Axle Repair
Engine Tilt

Author

Davies
Davies
Gibbins
Anstead
Anstead
FBHVC
Plumb
Bernett
Clark
Green
Anstead
Anstead
Anstead
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June
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July
July
July



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Due to reliability and durability, later model engines are now commonly being transplanted into older vehicles, unfortunately late engines often come with complicated engine management systems, H&H offer a direct replacement mechanical distributor system to replace the engine management on most applications enabling the engine to run with carburetors.
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Outmoded car accessory of the month

The BMC Cigarette Dispenser

We've featured daft period optional extras is MASCOT before, but perhaps not such a specific to our cars accessory. As you can see, this cigarette dispenser has the BMC logo embossed in gold on it.

The seller stated that he had only seen one other and that had been owned by an ex BMC garage owner.

Here are the other images and the seller's brief description:



"A genuine BMC factory issue cigarette dispenser. These little dispensers are now so rare, I have only ever seen one other. It is in very good condition and a must for the serious BMC collector"

It sold with just one bid at the reserve price of £49.95

While I'm at it, here are some additional cigarette in-car accessories, one from the USA and one from the UK.



The Press-a-lite, holds 23 cigarettes and lights them automatically

most popular Christmas gift!

Cigarettes light themselves while you drive

The most thrilling gift for any car owner! The only completely automatic car lighter and dispenser! Endorsed by United States Highway Safety Conference. Burns you fully tapered cigarettes—most after another—without taking your eyes off the road or being control of the wheel. One easy push will have car lighter, prevent sparks and heated clothing. Ends fumbling for cigarettes or matches.

- It's a handy heater... The only car lighter that holds as many as 23 cigarettes at one time. Keeps them fresh, fire, always at your finger tips.
- It's a lighter and dispenser... A top of the finger and one stroke a cigarette that lights itself while you drive. 100% automatic. Lets you smoke in safety and luxury.
- Fits all cars... easy to install. Simply attach to steering column with self-staple and plug into your lighter socket by correct location. Heavy's remote control. Glows light when not in use.
- Richly styled... of Bakelite and Aluminite. The most unique accessory for the modern car. Handmade in England for gift-giving.



If you own or know of any unusual or rare BMC items, or just plain daft period motor accessories, please let me know as this is the kind of thing which makes your editor smile.

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TASTE: Cigarettes stored in smoke-free cassette.

SAFETY: Cigarettes lit by heat rays. Timing device independent of temperature. Automatic prevention of overheating. Indirect illumination—prevents dazzle. Holder keeps lighted cigarette in position on bumpy roads.

INSTALLATION: Universal joint (supplied). Suitable for 6 and 12 volt batteries

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A/29/10/70

The Autosnap, disappointingly only holds twelve cigarettes



Out, In – Out, In!

Midget with the engine out again!

Some of you may recall I wrote an article that appeared in the April issue of *MASCOT* about the excessive use/loss of engine oil from my Midget. I am pleased to say that having now done about 400 miles I have not had to add any oil. The crank rear oil seal conversion is not a total seal system but it helps.

However, having fitted it as the instructions suggest it caused a severe clutch problem which necessitated me having to remove the engine/gearbox again. The problem I was getting was when you operated the clutch it put a massive drag on the engine, so much so that it nearly stalled at tickover. The offending item causing the trouble was a 1/16" (2mm) packing piece you are instructed to fit between the end of the crankshaft and the flywheel in order to give clearance between oil seal and flywheel, but what this

does is bring the clutch release bearing and the thrust pad on the clutch cover that much closer together and, in my case, it caused too much friction between the two surfaces, bearing in mind there is only approximately 1/4" (6mm) to 3/8" (10mm) movement to engage/disengage the clutch. To overcome the problem I have dispensed with the packing piece and had the flywheel machined to allow clearance between itself and the oil seal. To further reduce drag when using the clutch I have now fitted a Peter May Roller Release Bearing - an easy job to do as it fits in the same way as the standard carbon one. The only additional work involved is the removal of the thrust pan from the clutch fingers.

As I said in my first article, I am not a technical author but if anyone would like full fitting instructions on the oil seal and/or roller bearing I would be happy to forward them to you.

Just when I thought I was nearly up to date with jobs on the car the rev counter stopped working! The reason I am told by the man who reconditions them is that I have fitted electronic ignition. The rev counter has been working with this ignition system for about 9 months but I am now being told I need an updated instrument.

I have heard it said that when you buy a classic car you do not buy a car you buy a hobby - Happy Motoring.

Keith Warner, HCNW, mrkwarner@hotmail.com 07800 875835

All welcome at our Club Nights and outings - full details in the front of the Magazine.



Peter May Roller Release Bearing. Image © Peter May Engineering

MG Midget & A-H Sprite

Your expert guide to common problems & how to fix them.

Terry Horler. Veloce Publishing.

MASC founder member Terry Horler, who most of you will know as our “Club archivist and Technical Documentation” expert and also the author of the famous “Original Sprite & Midget” (which was re release a year or so ago), has written another gem of a book.

While Original Sprite and Midget is widely accepted as THE guide for anyone wishing to rebuild their Spridget to original specification, this latest book has been designed with practicality in mind. It should be regarded as a “must have” for anyone who wants a handy guide to successfully keeping their Spridget on the road. It is designed to fit inside your car’s tool box or boot (I’d say it would fit in the glove compartment except Spridgets don’t have them).

The book features many Club cars as well as giving us a good mention.

Here’s what the publishers say about the book

Features

- Like having a real marque expert at your side – benefit from years of real ownership experience
- Identifies 101 common faults and fixes on your vehicle
- Diagnose problems from simple signs – vibrations, noises, smells, etc
- Over 100 photos, hints and tips



- Also covers basic vehicle problems, such as what to do if you have a flat battery, or the engine won't start
- Handy size that fits in your glove box
- What to carry in your spares kit for a quick roadside fix
- Details of club back-up and support organisations

Description

With the very last MG Midget being built in 1979, time and usage can give an owner plenty to think about. This book points out the trouble spots, offering guidance on fixes, maintenance, and modifications that will keep you out of trouble, saving you hefty repair bills in the future.

ISBN: 978-1-845844-02-8£ 12.99 + Postage

For more information or to buy a copy, contact Veloce Publishing Ltd www.veloce.co.uk

See the competition to win a copy of this book on page 25 of this month's MASCOT

Belated Happy Birthday

We don't usually mention birthdays here in *MASCOT*, unless it's a particular car's Birthday. However in this case we'll make an exception as the images show the amount of skill and effort which has gone into creating this Frogeye shaped Birthday cake.



The cake



The recipient

MASC member Simon Wood had the cake presented to him on the occasion of his 50th Birthday. I wouldn't usually mention someone's age, except in this case it's actually written on the cake for everyone to see.

Quite a work of edible art, I think you'll agree.



*The inspiration,
Simon's Frogeye*

Congratulations

Part.1

To Claire and Steve Ford who got married on the 29th June

Claire and Steve joined MASC (Kent) at last years NEC show. Steve then bought a car, and recommissioned it with a T9 gearbox, before they then lent it to mum & dad, John & Carol, who also joined MASC and used it on the Jubilee event organised by David Southcott and David Wright + wives, that was reported in July edition of *MASCOT* by Mike North.

The car still displays the Rally Plaque from the tour.



Congratulations

Part.2

To committee member and Yorkshire Area reps Tim and Sarah Saunders on the birth of their daughter Isla Rose, who arrived on the 26th of June. Everything seems to be ok with our newest member, so much so, that Tim drove the three hours from Yorkshire to the Midlands to attend the most recent committee meeting on the 15th of July.

Unfortunately at this time, Isla is shunning all publicity.

9253 WD – ex-works Mark 2 Sprite

Jonathan Whitehouse-Bird tells the story:

"9253 WD was one of only four alloy bodied MkII Sprites built at "The Cape", Warwick, by the Donald Healey Motor Co., to compete in the 3 Hour race at Sebring, Florida in March 1962. In the race, 9253 WD was driven by Pedro Rodriguez. All four cars finished the event which, for most of its duration, Stirling Moss had led up until the last moment in a sister car - 9254 WD. Eventually, Moss came in third and Rodriguez 6th. The other two cars, driven by Innes Ireland and movie star Steve McQueen, came 7th and 9th respectively.

Following the event, the McQueen car - 9251 WD - remained in the 'States and was purchased by BMC San Francisco. The other three cars returned to the UK. All three cars were again shipped to Sebring the following year for the 1963 3 Hour, this time with one of them - 9252 WD - rebadged as an MG Midget for Graham Hill to drive. Only two cars were used for the race - 9252 WD and 9254 WD (9253 WD was used only as a practice car). During the event, both cars suffered mechanical failure; Graham Hill's car had gearbox problems and Pedro Rodriguez, this time in 9254 WD, retired when the LSD unit broke in his Sprite.

When all three cars returned again to the UK, both 9252 WD and 9253 WD were sold by



Being driven on the limit of tyre adhesion by Pedro Rodriguez at Sebring in 1962



The car as it is today

the Healey Motor Company to private Sprite enthusiasts. 9253 WD went to a good friend of the Healey family (and Healey 'works' driver), John Harris. He employed the car as his everyday transport and used it for his daily 25 mile commute to work. The car was made a little more comfortable with the addition of some trim, carpets and a radio!



9253 WD being driven by John Harris in 1963

John also entered 9253 WD into various race and hill-climb events during the 1964 season and achieved some success. At the end of the year he sold the car to John Willetts who, with good friend Colin Duckett, continued to compete with the car in over 30 race events, at club level, from 1965 to 1968. By 1968, the car was becoming somewhat uncompetitive, so John Willetts drove the car into the garage following its final race and closed the doors. 9253 WD subsequently 'disappeared' from public view for the next 30 years!

In 1998, I happened by chance, to purchase a Healey modified MkII Sprite, registered 9256 WD, from a classic car dealer in Norwich. Realising the car to be only two digits away from Stirling Moss' 'works' car - 9254 WD - I wrote to Classic and Sportcar magazine appealing for information about 9256 WD, also making reference to the four 'works'

Sprites and making the suggestion that none of them had survived. Again by chance, John Willetts saw my letter and replied to the magazine stating that he still owned 9253 WD. As a result, I was then able to make contact with him and arrange a visit. Eventually, I drove over to Bromsgrove to meet up with John Willetts, Colin Duckett and to view 9253 WD.

A further 15 years on from that first visit, and exactly 50 years on from its creation and first appearance at Sebring, the opportunity to acquire the car was kindly provided by John Willetts. I collected 9253 WD towards the end of April 2012 on probably the wettest day imaginable.

Aside from the few minor modifications made by both first owner John Harris and second



April 2012, the car arrives after a 45 year hibernation

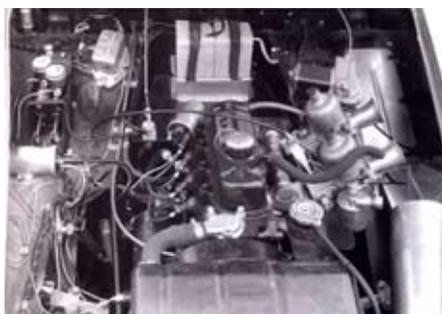
owner John Willetts, during their respective ownerships, the car is in incredible condition (albeit a little dusty!) and an amazing time-capsule. A sympathetic recommissioning is planned at some point in the future".

I had a trawl through some of the boxes of bits that came with the car and dug out the original Smiths chronometric rev counter, 15 gallon fuel gauge and original gear lever knob and refitted them. I also removed the 'unconnected' speedo and fitted an original rev counter blanking as used in 1962, relocating its red warning light from where it had been added to the dash. Non original items also removed: supplementary oil pressure gauge (bracket mounted below dash), one extra switch and 'bullet' style interior mirror.

9253 WD's engine compartment with its 1098cc, dry sump, XSP unit which was fitted during 1963. At this point a Weber carburettor was also added, replacing the previously used SU H4 se.



The interior then and now



The engine bay then and now showing signs of its original iris blue colour

Other interesting changes from the standard model include the rear suspension. This image shows the off-side rear wheel arch area. The Healey Motor Co., removed 3 leaves from the original 'Bramber' quarter-elliptic springs, to soften the rear suspension. Only 12 leaves remain.

The next step is to apply to the DVLA for the car to be re-registered and, although unconfirmed, as yet, there is a possibility that 9253 WD will be on the Midget & Sprite Club stand at this year's NEC event in November.

Jonathan Whitehouse-Bird

MASCOT would like to thank Jonathan Whitehouse-Bird, Martin Ingall's wonderful www.Sebringsprite.com website and www.Spritespot.com where Jonathan has placed many more images of 9253WD



The original 15 gallon fuel tank then and now 'refitted' into the hole in the boot floor. The surviving alloy spare wheel cover also offered up in its original location

Loire Valley/ Le Mans Classic Tour

30th June 2012 until 14th July 2012

Le Mans and the Loire Valley - a French Break

The 2012 MASC Loire Tour was a great success, expertly and enthusiastically planned as always by Alan Anstead, but Spridgetting can throw in a few extra challenges and surprises for some. The pun is that it was literally a "break" in other ways, for two members. Sorry. Read on if you will.

The 11 planned participants were sadly reduced when the Stephen & Barbara Greenhalgh had to drop out, the remaining 9 being mainly Kent Area folk. The interloper, Andy Cross from Wiltshire having early worries with oil pressure and consumption. Still the MASC Tourers represented a good range of Spridgets, the roads chosen were superb, and we made good progress on the tough, long first day towards the welcoming Gite at Parcay les Pins. Our hosts Ray and Wendy made us very welcome with their walnut liqueur despite it being 1 AM. Perhaps we will skip over the even later arrival of one of the party whose pretty Frog we had lost some where way back with rotor failure.

From our quiet location amongst the apple orchards of the northern Loire, days were filled with explorations of the many picturesque towns, beautiful chateaux and perfect, near-empty Spridget-heaven roads. And food, consistently good wherever we were, lazy lunches and long relaxing evenings. One pleasant lunch was had at Cerans Foulltourte, where the Austin Healey works team had been based for the Le Mans in 19...

Classic Le Mans itself was a treat too, as we met with our French twins Amicale



Tour Cars amongst the Sunflowers

Spridget as part of a display of 8000 cars of marques both familiar and obscure. What an atmosphere it is, especially after dark, when a new stamina develops among the fans and the magnificent old race cars seem to get louder, the whole event just crazier than ever. Could have stayed all night, but we all made it back to the Gite by 2.30 AM.

Break one came thanks to Andy's Sprite's half-shaft. Sorted thanks to fellow MASC hero Andy Grimm who brought one out and handed it over in a bar in Arnage. Break two was the unfortunate John Gibbons, who's Achilles tendon went at a petrol station. Hospital treatment and a cast didn't dampen his spirits - get well soon John!

So, a few unexpected challenges this year, but a great tour, carefully planned by Alan, unforgettable by us all.

Andy Cross



Touring group & Hosts enjoy a meal at Parcay



Touring group at Les Andyles

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Win Terry's New Book

MG Midget & A-H Sprite

Your expert guide to common problems & how to fix them.

You are probably sick and tired of me asking you to respond to "caption" competitions and anyway as Terry Horler is quite often the first to send in a reply, this one would really be pointless.

So for a chance to win Terry's latest book (and I was tempted to keep it for myself), all you have to do is give me the correct answer to the three questions based on the photo below.



Quite simply:

What are they?

Where are they?

Who designed the body?

I think it's quite hard

The first reply with the correct answer to all three questions will win the book.

editor@
midgetandspriteclub.
co.uk

Mystery Spridget Front

I've come across this photo of Ex F1 driver Clay-Regazzoni with Silvio-Moser. Does anyone have any background to Clay's Sprite racing exploits and also what kind of front this might be on his Mk1 Sprite?

Gary



Somerset Area Report



Spridget & MGB's line-up

So it's official then – the wettest April to June on record and as I write this on the 2nd July, it looks like July might be following down the same route. Not withstanding the atrocious weather we have had, we have been out and about and consider ourselves pretty lucky that over the weekend of 30th June /1st July when we were out both Saturday and Sunday that the sun shone for at least part of the time!

A very windy Saturday saw us at "Autospectacular " in Yeovil, organised by Yeovale Rotary in aid of the Somerset & Dorset Air Ambulance and Rotary Charities. There was a good turn out by lots of Classic Car Clubs and we were close by the Healey Club, I don't know when I've seen so many altogether. Though, dare I say it, not the prettiest cars, in my humble opinion; give me an A-H Frogeye any day! Sunday came and five of us were at the "Culmstock Wheels" Show, always a good day out and generally well supported by the public being in aid of the NSPCC.

I thought Terry Horler's article in the July MASCOT when he commented on Alan Anstead's experiences made interesting reading. There does seem to be an increase in the number of Village Fetes and Fairs etc where they seek to attract a number of classic vehicles to provide another point of interest for the public who attend. My own view is that it would be a shame if our cars became so precious that we did not support this type of endeavour so as to prevent the odd sticky finger mark. But having read

Terry's area reports in the past I guess this is another one of his tongue in cheek comments though the point is well made about the lack of parental control. As a result the Ariel Atom which the factory displays at my village fete is always well "guarded"!!

June 19th and we supported Windwhistle Motor Club's Annual Classic Rally which involved a run from the

Windwhistle Inn, Nr Chard to Canonteign Falls just inside the Dartmoor National Park. Many of us took the opportunity to walk up to the falls which were spectacular due to the heavy rain we have had of late. Lunching there, we went on through the East Devon Countryside in the afternoon to finish @ Honiton, for tea and the prize giving and once again Malcolm's "Frogeye" took a trophy.

Our annual run to Beer on the 28th June was well attended despite the threat of rain and we enjoyed our customary Fish Supper at Beer Heights though nearly got blown away and it was so cold we left for home earlier than planned.

We are not quite so busy in July and August due to the holiday season with its crowded roads, but we have several "Wings and Wheels" events to look forward to at local airfields at both Dunkswell and Henstridge. Then there is The West Somerset Railway Show and Honiton Hill Rally so lots to keep us motoring, before our long weekend run up to North Devon in September and perhaps a blast up from Lynmouth to Lynton along with the odd cream tea or two for ballast.

Happy Motoring,

Ray,
Area Rep Somerset.



The Canonteign Falls



Malcolm's award winning Frogeye

Notts/Derby Area Report or Water Jubilee!

At long last my Sprite is back on the road, and steadily building up the running-in miles. The weather has well and truly baptised the new engine and box, an experience shared by other members when we attended the Wollaton Park Autokarna. This was the first time I have pre-booked our own paddock area for this event in order to be parked together with other car clubs.

I am proud to say that despite the continuous deluge we achieved a 100% turnout of those who had booked and put many more clubs to shame who had simply not bothered – Notts MG club and Triumph Sports Six to name but two! Many thanks to fellow members for their brave efforts.

Ian demonstrated what the man of today is wearing when confronted by a little damp – experience learnt from following a little white ball around the countryside.

Paul continues to develop the wet weather Sprite and rumour has it that he picked up a periscope from the autojumble – no doubt at a knock-down price! That Solent crossing looking all the more possible now Paul? (Still waiting for some pictures and tales from the land of loW frogs....)

Numerous Austin Sevens lined the slopes in front of the Hall, this year accompanied by the bonfire in the arena built ready for the following days Jubilee celebrations. The organisers had put on an impressive show

of Specials in the display marquee, including an Austin Seven Type 75 "Speedy", which competed in the 1935 Le Mans 24 hour race where it won the 750cc class, covering a distance of 1913 kms at an average speed of 79.7 km/hr - or around 50 mph!



1935 Le mans Austin Seven



MASC lineup with at Wollaton Park

There was a large display of vintage buses this year but unfortunately there was little fun on the fair due to the weather – the hook-a-duck might have been most appropriate. I ventured inside the hall to dry off for a while and to see the natural history exhibits there.

Parts of the new Batman movie were filmed at Wollaton Hall earlier this year (it will feature as Wayne Manor), and money has been re-invested in some of the displays. Morgan Freeman was nowhere to be seen but someone of a much higher profile locally is now resplendent in his new glass cage – George the gorilla, resident here since the 1930's.



George the Gorilla

As I write this I'm keeping watch on the grey skies in the hope that we may see a glimmer of sun for the annual classic gathering at Renishaw Hall later today, so that I can give a glowing report next month. Watch this space.

Neil reports that Sue's 1275 engine has had to come out again after only a year of intermittent use. A thorough inspection and subsequent rebuild by our newly discovered local A-series specialists "Surf Blue Garage" at Giltbrook should hopefully sort things out. Sue was last reported to be chasing Neil into the sunset with a camshaft in hand, and no, they weren't practising for the Olympic relay!

Next meeting at The Sitwell will be Thursday the 9th August

Ian Cooke

Notts/Derby area rep. ilc@bgs.ac.uk

Shakespeare Irregulars



Lined up, ready to go. Le Mans start not necessary!

Early Last September saw “ABW” take part in her first historic road rally: The Shakespeare Rally, organised by A La Carte Rallies, and took place in the heart of England, near Stratford-upon-Avon.

This was a regularity challenge over two days, designed to test each crew’s ability to maintain a precise average speed over a route requiring complex navigation on public roads. The idea is to provide a competitive event, without encouraging high speed driving.

Participating cars included Jaguars (E-Type, XJS, and Mk1), Porsches (356 and 911), Triumphs (Stag and TR4A), Austin Healeys (3000 and Sprite), Lancia (Fulvia), a Corvette, and of course an MG Midget!

The target speed was 24mph (apart from a couple of slower narrow lanes), designed to maintain safety and protected cherished, and in some cases valuable classic cars. That’s the idea! Sounds slow... perhaps a little tedious? Unfortunately, as soon as you’ve made a mistake or got delayed, you’ve got to try and make up time. Crews are being timed to the nearest second through several intermediate time controls on each stage, sometimes with secret controls located out of sight. At the end of the event, the team that has visited all these controls and who has the fewest early or late penalties overall is the winner.

Speed tables are used to accurately re-calibrate the speedo in the car, based on a precisely measured circuit (so in our case we were using 23.9 mph tables for this rally). Mrs C was navigating and checking average speed – the tables giving us exact times for precise distances (to the 1/10 mile).

Arguably more important is navigation. The rally used a series of ball and arrow

diagrams to describe junctions where a deviation from “the ordinary course” was required, supplemented by clues and instructions that are not always obvious. The diagrams are usually referred to as tulips; not because they look like flowers, but because they first came to prominence in the Tulip Rally (Tulpen rally) of the 1950s. Getting the route wrong makes you hopelessly behind on the average speed, hence the

importance of navigation.

“ABW” and the crew came a credible “not last” in our first taste of this type of event. This was despite missing one of the first turns and getting hopelessly off course on the first morning. Gradually we improved our accuracy and reduced the penalty points – even scoring a near-mythical zero on one section (completing the section to the nearest second at average speed). The winning Jaguar MK1 team scored only three hundred penalties over the whole weekend; I think we managed that on one stage!

More importantly we had a great time, met some new friends and fellow classic car enthusiasts, and had an excuse to clock up a couple of hundred miles in the car. The navigating and regularity driving was mentally challenging, but good fun. Fortunately there was time to relax and recuperate each evening. To top it all navigator and driver are still on speaking terms.

A great event that was excellently planned and executed by A La Carte Rallies. Bring on the next challenge!

Lee Clark
Derbyshire

Many thanks to Lee for allowing *MASCOT* to reproduce and excerpt from his blog www.mg-midgents.blogspot.co.uk



Approaching a control point

Surrey Area



The MASC line-up

Held on St. Swithin's day the rain abated allowing us a rare dry day, cloudy with a breeze but dry! The event was held at the Clandon Park Estate near Guildford and was supported by the Surrey and Sussex MASC areas whose flags flew. Kent area was represented by Mel and Barbara in their Midget. Colin and Nay attended with two cars, Phil the Rubber Bumper Midget and Colin's new to the road 1969 Midget. Rebuilt by Colin to his exacting standards it recently featured being tuned on a rolling road in the magazine Practical Performance Classic. I am sure much more will be written about this car but as a taster Colin said the BHP was reduced to 120 until the fuel injection adjustments have been finalised!

Frogeyes were represented by Hils and Peter Stevens and Helen and Tim Ward. Elsa and Murray were in Elsa's Austin Sprite and David and Linda Southcott were in their Midget, David busy hunting for another vehicle but he will be selling one of his collection to make room for it. Meredith and Jane Hutchins were in their Midget in which they have just completed over 1,000 trouble free miles travelling to various parts of the UK.

The Midget of Richard and Sue caught the eye of Lord Onslow who chose their car as his favourite car at the show, as he used to own one and a cup was presented to them.

Surrey's new member Ted Melbourne was also at the show in his Midget frustrated at not being able to use it as much as he would like, to the diabolical summer we have had so far.

Members also in attendance, but no in their sprites were Alex Bowers in his Austin 7 Special and myself and Pam in the Bentley.

The display of vehicles was interesting and varied. One of the eldest vehicles there was a 1909 Dennis tourer originally exported and sold in Melbourne Australia. Dennis only made three cars in that era and the owner with the car at the show owns the other two, one in his garage and the other in the Dennis Museum!

Farnborough Air Show was also on and in the distance we could see the Red Arrows performing.

A very enjoyable day was had by all supporting a very worthy charity.

Mike Gorman



Richard and Sue's award winning Midget

Scotland Report

The final weekend of June saw six of the Scottish Group on the road for our annual long weekend away. The destination this year was the Lake District and four cars set off on the Friday morning after meeting for breakfast at The Toby Carvery at Strathclyde Park near Hamilton. Unfortunately, due to several factors the collection of cars comprised two moderns and the MGB's of Steve and myself. Following far too big a breakfast meal, which was to set the pattern for the rest of the weekend we set off down the M74.

I realise that it is many decades since I attended school and that senility is drawing ever closer, but I have no recollection of being taught in school geography that the world's monsoon zones included the Dumfries and Galloway area of Scotland! We would have been better off in boats, the rain hammered down and driving conditions were, let's say, interesting. It crossed my mind on the way south that the Lake District might just comprise one big lake (Mere?) with them all having joined up with the amount of water that was falling. Certainly, as we drove along the banks of Ullswater, it was clearly evident the water level was high. We passed over The Kirkstone Pass and then descended into Bowness-on-Windermere which was to be our base for the weekend.

Over a meal on the Friday night we agreed to leave the cars parked on the Saturday and took a trip on a Windermere Lake cruiser down to Lakeside and then a bus transfer to

the Lakeland Motor Museum at Backbarrow. Among the many splendid exhibits was a 1931 M Type MG Midget, which was the first ever "Midget" and hence the car that subsequently spawned all the Midgets and Sprites that we all enjoy today. In addition to the Motor Museum, in an adjacent building, is a display dedicated to the Campbells, Sir Malcolm and Donald. Donald, in particular, is associated with this area having made use of Ullswater and Coniston Water for testing and World Water Speed Record success. Unfortunately, on 4th January 1967, while attempting to break his own record Bluebird K7 somersaulted from the lake and plunged back into the water. Campbell died instantly. Both Campbell and Bluebird remained on the bed of the lake until 2001 when they were recovered. Campbell was buried in Coniston cemetery and Bluebird was rebuilt and now comprises part of the Campbell display at Lakeland together with one of Sir Malcolm Land Speed Record breaking cars and a reproduction of his boat Bluebird K4.

On the Sunday we visited Hill Top House, the home of Beatrix Potter and then took a drive over the Wrynose and Hardknott Passes. Again, the weather was poor but the drive was exhilarating. The trip back north on Monday saw the day stay largely dry. Altogether, in spite of the less than ideal conditions, it was an enjoyable weekend. Now the question is – "Where to next year?"

John Pardo

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E-mail: jp1kg@talktalk.net



M Type Midget at the Lakeland Motor Museum

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East Anglian MASC Report

Well I think I got my prediction that the summer had started, in last month's report a little wrong, it has been the worst year ever for events with lots of things rained off or cancelled and poor attendance at those that did go ahead. I have a theory that the average being what happens over time means that a dry spell should be followed by a wet spell to put the average right so we must be in for some brilliant sunny weather soon to balance the dreadful weather we have seen so far (whatever happened to global warming). As I write this we have our club night tomorrow, an event on Sunday and Silverstone classic the following week however I have arranged for tops down weather for all three (I have even fitted a sat nav socket to the Sprite in readiness for some longer trips). Below is a report on the Luton car show which we missed due to being on holiday, from Diane.

Our visit to the Luton car show started with a call from HTJ asking us if we had any tickets spare for him and a friend, due to our members having other commitments and the talk of rain we had all the tickets spare! We arranged for HTJ to meet us at home and HTJ's friend to join us at the entrance to the park, on what started off as a lovely sunny day with no rain in sight. When we got close to the park we, and many other classic cars became lost. We turned around and waited for HTJ to catch us up but after a few minutes re traced our tyre tracks and found HTJ on the roadside waiting for this petrol pump to cool down. After a short while we were off again only for it to happen again. HTJ's friend had by this time talked his way in without his ticket. HTJ's new recruit is Jonathan and his car is a red Mk 1 Midget with a hard top hence HTJ2. Dave would have had a hard top panic if he had seen this especially as it was so sunny!!

Once we got inside the venue we were unsure where we were intended to park so we selected a lovely spot by the large commercial vehicles. The show had a little of everything from auto jumble to special cheese stalls, it was a lovely relaxed show and we met a newly restored Midget and a Mk 1 Sprite with all original parts and unusual blue paint work, it had come from South Africa many years ago. Later as there was talk of rain the organisers decided to wrap things up a little early so



An Austin Healey and an MG!

nobody had the worries of getting wet. After a Sat Nav detour we made it home with no rain.

I hope that next year we can persuade more of our members to take a risk, come rain or shine and attend this show especially as it is all done for charity and supported "Arthritis Research UK" "PTSD Resolution (an Armed forces rehab organization)" and "Home Start Decorum".

Next up was the FBI meeting which I also missed due to being away. However, my sources tell me it was well attended considering several of our group were not able to make it. Stuart braved the threat of stormy weather and came in his Frogeye (Well done sir!). The discussions ranged from the state of the adjacent river, which was in flood and was spread over part of the grounds of the aptly named Ferry Boat Inn, to Graham having met Jack Sears of Galaxy racing fame, Chris owning a genuine three wheel Mini and HTJ, who has written quite a number of technical articles reckoned that Graham's souped up frog was running on borrowed time owing to the fact that the half shafts would by now look like barber's poles and would shear eventually, Derick was in agreement with John, if only to give a bit of a stir (I find that hard to believe), but I have to admit Graham didn't look overly concerned about the dire things that were predicted. Other topics were the fitting of Mick's electronic ignition and the merits of electronic ignition verses points.

The meeting ended about 10.15, and by then a steady rain was falling, don't we just love our summer weather.

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

Dave Dixon

NW Area Report – August 2012

The June meeting was a week later than usual to coincide with Neil's birthday. As with every June meeting, it was held at The Plough at Euxton.

Some of us met early and had a meal which was nice. The food here is very good and they have a wide selection of meals, including ones using Quorn which is unusual – gives us veggie's a wider choice.

It was nice to meet new member David Fox who travelled up from Wilmslow. David has a Mk2 Sprite – obviously a man of impeccable taste.

Not much gone on during the last month event wise, the Hoghton Tower show was postponed due to the poor weather we have had of late. It will now take place on 9th September, if anyone is interested then please get in contact with me.

Neil has finally got his Frogeye finished, just 2 days before he was planning to drive it to Le Mans! He has rebuilt his bonnet, done a complete respray and retrimmed the car. Although allowing plenty of time for the work he had allsorts of issues with the respray, having to take it all back to bare metal after the first coat of paint 'went off'. All seems sorted now and although I've not actually seen the final result, Neil sent through some pictures and it looks really good.

Lee has struggled to find the time to get his car back on the road although he is making some good progress now. Following a complete engine and gearbox rebuild he has had the engine running and it seems to go very well. He has also changed the exhaust

which sounds good and a lot quieter than the old one! Only problem he has now is a leaking clutch master cylinder. Hopefully the car will be on the road ahead of the Gold Cup meeting at Oulton Park.

Dennis and Daniel have sent their car off to have some work carried out. It must seem like a lifetime to them before its return but I'm sure it will be worth the wait, looking forward to seeing it.

I've got my MOT coming up shortly so need to replace a leaking rear brake cylinder and sort out why the handbrake isn't very effective on the drivers side brake. Also need to change one of the track rod ends. Other than that everything seems ok.

July club night was back at the Kilten, good turn out of cars as the weather wasn't too bad.

Neil, Mike and Ian were absent, I assume still sunning themselves in France after Le Mans.

David came along in his Mk2 Sprite, which at some point in the distant past had been converted to round wheel arches. This is the new David (Fox) not the old David (Bratt), I can see this getting confusing so for now will refer to them as David F and David B unless we can think up some appropriate nicknames!

We also had a new member turn up, this was Gareth with his Mk4 Sprite. It was nice to meet him and hopefully he enjoyed himself enough to return next month.

Well that's all for now.

See you at the Kilton on 8th August

Les



Neils' Frogeye Exterior



And the interior

Kent Area



Col Carpenter with his Fuel Injected and turbocharged A series in Midget



Rylan's 1500 recommissioned Midget

1) The month started with the Jubilee Tour over the Bank Holiday weekend. Kindly organised by David's Southcott & Wright, from Sussex MASC Area, it was attended by five Spridgets from Kent Section amongst which, first time out in a Spridget, just recommissioned and converted to T9 5spd gearbox, & MOT'd only the day before the event, were John & Carol Ford driving son Steven's car. Mike North has done a write up on this event which appeared in last month's MASCOT but members, and non members alike, reading this at www.masckent.org may like to see pictures of this event at:

<https://picasaweb.google.com/mike643mnp/MASCdorset2012#slideshow>

2) On 10th June 2012 there was a visit to a private Mike Hawthorn Collection. (John Michael Hawthorn (10-04-29, at Mexborough,



Some of the magnificent line-up at the Mike Hawthorn Collection

Yorks' till 22-01-1959). 'The Farnham Flyer' was the winner of the 1955 Le Mans 24Hr motor race, in a D. Type Jaguar (with Ivor Bueb), and 1958 F1 World Champion driving a Ferrari Dino 246. Mike retired from motor racing after winning the World Championship, with less wins but by one more point, from Stirling Moss. Mike's retirement may have been prompted by the deaths of two friends during the Championship – Peter Collins in a Ferrari Dino 246 at Nurburgring and Stuart Lewis Evans in a Vanwall at Morocco. Mike lost his life in a road traffic accident.

MASC members from Wilts, Hants, HCNW, London & Kent joined Austin Healey Club members for this joint event. After assembling at a well known beauty spot in Surrey there was a drive through the countryside to the collection. And what a collection! We really were privileged to be allowed to view the collection. Priceless cars owned, or driven by Mike, paintings; photographs; personal effects were on display whilst a film of Mike's life showed throughout our visit. Our hosts even laid on lunch and beverages whilst allowing us to picnic on the lawn.

Our Magazine Editor has threatened to make knowledge that I turned up in my Classic 1990 Mk4 Ford Escort XR3i, of which, allegedly, there are only but two hundred surviving. I will get in before him claiming 'casus fortuitus'.

I had started from home in my Sebring Sprite rep only to suffer hydraulic failure

on the clutch but a mile from home. Time restrictions demanded more haste so the Ford it had to be.

3) Elsewhere in Kent.

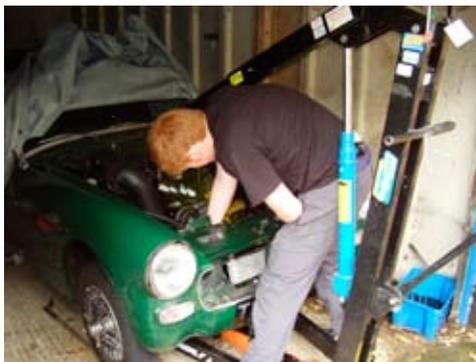
Work continues on the bonnet that John Clark & I are restoring, for John's Frogeye Sprite, and fitting, for Le Mans Classic. The rebuild of the bonnet is serialised on our "twin's website; Amicale Spridget.



Final fitting prior to spraying

Further good news is that young Andrew Dawson has completed the rebuild of his engine which is now in the car and waiting the start up which was thwarted, on the day, for want of a charged battery.

4) This month's "Old Boys" mid week run found us making our way to Crowborough to visit Classic Cars of Kent (www.CCKhistoric.com). Shaun & Daniel made us most welcome. We were able to see one of the



Andy Dawson's new engine

original "Works" racing Sprites undergoing repairs, following a slight mishap at the recent Spa meet in Belgium, and then, also damaged at the same event, the "Lumbertubs" Sprite.

After looking at the varied classic sports & saloon race cars in the workshop we visited more in the museum area. The visit was followed by the obligatory pub lunch nearby.

If any members from other area groups want to join us on a mid week "Old Boys" then please do get in touch. Because of our Loire Valley / Le Mans Classic Tour in July our next "Old Boys" trip will be in August when we will probably visit the WW2 aircraft museum at Hawkinge.



CCK's Lenham Sprite

5) Our regular monthly meet took place, as usual, at the Angel, Addington, Kent. Our landlord Lee served us well. We were privileged to be allowed the newly revamped, glazed, Terrace which afforded us our own clubhouse for our monthly meet, especially favourable when the rain came.

Ian & Bernadette Clifton paid a first visit to our meet to find out more about us. Their RWA Midget looked very nice. We hope that this is not their only visit and that they join MASC at a future date.

Another first was Rylan's appearance in his 1500 Midget after much recommissioning. Then another first as Col Carpenter made a trip from Surrey to show Ada his newly completed fuel injected, turbo charged, Midget apparently detuned at present to around 140BHP!

Alan Ainstead

Kent Rep. T : 01322-384050 mailto: alan.
anstead@btopenworld.com

Hampshire Happenings

Society Classic Vehicle Show, Queen Elizabeth Country Park

The week before the Queen Elizabeth Show I realised I had still not received my invitation. At first I was told that I had not sent an application form in and as the event was over -subscribed I would not be able to display my car. However after an exchange of frustrated emails I was informed I had been allocated an event number, hooray! It transpired on the day of the show that I had been allocated an event number because I was a Member of SHVPS. This could not be further from the truth, but I got in.

This was my second visit to this Event and the weather could not have been better, (unlike the previous year), sunshine throughout the day with the occasional, very welcome slight breeze.



At the SHVP Show

The show area was full to capacity with many cars who had not booked having to park in the public car park. It was good to find myself parked alongside an Austin Healey Sprite MK1, and many a tale was told.

There were many Auto Jumble stalls with much to tempt you into buying however I made do with burgers, ice-creams and of course the one or two pints of beer. There was plenty of other entertainment. However, I was not allowed on the Bouncy Castle so I watched the Punch and Judy show instead!!

The day ended about 5pm, and the drive home was very enjoyable, with plenty of breeze.

HUB is now back in the garage and will be out again for the Classic Car Show at the Deers Hut, signs are already on display in Liphook.

Jonathan Hill

New Forest Run

It was a dark and murky..... sorry wrong yarn!!!

Being local, we decided early on to do the MGOC New Forest Run using Penelope our TF, the Run also celebrating the 10th TF birthday, the 50th for the MGB and the 65th for the MGY.

We had to be there between 09.00 and 11.00 for the off and started with a bacon roll and coffee after registering and getting our route map, rally plaque and a quiz, included was a packed picnic for each person to take with them. Very well organised.

There must have been over 150 cars starting from Copythorne on a warm partially cloudy start. There is no official start time, you just roll up the start gate and are flagged away.

With Marian doing the navigating and the speedo set at zero off we went, we zigzagged through the lanes



Hampshire entrants side-by-side

of the New Forest passing the bottleneck of Lyndhurst down past Hythe and Fawley then on to Lepe where we had a small break. After the break we headed east then up through Exbury to Hill Top. Who says horses don't have horse sense, we going very slowly past ponies grazing along the road verge when one went to cross, saw us and went back, we came to a halt, the pony looked at us (I'm sure it nodded) and then crossed the road, we then carried on. From Hill Top to Beaulieu and on to Brockenhurst, Sway, Burley and Picket Post on the A31. Somewhere along that section we stopped at another picnic spot among large trees, a beautiful place, we are going retrace the route there sometime to stay longer.

We followed the A31 to Ringwood and turned north towards Fordingbridge then to the finish at Breamore House where we were given a commemorative medal. There was a group called the Dinosaurs playing live and the usual small stalls selling things.

The Forest is a beautiful place with contrasting countryside - one minute going over heath land and large open spaces the next can be narrow lanes bordered by gorse, hedges or can be wooded with coniferous and deciduous trees. There are deer, wild ponies and Verderers cattle in abundance.

Ken Lowe

Merrist Wood Summer Show

Change of plan yesterday - down here cold, damp and not very nice at all, so instead of taking Ethyl to Kingston Lacey we decided to take Penelope to Merrist Wood (thanks to Bert our sat nav) we arrived at about 11.30.

It was a good choice, there was a small fair, classic cars and lorries, side stalls, even the Bantam motorcycle club. Included there were also dog trials i.e. going around over fences and through tunnels etc: falconry, "jive" pony show and youngsters doing trial riding on pedal and motor bikes. Lots going on, a similar thing to Awbridge but a different type of entertainment.



Starting out at Newlands Corner

We were sitting down having a cup of tea when John, Vic, Jonathan and Alison came in, we explained why we weren't at Kingston and found out how John and Vic fared last weekend. Then we went our separate ways only to keep bumping in to each other.

Ken Lowe

Mike Hawthorne Collection

John and I met up with members from the Austin Healey Club and the Midget and Sprite Club at Newlands Corner at 10am on the Sunday morning. We had decided to go in John's car to give it another shakedown prior to our week long Telford trip next week.

This gave us plenty of time to meet up with Alan from Kent, Keith and Anne from Home Counties and Gary with Gaps from London, truly a multi area gathering. After swapping stories about the dreadful weather and what we had been doing with our cars over the winter, 11 o'clock came and it was time for the off.

We had been given a route in the tulip style that had been prepared by Steve from the Austin Healey Club which took us a lovely route through the Surrey and Sussex countryside, arriving at the Mike Hawthorne Collection at 12 ish.

What a beautiful venue, 40 or more cars were parked by the garages on the green around the duck pond which was complete with floating plastic ducks.

On our arrival we were supplied with tea/ coffee and biscuits and later on with a buffet style lunch. The collection housed in a large garage consisted of some 15 cars, ranging from a 1950's Jaguar raced at Le Mans to an E-Type raced by Mike Hawthorne himself. Mike Hawthorne died in some very tragic circumstances at speed along the Guildford bypass and the garage was adorned with some very notable memorabilia including his famous blue and white spotted bow tie.

Summer BBQ

Thanks to Lyn & Alf for hosting our annual summer BBQ once again. As with most events this year the weather could have been better but at least it didn't rain until after the food had been cooked (and eaten). Sadly the numbers were down on previous years but as



this was the last weekend before our week in Telford some people took the opportunity to do some last minute maintenance – like changing a gearbox!

Deers Hut

Eventually the weather turned out nice, and for the first time this year we were able to fly the flag for the club. This annual event is held in the grounds of the Deers Hut pub at Liphook which presently is closed for refurbishment. This did not spoil the event with an outside bar and jazz band, ample catering facilities including a bacon and egg bap for £2.50 – bargain.

John and I met up with Jonathon and Alison to view the many makes of cars on show.

Barry Green

For details of events please visit www.midgetandsprite-hampshire.info



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Hampshire Members we have photos of! (with apologies to those whose photos are not available or too ghastly)



Heart of England at Warwick Castle

MASC on Father's Day at Warwick Castle

Flaming June, hosepipe bans, global warming, it has hardly stopped raining in June, so at 7:00 am on Sunday the 17th of June I was quite surprised when I peeked out of the window to see that it looked quite bright and sunny. By the time I had been in the shower and ventured downstairs, it was raining! So it was off to the garage to put the roof up!

We all met up at around 9:00 at Warwick Castle for a Father's Day special event at the castle, by this time the weather had been kind enough to stop raining, and some brave souls had also been brave enough to come with the roof's down, I must be becoming a wimp in my old age!

There were 9 cars plus Dave Puzey who was showing his very nice Sunbeam Tiger, there was quite a range of cars on show, plenty of MG's and Sprites some Ferraris', TVR's Lotus's, Aston Martins, Triumph Stags, Morris Minors and a DeLorean, although I suspect there were a few no shows, due to recent wet weather.

Despite living reasonably locally, I had never been to Warwick Castle before, and on this occasion was accompanied by my daughter, for a Father's day Treat.

After a tour of the castle and a walk around the ramparts, including the raising of the Portcullis, there was a quite spectacular display of flying Eagles. The size of these

birds is really quite amazing, some of them having a wing span of over 6 feet, it was a treat to see them flying and swooping down into the arena to be fed, coupled with an amusing commentary from their handler. There was a second flying display in the afternoon which also included Ernie the Milky Eagle Owl and a vulture, which when on the ground behaved almost like a dog. Ernie, having done his display flew off to a nearby tree to shelter from the rain and was reluctant to come down even when food was on offer.

Also in the afternoon was the firing of the Warwick Castle Trebuchet, which they say is the largest siege machine in the world, the actual firing was quite stunning, with the distance and force that it was able to project its missile, and apparently as well as stones etc, dead animals were also used in olden times, in an attempt to spread disease, pigs being the preferred animal, so maybe this is where the phrase 'Pigs Might Fly' comes from.

Despite the recent weather, there were one of two showers during the day, but compared with the day before, it was not too bad, and was a very enjoyable day out, and we managed the drive home with the roof down and not get wet.

Alan Pritchett

WSM 50

Following fast in the tracks of "Midget50" and four years on from "Spridget50" before it, comes "WSM 50"

Celebrating the half century since Douglas Wilson-Spratt unveiled WSM 201 at Silverstone in 1962, a unique gathering of the people associated with WSM, and the cars themselves, is set for September 29th in Bedfordshire -

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For those of you who haven't heard of WSM Sprites, a visit to Tony Wilson-Spratt's WSM website is well worth a visit.

Mascot hopes to have a full report later in the year and more details can be found on the 'News' page at www.wsmcars.com



Douglas Wilson-Spratt with WSM 201

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