

September 2012

£2 No. 342

# Mascot

*The Magazine of the Midget & Sprite Club*



[www.midgetandspriteclub.co.uk](http://www.midgetandspriteclub.co.uk)





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

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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

There's been much speculation on the internet and in the motoring press recently regarding an EU draft regulation proposal that is apparently aiming to ban all modified cars.

This stems from an article published by the Association of Car Enthusiasts (ACE), which supposes that any car fitted with a part that's contrary to its original type approval would effectively be outlawed under the proposed legislation. As many of MASC member's cars are far from standard, should we panic?

Well so far nothing has been set in stone – the ruling on the law is still four weeks away – and as some people are quite sensibly pointing out that the draft proposal can be interpreted in a number of ways.

Its chief concern seems to be with safety and environmental worthiness, and how this can be tested for consistently across the EU (all very sensible). However the part which applies most to us and our cars is a reference to vehicles meeting the specification of their original type approval, which requires further investigation.

Some motoring groups, interested parties and organisations have already contacted the Department for Transport for clarification on how this really is likely to impact owners of vehicles in the UK, and are waiting for a response.

According to the feedback from some of these groups and perhaps contrary to expectations, the Department for Transport is generally well up to speed on this kind of thing, and they have been assured that it was already aware of the issue and is looking into it.

As soon as *Mascot* (and the Club) has any clarification on this, we'll let you know. But it's too early for you to start a panic removal of five speed gearboxes, disk brakes, electronic ignition and in some cases, seatbelts!

There now follows a mini rant from the editor...

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**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.**

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Not a million miles away from the subject above, in last month's *Mascot*, I asked for feedback regarding the Club's possible rejoining of FBHVC (The Federation of British Historic Vehicle Clubs). I have to confess to being disappointed by the response, as only seven out of a membership of 1000 people got in contact. Six people voted yes and one person voted no.

Is the Committee now supposed to go out and spend many hundreds of pounds every year based on the result of a vote by just 0.7% of the club? Please let me know.



*Gaps in recovery mode*

Summing up my month, I really enjoyed watching the Olympics and *Mascot* getting another mention in the motoring press, this time it was *Club Magazine* of the week in *Classic Car Weekly*. I also loved the eventual appearance of summer. However, not so great was breaking my car's gearbox on a trackday. I'll let you know the full extent of the damage in October's *Mascot*.

Have a great month

**Gary & "Gaps"**

**The deadline for articles and reports for inclusion in next month's magazine is Friday 14th of September**

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Cover image: L to R. Andy Cross's Sprite, Peter Gardiner's Midget and John Clark's Frogeye somewhere in France. Thanks to Andy Cross for the photo.



# Ian Ashfield



Ian with his new toy at the NEC in November 2010

Many members, while not knowing Ian Ashfield personally, may well have remembered seeing his beautifully finished metallic blue Fastback Sebring which appeared on the Club's stand at the NEC in 2010, as well as at Burghley House for 'Midget 50'.



Ian sadly lost his battle against cancer and passed away on Saturday 21st July, 2012. However, he made plans beforehand.

Always one with a sense of humour, Ian had had signs made for the van in which his coffin was delivered, referring to this, his "Last Burn-Up".

Ian's funeral took place at Luton on Tuesday, 7th of August and Andrew Forster brought along Ian's Fastback Replica which his friend Mark will use as he wishes.

Ian also commissioned the "The Sebring Sprite Memorial Cup" in memory of Brian Archer. It has recorded Martin Ingall's car 946JJO (2006), the ex Jonathan Whitehouse-Bird's 410EAO (2008) and his own 5116HN



(for 2010). Ian asked Martin Ingall if he would present it at the next show (if there is a Sebring on display).

"The Sebring Sprite Memorial Cup, donated by the late Ian Ashfield, to be presented annually to a Sebring owner whose car is shown at the Classic Car Show"

Andrew Forster at Archers Garage has asked Martin Ingall to publish the following statement on his website [www.sebringssprite.com](http://www.sebringssprite.com) and I have taken the liberty of reproducing here:

*"Ian came to me and Brian to build his car and as often happens a customer becomes a close friend. Over the time that he took building the car he went through a hard period in his life. Whilst he was going through this he kept a smile on his face and just kept saying 'such is life'. When he became ill and was diagnosed with cancer he never let the illness beat him – he carried on and set about getting various tasks done to his liking. I have to admit how much he has inspired me both with his lovely car which I have had the pleasure to work on and drive and also with his attitude to life and impending death. I will miss talking to him about his various ideas whether right or wrong and I can only say that he will have a good testimonial in the car that he built and loved".*

The Editor on behalf of the Midget & Sprite Club would like to send our condolences to Ian's partner Cynthia as well as his family and friends.

# 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: [jjjanegates257@googlemail.com](mailto:jjjanegates257@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](mailto: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](mailto: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](mailto: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.com](mailto:garyfrogeye@gmail.com)
- 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](mailto: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 Chequers**, Chequers Lane, Walton-on-the-Hill, Surrey KT20 7SF. 7.00pm onwards. Contact Mike Gorman, [mike@birchwood44.freerve.co.uk](mailto:mike@birchwood44.freerve.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](mailto: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.instead@btopenworld.com](mailto:alan.instead@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.freerve.co.uk](mailto:andy@cross743.freerve.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](mailto: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!  
[robertholmes25@hotmail.com](mailto:robertholmes25@hotmail.com). If enough interest, will arrange a meeting.
- Northern Ireland
- 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](mailto: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

### 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

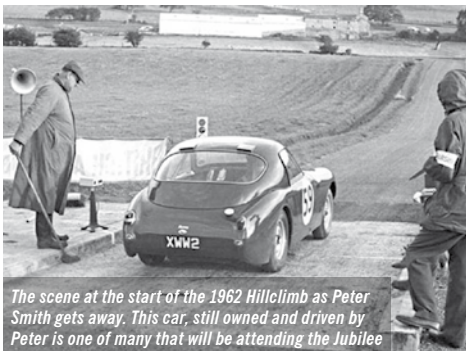
- 16-18 **NEC Classic Car Show** (MASC stand)

## Golden Jubilee Hillclimb 1962 – 2012

Sat 22nd & Sun 23rd Sept 2012

### A Celebration of 50 Years of Speed Hillclimbing at Harewood

The first speed hill climb on the Stockton Farm course at Harewood took place on Sunday 16th September 1962. September 2012 will therefore be the 50th Anniversary of the event which the BARC (British Automobile Racing Club) has run since its inception.



*The scene at the start of the 1962 Hillclimb as Peter Smith gets away. This car, still owned and driven by Peter is one of many that will be attending the Jubilee*

The scheduled competitive hill climbs on Saturday 22nd and Sunday 23rd of September will follow the usual format when the final round of the Harewood Hill Climb Championship will be fought out. However, the weekend will include special celebratory events to mark the Golden Jubilee milestone.

Top of the list of special events will be demonstration runs by classic hill climb cars from the 1960's – some of them with their original classic (!) drivers.

Approximately 20 drivers who took part in the first meeting in 1962 survive to this day and all will be invited to attend what is intended to be a true celebration of speed hill climbing in Yorkshire.

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Vintage



Modern



American



Prestige



Household





# New Members July-August 2012

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

4410	Graham Skipper	West Sussex	Sprite	Frogeye
4620	Donald Askew	Cheshire	Midget	1500
4621	Clive Prosser	Somerset	Midget	1500
4622	Allan Thompson	Northern Ireland	Midget	Mk 3 RWA
4623	Lawrence Forty	Gloucestershire	Midget	Mk 3
4624	Catherine & Roy Wetherall	Bedfordshire	Midget	Mk 3
4625	Stanley & Kathleen Green	Worcestershire	Midget	1500
4626	David Sambora	East Sussex	Midget	RWA
4627	Denham Murphy	West Yorkshire	Sprite	Mk4



*Christopher and Louise Nicholson's Mk1 Sprite*



*The Sprite of rejoined member Andrew Leonard*



*Denham Murphy with his Mk4 Sprite*



*Stan and Kath Green's 1500 Midget 'Rosie'*

*David Sambora with his new (1973) teal blue Midget taken at Groombridge*



# MOT EXEMPTION

The government have concluded that the accident rate involving pre 1960 vehicles is so low that the annual MOT inspection is superfluous. The government realise that owners of pre-1960 vehicles are a special breed; they maintain their vehicles in tip top condition, only drive to classic vehicle events, providing it is not raining or in the dark, and never drive closer than 50 yards to any other non-classic vehicle. Maximum speed would surely not exceed 45mph and the vehicle never filled to maximum capacity.

Many will drive only a few hundred miles a year in ideal conditions. Well, that may be true for some – until the law changes. Can we expect to see a new breed of pre-1960 vehicle owner on the road? That old 1958 Morris Minor that has sat in a hedge for the last 15 years or so. Not worth the thousands of pounds for a full and proper restoration.

With a little coaxing, the engine runs again, the clutch freed off, 3 of the 4 brakes seem to work, never mind that it has little of the floor left and a broken leaf spring. An afternoon spent making one side look presentable for a photograph to send off for a Classic car insurance policy and just a free tax disc and it's on the road!

I fear this could happen. Long lost 'classics' crawling out of the woodwork, not as fully restored prime examples but hastily 'repaired' lethal vehicles that potentially offer very cheap motoring to a new breed of 'enthusiast'. Cheap insurance, no road tax and soon, no MOT, what an incentive.

Although this change in the MOT law is a noble gesture to the true enthusiast and maintainer of a pre-1960 vehicle – does the current breed of MOT examiner really have much experience of pre-1960 vehicles anyway? Somehow, I think the insurance companies will have their own view on this.

Historically, classic vehicles are a good risk for them, how about classic bangers with no MOT or any other form of safety inspection? The statistics may change. My own feeling on this is that the insurance companies will react to this change in MOT regulations. If you have a pre-1960 vehicle without an MOT, you may face a higher insurance premium than if the owner were to opt 'voluntarily' to submit their vehicle for an

MOT. Indeed, the cost of the MOT could be less than a premium hike for not having one. Alternatively, could the insurers ask for an independent report for all pre-1960 vehicles? Now what would that cost?

OK, there are not many pre-1960 Frogeye Sprites in the UK so this may not be a big issue to the club. Although I suspect that some members will have other pre-1960 vehicles. Remember the issue of the government only recognising vehicles built before January 1973 as being 'Historic' vehicles? Free road tax to some members.

We need to keep an eye on where poorly thought out regulations could lead. Will insurers hike premiums, insist on independent vehicle examinations, will we all pay more in the end? I fear that this accolade to the owners of pre-1960 vehicles will have a sting in the tail for the rest of us – what do you think?

**Terry Horler**

**(April 1960 Frogeye Sprite owner – sour grapes or what?)**



*A Pre-1960 road legal vision of the future?*

# Midget and Sprite Club

## Result of Nominations for Committee 2012/13

Name	Position
Kate Andrews	General Member
Dave Dixon	Chairman
Mark Hall	General Member
Geoff Hunter	General Member
David King	Finance (D)
Gary Lazarus	Editor (D)
Tim Saunders	General Member
Stuart Watson	Membership Secretary
James Willis	General Member

Some designated Committee roles carry the responsibility of Directors. Committee roles with a D already indicated are the designated Directorships for the coming year.

It should be noted that MASC Ltd currently has five directors. Geoff Hunter, Mark Hall and Tim Saunders, in addition to David King and Gary Lazarus mentioned in the Committee list above.

### Urgent Announcement for Surrey Members

The Blue Ball at Walton On The Hill, our meeting place since the centre was founded, has ceased trading and has closed with immediate effect.

As a consequence I have made arrangements for the meeting on Tuesday next the 21st August to be at a another pub in Walton On The Hill and I am planning that it will become our regular meeting point as the owner is well disposed to classic cars (But of course , this would be up for discussion). The pub is:-

**The Chequers, Chequers Lane, Walton On The Hill Surrey KT20 7SF**

**Telephone number 01737 812364 [www.chequerspub.co.uk](http://www.chequerspub.co.uk)**

The pub is easy to find and has a car park to the rear that is floodlit.

Sorry for the short notice, but I only found out yesterday. Hope to see as many of you as possible on Tuesday.

Kind Regards

**Mike** [gorman698@btinternet.com](mailto:gorman698@btinternet.com)

# The Olympic Frogeye



*All wrapped up and somewhere to go*

It all started back in January when I received an email from one of my friends who is in the Ford Corsair owners club he had been forwarded an email asking for iconic British cars he also thought of me and suggested I put my Frog forward, it was however the deadline day and they required a photo of me and the car so I hurriedly got the wife to take a picture of me kneeling next to the car in the garage in the dark and emailed it off. After a few days I received an email saying they would love to include me and my car in the closing ceremony and that I would go through accreditation in the coming months.

In February after filling out the relevant security & confidentiality forms, I had to go to accreditation for an ID check and as they wrote in the email "Costume fitting". That was it my heart started beating and visions of multi-coloured leotards and tutus kept popping up. The day arrived so off I went to three mills studios at Bromley by Bow, whilst in the queue I got speaking to the guy in front of me who told me he answered an advert for drum beaters but on getting there he ended up dancing, role playing and that this was his third interview. Off I went again leotards & tutus all that on top of two left feet and no rhythm. In I went, ID checked and measured up top-to-toe head, hands, feet, the lot but still no idea of the costume.

My next outing was in April again back to three mills this time for a vehicle fitting this is where it all started to become clearer, I shared the warehouse with a Triumph Herald and a Rolls Royce it took them about six hours to make the Roller's cover and only three hours to make mine held together with tape, staples and magnets. They even asked if the car had much filler on it because of the magnets to which I replied cheeky b\*\*\*\*. After that it all went a bit quiet until the first rehearsals started in late June the first of nine, in all about 100 hours it seemed that every time I left Kent and arrived at the old Ford works in Dagenham, it rained, not only rain but thunderstorms as you will agree one of our worst summers for a very long time, on two or three occasions returning home I had to take out my seats, carpets and interior trim panels and soak the water up out of the bottom of the B posts and floorpan. Although I had a wet car I still felt sorry for all the other performers that didn't have cars to sit in and that once we had got into our end positions they still had to rehearse there sections and this would sometimes take up to two hours to get ready. At the rehearsals I finally got put out of my misery about costumes I was thinking spandex and lycra but instead I had to supply my own shoes and trousers and they supplied the t-shirts, one green for my



section and the other newspaper print as in the picture I was rather quite relieved.

Soon enough the big day came and we had to be at the Olympic park for 9am to clear security and park in the John Lewis car park the security checks were carried out by the army who were very efficient and interested in the cars at the same time. A few remarks that Noddy had arrived rung out which was only helped when I got out, at 6.2" how did I fit in it? Security done we got marshalled into the car park where we had our wraps put back on, my phone had decided to pack up at this stage so very few pictures were taken – of all the days to pack up. The wrapping took us into the afternoon and time for a quick rehearsal we drove along to the stadium getting photographed and waved at by people on the footbridges. Once inside we waited in one of the vomms (Voms comes from the roman word vomitory. I'll let you look it up) It was manic performers were everywhere and they were still setting up. We drove out into the stadium and the sheer scale of the whole thing sunk in, as I drove past the Olympic cauldron you could feel the heat from it – seeing it on telly just didn't do it justice.

We set up and had a short dress-rehearsal along with Emily Sande, Madness and One Direction, we then drove out and parked up ready for when we would be called back to reset, we could hear on our earpiece that they were having a few problems with later parts of the show and that meant the time



*On the move inside the stadium (a shaky image taken from a screen grab of the ceremony)*

ran on a bit. They finally called us back at 8.15 for a 9pm start we drove down the vom and out onto the track the atmosphere was electric the stadium was almost full. 80,000 people cheered, clapped cameras flashed, I was star struck and the show hadn't even started. I parked on my ramp got out and had a full 360 degree look around the stadium AMAZING!! I got one of the other drivers to take a picture of me and the car preset on the ramp. We then had to clear the stage and wait in one of the vomms along with Timothy Spall and about 300 other performers the cue came over the earpiece 'drivers to positions' we walked out the, crowd went mad we got into our cars and awaited the start of the show, just sitting there for those few minutes looking around made all the waiting around and soaking wet car worthwhile.

Stomp started and we waited for our cue. We were off down the ramp and driving around the Olympic stadium in front of 80,000 people, including royalty with another 23.5 million people watching around the world we performed our part without a hitch, no breakdowns or accidents all that rehearsing paid off and the bonus was getting the car on TV.

In all I had a great time and met some great people along the way this is something me and my family will not forget for a very long time to come.

**Dave Pratt**

*Editor's note. I think that we can safely say that Dave's Frogeye has been seen by more people than any other Frogeye that has ever existed*



*Dave and the Frogeye at home*

# A Man and his Midget

## improving a 1500cc MG Midget UEM 775 V



*Alan and his Midget*

### ("Stepping up a gear")

Whilst at the NEC Classic Car Show in November 2011 I spotted an advert on the MASC stand for an overdrive-enhanced Triumph gearbox (or Marina as fitted to later Triumphs). As the seller, Dave Parker of "Recycled Midget & Sprite Parts" was also there at the time I made enquiries and we exchanged numbers for me to collect it at a later date. Since my 1500 Midget was running well and work commitments were high it was decided not to carry out the modification until January or February 2012.

As I have no garage a friend offered not only to let me use his but also offered to do most of the work. (He used to be a BMC engineer and also owns an MG).



*The overdrive-enhanced Triumph gearbox*

The engine and gearbox were removed, and as I had not managed to find anyone who did not want to charge an arm and a leg for checking the box & OD unit it was decided to carry on and fit them ourselves.

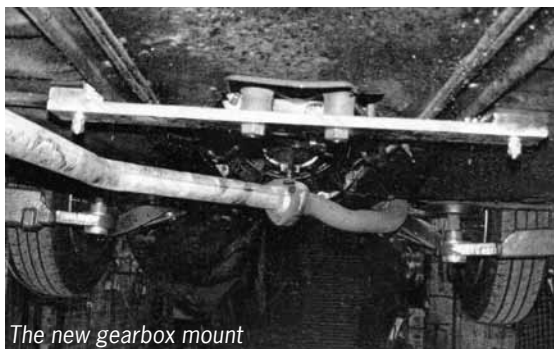
The oil was checked first and a new clutch assembly fitted. Due to the box & OD being fitted to a Midget before it was able to be bolted to the engine with no fuss. Measurements were taken and part of the gearbox cover was cut away along with the cross member which would have been in the way of the OD unit. It is suggested here that it would be better to carry out the boxing in of the ends of the cross member at this point as it is easier to do, rather than after you have fitted the engine & box back in – as I later found out!

The tunnel only had to be widened a small amount which was easily done with a scissor jack. A new support for the gearbox was needed plus strengthening due to removal of the cross member. This was achieved by constructing a 1.25" x 0.5" bar 30" long with holes drilled and counter sunk to take the gearbox support bobbins. The bar was bolted to the underside of the floor and this performs both tasks.

A replacement shortened propshaft came with the unit so this was attached.

The speedo cable attaches to the OD unit and is on the opposite side to the original box. This meant rerouting the cable so that it reached without any more expense.

Oils & water were added and the car was taken home.

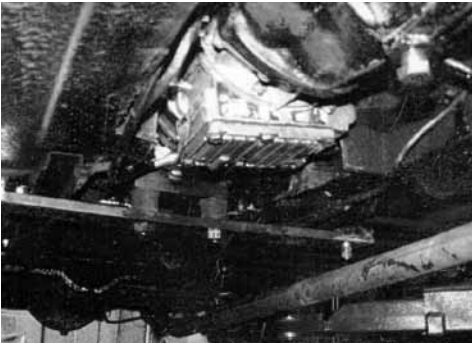


*The new gearbox mount*

## PROBLEMS

The first problem appeared the day after taking it home. I had driven it home in the rain and straight in under the carport to await a drier day. When I came to reverse out, it just wouldn't engage. Frustratedly I had to push the car out to turn it around, and so began further investigation....

The gear lever was stripped out and looked at (did not work). Compared to the one taken out of the original box, there was no difference at the bottom, but where it swivels on the ball there are two grooves in the one that came with the new box and only one on the original one. As stripping the box meant removing the engine again I decided to fit the other one and see what happened. Bingo! I have six forward gears and one reverse.



*The gearbox in place*

Next problem was easy to overcome. A trip to Halfords and I now have an illuminated, overdrive switch mounted on the dash that can be reached easily from the gear lever.

A good run to Worksop using the M1 showed two things: 70 mph @ just over 3000 rpm was achieved, but I was experiencing a throbbing vibration under my seat – Quite nice really! As it seemed possible the fault may be the prop shaft this was removed and taken to Wilson Drive Shafts Ltd, Nottingham (0115 9761202). They reported that when the shaft had been shortened it had been welded up with the flanges pointing opposite each other instead of in the same direction. This was cured and two new UJ joints fitted. The shaft was fitted back on the car and for a while all seemed well.

There soon followed nothing but trouble with poor running of the engine. It started with

petrol pouring from the breather tube of the front carb. A repair kit was purchased along with K&N filters (a treat for me). The carbs were stripped and the new parts successfully fitted, then an attempt was made to fit the K & Ns. There was not enough clearance for the filters initially. The first thing I noticed was that the engine was sitting too low at the back, so it was decided that a modification was needed to raise the new gearbox rear support which had been custom made in order to fit the overdrive 'box.

This done, the filters now fitted but the engine still ran poorly, so I put the old filters back on and found them no better. I decided to invest in a (supposedly) professional/local garage tune-up which resulted in the car running a lot better, so on the strength of that I booked it in for its MOT. It failed on emissions. A quick run home and swap back from the K&Ns and it passed, but I was still not happy with the running. It was suggested that the mixture was too weak so adjustments were made until it improved the running, also a Gunson colour tune kit was purchased and the mixture improved. The car ran a lot better, but the noise from the K&Ns was deafening with the top up – thought I might need a set of ear plugs?



*New air filters in place*

Have since retuned the engine myself and it's now running even better than it did before the modifications. Now getting 30+ mpg and a smooth ride. So back on with the K&Ns. Don't need the ear plugs now – the timing was way out. I have done about 150 miles of bliss in the Derbyshire Peaks in the following days, and looking forward to many more....

**Alan Goose**

Notts + Derby member



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# Letters

## Bottom of Form

Hi Gary,

After seeing Geoff Mears photo (June 2012) of his full garage I'd like to submit a similar episode taken last year. I'd bought an Imp and still had my Westfield, which luckily was easy to manoeuvre into the middle position. There was just enough room when finished to get to my beer fridge without damaging my wife's Sprite! Glad to say that the Westfield has since been sold and I am enjoying the extra space again.

All the best,

**Martin Parkes**



## Master Cylinder

*With reference to Robin Griffiths Master Cylinder problem (Letters August 2012)*

Hi Robin,

There seems to be a trend with your master cylinders, but before you go and have all this money spent on a rebuild at your cost have you looked at the following.

1. If this is a cheap import (what happened to British-made) the seal could be cheap rubber and will react to modern, synthetic, brake fluid.
2. Again on the cheap import side, if the people assembling the cylinders are not trained correctly they may be putting the seals in backward.

If either of these is the case then a new seal kit will solve the problem. With both these checked the last thing to check is the brake pedal. If the pedal does not allow the

cylinder to fully return – The brake system will maintain pressure and with time this, in a poor quality cylinder, can allow a slow leak.

Hope this helps

**Jenks 4600**



*Southern Counties Sprite Club badge As fitted to Barry Shawzin's Sprite WYT381*

## Barry Shawzin Sprite

At a car show today I found the answer to the question I had posed some time ago regarding what the badge was displayed in period photos of the Barry Shawzin rally Sprite WYT381. The badge was displayed on an MG Midget at a car show I attended today. The Southern Counties Sprite Club was formed, according to the car's owner, in 1958 and held its meetings at Bexleyheath. Apparently the club later was swallowed up by the AHC.

**Alan Anstead**

## Frogeye Birthday Cake Pt2

Dear Gary

I suspect Simon's birthday cake feature in August Mascot may provoke other members to declare their age and cake craft – here's mine from my 60th (two years ago). Check out the Frogeyes detail but I look a bit overweight behind the wheel and dressed like a monk!

Regards

**Tim Hicking**



*Tim in his Frogeye*



## Where is it now “PWU 666E”

In 1968/9 I owned an Austin Healey Sprite, registration number PWU 666 E. I understand from the DVLA the car was last taxed in 2009 and I'm interested in tracking down the car with a view to buying it if possible. Is it in your records?

I had the car in 1968/9/70 as a young and single fireman living in Bradford, with the next step to be an MGB GT or the large Healey if I was lucky. But, a common story I know, a wife and kids came along so the Sprite went and then followed a long succession of family cars.

Now that I've the time etc. I felt it would be good to see if the Sprite was still around and maybe available.

I've attached a picture of the Sprite on the last holiday I had in it, to Scotland in 1970. The car's parked overlooking the north side of the Tay Road Bridge. The car also had 'knock-off' wire wheels at that time but, other than that, I can't remember a great deal about the car.

*PWU in Scotland 1970*



Many thanks for your help and, hopefully, someone may know of the cars whereabouts.

Regards,

**David Murray**

Manchester

*If you know of the whereabouts of David's old Sprite or wish to have a letter printed in Mascot, please contact the editor [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)*

## Bill Piggott's Signpost

Dear Gary,

In response to Bill Piggott's letter in the excellent August issue of *Mascot*, I am afraid I can shed no light on whether either of his two previous Frogeyes are still with us. I can however confirm that the lovely Buckinghamshire signpost in his two photographs has indeed met its maker to be replaced with a mess of modern metal as evidenced in the attached photograph. The post and rail fence does, however, still exist somewhere deep in the undergrowth!

Yours

**Matthew Smethurst**

Then, Bill's Sprite ... Now, Matthew's Midget



# Books

## Public apology from Terry Horler

My sincere apologies to John Sprinzel for omitting his name as an author of the book, *SPRITELY YEARS* in my recently published book. *SPRITELY YEARS*, by John Sprinzel and Tom Coulthard, is a classic in the world of Sprites and Midgets. Now out of print, expect to pay a premium if you can find a copy – it will be worth it. **Terry Horler**

## The MG/A-H Guide by Terry Horler

If, like me, you worked on lots of nice new, clean Sprites and Midgets in the fifties and sixties, then the *Factory Workshop Manual* was the book for the job. If you spend time tuning and modifying these cars, then your own experience or Daniel Stapleton's book on power for Road and Track would be ideal, but *Veloce's* neat expert guide is for those of us who still drive Spridgets half a century later. They are usually rather dirty underneath; the basic mechanical parts are well worn and often corroded but the book's beautifully clear photographs by David Polonowski show everything you could possibly wish to work on in great detail. Terry clearly points out that you still need a workshop manual, and his chapters on modifications are just a glimpse of what has been done to these wonderful Sport's cars, but I'm sure I will keep this book on my shelf for a lot of reference in the future.



**John Sprinzel**



## Last month's Competition results to win Terry's book Competition Replies

The answer to last months picture questions were:

1. What are they? *Innocenti 950 Spyder*
2. Where are they? *(OSI) Officine Stampaggi Industriali – societe generale per l'industrial metallurgical e meccana Milan*
3. Who was the designer? *Tom Tjaarda at Ghia of Turin*

The first correct reply received by the editor was **Anita and Dave Grove**. They should now be curled up on the settee reading Terry's latest book.

Honourable mentions should also go to Robert Rose (who missed out by only 20 minutes)

Alan Anstead, Lawrence Langley, Philip Dodd and Rob Oakley all of whom sent in the correct answers.

*The Shelby Sprite as it is today*



## THE MAN

Our prayers and sympathies go out to the family and friends of Carroll Hall Shelby: 11 January 1923 – 10 May 2012. We are reminded that he was a man of many talents and involved in many ventures simultaneously.

The thrust of this article will reflect on one of those ventures in his lifetime, albeit one of the smaller ones involving a British motorcar from Abingdon, England. Carroll's most well remembered business venture involving motorcars was his development of the Shelby Cobra and it, too, had a British motorcar company rooted in its heritage, the AC Bristol. In 1952 as a driver, Carroll raced a British MG-TC in his first road course event in Oklahoma.

CARROLL SHELBY



*Carroll Shelby with some of the S.H.P.D. cars including the Sprite*

After further successful racing accomplishments in western United States for several race car owners, Shelby became recognized for his driving skills and was asked to consider going to Europe in the mid 1950s. In 1954, Donald Healey contracted him to drive the Austin Healey 100 S in speed tests on the Salt Flats of Utah. A few of those records still stand today Shelby spent eight seasons travelling "across the pond" to participate in rallies, road courses and endurance races throughout Europe, Great Britain and the USA. Carroll was diagnosed with a heart problem in 1960 and soon thereafter made a decision to hang up his hat as a race car driver.

Highlight events in his life were the success he had with Aston Martin in a 24-hour race at Le Mans in 1959 and with his assistance to the Ford Motor Company in the GT-40 defeat of Ferrari at Le Mans in 1964.

## THE SCHOOL

After bowing out as a driver of racecars, Carroll became heavily involved in the pursuit of his dream of building a race car with a light chassis and an American manufactured V-8 engine. At the same time, the S.H.P.D.



# Carroll Shelby

was a totally different venture that Carroll started with a small newspaper ad seeking out individuals interested in learning how to drive a race car. His driving school became known as the “Shelby School of High Performance Driving.”

A ninety-dollar newspaper ad brought in over a thousand responses seeking more information for a one-dollar fee. Carroll hired, Peter Brock, a young designer friend to help. Peter had worked at Chevrolet helping design the Sting Ray Corvette. Peter also was a race car driver and had other organizational skills that benefited the new racing school venture being set up to teach others driving techniques and instill confidence while at the wheel of a racecar.

As the school developed, Shelby became less associated with it because of other ventures he was taking on and because of his continuous desire to build a special car for racing. Peter Brock became the school's administrator and he was later assisted by John Timanus, “Lotus John” another race car driver from the southwestern United States. In addition to drivers' skills, John brought with him mechanical skills and he became the school's racing-fleet mechanic. One of several different race car's chosen to be in the school's racing fleet was the Austin Healey Sprite Mk I.

The Frogeye was chosen because it was inexpensive and had good road-handling characteristics which Shelby was aware of from an association with the Healey



*A period photo taken in the early 1960's with Carroll Shelby and a slightly nervous student passenger (Image courtesy of the Healey Museum Archives)*

family and their automobiles. The Riverside Raceway was nearby and Carroll rented the road course for the school's racing programme and for the testing of Goodyear tyre products which was another venture Carroll became involved with at this time.

In addition to selling tyres, Carroll was also selling another racing commodity – Champion spark plugs. He would use the profits from these ventures to help fund and continue his sports car building dream. His first “Cobra” sports car became a reality in February of 1962. The engine was a Ford V-8 and the chassis was from an AC.

In 1961 the Shelby School of High Performance Driving became a successful venture with weekly classes of two or three students paying five hundred dollars each if they used their own vehicle, or a thousand dollars, if they used the Frogeye Sprite or one of the other cars in the Shelby School's fleet. The five days were divided into two hours of classroom each day with the remaining time spent on the track.

By 1962, both Carroll and Peter were continually being drawn away from the Racing School program to work on development, design and, redesigning of some of Shelby's new ideas for racing cars like the Sebring GT and the Cobra Coupe. In that same year the first Cobra appeared at the New York Auto Show. In the following year, the Cobra placed seventh at Le Mans and by this time Shelby had built one hundred and twenty-five Cobra automobiles at his southern California plant. These successful exploits, among many, eventually led both men to a choice in 1965, the successful Shelby School of High Performance Driving would have to close its doors because of higher priorities.

## THE CAR

Within the Shelby School's fleet was a 1959 Frogeye Sprite that Peter Brock declares was, “The workhorse of their operation at Riverside Raceway”. That Sprite was sold in 1965 to an unknown SCCA race car driver in the Philadelphia, Pennsylvania area. He raced this car in Sports Car Club of America road course events in North Eastern United States and eventually crashed the car and had it placed into storage. In 1973, another



young racing enthusiast from the Philadelphia area bought this car, repaired the damages and repainted it in a Porsche Competition Orange color. In 1974, a second young man joined this owner forming a racing team that lasted for one year of racing in the SCCA road course events in the North East. That second individual bought out the other racers interest and assets in the team and for unknown reasons decided to store the car. In early 1992 the car was purchased by a Philadelphia lawyer with collector interests and he resold it in August of that same year to the current owner.

The Frogeye was completely dismantled and a ground up restoration was started that year. With over thirty years of age at the time and numerous racing enthusiasts contributions to this racecar's development, decisions had to be made as to how the resulting restoration should re-appear.

The cars history was well kept and intact through an oral tradition and supplemented by a few black and white photographs but that would not include unrecorded mysteries

on paper that were lost. With the information available, it was decided to rebuild the car as close to the way it was in the 1961 – 1965 era at the Shelby School in Riverside, California. Through numerous telephone calls, Peter Brock became exceptionally helpful in his remembering details about the car's painting and modifications that had been made at the time period it was at their school.

Both Carroll and Peter expressed their regrets that they had not retained any paper records from the school. Both men verified the car through photographs sent to them and replied in writing. By this time Lotus John Timanus had passed away. He would have probably been the best resource for information had he still been alive. Items that were convincing to everyone were the non-stock fuel distribution block seen on the left inner fender, the windscreen, the altered grille, the three-point roll-bar bolster plate's original location, the manufacturer's original white paint under the Shelby colour of Ford Viking Blue and the third owner's Porsche Competition Orange coat.

The British Motor Industry Heritage confirmed this colour through the Serial Number plate on the chassis. Peter Brock told us to look for four large, white painted circles on the car without numerals. They used black contact paper for numerals that could be changed as required at races or events at the school and at other race tracks. After light sanding and removal of the orange coat, four white circles appeared. One can only imagine the fun we had revealing what had been hidden under the paint on this car for almost twenty years.



*The Sprite undergoing work at the School*



## The Current Spec

The Shelby School's Austin Healey Sprite, "Was basically a standard production automobile" [Peter Brock]

*Brief Current Specifications and Revisions as follows;*

*Engine:* 4-cyl. 948 c.c. BMC A-Type

Head re-milled, 1/8" removed. Exhaust and inlet ports machined and polished. Double competition valve springs added. Standard valve diameters. Re-ground Camshaft, lift .273 inches. Flywheel machined to BMC Competition Dept. standards. Updated oil pump to a trochoid pin driven type. Screw on Oil filter and higher pressure oil lines added. Custom tuned exhaust headers added. Carburetors; Standard 1-1/4" S.U. HS2. 3" Ram pipes, replaced air screens. Pistons and bridge modified to smooth air flow. Choke and throttle linkage revisions

*Clutch:* Standard 6 – 1/4" Diameter

*Transmission:* Standard issue for the AN5 Frogeye. Rear differential gearing standard, added limited slip. Factory issued spring suspension. Competition shock dampers were added. Clutch and brake hydraulics converted for silicone fluid

*Electrical:* additional fused circuitry, fuses on dash panel. Fuel pump, lights, and ignition from toggle switches, Battery "Cut-Out" switch mounted on left Cowl panel. Wiring harnesses terminated on upper panel right footwell

Standard leather seats with 5-point competition safety harness and rollbar; 3-point hoop type



Engine bay



The minimal dash

Hours of labour were consumed, cleaning and detailing components, ordering rubber seals, boots, seat coverings, carburetor and brake system, rebuild kits and many other miscellaneous items.

The owner spent more than five-hundred hours disassembling and reassembling the car. The body was repaired and painted at a local professional restoration shop.

The completed restoration was finished in 1998, the year of Carroll's seventy-fifth Birthday and what would have been the one-hundredth year anniversary of Donald Healey's Birth!

Ref: "THE COBRA STORY" 1965,

Trident Press, New York

**Glenn Hertzler**

Lititz, PA, USA



The Sprite with its current owner



# Summer Wiltshire Spridget Action –



*Sprites at Prescott Hillclimb*

It's a while since you all heard from the Wiltshire Group, so a lot of water has passed under the bridge.... a LOT of water. But as I write it's a beautiful warm evening and the top has been off the car for two days now. But let's go back a few weeks.....

At the end of May, some of us attended the wonderful Prescott Hillclimb for the Bugatti Owners Club "La Vie en Bleu", a French-themed event with everything noisy, fast, ancient and painted French-blue you could imagine, plus stereotypically French; (bicycles, stripes, berets, big moustaches, smelling of onions, and the men were just as bad. Groan!). Actually the Can-Can girls were rather nice. Pictures are available if you ask nicely. But of course we were really interested in the Spridget class of the Healey hillclimbers, sponsored by the Frogeye Spares Co. and especially our own local Frogeye flyer, Colin Gale. Colin did pretty well and picked up a bunch of points again, and the event itself was heaven indeed. You all must come next year, there is nowhere in the world as fine as Prescott on a fine day, with



*Bugatti Veyron with the Can-Can girls*



a beer in hand, the whole of Gloucestershire spread out ahead of you, and a stupidly noisy classic car climbing a narrow strip of twisty tarmac.

Whilst some members made their annual pilgrimage to the Le Mans 24 hour sports car race in early June, I have to tell you that I dragged Bluebell, our Morris Minor race car, to Spa for the HRDC race there, and we finished the weekend with the car still in one piece, and big smiles on our faces. This was a personal mountain I've needed to climb since our first attempt in 2004, which was cut cruelly short by a fleeing con-rod that escaped through a large non-BMC hole in the block where the fuel pump would have been! This year, Bluebell ran perfectly, battling for some of the race with the beautifully restored Alexander Sprite that featured in July's *Mascot*. Certainly the one-hour race was less eventful than the qualifying on the Friday. This was very wet, and saw the famous Lumbertubs Sprite get badly bashed against the barriers after getting on the slippery kerbs on the exit of Pouhon. Also, the unmistakable fluorescent orange Le Mans Sprite did some minor damage to its 'ali' body and faired headlamp, but both cars were expertly fixed by Classic Cars of Kent for the Sunday race.



# and on the Continent!

Hardly were we back from Foreign Lands than it was time to take Mildred, my Mk2 Sprite over the water. This was the first time since a previous owner toured Europe in 1976, I believe. As many will know, she is tatty, tired and fairly original, and although she gets used a lot, all year round, it's mostly just down the shops and around the area. So, I thought, why not try 600 miles in 24 hours, then a two week tour of France? Hmmm!

The trip was to the Loire Valley, and the Le Mans Classic, which is run by Alan Anstead of the Kent MASC Group. Alan has taken quite a few Spridget tours overseas, so it seemed right to join his team at Dover, but that was the first struggle, as I discovered just how much oil she was using/losing; a whole sumpfull on the first day! But what the hell, these things are supposed to be an adventure, aren't they?

The intrepid convoy of Spridgets made good progress towards the our very welcoming Gite at Parcay les Pins, where hosts Ray and Wendy poured us their walnut liqueur despite it being well into the wee small hours by the time we all made it there.

Our base was in a quiet corner of the apple orchards of the northern Loire, and our days were spent touring the "villes fleury", and the magnificent chateaux, whizzing along the quiet country roads; Spridget-heaven! Then she broke a half-shaft.

After scratching my head and not going another centimetre I realised we needed



*Some of the MASC Le Mans group stop for lunch*

help. Mildred was recovered to the Gite at Parcay, and a quick phone call was made to fellow Wilts and Bristol MASC member Andy Grimm. Yes he could pull one out of his project car in his garage, and best of all, he was coming over to Le Mans the very next day! Thanks again Andy!

The official Halfshaft Handover was arranged for a bar in Arnage, and Mildred was back at Le Mans the very next day. The Classic Le Mans event has an amazing atmosphere, and thousands of unusual classic cars, half of them British, turn up.

Get there at least once if you can, take in the crazy evening races into the dark, and stay all night, if you have the stamina. We all headed back to our Gite at 2.30 AM.

Returning to lovely Wiltshire may seem a bit of a disappointment after all that, but anyone who can make it to the Barge Inn at Seend on the last Monday of each month is assured a welcome.

Please come to see us and tell us about your car and any plans you have. We have a wealth of practical advice and if that's not what you need there are refreshments available.

**Andy Cross**

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*Bluebell with Jim Prentice's damaged Le Mans Sprite at Spa*

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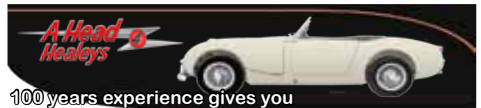


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# Bristol Report

## From the Bowels of Bristol

You may be thinking that we have become a little constipated of late, the lack of output from the area for the last couple of issues. We've had issues alright! It would seem that poor old TH (that's me) has inadvertently contravened some ancient and obscure Pucklechurch village bye-law. The upshot being that I was put on public display on the village green, swiftly followed by a gagging order from the village elders.

It all stems from our planned event to celebrate 50 years of the ribbed case gearbox as introduced to our Spridgley things in October 1962. In signing the eight page contract to hold our little shindig on the village green (excluding the boggy corner used by the W.I. mud-wrestling team), I rather overlooked some small print on the reverse of page 7.

This it would seem, "allows the village elders to exclusive world rights, and any benefits thereof, to ANY such event organised, promoted or paid for by any such person(s) signing or leaving their mark on this agreement". Furthermore, "The village elders shall receive all proceeds, goods, land or livestock (including maidens and wenches) that any such activity on the village green may provide".

As such, the first ticket I sold to 'H Gate 50' saw me carted (literally) off to the stocks, or the 'Community display and restraining facility' as it is now referred to under the Health and Safety Executive. The ticket allocation was confiscated and someone threw a tomato at me. So, we now have no tickets to sell. Subsequently, the village elders sold the whole lot, at £5 a piece; to each and every villager (I don't think anyone could have refused for fear of having their

haystack burnt down). Quite what they will make of celebrating 50 years of a gearbox we shall have to wait and see, there could be some disappointment and gnashing of teeth I fear.

So, other than our two members who were conscripted into the Pucklechurch Pounders Morris Dancing Squad, who will perform the H Gate 50 dance on the day, the rest of us will be excluded from this once-in-a-lifetime event. I must offer my sincere apologies to all who have been looking forward to this event and requesting tickets.



I am not too sure that I should thank those of you who have been asking about the wellbeing of Gertrude, one of the W.I. mud wrestlers who chained herself to the village green gates to stop the event going ahead (not that I could care less now) Some clever wag added a few more chains and padlocks whilst she was asleep. The parish council's offer to free her with oxyacetylene or an angle grinder she quickly declined. Instead, they lifted the gate off the hinges and stored it (along with Gertrude still firmly attached) behind the cricket pavilion. So if you really want to know, she's fine, if perhaps, a little thinner. (Well, an awful lot thinner actually)

On to other matters, I noted that every Area report in the July edition mentioned the weather. I will say no more than our annual attendance at the Classic and Sports car Action day at Castle Combe circuit was an 'up-down-up-down-up-down-up' soft top exercising day. Despite this, we had a good turnout, as you might expect from the Bowels of Bristol, and, as everyone else seems to say – a good day was had by all. Next time, will Special K (Alan Lo's K engined Midget) find a new owner? (See the Yorkshire Area report Ed.) Will Alan have got to grips with his new 1:1 scale Airfix kit? Will I ever find a gearbox for my Sprite Mk1V that works properly? Does Trevor Large really have a Midget at all? Will Gertrude ever escape? All this and something else next time.

**Terry Horler.**

(P.S. Please remove H Gate 50 from your diaries in October – no tickets available)



*Only an idiot would attempt to sell tickets to an event on Pucklechurch village green. T.H. really should have read the small print on the reverse of page 7 of the contract*



# Notts/Derby Area Report

Oh dear, here we go again, the good weather is starting to bring out all sorts. Here's Tom and Dave's bipolar Midget at The Sitwell Arms recently.



*Dave's car*

The Classic car gathering at Renishaw Hall is an annual charity event which supports a local hospice and is run by the Chesterfield Rotary club. Paul had attended on previous occasions and this year he persuaded some of us to join him. The mid-week scheduling – the event starts around 3pm – meant taking time off work for an early rendezvous at Paul's house in order to get there in convoy, as cars are parked pretty much in the order they arrive. The cars soon filled the lawns in front of the house (privately owned by the Sitwell family whose name is also given to our local Notts/Derby area pub) with the overflow field being used as the evening wore on. Some of our area members without cars made themselves known, proving that you don't need your car on the road to enjoy such gatherings. We chickened out on the



*Renishaw*

way home and put up the hoods before leaving, which was quite fortunate as the scattered showers soon scattered on us.

In July a number of cars attended the annual Rolls Royce classic car show at the Hucknall airfield site (home of the "Flying Bedstead", the prototype vertical take-off and landing craft). The show was well attended with a good turn-out of Rolls Royces for some reason. Although still cold the rain held off.

I had managed to get sufficient "running-in" miles on my rebuild engine and box for a thorough check-over by Surf Blue garage, before joining the MASC at the Silverstone Classic weekend. Someone suggested bringing some balloons on the Saturday night but you should have seen the size of the party poppers!

*Balloons at Silverstone*



I thoroughly enjoyed the weekend and meeting up with fellow members. My only setback was finding I had no clutch as I dropped down the slip road off the M1 on the way home. I managed to negotiate the first roundabout while still in gear but then lost momentum as the red lights held me to a stop. A quick call to "Lodge Breakdown Services" gave Alan an excuse to leave



the fun of his loft boarding to tow me the remaining two miles home. There's another tech article there somewhere....

The local meets at The Sitwell have been well attended despite the mixed weather.

Sue reports that for the third summer running her red Midget is yet again in pieces, the work being farmed out to various places whilst being machined and rebuilt, so the wet weather really hasn't been a problem. Neil is now on a marathon to get it finished (I know it was Olympic week) Sue is looking forward to 2013!

Neil reports that he has been testing his rocker-box racer on the road outside his house, much to the surprise of passing motorists. The use of Meccano wheels recently discovered in the loft may yet inspire him to add a fourth wheel to his Lomax 3-wheeler!

Comparing size of garages, as one does, and how fortunate we are to have such small cars, it was mentioned how one of our area folk had rebuild his car inside a poly-tunnel in his back garden. Tom suggested to his dad that he might consider this in order to maintain his Midget, were it not for the

local authorities allotment policy banning all cars on site. Aha! we thought, sounds like another practical application for that spare loW bodytub we all have lying around – fit a second exhaust pipe on the other side and you have a wheelbarrow! The allotment committee would never notice.

Alan reported on the latest trials + tribulations with his 1500 Midget following its conversion to an overdrive gearbox – a separate article will appear in *Mascot* telling this tale at greater length.

Paul was unusually quiet ... after previously recommending the Hope Valley car show which was subsequently cancelled. Nonetheless some of us went, and a very nice drive it was too!

Some say he was elsewhere, on the Chesterfield by-pass testing out the new buoyancy tanks, the wet weather apparently providing ideal conditions in preparation for his Solent crossing.

Next meeting at The Sitwell will be Thursday the 13th September

**Ian Cooke**

Notts/Derby area rep. [ilc@bgs.ac.uk](mailto:ilc@bgs.ac.uk)

## NW Area Report

### September 2012

I missed August club night because I was poorly. However the meeting saw the return of Neil, Mike and Ian. They had been to Le Mans so missed the July meeting.

On 28th July Bernie and I went to the Woodvale show at Southport. Neither of us had been to this show before but we had heard good reports about it.

Alan had planned to go but couldn't get a ticket as he was told the show was full. Ironically, it was his suggestion to go in the first place but he left his entry too late after us faffing about as usual – sorry Alan. However the event was half empty, at least on the Saturday, so don't know what the organisers problem was.



St Helens show line-up

Normally the show takes place at the Woodvale aerodrome but for some reason it was changed to Victoria Park in the middle of Southport. To be honest there wasn't much to see in the way of cars and it was a bit disappointing. The organisation left a bit to be desired, nobody seemed to know what was going on. At least the weather wasn't too bad with only a few spots of rain.

The highlight of the day was Bernie, or Vernon as he is now known in Southport, winning third place for something or other. We are not sure what for exactly; a rosette just appeared on his windscreen while we were having a walk round. It had his car details on and the name Vernon Higginson! Anyway congratulations, mind you if he had a better paint finish on the rear number plate light then he might have come first – ask Vernon for the details.

When we parked up we were next to one of those MGB things, you know, the car that the over 60's brigade seem to like. You can easily recognise them by the sticker in the rear window that says "My other car is a Micra". I did notice that Vernon rushed in to park next to it; however at this point I will give him the benefit of the doubt and assume he did it to protect me from what would have been unbearable torture, but I will be keeping my eye on him.

Also, I had a very scary moment during our walk round. Bernie said "these look interesting" as he stopped to look at some stationary engines – I felt so embarrassed.



MASC at the St Helens show

Mind you I think I got away with it, told people I was his carer and we were on a day out; they all seemed to give a nod of approval once they could see the sacrifice I had made to help uncle Vern have a nice time.

On the 12th August, Bernie, Mark and I went to a classic car show at the St Helens museum of transport. This was their first car show so was bit of a journey into the unknown. The museum is in the old bus sheds and is essentially just a collection of old buses. The museum is run by volunteers but I must admit they appeared to be very organised and there were lots of them.

On arrival we were parked four abreast and in line, so basically if you were first in then you were last out! As we pulled up we were parked next to another Sprite; he was nothing to do with us which was just as well as he had very, very, dirty wheels!

There were a fair number of cars on display and obviously buses plus a model train layout. We got a tour of the museum and history of the buses which was actually quite interesting. Refreshments were free all day and at the end we got a souvenir mug and all for nothing – there was no entry fee. We also got a tour of St Helens on an open-top bus to see the highlights of the town – have you ever been to St Helens!! The bus also took us past the end of my Mums road, not as one of the highlights but just by chance.

Mark's wife and two sons came along to join him and the boys seemed to enjoy it.

It was a long day as we couldn't leave till the show finished at 4.00 pm but it was pleasant enough. Will we go next year? Not sure just yet. Apparently they are thinking of having another show in March.

Finally, just a heads up for the October meeting, this will be quiz night hosted this time by last year's winners Bernie and Lynne. Kick off will be at 8:00pm.

That it for now, see you at the Kilton on 12th September.

**Les**

# Essex Area's Border Run

Four crews accepted Gary & Diane Knights' kind invitation of breakfast at their Coggeshall home prior to our July run along the Essex / Suffolk border. After a leisurely 'full English' in their beautiful beamed kitchen, the convoy – comprising of four Sprites and a Midget – departed to the Shoulder of Mutton in Fordstreet to rendezvous with Dave & Anita Matthews in their Midget.

After a quick photo of the cars, being admired by a couple of bikers, Diane headed the group along the Colne valley before taking to the back roads leading to Bures where we crossed into Suffolk.

We then followed the Stour valley to Sudbury where Tony Bending, who was travelling solo, missed a turn in the town. After a quick regroup, we passed Melford and Kentwell Halls before more minor roads leading to historic Lavenham where we paraded in front of the fabulous Guildhall. On leaving the village, it was noted that John & Jane Gates in their Frogeye were missing from the convoy. Tim & Linda Wyman returned to offer them assistance and, after recognising a problem of poor connections in the starter switch, resurrected the Frogeye. After passing through Long Melford again, the route led to the lunch stop at Melford Country Park.

Following a relaxed picnic in glorious sun, members enjoyed a short stroll by the river

or around the lakes from the former quarries where prehistoric relics had been found. The route looped back into Suffolk through Cavendish, Clare and Stoke by Clare before returning to Essex. After passing the 300 year old oak tree in Great Yeldham, the Colne Valley preserved railway and the Norman castle in Castle Hedingham we stopped at Spencer's Fruit Farm in Wickham St Paul for a coffee stop. The break was well timed for John and Jane as the car cut out as they parked up.

Suitably refreshed after our scone or ice cream on the patio overlooking the pick your own areas, we prepared to head back to Coggeshall via Halstead and Fordstreet. In the car park a VW Beetle was being recovered by the AA after suspected wheel bearing failure. On inspection the battery connections on John and Jane's car were found to be loose and once tightened it soon jumped into life for the return trip. Each crew left the convoy at appropriate points for their personal trip home.

A big thank you from everyone to Gary & Diane for the lovely pre-run breakfast and interesting drive which included some roads unknown to even those familiar with the area. The superb weather was just the icing on the cake!

**Doug Plumb**  
Member 4071



2012 Coggeshall Run

# East Anglian Report

**A**ugust 2012 – As predicted last month three top-down events on the trot, well almost! We set off to the pub night in good faith (or maybe quite bravely) with the hood in the boot and got most of the way before we stopped for a meal, but when we emerged guess what (so the hood went on) although we did manage to be the only proper car at the pub night.

The next event was fabulous Foxton (for a spot of Gongoozeling), Hubie and Sally had organised this one so we were sure to have a picturesque run. Hubie apologised for seven miles of boring A14, but he need not have worried as a young lady (and I use the term lady loosely) in a passing white van, overcome with the spirit of toplessness from our convoy decided to join in, sadly no photographs as I was driving and Pat would not agree to help with a reconstruction.

The rest of the run was through green tunnels, twisty country roads and pleasant villages. On arrival at the best staircase of locks in the UK we had a picnic in the sunshine before a boat trip and some time exploring the interesting engineering and helping to operate the locks, not to mention a visit to the sparse and quite expensive to enter museum (I suppose the money they collect goes to good use). We returned home happily in the evening via a pleasant eatery for our evening meal, after a perfect day out in the sunshine (thanks again Hubie and Sally).

Next was super, sunny Silverstone, eat your heart out (whatever that means) all you Donington deserters, there seems to be a misconception (probably fostered by



*This Midget attracted a lot of attention*

the organisers) that Donington is the same thing as Silverstone but cheaper, however, as anyone who has been to both knows, Donington is half a dozen races in the wet and cold with few facilities (maybe very good races though) but that's it.

Silverstone is the biggest and best classic car festival in the entire world with the best part of ten thousand classic and racing cars present, loads of races, great facilities, lots of hard standing, a brilliant atmosphere, biplanes, balloons, helicopters, wing-walkers, a fun fair, live music, interesting people, a huge trade village, autojumble, AA world, sunshine and everything you could possibly think of, hence tremendous value at our club negotiated rates.

It is a shame that the deserters took a bite out of our attendance and there were just 20 great little cars on the Saturday. I have to say that the great characters and interesting people I met and got to chat to and the brilliant range of cars on our stand made for a brilliant day (it was good to see Morgans on mud and Spridgets on the black stuff).

It was a fabulous day and I would like to thank everyone who supported the event especially the couple who drove all the way from the Netherlands just for the event, the guys with the lovely slightly customised light blue Midget (which attracted a lot of admirers) the owners of the beautiful red Isle of Wight Frog, Derek in his wonderful MK1 Midget (the rarest and to my mind the best Spridget of the lot) and the great guy with the nicely restored, very quick and well sorted if unusually coloured Frog, who brought us all down to earth by telling us it was nothing special "just an old Froggye".

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



*A well travelled Dutch Midget*



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# Le Grand Bleu

Part 2 of *The Great Escape* (Page 26 of July's Mascot)

At La Cote Revee



The Mediterranean greeted me with warm, spring weather but this didn't last long. Suddenly it was winter again with winds reaching 100-120kph. At times it was difficult to stand upright. The surface of the etang was a blur of spume and waves sent spray up the balcony of the flat two floors up. In the lee of the buildings the car was not immune to the battering and over the course of the week the salt made inroads into the brightwork. Then, with the arrival of the new moon, the wind dropped, the clouds parted and it was summer again – too hot to drive with the roof down and impossible with it up. I now appreciated the need for aircon and why only Brits have ragtops in the South of France! The snow on the distant Pyrenees gradually receded and afternoons were spent covering in the shade with a book, looking forward to Bethany's imminent arrival by TGV.

When the big day arrived, I managed to find the new station in Perpignan and successfully negotiated the one-way system to the underground parking. Bang on time and full to capacity, the great double-decker train of 18+ coaches eased its way into the station and disgorged a flood of passengers onto the platform. In the ensuing chaos I caught sight of Bethany and soon we emerged from the cool car park into the early evening rush hour. It's only about 20 miles from the centre of Perpignan to the flat but despite the traffic we did the journey in as many minutes, top down along "le fast road". Once home, there was lots to talk about, relaxing over a meal in a local restaurant.

The next morning we went to Ceret, famous for its cherries and immortalised by the impressionists of the early 20th century, lunching in a quiet restaurant above the town before making our way home along the coast. Taking it easy the following day we went to Salses which has an interesting castle, much of which is below ground. We then made our way to La Cote Revee, a delightful little hotel at Leucate which serves excellent food. Here, in a sea-view room, one can lie in bed and watch the sun rise over one's toes! That afternoon we walked off our lunch along the Grande Plage, a small vestige of a once wild coastline.

Next day we headed for Narbonne to do the tourist thing. After an hour in the cathedral we found a small cafe for lunch before continuing our exploration of the old city, climbing to the top of the Donjon de St Gilles for a panoramic view of the city. Then, retrieving the car, we drove along the Narbonne canal towards the sea at Gruissan, revelling in the leafy lanes which made a change from the hot, dusty city.



All too soon it was time to deliver Bethany to the airport for her flight back to London. Returning to the flat, I watched from the balcony as her aeroplane rose up towards me in the blue afternoon sky. Then, turning inland, it headed away north. The flat now seemed terribly empty and I took several days to adjust to being on my own again. With Skype newly installed on my PC, evening video calls now became an important part of the day and I set about planning my return journey which involved meeting Franck Thibaud (Amicale Spridget) for lunch in Orleans on the way.

The return journey began on 20th June, following a now familiar route north. By early evening I'd reached Vatan, which has an excellent municipal camping and is only a couple of hours from Orleans. I had dinner in the shady courtyard of a local hotel. It was so good I came back in the morning for coffee before setting off for Orleans.

I had no trouble finding the Kyriad hotel and a few minutes later Franck arrived in his beautifully restored late '58 Sprite. The conversation over lunch in various dialects of Franglais ranged from the challenges of undertaking a Sprite restoration and the joys of traffic-free motoring in France, to the forthcoming Le Mans Classique with lots of other subjects in between. Time flew by. Sadly Franck had to get back to work and soon it was time to say goodbye until Le Mans which was now only two weeks away. Following Franck's directions I soon found the motorway and was heading north again.



*Two Frogs and one Franck Thibaud*

My next stopover was to be at Neufchatel-en-Bray, just north of Rouen. This is a fair haul for a half day and so I took the motorway up to Allaines which put me on the fast N roads between Chartres and Rouen. This is familiar territory and I settled into a comfortable rhythm, enjoying a short spell of high-speed top down motoring before skies darkened and the roar of the Sprite was punctuated by rumbles of thunder. At Bonneville, a few miles before Chartres, I stopped to put the roof on and within minutes of setting off I was engulfed in a torrential downpour. Progress was slowed to 20 mph and it was still raining as I turned on to the Chartres ring-road. A mile or two later I was back on dry roads in bright sunshine with no signs of a storm! I was tempted to take the roof off again but away to the north, dark clouds were again gathering.

The next storm struck just as I reached Dreux. This time I had to pull over and wait for it to pass but again it was short-lived and in ten minutes I was on my way once more. However the road was awash with several inches of standing water and I took my hat off to the authorities who already had mobile flashing lights and big signs to guide traffic round the worst of the flooding. Slowly I circumnavigated the Dreux bypass but was soon back on the N154, heading for Rouen on dry roads. The rest of the day was easy motoring and I arrived at Neufchatel at 5.30 in gentle sunshine. The camping was pleasant but quite a way from the town centre so that evening I took advantage of the on-site cafe.



*Camping at Neufchatel-en-Bray*

It rained overnight but early sunshine allowed me to dry the tent before packing up in the morning. I didn't have to be at Dunkerque until after 3pm so I planned to stop for coffee and find lunch between Fruges and St Omer. However the weather turned wet at windy and the clutch was becoming increasingly difficult, so I decided to press on and see if I could pick up an earlier ferry.

This proved to be a smart move. I arrived in time to catch the 2pm boat which left half an hour late in deteriorating weather. Mid-Channel it was pretty foul and for two hours a stiff sou'wester prevented us from getting into Dover harbour. Goodness knows what time it might have been if I'd had to wait for the next sailing. Fortunately the home run from Dover was uneventful despite the evening rush hour and several accidents which had been caused by the high winds and heavy showers. Looking back, it had been an exciting adventure but I was glad when I reached home that evening. The race was now on to prepare the car for its Le Mans trip in a week's time.

**John Gibbons**

# The Heart of England Report

Nine cars met at the now defunct Little Chef in Hagley for our trip to The Far Forest Society Countryside Show. This is my home territory, in North Worcestershire, on the edge of the Wyre Forest where it is rural and very oh arr, oh arr and yer barns afoyerr. Thus four Frogeyes, four Midgets and Geoff's V8, plus Alan and Linda Pritchett in their Midget who had made their own way there arrived in what promised to be a fine day until 4pm when we should expect rain. I was glad the day was sunny because I was driving the rain-hating Frogeye and didn't want to spend most of my journey broken down on the side of the road.

The show was much bigger than I remembered, after all it had been 54 years since I had last attended my "home" country fair. After parking up we set about erecting a small gazebo, it consists of a hundred pieces of tubing and to construct it a degree in engineering or a shareholding in Ikea is vital. Undaunted Peggy Corbett read the instructions and generally whipped everyone into shape and eventually it arose from the ground! And weren't we glad of it as shortly afterwards around 10.30 the rain came.

Fifteen or so minutes later we ventured forth to investigate and were suitably impressed with all the different side-shows and exhibitions including a good smattering



HOE at the Far Forest Show

of classic cars, older trucks, Fergie tractors vintage and classic motorbikes, a prize pig, a multifarious selection of chickens, ferret racing, Alpacas, Donkeys, a dog show, a medieval battle and a fairground for the nippers.

Then more rain resembling stair rods came down, thankfully and by necessity we Spridgeteers are a well prepared and hardened bunch and carried on undeterred. We sheltered in various marquees trying out all the delicious food on offer and marvelling at the size of people's onions and carrots etc in the horticultural section. Geoff disappeared into the food and drinks marquee – for coffee he said but emerged later with a bottle of wine and two bottles of locally brewed, mild ale. Later there was a dog training show with teams of varying mutts and posher pedigrees racing over obstacle courses. All but the Jack Russell leapt the hurdles – he ran under!

After the annoying weather of the morning came glorious sun and warmth we wandered back in dlibs and drabs to the gazebo and had lunch and cakes, danced and sang along to the music provided and had lots of laughs, all-in-all a good day out with no motoring disasters. A lovely dry drive back home to thwart the rain-hating Frog made my day.

We will probably go again next year.

**Janet Hunter**







## Dene Rally

Saturday 23rd was forecast to be a dry day!! Hooray, so Stephen and I decided to go to the very first Dene Rally at Ropley.



Sited adjacent to Ropley Station Yard there were Traction Engines –full size and miniature, vintage tractors, motorbikes, stationary engines, two wild west shows and of course cars, albeit only 12 Number, with only one Sprite and no Midgets. There was a small craft tent, children’s chair-o-plane ride and one auto-jumble stall. There was a central arena for displays but unfortunately the PA did not work.

There was access onto the Platform and around the sidings / service area for the Trains. Many trains were being worked on by the volunteers, which included “Thomas the

Tank engine”. The platform gardens were well maintained even with topiary hedges. There was also a bridge been installed which had come from the Harry Potter films.

This event was hosted by a dedicated team of volunteers and supported by the Mid-Hants Railway. It is hoped to make this event an annual event for us.

**Jonathan & Stephen**

## Silverstone Classic

After an overnight stay in Warwick and an early but foggy start, Marian and I arrived at Silverstone without the traffic hassle of last year.

It was a beautiful day with 19 Frogeyes and Spridgets on the Midget & Sprite Stand, mainly from Home Counties North. After a friendly natter we left to do The Wing (the new pits) and other attractions that we missed last year.



We met up with Barry, Jenny, John, Vic, Ian and Gloria in the evening at Hemel Hempstead. **Ken & Marian**

### Chiltern Open Air Museum

John, Vic, Ian, Gloria, Barry and I met up on Saturday morning and drove to Borehamwood where we stopped for lunch followed by a very competitive round of Dinosaur Crazy Golf, won eventually by Barry with Ian a close second.



We arrived at our hotel in Hemel Hempstead minutes behind Ken & Marian who had spent the day at Silverstone Classic.

The following morning we enjoyed a leisurely drive through county lanes to meet up with our friends from Home Counties for a leisurely day wandering around the exhibits and sitting chatting in the sunshine. **Jenny**

### Andy's New Baby

My search for a vehicle ended recently when I bought a '65 Mk2 Midget rolling body shell through eBay. I first saw the car a couple of weeks ago, having missed out on a 1500 because the guy selling it wouldn't commit to a viewing. Bidding on the shell was slow and not being able to view it, I decided to take a 'flyer' and bid on it at the last minute,



only to lose it to a guy who had obviously posted a 'best bid' that was too high for me to compete with.

However, a couple of days later the seller contacted me to say the deal had fallen through and was I still interested as runner-up. Having taken advice from Barry and John, I decided to view the shell 'in the flesh'. I took Paul from the MG Owners Club with me to deepest Sutton, in Surrey. The garage it was in was an Aladdin's Cave of cars, parts, body shells, you name it. The '59 Frogeye on its side was talking to me, I swear! The deal was soon struck and the seller gave me a lot of parts that weren't included in the sale.

I collected my 'new baby' on Saturday 14th July and when my holidays are done the hard work begins !!

P.S Anyone know the whereabouts of a 1275 engine and gearbox?!! " **Andy Bufton**

### Hampshire Open Day



Don't forget to come and visit us at the Fox and Goose, Greywell, RG29 1BY on Sunday 9th September between 12pm & 4pm approx. This will be our 4th Annual Open Day and we are looking forward to welcoming as many visitors as possible. Food is available in the pub or bring a picnic. All are welcome, even if you car isn't on the road, just come along with the family and enjoy the day.

**Harriet**

### Editor's apology

There is another MASC Hants adventure titled "Hampshire does Shropshire" written by Hants member Freda. But at just under two thousand words and an additional ten photos, it would fill a large part of this month's *Mascot*.

All is not lost though, as the report on the Hants Shropshire Tour can be found on their website [www.midgetandsprite-hampshire.info](http://www.midgetandsprite-hampshire.info)

# Scottish Regional Report



*Frogeye at Biggar 2012*

Unfortunately, due to a combination of reasons, the Scottish group of The Midget and Sprite Club have been inactive during the month of July. Family holidays, health issues, car maladies and just plain rotten weather combined to result in a complete halt to our activities. One or two individuals took the chance to take their cars out for short runs when possible, but collectively things have been at a standstill.

However, the last few days have seen a considerable improvement in the weather situation and therefore an associated change for the better in show field conditions. Hence the Albion Show at Biggar took place on Sunday 12th August and a combined Blackwood Classic Car Club and MASC contingent attended. It was obvious that the opportunity was taken by both entrants and visitors alike to make the most of the good weather. There were very few gaps in the vehicle line when compared to the programme and the show itself was extremely busy all day. Friends who came as visitors advised that the traffic queue stretched for miles and that they had been over two hours in the line of vehicles before gaining entry to the show site.

As luck would have it, one of the classic cars missing from the line up was mine. Over five weeks after cracking the windscreen

while in the Lake District, I still have no windscreen. Between the insurance company's appointed windscreen-repair company, the specialist windscreen-refurbishment company and the couriers, they have managed to misplace my windscreen assembly! Perhaps this may form the basis of another article another time? However, it meant that I had to use the

modern to attend the show and that resulted in a few strange looks with it parked amongst the remainder of the cars in the Blackwood/MASC line-up.

Anyway, back to larger picture of the Biggar Show. This is one of the larger Scottish shows and the displays included everything from pedal bikes to lorries via motorcycles, cars, light commercials, military vehicles and agricultural tractors. The standard of the entries was very high with some very desirable machinery on view. The Frogeye photograph attached to this article is representative of the quality of many of the vehicles on display.

The next few weeks bring shows at Dalemain House, near Penrith, followed by Kirkcudbright and then Sanquhar. However, the traditional end of year show in Scotland, held at Selkirk, has been cancelled. The organisers have advised that due to the poor weather this year the show ground, which was badly damaged at last year's sodden event, has not recovered and that they have decided to cancel.

Now where's that windscreen?

**John Pardo**

Contact: 01698 814791

E-mail: [jp1kg@talktalk.net](mailto:jp1kg@talktalk.net)

# Kent MASC in July

There was no “Old Boys” mid-week run this month due to a goodly number of Kent Section’s Old Boys being on the Loire Valley / Le Mans Classic Tour or if not on the Tour just attending the Le Mans event.

Whilst mentioning the Le Mans Classic, I must make mention of and give a big thanks to Amicale Spridget’s Franck Thibaud who again rendered assistance in obtaining the necessary passes and tickets and granting permission so that we could join Amicale Spridget in the Club’s display area on the infield of the circuit. For those of you that may not know Midget and Sprite Club is “twinned” with Amicale Spridget.

Now that that Tour is over and looking to the future, if there is sufficient interest I may run another of my Miglia Tours in September 2013. I have a rough idea of the route taking in the Vosges Mountains, Swiss passes, the Stelvio Pass, an ‘Italian Job’ movie-themed overnight stay in Turin, cutting across or through the mountains, then south around Clermont Ferrand before a couple of days at Angouleme and then home. Think you may be interested? Then let me know. As I say if there is enough interest I shall organise it. Anyone want to accompany me on it in my Sebring Sprite rep?

And thence to the monthly meet at the Angel, Addington Green, Kent on Sunday 22nd July. What a great day. After all the rain that those at home have had in the last few weeks while some of us escaped to France, the sun came out to tempt and please sports-car owners, for who could not unfurl the hood and use a Spridget to good effect on such a glorious day.

Brave Surrey member Sue Judd drove some fifty-one miles in her much-travelled Sprite

to join us for the meeting. Col Carpenter, another Surrey member also came, but not so far, still road-testing his most recent, restored Midget.

And then the Kent crew; Webmaster Rylan in his 1500. Rylan’s car has been a challenge for him as he slowly fights his way through faults and failings. I expect many of us older members have been in the same situation. Late teens / early twenties; first sportscar / classic; few skills but much enthusiasm; not much money. A call has gone out for a member to help with a clutch change.

Graeme Williams came with details of a wheel alignment kit that he has recently purchased and modified for use with wire wheels. Members can read about it in this month’s Mascot.

Martin Bird came in his Frogeye. Ralph came in his Frogeye. Ralph’s car is a standard 948 engined model, no five speed gearbox, no engine mods, no ‘trick’ suspension yet this year Ralph took courage and travelled to Le Mans for the Classic, not as part of our Tour, but in company of a friend in a ‘modern’. I hope in 2014 others may have the courage, from Ralph’s experience to join our Tour should I organise one. As foreign travel is not something to be scared of if a car is serviced beforehand. Mel & Barb, Gavin, family and dogs completed the members in attendance. Phil Manship came along in a nice, bright yellow Midget RWA to see what we were about and add a bit of variety from the sea of red Spridgets lined-up in the car park. Next month our landlord’s MGB should line up with us fresh from its restoration.

**Alan Anstead**

Kent Area Rep [www.masckent.org](http://www.masckent.org)



Line-up at the Angel, Addington



# Yorkshire Area Report



Some of the line-up

We have been very busy since the June meeting with the arrival of our baby, Isla Rose Saunders hence no area report last month.

Isla attended her first MASC Meeting in July and I think she is the youngest person we have had attend. We had a total of seven Spridgets and Ken and Julie came in Ken's MGB. Sadly Isla is too small to go in a Spridget yet so Tim drove our Mk II Midget, Sebrina alone. Geoff and Hilary had driven down from Guisborough in their Frog and it was great to see Hilary enjoying the car again after working so hard to recover from her serious neck injury last year. Dave Wigley brought Dinky along while Lucie travelled with Tom and Becky in their modern car. John came to his first MASC meeting in his RWA. Kevin Carruthers also joined us in his RWA. Peter and Leonie came in their green rubber 1500 Midget but this is now for sale due to their impending parenthood in September. As usual many of us enjoyed a piece of Lynne's pie after a rather delayed entry into Ye Jolly Farmers due to baby and car chatter.

We took Sebrina to the August meeting as Daphne our Mk III Sprite was blowing fuses, Rob later diagnosed a problem with a short that has now been fixed, thank you Mr Armstrong. We were the first to arrive at Ye Jolly Farmers, or so we thought but found prospective new member Andrew already at the bar. He is looking for a Frog

and wanted to pick someone's brains about what to look for. Rob and Jenni joined us in the P6 along with Jason and Michelle in Cybil their Mk II Sprite. Just as we had finished our pies we heard the sound of what must have been another Spridget. Tim and Rob went to investigate and found Russell and his son in the car park with their newly acquired K Midget. They had gone to Bristol by train to collect it from Alan Lo and driven it back to its new home in Scarborough. Rob and Russell compared K notes for so long that Lynne had stopped serving food by the time they rejoined us.

We look forward to seeing you in September.

**Sarah Saunders**

*Comparing k-notes at the August meeting*



# JOGLE SS&NB MASC 2012

Red, white and blue is everywhere this year, the Jubilee, the Olympics and now SS&NB MASC. By pure coincidence, a red Midget (Geoff Mears), a blue Midget (Bernie & Dave Warren), and a white Sprite (Andy Bird), took on the challenge of JOGLE, or for the uninitiated, the John O'Groats to Land's End run.

Meeting on Saturday the 4th of August at Crianlarich, north of Stirling, we overnighted at Ben Lodge, before setting off on Sunday for a spectacular run through Glencoe, along Loch Ness and into Thurso ready to start the JOGLE proper just a few miles away on Monday morning.

After the customary mileage-sign photo with our cars, we took the route down the picturesque east coast of Scotland, through Inverness and Aviemore before our overnight halt just south of Edinburgh. Up early Tuesday morning with barely time to check the oil, water and in Andy's case, spark plugs, for another 250 mile plus driving day through Northumberland, down the A1 and into the Midlands. Wednesday was Cotswolds

day, iconic, Moreton, Stow and Bourton all went sailing past, down further, skirting Bristol to our last overnight stop, Plymouth. As with every other night on the journey, we quickly showered made our way to the bar followed by dinner together, a very pleasant and enjoyable part of the journey. On then to Land's End on Thursday for the other sign photo opportunity 874 miles from the last one and with only 300 miles to go to get home!

For those wishing to take up the challenge, the facts – three cars, five thousand four hundred miles, seven hundred and fifty litres of fuel, one hundred and fifty cups of tea, oh, and a pink toothbrush I had to buy in the services to replace the one I lost. What a fabulous way to spend a week.

**Dave Warren.**

*Ed says. – Congratulations to the four of you and your cars. I wish we'd known in advance, as then MASC could have arranged some support (cheering and clapping) for you along the way.*

## Market Place

Adverts to Alan Lo, 23 Charnell Road, Staple Hill, Bristol, BS16 5NE  
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**MG Midget 1979 – 1500cc.** Reasonable good condition in white. MOT until Feb 2013; £2700 ono. Paul - 0121 350 7085 (Birmingham)

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**Free: Pair of Mk3 Midget front wings,** some rust under sidelights, no dents. Ken 01453 845013 before 8pm please (Glos)



About to leave Carberry Tower, South of Edinburgh



On the A897, a single track road that runs alongside the river Helmsdale



At Land's End



Geoff and Andy, left, checking spark plugs in Edinburgh



The cars at John O'Groats



Journey done, from left, Andy Bird, Geoff Mears, Bernie & Dave Warren





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

Library image



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



**Leather key fobs, with logo**  
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**Headlamp dip switch bracket**  
2A9102 £12.95 (**Sprite Mkl**)



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

Others available



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



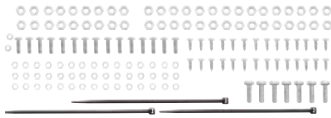
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