

December 2012

£2 No. 345

# Mascot

*The Magazine of the Midget & Sprite Club*



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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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# December Editorial

**D**o you like the front cover? I do. At this time of the year I thought that it would be nice to cheer everyone one up with a nice warm sunny photo. Ok so it's not the Yorkshire area's Christmas outing to Scarborough or London group by the River Thames on a wet Sunday in December. It's by the sea and it's in Hawaii.

"Ginger", this beautiful and very original Mk1 Midget belongs to new member Bobby Vilas, who not only is a wonderful photographer but has also driven his Midget 3700 miles across the USA.

I hope to feature their story in a future edition of *Mascot*.

The Classic Car Show at the NEC in November was another great success for the club both in terms of the number of visitors to the stand as well as the take-up of new members who joined MASC at the NEC.

I'd like to thank Alan Pritchett and his team for all their hard work. They did an excellent job representing the Midget & Sprite Club, displaying eight wildly varied Spridgets and highlighting what a friendly bunch the members are. Additional thanks to everyone who manned the stand. It really was a pleasure and I just wished that I could have spent more time at the NEC.

Preliminary figures in from the organisers at the time of writing (19th of November) seem to indicate that around 58,000 people visited the show. This is a conservative figure and could be closer to 60,000 when the final count is confirmed.

Here are some other facts and figures.

- Amount of floor space – 82,000 square metres
- Halls: 11 (Halls 6, 7, 8, 9, 10, 11, 12, 17, 18, 19, and 20)
- Number of clubs: 250
- Number of cars: approx. 1,500
- Number of bikes: approx. 300
- Number of Exhibitors: over 520.

It really is the biggest classic car show in the UK and one of the biggest in the world and I'm very proud that we are able to have a presence there every year.

What are you getting for Christmas? If it's a new camera, don't forget to take some nice photos for inclusion in *Mascot*. I feel a photo competition might be a good idea for early next year. In the meantime, have a great month.

**Gary & Gaps**



*A 6 ft Christmas tree in a Spridget.....no problem*

**The  
deadline for  
articles and  
reports for  
inclusion in  
the  
January  
edition of  
*Mascot* is  
Friday  
14th of  
December**

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

Cover image: "Ginger" The Hawaii based Mk1 Midget of Bobby and Shana Villas". Photo © Bobby Villas

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# Club Nights

- 1st Tuesday **Essex Area** – Now meet at **The Green Man**, Green Man Lane, Kelvedon Road, Little Braxted, Essex Cm8 3BL. For further details contact Jane Gates Tel: 01255830 509 or email: [jjganegates257@googlemail.com](mailto:jjganegates257@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.freeserve.co.uk](mailto:mike@birchwood44.freeserve.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.anstead@btopenworld.com](mailto:alan.anstead@btopenworld.com)
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm except on Bank Holiday Mondays when it will be the Bell Inn at Yatton Keynell near Castle Combe, 6.30pm. Contact Andy Cross on 01225 743554 or e-mail [andy@cross743.freeserve.co.uk](mailto:andy@cross743.freeserve.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!
- Northern Ireland [robertholmes25@hotmail.com](mailto:robertholmes25@hotmail.com). If enough interest, will arrange a meeting.
- South West Wales Non regular and occasional meetings and runs arranged throughout the summer months. Please contact David Hill on 01239 811307 or email: [david@hill.be](mailto:david@hill.be)

# Club Website

www.midgetandspriteclub.co.uk

**Members only pages: Password: Radiator** (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

- Dec 12th **Heart of England Area's Christmas Dinner.** Contact Dave Puzey email: davepuzey01@aol.com
- Dec 16th **East Anglia Area's Christmas Lunch.** Contact David Dixon Tel: 01733 222810, email: e-dave@ntworld.com
- 2013 – 17th Feb **The International MG Show and Spares Day,** Stoneleigh Park, Warwickshire – www.mg-show.co.uk
- 22nd–24th Feb **Race Retro,** Stoneleigh Park, Warwickshire – www.raceretro.com
- 9th June **Bromley Pageant of Motoring,** Norman Park, Bromley, Kent - www.bromleypageant.co.uk
- 28th–29th Sept **Sywell Classic,** Sywell Aerodrome, Northamptonshire – www.sywellclassic.com (coming soon)
- 20th Oct **National Restoration Show and Grand British Autojumble, Stoneleigh Park,** Warwickshire - www.restoration-show.co.uk
- 15th – 17th Nov **Footman James Classic Motor / Motorbike Show,** NEC, Birmingham – www.necclassicmotorshow.com and www.classicmotorbikeshow.com

## Ask 'Emma' Insurance Q&A Session

**Here is an insurance related question which Emma Airey, Account Executive at RH Specialist Insurance has responded to:**



According to a Press Release from the FBHVC regarding the Historic Vehicles MoT Exemption Review, The Parliamentary Under Secretary of State for Transport has announced that as from 18 November 2012 pre-1960 vehicles will be exempt from the annual MoT test.

Are Insurance Companies likely to insist that owners have an annual vehicle check as a pre-condition to them receiving insurance cover? Also, is this change likely to have an impact on our taking our cars overseas?

**Answer:** We have no intention of requesting an annual condition check as we are using our risk selection to ensure that we have the true enthusiast who will do this as a matter of course anyway rather than the people who get bored with an older car and let it wither and die.

With the line being drawn at pre-1960 I'm confident that we won't see people buying them as a means of cheap transport to get round the annual condition checks as they are just too old for everyday transport.

With regard to going abroad this is fine as long as you comply with the individual traffic regulations in each country and the vehicle condition rules of their home state, if you are moving or leaving your vehicle abroad then it will need to be re-registered and will then come under that state's rules for vehicle upkeep.

The unknown factor will be the effect it has on values in the market place between one that has the yearly upkeep history against those that don't. Personally I think this will end up ensuring that people continue to MoT their classics, they just won't get the official government certificate.

If you would like to discuss your insurance requirements in detail, and/or obtain a quotation, please don't hesitate to call the RH team on 01277 206911.

*RH Specialist Insurance is a division of Willis Limited, which is authorised and regulated by the Financial Services Authority*

# New Committee Member Profile

*A ride in Grandad's car*



## Treasurer David King

**O**ur editor has asked me to write a piece to introduce my car, and me as a new committee member and treasurer of the club. I am sure that what most of are interested in is the car first and foremost. I think I'll come a poor second!

The car is a Mark VI Sprite, built in 1968 and first registered in Essex in August 1969 but in the Midlands by the mid to late '70s. It now lives in Gloucestershire on the edge of the Cotswolds. I am a "new boy" in Spridget ownership terms having bought the car just over three years ago when it had been put back on the road after about 20 years in storage. I have already found ownership of the Sprite and membership of the club a great deal of fun. As you can tell from the photograph, my grandson thinks it's great too (I'm the one in the driving seat).

The body had been substantially restored in the early 80's (apparently not long before being stored) and, fortunately, very good rustproofing was applied at that time. As a result the only welding that was needed to bring it back to life was on the edges of the boot floor. However, the seats had disintegrated and were replaced, I think with a pair from a Mark 3, as were carpets and most of the interior trim. The car has an original steering wheel. Mechanically, new fuel pump and fuel lines were fitted, carbs stripped down and given new jets and needle valves. The brakes were stripped down and new pads and shoes fitted and a thorough service carried out. It passed an MOT test in May 2009 for the first time since September 1989, having covered just 25 miles in that time! The car had been stored on its wheels and the tyres were an interesting shape and had to be replaced very quickly!

The Sprite's engine is the original and had not been bored, but was using more and more oil; when consumption reached about a pint every 100 miles action seemed to be indicated. So at present the engine is in the process of being restored and this has now included boring out to 20 thou as well as fitting hardened valve seats and new valve guides. The challenge now is get all the parts back together in the right order and right places. This all started when I had clutch problems driving home from the Great Dorset Steam Fair, and one thing led to another, as it does. I hope (and plan) to get some autumn driving in soon, but I shall be on the "naughty" table again at the next Bristol group meeting.

Then the less important part of this – the person. I have been a member of the club for a little over a year and part of the Bristol (or "Bowels of Bristol" – thanks Terry) group, having been encouraged to join after meeting a fellow member at the Gloucestershire Steam Extravaganza at South Cerney (organised by the Stroud Vintage Transport and Engine Club, of which I am also a member). I retired a little over two years ago following a career of 35 years as Bursar or deputy in a variety of independent schools, starting at a rural church school in Botswana (not many Spridgets there!) and finishing in Gloucestershire, where I now live. This, of course, gave me a great deal of accounting experience as well as being involved in the working of companies limited by guarantee – the legal status the club has. I have had a lifelong interest in cars of all sorts, although started to get a bit lost as electronic controls became more and more important, and have owned a large number and wide variety since my first, a 1956 VW beetle bought in 1964. Two of my sons have inherited this interest and are in automotive engineering, though there's not a lot of getting hands dirty!

All that is said about wondering how there was time to work before retirement seems to be true and I am involved in a number of things that conspire to keep me away from the car and the garage. As well as now being your treasurer, I am secretary of the local Baptist church, run a volunteer-staffed debt advice centre, am a keen but not very good photographer and this year have taken on an allotment.

**David King**  
member no: 4518

# New Committee Member Profile



## Kate Andrews

I joined MASC more than five years ago, with a Rana Frogeye bodied Sprite. A Frogeye had been my dream car since I grew up on the Isle of Wight, in the same town as the I.O.W. Frogeye Company, owned by Keith Brading.

My passion for automobiles at an early age grew and grew. Pedal cars became model cars and then real cars. Ultimately, it evolved into a career; I studied Automotive Engineering at Loughborough University and then took a job offer with Nissan to develop European models at their UK R&D centre.

Thereafter, I had all kinds of interesting cars, including a Ford Escort mk 2 RS2000, an MG Metro Turbo, a Manta GTE, a Peugeot 106 Rallye, a Lotus Elise & a Honda Civic Type R before becoming eligible for Nissan Company Cars. The cars were great fun but I had a strong hankering for a seriously fast Frogeye!

For those of you unfamiliar with the Rana panels, they are Frogeye front and rear clamshells that replace the standard panels on a Midget or Sprite.

Since then, my car has continuously evolved, attending many car shows, events and Track Days in various states of restoration and modification.

Ultimately, I wanted a track prepared, fast road Frogeye, updated with modern running gear. Then last year, I was able to realise my dream when I took a posting to India with my company (I work for Nissan in Research and Development). The car was dispatched to a very good friend of mine, Rachael Finney, for a complete ground up build, using many special parts from vendors such as Frontline and DVA Power. I wanted serious performance so we went for a modified K series engine, mated with a strengthened Type 9 box and Halfshafts.

The real story though was the body itself, which was fully restored and strengthened to manage the power train. The car was finally ready in early September, after being painted Fiat 500 Jive Blue (I am not a purist as you have probably gathered by now) and coincided with a trip back to UK for the Goodwood Revival.

A tune up at Emerald was done to get the ECU working properly and then off we went to Goodwood.

The car is now laid up waiting for my permanent return to UK in December. So for 2013, I look forward to using it, attending as many events as I can, meeting MASC members and contributing to the Club.

**Kate Andrews**





# Midget and Sprite Club Limited

## ANNUAL GENERAL MEETING

Coventry Transport Museum CV1 1JD

21.10.2012 at 14.00 hours

**Committee present:** Dave Dixon, Geoff Hunter, David King, Gary Lazarus, Jim Willis.

**Apologies received (Committee):** Natalia Flynn, Richard Flynn, Mark Hall, Tim Saunders, Philip Sellen, Stuart Watson.

**Members:** Tony Mitchell.

**Members present:** Dave Gilbert, Lance Gurney, Bernie Higginson, Dave Puzey, Alan Pritchett, Matt and Sue Price, Les Robinson.

**Chairman:** Geoff Hunter.

### 1. Welcome and apologies.

The chairman opened the meeting and welcomed everyone. He introduced the committee to the membership.

### 2. Minutes of the last meeting.

Geoff asked if the minutes were a true and accurate record of the last AGM. No changes were noted and the minutes were approved and agreed by the members.

#### Reports

##### *a) Chair*

The chairman reported that the Club was in a good state, and the membership had increased over the year.

##### *b) Treasurer (See appendix 1)*

In the absence of the Treasurer, the chairman explained the accounts produced by Natalia, which showed an excellent position for the

club, and she was thanked sincerely, for the work she has put in to producing the figures.

##### *c) Editor's report*

Gary reported that he was happy to continue as editor of MASCOT.

He confirmed he had ordered a further 100 copies of the magazine to be delivered to Stuart in readiness for the forthcoming event at the NEC Classic Car Show. Last year there were 20 new members enrolled at the show, which was exceptional.

With regards to advertising, the magazine is almost at its limit with the current advertisers. Gary confirmed that we were constantly being asked to add new advertisers, which was a good position to be in. There is a possibility that new advertisers could be accommodated, but it may take the magazine into another postage and cost band. Currently it costs around £1300 per edition. Gary remarked that with regard to the magazine he is working "hand to mouth" with any articles received being printed in the next magazine distributed. More material is always required.

He also remarked that the events section needs to be improved. He requires more input from the Area Representatives with regard to what is going on in the areas, so that this can be reported in the magazine.

##### *d) Membership*

As Stuart was absent from the meeting, his report was read out by Geoff Hunter. Although the loss of some members was



noted throughout the year, we have retained 87% of the existing membership, with a net growth of 34 members since the last AGM. This was considered to be excellent in the current climate.

#### *e) Technical*

Currently, Mark Boldry is the club's technical advisor, even though he is based in Australia, the use of e-mail and other forums provide members with excellent back up. Alan Anstead was also recognised as a valuable contributor to both the magazine and technical issues raised by members. There is also a facility on the website for technical issues to be raised, and Gary confirmed that he is normally the one to respond. A Blog is also available via the website. Dave Gilbert, (from the floor) offered his services if required. He was thanked.

#### **4) A.O.B.**

Geoff Hunter thanked all the officers of the Club, for their past services, with special mention to those retiring this year.

The website is still being run by Richard Mumford, who is a university graduate, and has done a splendid job over the past years.

New committee member's positions were introduced as:

Kate Andrews (General member) – new appointment.

David King (Treasurer) – new appointment.

David Dixon (Committee chairman)

Mark Hall (Reps Delegate)

Geoff Hunter to remain as Company Chairman.

#### **5) Questions from the floor.**

Dave Gilbert asked whether there is a need for a forum for Spridget owners?

*Response.* A forum is available on MG bulletin board and also via [www.2.mgcars.org.uk](http://www.2.mgcars.org.uk)

Dave Gilbert asked if we had suffered any hackers on the website?

*Response.* No. Our website defence is robust. We have only had problems with SPAM.

Gary also reminded members that there is now a Facebook page, but it is little used at the moment.

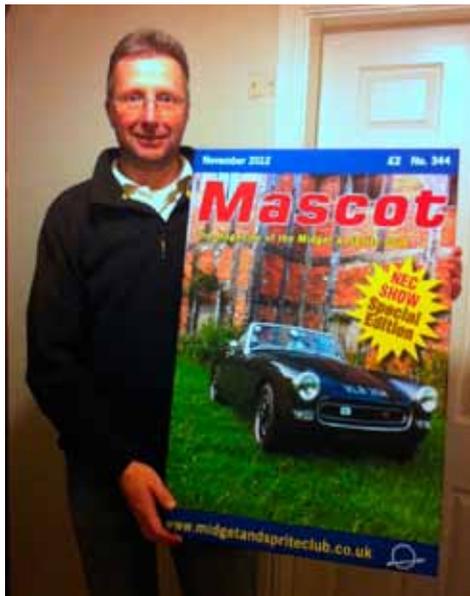
Sue Price together with Matt, her husband remarked that they were extremely thankful to Gary, for giving them the confidence to use their car, and that his comments were inspirational. She also related a story of using their Frogeye to tow a caravan they have bought. It was remarked that this would be an excellent story for the magazine.

There being no further questions to the committee, the meeting was closed at 14.44 hrs.

# Mascot gets super-sized!

It all started relatively simply – a nice sunny day, a clean-ish Midget and a trip to see my wife at work. I should add that she has a beauty salon in the lovely Old Grounds of Middleton Hall, near Tamworth.

I decided that the old brickwork of the Hall Courtyard would make a nice backdrop for a picture of the Midget (not another MG picture Pom would say!) and when I got home, in a moment of impulse I decided to send a few pics off to Gary the Editor to see if he thought they may be of use.



Then I promptly forgot all about it until receiving the November issue of *Mascot* and seeing my car on the front cover.

This got me thinking and I cheekily emailed Gary again to ask him if he could kindly let me have a digital version of this image as I had a cunning plan. Gary, with his usual efficiency emailed me a copy of the cover. Then followed a short search on a well known action site for a printer who could put images onto canvas and I came across a seller called “viperstripesdirect” and they seemed reasonably priced and also had good feedback, so I promptly hit the buy now button and then emailed them the file.



Within a couple of days the enlarged canvas print came in the post. This now hangs proudly on the wall of my office

**John Collins**  
(SS&NB Area)

*Ed's note. You can also see Neil Thomas with his blown up cover image which appeared way back in March 2010. If you feel that you have a suitable photo for the cover of Mascot, feel free to send it in to me at [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)*

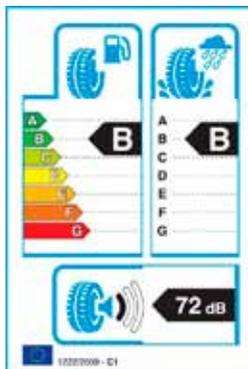
## New Tyre Labels

From the beginning of November, car tyres will begin to bear a new label to help you make more informed choices about which to buy.

The labels, brought in as a result of EU legislation, give every tyre ratings similar to those for household appliances grading fuel efficiency and wet braking grip from A to G with noise measured in decibels.

The same ratings must all now be shown openly for car tyres produced after 1st July 2012.

In time all will have to bear the new label.



# New Members **Oct–Nov 2012**

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

4655	David Douglas Lycett	West Midlands	Sprite	Mk 1
4656	James Gunning	Scotland	Midget	Mk 3 RWA
4657	Tony Baxter	Wiltshire		
4658	Michael Gardiner	Yorkshire	Midget	Mk 3 RWA
4659	Howard Wadsworth	Lancashire	Sprite	Mk 4
4660	Paul Kiely	Cheshire	Midget	Mk 3
4661	Anthony Keane	Surrey	Sprite	Mk 1
4662	Eric Allen	North Wales	Sprite	Mk 1



*Paul Kiely's Mk3 Midget*



*Eric Allen's Mk1 Sprite*

## Mascot 344

Hi Gary

Just looking through this month's magazine and noticed Mark Mathews picture of his Sprite and thought I would send a photo of my Midget, note the registration number. The restoration is nearly complete after buying it from a fellow club member a while ago, but did not get a log book from him and the identity numbers I supplied to the infamous DVLA do not match with their records. So once MOT'd the fight begins. Congratulations on yet another great magazine and looking forward to attending some club meets next year.

**Dave Beer**  
Devon.



Dave's Midget UON 95H



Mark's Sprite UON 93H

## Trackace wheel alignment

Reply to last month's question about the Trackace wheel alignment device

In the last issue Maurice Stacey asked about the suitability of the Trackace wheel alignment device for checking 4-wheel alignment. It is only intended to set the track on the front wheels, so if you are replacing trackrod ends or replacing the front suspension bushes it will help you reset the tracking with pretty good accuracy. With a little patience you can also get the steering centred too. But it won't help with camber or with setting up the "squareness" of all four road wheels.

I think that job might still come down to straight edges, bits of string and careful measurement. Which of course is what some owners use to set the front wheel alignment too.

**Graeme Williams**

## E5 and E10 Ethanol Fuels

Referring to the FBHVC Fuel News item Mascot page.8 November edition it is best avoided if possible. Consider the following statistics which though not scientifically proven are the best I can produce with commonly used equipment.

Last year I drove my 1500 Midget equipped with a Ford Sierra five speed gearbox and 3.9 differential to Millau S.E. France, followed by Angouleme S.W. France, then back across the country to Burgundy, Central France, and Paris then home, a total distance door to door which I logged at 2138 miles. I used a mixture of N roads and Autoroute though using the excellent N roads in France wherever possible.

Additionally I logged my fuel consumption which overall averaged 44.3mpg. My average moving speed was, according to Garmin Sat Nav, 48.5 mph. The fastest speed, which I confess I don't remember, was 84 mph on the outward journey and 88.9 during the inward journey. Most of the time I drove at 60 mph or when using the motorway 70mph, (3200–3500 rpm)

On three occasions when close to an empty fuel tank I was forced to visit two

Intermarche fuel stations and a non-popular brand station where I had no choice but to fill up with E5 fuel which is indicated on the pump as S95Ron fuel.

On these occasions my fuel consumption dropped from 44/45mpg to 34.5, 37.9, and 38.3 mpg. Admittedly the cost of fuel varied between 1.48 Euros to 1.53 per litre as opposed to more usually 1.599 to 1.63 per litre but it does not take an Einstein to work out that there is a penalty to pay especially if E10 becomes the norm bearing in mind that my experiences were using E5 fuel.

**Geoff Hunter**  
(2565)

## Automatic Spridgets

With an ever ageing membership the aches & pains and invalidity tend to slowly erode the enjoyment of Spridgetting. At any meet the grunts and groans, not from the cars but their occupants, seemingly get louder. How many members, for that reason, have had to admit defeat and give up both Spridget & hobby?

Has anyone fought back and decided to extend the deadline and decline by converting a Spridget to Automatic Gearbox. I seem to recall some years ago a professional garage was advertising such a car even extending the chassis and doors to make entry and exit easier. Does anyone have such a car? Has anyone converted their car to automatic? What gearbox was used? Marina & MGB have been suggested but what is involved? How is it done?

**Alan**

Kent rep

<http://www.masckent.org/>

Hi Alan,

*A quick trawl on the internet has come up with this from the USA:*

*"The Borg Warner type 35 automatic gearbox is what BMC used on all longitudinal applications under 100hp. It was used in the MGB, MGC, and yes even the Morris Marina. The Marina, if you'll recall, was available with an A-series engine. I found this on Wikipedia so I can't confirm that any 1.3 Marinas were produced with an automatic transmission. Here in the USA it would have been known as the Austin Marina and wasn't offered with the 1.3. If any were equipped, they aren't in the United States. However, these transmissions were used in a whole host of other cars.*



*The Borg Warner type 35 automatic gearbox*

[http://en.wikipedia.org/wiki/Borg-Warner\\_35\\_transmission](http://en.wikipedia.org/wiki/Borg-Warner_35_transmission)

**Gary**

## Sunday Classic Car Breakfast Club

Hi Gary

Just to let you know that we held our first Sunday Classic Car Breakfast Club on

*Sunday November 18th – 9.00am*

CCK Historic are excited to announce a Sunday Breakfast Club to be held on the 3rd Sunday of the month. The first meeting was held on Sunday 18th November 2012. This is a FREE event. Bring your classics, everybody is welcome. We will provide a bacon roll and a tea or coffee FREE of charge. The CCK workshop and museum will be open with staff on hand to chat and answer questions. Please come and join us for what we think will become a great local meeting for all classic car enthusiasts.

Entry – FREE, Bacon Roll – FREE. Tea and Coffee – FREE

CCK Historic, Rosehill Farm, Burnt Oak Road, High Hurstwood, East Sussex TN22 4AE  
01825 733060 – [www.cckhistoric.com](http://www.cckhistoric.com)



## Building a Climax-Sprite replica

By Paul Webb



In last month's *Mascot* Paul introduced us to his Climax engined Sprite project. In Part 2 we continue with Paul's engine rebuild.

The fire pump oil pump is not man enough to supply enough flow and pressure for an engine at higher revs and loads. The fire pump oil pump is the gear type and basically the same as the automotive version but 3/8" less in height. When the automotive oil pumps come up for sale second hand they generally go for £250 to £350 so Peter wanted to use my engine for an idea he had.

He had a knackered automotive oil pump with a good casing and plenty of fire pump oil pumps. Most fire pumps have next to no running hours so the oil pump gearing is as fresh as a daisy. Peter's idea was to machine down one set of fire pump gears so that the turned down set and standard fire pump together dimensionally together equalled an automotive set and then put these in the automotive casing.



The skinned and lined block

Will it work? Theory says yes and I'll let you know when we run the engine up for the first time. The other way around this is to machine a 3/8" spacer to the same internal shape as the bores the gears run in, bolt it together and then purchase a gear set at 175 quid

As we are changing the engine from 1020cc to 1216cc, the block is first machined flat and then bored to take the new liners. With only 20 lbs foot of torque on the head bolts, head gasket problems can arise from the liners moving when the engine gets hot, so to over come this the block is heated to 120°C (past its normal running temperature ) and then the liners are pressed in with an interference fit.

At this point the liners are proud of the block by maybe 4 or 5 thou. The top of the liners are now skimmed to leave 2 thou proud of the block to form the seal to the head when the head gasket is fitted.

The Climax engine runs a gear driven jackshaft, but the jackshaft gear on the fire pumps is made from tufnol which is not man enough to cope with higher loads and an engine running at 7000 rpm so this is replaced with a steel gear.

As previously mentioned the crankshaft is forged steel and the journals were within tolerance so these were just polished. With big end and main bearings there are some choices on offer. The cheap route, MGB big end shells but they are the best part of 3 mm narrower in width, although I was told this would not cause a problem. Main bearings, Rootes 1725cc engines.

More expensive are re manufactured big ends and mains and new old stock. I did not much fancy the MGB, Rootes setup so opted for new old stock as they were pretty much the same price as the modern equivalent and rightly or wrongly I tend to believe that things were made better in the past.

As the engine was used to power a fire pump it only had a rudimentary flywheel and no clutch. Peter's cost effective way around

# Report – Part 2



*The forged crankshaft*

this is to machine a Ford flywheel to take Metro ring gear and drill the flywheel to take a Citroen AX 1.4 diesel pressure plate and a 1098cc Sprite driven plate. The crank rear oil seal on the fire pumps is along the same lines as an "A" series but less effective. This is put to rights by machining off the scroll on the crank flange and the fitting of a lip seal. The crank was then lightened and balanced along with the flywheel and clutch cover.

I knew that parts for the Climax were not going to be cheap but the price of new pistons and rings was staggering, so I went for a set of good used pistons and re-ringed them. Going this route still emptied my pockets of over 300 quid.

Moving onto the head. Some fire pump heads do not have a spigot cast into the head between number 1 and 2 sparkplug holes and are not worth using. This spigot is for the dynamo rear mounting bracket. Some people have tried to get over this by using two of the head studs to hold the dynamo bracket, but with heavy dynamo and only 20



*The crank in the block*



*The dynamo and brackets in place on the block*

lbs foot of torque on the head bolts it's not long before the head gasket goes.

If you are very lucky and your fire pump engine has a true Coventry Climax automotive head on it, it will have a casting on the front of the head to take the front dynamo mounting bracket. If not then a boss needs to be welded on to the front of the head to take the front dynamo mounting bracket.

The standard fire pump valves are small and the material is not suitable for automotive use, so these are removed and binned.

You can go wild and wacky on valve sizes and porting on Climax heads but again this comes at a price, so I decided to go with a good set of used standard automotive valves. As larger valves will be fitted the port throats will need to be enlarged as well. The first step in this process is to fit new valve guides.

As the head is aluminium, the pressing out of the old worn valve guides is very likely to remove material with it. Peter made and fitted new bigger O/D phosphor bronze valve guides.

The port throats were then bored and new valve seats fitted.

The original fire pump camshafts are ok for re-grinding, so this was sent off to Kent Cams and returned as a nice shiny stage 3 camshaft. The three bearing cam carrier is fine as it is but the valve springs are uprated to 260lbs ones supplied by Paul Ivey.

The compression ratio of a fire pump is about 7 to 1 so the head will need skimming to get to the 10.5 to 1 I plan to run at. Before the head can be skimmed we need to determine valve lift and where the pistons sit in the bores at TDC so the head was put to one side for the moment.

Other items that needed to be sourced for the engine were an inlet manifold for 1½" H4 SU carburettors, a pair of H4 SU carburettors, a water pump pulley, a bottom engine pulley, the correct inlet water from the back of the engine, dynamo and distributor.

Good old eBay came up with all these items bar the dynamo and distributor which proved to be a little more elusive, but more on them later on.

Let's bring another angle into the mix now. During a telephone conversation with Peter Waller in early 2008 he said has David Bruzas been in contact with me?

My reply was never heard of him and why would he contact me. Peter was doing some machining work on a Climax engine for David as he does from time to time and this engine was going into David's Midget-Climax he was restoring. Wow!! I phoned David a couple of times but never managed to catch him in.

By this time the Sprite 50 events were in full swing and while at the Gaydon event I was chatting to Gordon Elwell who was racing the next day but needed to hand over a set of wheels he had sold before he left. The guy that had bought the wheels was no less than David Bruzas (small world).

I had quite a long and interesting chat with David about his car and his plans for it and the replica I was going to build. (See pages 16 & 17 of the January 2009 edition of *Mascot*)

David is well known in Lotus Elite circles but has also owned several Frogeye's in the past and by chance while visiting a guy that does Lotus Elite fibre glass work, and a lunch time stroll down to a restorer in a nearby unit he came upon the original Jack Brabham Midget-Climax press car 751 VPF in a very sorry state.

More information on the restoration of David's car can be found at [www.jacobsmidget.com/brabhammidget.html](http://www.jacobsmidget.com/brabhammidget.html)

In next month's *Mascot*, we will follow the progression of the engine build and see how the budget has to be reassessed

*A period image of a the original Climax Midget which appeared in Sports Car Graphic's 1962 road test*





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1967 MK3 Midget

I was particularly taken with the article in the November issue – “So....how did you meet her?” My area representative Ian Cooke has been asking me to write in about my story of how I came about my current Midget and whilst I love to tell the story I didn't know how to start to put pen to paper. My story promotes the importance of being part of a car club as this is how I met my car.

I joined MASC when I got back in to Midgets again some 20+ years since I owned my first Midget at just 16 years old. It was bought at a car auction by chance.

My Dad and I were at the auction looking for a cheap run around for Mum, and Dad fancied owning a soft top. So it went under the hammer for something like £800 back in 1982. It was used every day then, in all weathers and the car stayed in the family until it turned to dust!

I was looking for a club that wasn't about MGBs from cover to cover each month and found MASC to be a great club and still to this day I find it great value for money.

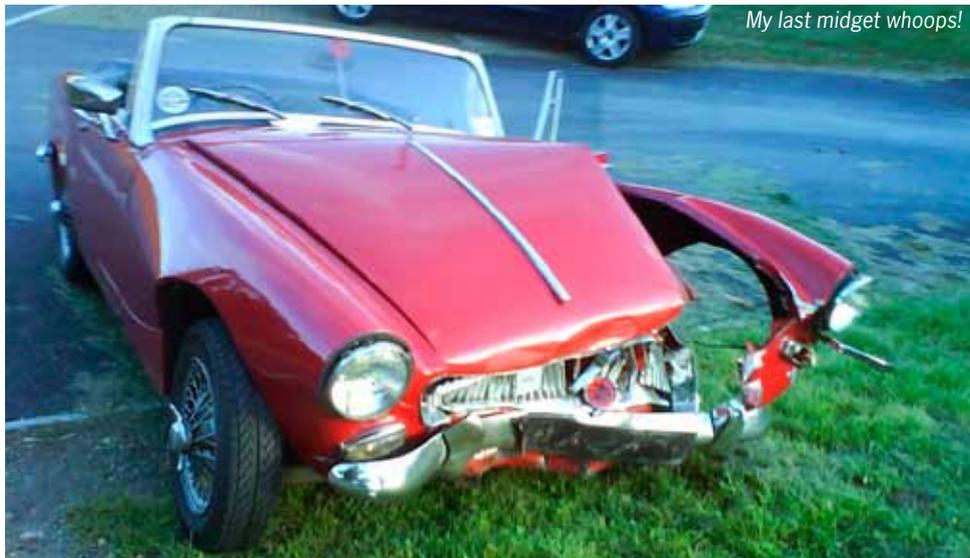
After trawling the country for a clean, rust-free car I purchased a very tidy 1965 (C) Mk2 Midget but it came to a sad ending when I was involved in a road traffic accident and with the chassis legs twisted the car was declared damaged beyond repair.

I decided this type of car was too small for modern day traffic and having no air bags or crumple zones it was time to forget Spridgets!



My 1st Midget age 16

# you meet her?



*My last midget whoops!*

A few months passed by and still being a member I opened the magazine on arrival and read it cover to cover, checking in on what the other areas have been up to. As I took a look on the back page at the "Market Place" I spotted a part complete car for sale. It was my favourite year mark and with the body work complete it was just what I needed! But I didn't want another one of these little cars! Did I ??

I couldn't resist and contacted the owner, former MASC member Bill Gallifant from Rainham in Essex. After a long chat on the phone and a look at the detailed pictures of the car and car parts I travelled South and purchased the car.

The body was on a home made trailer so I hooked up the body c/w wings, doors, bonnet and boot and put the two engines, two gearboxes and several cardboard boxes

full of parts in the back of the van and rushed home to show the family.

As well as completing a first class restoration of the body Bill had done a sterling job of bagging and labelling the individual parts and fixings for the car and over a three year period I repaired and painted or replaced the failed parts and re-fitted them to the car.

On completion of the work "Betsy" as Bill called her was taken for her first MOT in many years, passed with no advisories and she has been on the road ever since.

She has attended the Notts area club nights, the Midget 50 gathering and our claim to fame was when we were asked to exhibit at the Andrew Greens Autumn show at Donington race course, Leicestershire in 2011 where the car won best Midget in show.

I informed Bill that the car was on show and he travelled up from Essex to be re-united with Betsy to which he was very impressed with our combined result. So after we coaxed him out of the car with the promise of a bacon butty and a cup of tea we snapped a picture for MASC and we still keep in touch to this day.

So that's how I met mine "how did you meet yours?"



**Ian Whitchurch**

MASC club member Notts Area



*As found*

Members of long-standing may remember how, in October 2010, we rescued a Frog from a land-locked garden in south London. As we were in the process of renovating a Midget, we didn't immediately get round to working on the Frog. However, I couldn't resist the temptation to examine the engine ... no wear in the cylinders, big ends, etc. I estimate that the 1275cc engine had probably done less than 25,000 miles. All that was needed was to have the valve seats replaced for unleaded fuel and I repainted the outside in that yucky BMC green.



*Transformed*

As we had too many cars to accommodate comfortably, we built an oak framed double garage which took us from May to September last year. Our intention was to work on Cedric (the Frog) whenever it was too wet to build the garage. As luck would have it we had quite a dry summer last year.

We started working on Cedric one wet day at the end of June. This was facilitated by the use of a scaffold pole wedged through the transmission tunnel and supported with a crane on one end and a hoist on the other.

Then started the arduous task of removing all the paint and old underseal. As was expected, the nearside inner sill needed to be replaced. This of course entailed replacing both the inner and outer sills, and also a 6" strip of floorpan adjacent to the

*Anne cleaning the engine prior to painting*



*Piers admiring the underside of Cedric prior to turning shell the correct way up. Note scaffold pole threaded through the shell*

# h of Cedric

sill. With this welding completed and the underfloor repainted the base of the car was sound.

Having rolled Cedric upright again we then set about working on the topside. Again, all the paint was stripped off and, to my disgust, Piers went over the bodywork with a hammer. This was to get rid of any filler, but left one or two lacey holes which he subsequently had to patch.

We were pleasantly surprised that, on our return to UK in March from our holiday in Australia, the weather was sufficiently warm and clear for Piers to spray the bodywork. As my other Frog is old English white, I decided Cedric couldn't be the same colour: also, the hardtop was to be ivory white, which I thought would look better on a red car. A trip to our local paint dealers and the decision was made. Cedric now has a bright red colour scheme which I think looks good with his white hardtop (which also had to be renovated, of course).

The seats and carpets, having been relatively little used, were cleaned and reinstalled in the car. However, I recovered the dashboard and interior trim as they were looking decidedly tatty.

May 14th was an exciting day. The engine was installed...for the first time. This was followed by the fitting of the steering, suspension, gauges, etc. We felt we were really getting somewhere. By June this year he was ready for his first outing to the MOT garage. We'd already driven him up and down our drive but this was his first trip on the road.



*The Shell with its final coat of paint*

When the engine was first fired up it ran really roughly, then spluttered and died. Piers found that the coil, after 25 years of inactivity, had given up. A new coil was the answer, we thought, but the engine still wasn't very smooth. The mixture couldn't be correctly tuned. We found that the previous owner had tried to compensate for worn carburettor jets by fitting weak needles. A change of jets and the correct needles had it running sweetly. By this time the voltage regulator decided to give up the ghost: yet another electrical component for Piers to change.

I must admit to driving him to his MOT with a mixture of excitement and trepidation. There were several mysterious noises. This was not what I'd expected, although he did pass his MOT.

Shortly after his MOT I had the dreaded letter from DVLA. The information given by the garage didn't tally with that on the V5. The VIN number was incorrect (ANS instead of AN5), the colour of the car had been changed. Besides this, the engine was bigger than the original (I argued that, as he's a historic car, I don't have to tell them he's got a different engine). It was then that I noticed the V5 had him listed as PLG, which is why I'd had to pay £74.50 to put him on the road. Needless to say, DVLA made a real meal of all these discrepancies. It took three months of calling them every week. The day I was asked to return my V5 so they



*Seats and carpets reinstalled and the newly recovered dash*

could re-register Cedric with a Q plate was a real low. Then they wanted proof that he was manufactured before 1973. The fact that he was first registered in May 1960 was obviously not sufficient proof for them. Eventually, I managed to speak to someone who was more sympathetic to my cause. The first V5 they sent me still had the incorrect VIN number. The second one was correct ... and I even got a cheque for £74.50 together with an apology!

The odd rumbling sounds heard whilst driving to his MOT turned out to be D-shaped rear tyres. We'd been told by our local tyre distributor that the original tyres would get better with use. They didn't, in fact, they got worse. It was whilst we were crawling along in a traffic jam that the rumbling was loudest. We thought there was something dreadfully wrong with the car.

We took the engine out to cure an oil leak from the front crankshaft seal and to inspect the transmission. We also took the opportunity to check the attachment of the rear axle and rear suspension: nothing wrong there. With the car up on axle stands Piers decided to spin the rear wheels to check their concentricity. Fault found...and another expense..two new tyres, which immediately cured the problem.

Cedric was going well at last. However, after a fast run down the motorway, Cedric would vent coolant. The oil was also turning black after very little use. Piers deduced that the oil was overheating which caused a local heat soak to the coolant when I stopped.

All our coolant problems have disappeared following the fitting of an oil cooler.

We were fortunate in that a fellow Frog owner wanted to sell his chrome wire wheels. So we did a deal whereby Piers changed his hubs and wheels and Cedric has the wire ones for a reasonable price.

A trip to Beaulieu Autojumble in September produced a more accurate fuel gauge, a pair of new radius arms and a wiper motor. (The original one had failed the previous weekend).

Cedric has had quite a few outings the year. His first was to Orchard Restorations open day in June. He also attended Goodwood Revival and has had trips to Southampton and Newbury. We are looking forward to driving him up to Crieff in May next year. Piers thought I was being ambitious when, on the application form, I booked Cedric as the car we would take to Scotland. (Cedric was still in the early stages of renovation at the time).

We are always looking for ways to improve Cedric. He is not an "original" car as he has a Sebring bonnet, 1275cc engine and a works hardtop, so we feel we can make him more driver friendly than my other Frog. Piers is always sneaking out to the garage to "do a bit of tweaking" and to upgrade the systems.

Cedric has now become very reliable and a joy to drive, both on white roads and motorways. But he certainly gave us a few headaches on the way.

**Anne de Legh**



*The newly installed engine and oil cooler*



*Cedric alongside his garage-mate*

# Engine Transplants

## 5 Questions You Never Asked

*We all love a little quiz, don't we? So here we go...*

**Question 1:** What was the first official engine transplant sanctioned for the Midget? Correct, yes – the Triumph 1500. Along with the engine came an equally alien gearbox... and perversely or happily (depends on your point of view), the modified Midget sales went up (*note-1*); mostly likely as a result of a synchro first rather than for the slightly improved performance. But it wasn't the first factory-sponsored conversion.

Earlier, around 1968, MG prepared one of its racers (138 DMO; *note-2*) with a B-Series engine for Roger Enever (son of the Chief Engineer) and others to race; and before that, Geoffrey Healey himself fitted a 1220cc Coventry Climax engine to his proposed 'Super Sprite' (*note-3*). He was ordered by MG to discontinue these activities, and use engines wholly within the group (the fact that the aluminium OHC engine endowed the Sprite with performance that exceeded that of any BMC car at the time may also have been a consideration).

Moving away from the factory transplants, Jack Brabham had a more standard Midget converted with the same engine in 1962 (*note-4*). Ten years later, the Atlantis was offered with a Ford Kent conversion (*note-5*) – this becomes more acceptable when you hear that Ford engines were a popular conversion for the 1930s OHC Midgets. Plus ca change...

**Question 2:** which British Car was sold with the highest number of different engines? I think that's the Midget, if you count 948, 1098 (10CG, 10CC) and 1275 A Series, Triumph 1500 and then add the Coventry Climax and Ford conversions. [Actually, had anyone said the Triumph Herald, they'd also deserve a point: 948, 1147, 1296, 1596 and 1998, plus the FWE engine, too!]

So, almost from inception, the Midget seemed eager to accommodate alternative power-plants in its seemingly far-too-small engine bay.

In 1989, Rover finally managed to design an engine to replace the venerable A Series, and with its light weight, good torque and low fuel



*A K Series engine just collected from a breaker's; looks 21st century compared with the old iron engine*

consumption, the K Series was destined to find its way under the Midget bonnet. As we approach the end of 2012, there are around 70 conversions on the K Series Register, and the MGCC acknowledges and welcomes the converted cars.

**Question 3:** doesn't the K Series power overwhelm the chassis? Here's the surprising part – fitting a 1.8 K Series doubles the available torque and provides a massive step-forward in performance, but the character of the car is retained. Most conversions share the same suspension and brake modifications applied to the faster A Series cars, proving that even with 3-times the power, the original design with light tweaks is up to the job.

**Question 4:** does the K Series engine fit in the rather narrow Midget engine bay? Take a look at the accompanying photo, and you'd



*Keep trying, it might just go in... continued. p. 25*



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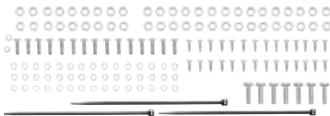
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be tempted to say 'no'. That's my friend and master-body man Paul, gently relieving the engine bay to accept what seems to be a comically over-size engine and box combination – only changes to the heater-tray and gearbox x-member required. Once in place, the engine looks at home and quite a bit smaller.

**Question 5:** How do I get started? You'll find a tremendous set of resources on the web, e.g. MGCars.org, MGCC Midget Register, backed up by the most friendly, knowledgeable and enthusiastic group of owners. Beware ... just browsing these sites means your project is already underway...

You are welcome to contact Anthony Cutler, MGCC KSeries Midget Registrar, for further information: kmgmidget@hotmail.com

*Note-1: Sales pickup with 1500 engine transplant:*

Year	GAN5	GAN6
1972	16,158	
1973	14,130	
1974	9,690	12,449
1975		14,502
1976		17,121

*Note-2: See p112: Mighty Midgets and Special Sprites by John Baggott*

*Note-3: See pp101-102: More Healeys by Geoffrey Healey*

*Note-4: Modern Motor, March 1962*

*Coventry Climax FWE, 1220cc; 83 bhp @6,400 (compared with around 46bhp of standard unit)*

*Note-5: See pp42-43: Autocar, 17th May 1971*

## Somerset Area Report

### “May all your troubles be Spridgets”

Well romance has blossomed in the Somerset Area with the recent marriage of David Bearne (who served as area representative for many years) to Julia. The wedding took place on the 20th October at Crowcombe Court in the Quantocks. The sun shone, we scrubbed up quite well and had a tremendous day with the Happy Couple in celebrating this happy event with them. They went to Scotland for the Honeymoon touring in a Camper Van. What a pity “Devon” never did a Sprite Conversion!

Other news of which there will be more later is that Peter Young a long serving member is selling his Midget, due to advancing years, no not the car but him and his good lady. If anyone is interested it is available through Mike Rolls at Fifehead Magdalen up in darkest Dorset.

They will be seen at future events either in their MBG GT or in the TVR which has now joined their stable. I see from the November *Mascot (Ed's note on Scotland Area)* that Peter is not the only one who now needs more space and it would appear that owning an MGB is a natural progression from the rather cramped quarters of the Spridget.

We are now back at Norton sub Hamdon 'til the spring next year, for our monthly meetings. And with Xmas soon to be upon us have organised our Festive Lunch for the 2nd December. A little early but it does avoid the

crowds! NO meeting on the 27th December but no doubt new years Day will see us at a local rally, possibly at the Mill at Haselbury Plucknett, near the home of the Ariel Atom.

Well that all folks except to wish everyone “A very Happy Xmas and a Sunny 2013”- what's the betting?

**Ray Darch**  
Area Rep Somerset



*David and Julia Bearne. They were wed on 20th October at Crowcombe Court on the edge of the Quantock Hills. Pictured here with Malcolm Denman's Sprite. Thanks to Peter Young for supplying the image*

## Ironbridge Re-visited

Following our holiday in Shropshire earlier in the year, six couples decided to do a return trip to make the most of the tickets we bought for the Ironbridge museums. The tickets last for a year and as we had only visited one out of the 10 museums it seemed like a good excuse for a weekend away, and as the dates we chose also coincided with John & Vic's 33rd wedding anniversary it was the perfect opportunity to help them celebrate. The weather was kind to us and by the Sunday afternoon we had managed to visit all but two of the attractions – we will just have to go back again for those!



*John & Vic's 33rd Wedding Anniversary*

## Twyford Water Works

This year we went to the local Twyford Waterworks, and although cloudy it was warm. We arrived late and were ushered into the public car park, we asked at the entrance if we could bring our 1970 MG Midget into the show and it was the case of "if you can



*Pride of place*

find a space park there" so we did – right in the entrance! Talk about pride of place.

Twyford Waterworks is a museum which comprises of a large building first started in 1909 and as the demand grew so did the building, each new bit with its own "date built" commemorative block.

Also on show were several classic cars, one, a 1960ish Skoda, had just been driven 1700 miles from the Czech Republic without any breakdowns. Of course there were many steam engines from the old road rollers down to the small Mamod types. There was plenty to see and it was an interesting and leisurely day out. Not having done the museum before it made a change from the normal shows.

**Ken Lowe**

## Sunday Lunch and a run through the Hindhead Tunnel

With so many events being cancelled this year due to the weather it was ironic that this, our last run of the season, when we could expect the weather to be 'iffy' to say the least took place on the most glorious autumn day.

John our Events guru had organised a Sunday Lunch with a thirty mile road run beforehand taking us through the Hindhead Tunnel.

We had what was probably the best turnout of the year, with nine cars and 17 people sitting down to a Sunday Lunch. Helped by the weather, sunny and dry all day, we set off from the Fox & Goose at 11am, party leader John taking the lead, the route he chose was fantastic; beautiful Hampshire countryside all the way, with two stops, one for a nature break and one for us all to get cameras ready for the drive through the tunnel.



# Happenings

Some of us were a little anxious as we had heard that the police had stopped some sports car clubs going through the tunnel in convoy at break neck speed just to check the reverb of their exhaust sounds! Somehow I thought that a collection of classic cars whose average age is probably around the 45–50 year mark and their owners probably about the same or a tad older had nothing to worry about. It was great we all kept together and were also able to record the event on film, probably coming to a YouTube near you soon.

**Barry Green**

## The Herald's 10th Annual Classic Car Show and Rally

The arrangements were different from previous years and proved to be much better, avoiding as they did the bottleneck of cars arriving from all directions and causing gridlock through the town.

This year's new route saw drivers meet for the rally at the Red Lion in Petersfield before cruising through the town centre, along the A272, up the A32, through Chawton to join other vehicles at Anstey Park.

Then the procession of historic cars came down through Normandy Street before parking in the High Street, Cross and Pillory Lane and the Market Square, transporting Alton back in time. There were a variety of vintage, veteran and classic cars, bikes and military vehicles, as well as live entertainment and market stalls. Five cars from Hampshire took part in the day's events and then at around 4.00pm we left to meet up with the Rover club who had invited us to join them on their run up from Southampton to attend the evening fundraising event at Hollycombe.



Meeting at the Red Lion

## The Hollycombe Steam Collection

This is a collection of steam-powered vehicles, rides and attractions based near Liphook in Hampshire. The collection includes fairground rides, a display farm and two railways and on the evening of the 22nd September a special fundraising event took place in aid of the Air Ambulance.



We all arrived along with a good collection of Rover P5's and went into the park (via the cafe) to watch the final preparations taking place. All the old favourite fairground rides are there. Gallopers, Chair-o-planes, Big Wheel, Swing Boats, a Swing Yacht, Haunted House and a great ride called Razzle Dazzle (worth a trip just for that alone) plus much more, and all powered by steam of course. The only down side was the midges came out if force as the sun went down and I don't think they had eaten for months!!! They did OK that night I can assure you.

A long and tiring day (we left home at 6.15am and got back around 11pm) but well worth it.

**Jenny Green**

[www.midgetandsprite-hampshire.info](http://www.midgetandsprite-hampshire.info)



# 2012 BAYERISCHE FAHRT – Part 1



The Midget and Magna at Esch sur Sure, Luxembourg

After thoroughly enjoying attending last years MG Treffen Altmuhlal, we decided to return in 2012. Mike & Viv in their one owner 1973 Midget had been our companions in 2011 but were unavailable this year as they were attending an event in the Dolomites. So we were joined by Bill & Jo this year in their square rigger Midget, a 1932 triple M type Magna with a 1300cc six cylinder ohc engine.

The basis of the trip was to attend the Treffen which is a Touring Assembly type of social event for a maximum of 30 classic cars over a weekend. Both the outward and return legs were set at a pace that allowed time for visiting lovely old towns, museums etc as it was a holiday! This meant the use of motorways was restricted to the first and last days with small A and B type of roads for the remainder. The trip included four stops en route to the event base in Weissenburg in Bavaria and 3 stops on the return.

## Day 1

Whilst waiting for the Sunday lunchtime ferry at Dover, I found that the socket for the satnav was dead but it was soon rectified by a new fuse. After a smooth crossing in brilliant sunshine, we started a hot afternoons motoring across Belgium in temperatures up to 32c! Following a stop on the motorway near Tournai, we took a slower section [to give both the cars and drivers an easier timet] before rejoining the motorway to bypass Charleroi. After changing the setting in the satnav to “avoid motorways”

too soon, we took an exit and were directed through what were probably some of the least desirable areas of the city. After what seemed ages, we then were confronted by a road closure which necessitated driving up a ~5” kerb [in a lowered car] to cross a tram or railway line to re join the original route. Finally with the city behind us, we headed for our B&B south of Namur only to realise I had set the wrong destination! By now it was dark and we were all tired and had to back track 15 miles to finally arrive at our B&B in a lovely converted farmhouse after over 270 very hot miles.

## Day 2

After double checking I had set the correct destination, the day started a little damp for the more relaxing 110 miles drive through the Ardennes to a village near Bitburg in Germany.

The exit from the village was very rough and steep in parts so we made a note for the return. By Rochefort, the sun was shining so after a brief stop to put the hood down, we continued to St Hubert where we part filled the tank in anticipation of cheaper petrol in Luxembourg. Stopping for coffee, we parked in front of the Basilica where the cars attracted a lot of interest. The almost traffic free flowing roads through forests were much enjoyed as we headed towards the busy town of Bastogne. En route, we stopped in a minor road to admire over 20 Red Kites



At St.Hubert Basilica

circling overhead. After increasingly more sightings of both Red Kites and Buzzards, our break in the pretty town of Clervaux in Luxembourg was interrupted by a brief shower. With petrol 35 euro cents / litre cheaper in Luxembourg than in Belgium and Germany, both cars were filled and then we made the final few miles to our B&B.

### Day 3

After noting a row of garages, we arranged for the use of two on our return to save putting up the hoods. After a difficult exit from the B&B, another easy day [130 miles] was planned. We crossed the River Mosel near Piesport before climbing up onto the Hunsruck plateau to a break at Morbach. Our next stop was the Bad Sobernheim Freilichtmuseum where we spent a pleasant couple of hours admiring the very interesting collection of vernacular buildings from the Rhineland Palatine region including the old timber hunting lodge where we had lunch. After a further 50 miles, we arrived at our B&B south of Kaiserslautern.

### Day 4

On leaving the B&B, we climbed through hills and forests that led to a short retail break at the Josef Seibel shoe outlet in Hauenstein. Due to major roadworks on the planned route, we rerouted to now cross the River Rhine at Karlsruhe. Maulbronn was our next stop but rain prevented us exploring the famous monastery. Avoiding most of the Stuttgart conurbation, we then drove to near Schorndorf to visit friends Erich & Sigrid. They had recently visited the UK to collect a replacement Xpag engine for their MG TD and purchase sundry parts at the Beaulieu autojumble. We visited Schorndorf, where Gottlieb Daimler was born, as well as a tour of Erich's "MG Hotel" where he keeps his TD, A and F.



With our German hosts



Coffee stop at Morbach

### Day 5

This was a rest day for our cars as we were taken to the superb Mercedes Benz museum. This is basically a circular building with a gradual spiral walkway that starts at the top with the start of motoring and ends on the ground floor with the latest F1 and DTM racing cars. As expected, the displays are beautifully presented and fully explained in English via the audio guides. A visit to the city followed by dinner in a hill top restaurant over looking the city completed a thoroughly enjoyable day.

### Day 6

Erich had devised a lovely route to take us via the amazing Carl Zeiss optical museum and the medieval walled town of Nordlingen to Weissenburg in Bavaria where the Treffen was based. As we left the museum, my car began to splutter and eventually stall. After a few turns of the starter and a bit of revs all seemed ok so we continued.

On arrival we met the organising committee, headed by Peter Forstner, who again made us very welcome. Bill's rare Magna, which took six years to restore, was soon attracting lots of complements as well as admiration [and disbelief] for driving over 600 miles from the UK. The evening continued with meeting old and making new friends before the usual Bavarian MG event format of eating and drinking. Each year the Treffen has a theme which was to be castles for 2012. The organisers had prepared a special roadbook for their English visitors which had printed instructions in English and distances in miles as well as the international tulip diagrams.

**Doug Plumb**  
Member 4071

# East Anglian Report



Malcolm George's snowy Sprite

I have just realised that this is the Christmas edition of *Mascot*, where did 2012 go, although you could be excused for thinking it has been winter, or at least wet and horrible for months (about 14). We managed to grab a couple of weeks of sunshine, but sadly without the Sprite, and had to put up with hoods and boggy venues at the few events that weren't cancelled. On a brighter note at least the season matches the weather now, and being driven indoors has meant the project car has moved forward significantly with most of the structural metalwork done.

The other major recent event was the club AGM which I did manage to attend in the Sprite as we had chosen a half decent day, so the 160ish mile round trip was done roofless. The meeting was a success in that the club is in great shape both financially and membership wise (see elsewhere for more details). The only negative spot that I can see is that when I joined the committee a couple of years ago we had a full crew of 11 people, but this gradually eroded by one person each year down to our current nine MASCeteers.

The most significant thing that happened at a personal level was that I became the new committee chairman. Now I would like to say this was the result of ruthless boardroom manoeuvrings in the corridors of MASC towers after a bitter power struggle aimed at propelling East Anglian MASC into its rightful place at the hub of the universe, but actually it had more to do with leaving my nomination until the very last day possible, a dodgy photocopy form from *Mascot*, and

not having my reading glasses to hand. Fate, and Geoff Hunter (who was the first to congratulate me on putting my head above the parapet) move in mysterious ways. Geoff even enacted the ancient right of the changing of the chairs, where the outgoing chairman removes a chair from the boot of his Spridget and places it in the boot of the incoming chairman's Spridget while both

are parked outside the Coventry transport museum on AGM day.

The only real EAMASC event last month was the pub night, which despite being on a cold bleak night was very well attended (so much so that we had to rearrange the pub furniture to fit everyone in). We all had a glass of decent beer and a natter about this and that, I am not sure that cars were mentioned much (if at all) and nobody turned up in a Spridget (preferring to leave them in a warm dry environment). We do have a couple of non-Spridget orientated events before the end of the year, namely Greyhound racing, and the Christmas meal, which I will try to attend in the Sprite if at all possible.

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

**Dave Dixon**  
(AKA Red Leader)



Stuarts Thompson's Frogeye

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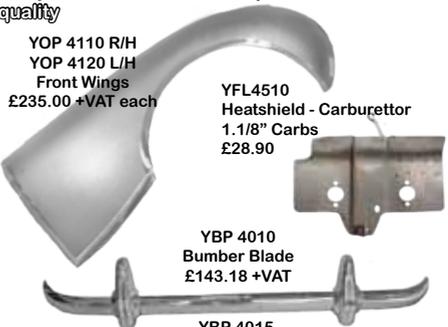
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# NW AREA REPORT

21st October was the MASC AGM. We've never been to one before and this year Bernie suggested a visit down to the meeting and to have a look around the Coventry transport museum.

I met up with Bernie at Knutsford services from where we travelled down to Keele services to meet up with Gareth and father in law Malc.

The three of us drove down the motorway with me leading the way. I had borrowed a sat nav, and never having used one before actually missed the turn off from the motorway. Problem was I couldn't see the screen without wearing my reading glasses but at the same time can't see to drive with them on. Also, the volume was too low so couldn't hear the lovely lady over the noise of my Sprite. I tried to turn up the volume but as I couldn't see what I was doing I eventually gave up.

Driving through Coventry was just as bad so pulled over to let Gareth and Malc take over the lead. Anyway we soon found our destination. I have subsequently crossed off the sat nav from my letter to Santa!

The museum was very good, well worth a visit – and was free to enter. At the AGM we were lucky to find a seat, jostling with the crowds as we entered the hall!!! Gareth and Malc however gave the meeting a miss and went around the museum again. The proceedings were brief and the meeting soon over after which we headed home.

The following week was our annual Halloween run – 11 cars, an excellent turn out.

We met for breakfast at the Golden Days garden centre at Standish. From here we headed over to Rivington then onto Pendle. The route consisted of some very narrow roads lined with tress and the road covered in multi covered leaves, very picturesque.

The weather unfortunately was dreadful, it rained all day. There were a couple of toilet stops and a welcome brew stop before we finished at the Charnock Farm restaurant at Leyland for a late lunch. Unfortunately there was some misunderstanding regarding the bill, their error, which Mike was left to sort out. We will not be going back there next year.

On the journey home some of us needed fuel so we pulled into a petrol station and occupied all the pumps, nine of us in a row – it looked very impressive.

November club night was taken up with a presentation by Dennis and Daniel on the topic of the trials and tribulations of their recent Sprite restoration. This was an excellent presentation on Powerpoint. We booked a room at the Kilton which had large screen TV that we were able to use, all very professional. Dennis did the talking and Daniel did the technical stuff with the laptop.

It was an interesting and enlightening talk. The finished car looks very good although there are still some minor issues to sort that the restorer did not complete, but nothing major. They were disappointed with the attitude of the company and standard of some of the work but think overall the car looks excellent. Unfortunately it was late to finish and over budget, but aren't they all!!

Well that's it. If I don't see you in December then have a lovely Christmas and hope to see you next year.

**Les**



*The Halloween run*



*All hands to the pumps!*

# Notts & Derby Area Report



Steam engine powered threshing machine

## Bicker Steam Threshing

This is the third year running that I have attended this event and this time we had a three car contingent for the run east into the depths of Lincolnshire. Mark and Ann in their Midget 1500, Paul in a Supersprite (we're still waiting for the book Paul!) and me in my Sprite. Yet again this village fete proved to be a thoroughly relaxing day out, sampling tea and home made cakes, tours around the village behind the steam traction engine, threshing in the arena (hang on, this is beginning to sound like a Pucklechurch Pounder's day out!) The secret for assuring good weather seems to be to have the local vicar on hand to drive away the clouds with a few rousing hymns and harvest service.

Mark and Ann almost got the entire contents of the plant stall into their Midget. With the roof up it looked like the Eden Project on wheels, although I wasn't convinced by the Adam and Eve impressions! Paul scored double "brownie" points with a visit to the jewellery stall.

All attendees received a commemorative mug to take home and add to their collection – much more useful than a dash plaque.

The largest local "classic + sportscar" event at The Griffins Head, Papplewick, which many of us Notts + Derby Spridgeteers attend, reached epic proportions towards the end of the "summer" season, with over 400 cars filling the field at the back of the pub. VW camper vans lit up the scene as the night closed in, and a line of red lights from the DeLoreans with their doors raised looked like a landing strip. One unusual item I came across was a German microcar – what a Healey Frogeye might have looked like had it been made in Germany...



*KLEINSCHNITTGERWERKE GMBH ARNSBERG, WESTPHALIA = Kleinschnittler is a family name, literal meaning: Smallcutter; Werke is works or factory; Gmbh is Ltd.*

Monthly gatherings are reasonably well attended, although the number of classics is falling. The talk is now more about winter projects, osteopaths and golfing holidays abroad – for those whose cars are finished!

Progress on Paul's loW project car "The Last Supersprite" is in the research phase this month. Rumour has it that he has been spending quieter moments studying his DVD of the month, "The Spy Who Loved Me" to discover how the Lotus Esprit retracts its wheels ... the Isle of Wight beckons!

Yet another unusual car spotted on my travels this year was this Banham Sprint with mural attached, at Old Warden air museum in August. The engine is a transverse mini set-up within a tubular chassis and fibreglass bodyshell. Is the owner a MASC member?



Banham Sprint

Next meeting at The Sitwell will be Thursday the 13th December for the Christmas meal. January 10th will be the first meeting of 2013.

**Ian Cooke**  
Notts/Derby area rep.  
ilc@bgs.ac.uk

# Scotland Area Report

**B**y the time that you are reading this, the Classic Motor Show at the NEC in Birmingham will be past for another year. We should have drooled at expensive exotica, marvelled at the standards achieved in the various restorations, met old friends and made new contacts and bought the various bits and pieces that we require for our winter projects. We will probably also have purchased things we didn't even know we needed. I have to admit that I find the garage equipment/tool "porn" stalls awfully difficult to get by! Certainly, I don't think I have yet bought anything I haven't gone on to use, but in many instances I wasn't aware that I needed it prior to buying!

This year I have a problem. I have owned the 'B' for 13 years now and every year I have had some project to undertake over the winter period. In no particular order, over the years I have replaced the cooling system – new radiator, hoses and installed a Kenlowe, rebuilt the front suspension – new springs, dampers, wishbones and fitted poly bushes, replaced interior panels, fitted new carpets, door seals, new centre console and recovered the seats.

I have replaced the back axle and fitted new rear dampers, overhauled the braking system – new pipes, wheel cylinders, callipers, brake shoes and pads, up-rated the lights and most of the bright work has been replaced. I seem to have arrived in the situation of having little or nothing left to do. It does mean that this year I will have headed south to Birmingham with no list of parts to try and source.

Perhaps I will see something on one of the stalls that will get me thinking "that's a possibility" and the winter period will take on a whole new complexion. (*Ed says, perhaps a Midget or Sprite?*)

In the meantime, thoughts are turning towards runs and places to visit next year. I have seen details of an organised trip to Northern Ireland that I quite fancy, it being a place that I have never visited previously.

In addition, I think it is time that a return visit was made to the Goodwood Revival, several years having elapsed since my last attendance. The Revival is a wonderful spectacle but, unfortunately, it is a 1000 mile round trip from up here and that is before any additional detours are added to the programme. I know you will all say it is my own fault for living here, but there are other compensations! In between the rain showers, it is a beautiful country and boasts some marvellous scenery and great driving roads. The problem is being ready to go, at a moment's notice, when the weather is accommodating.

Attached is a photo from this year's Biggar Show just to prove that we do get good weather occasionally and the opportunity for the owners of classic cars, such as this early Midget, to get out and enjoy them.

I would like to take this opportunity to wish you all a Merry Christmas and a prosperous and successful "spridgeting" New Year.

**John Pardo**

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



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# Heart of England Area report

As the closing date for the December issue of *Mascot* is the 14th November, everyone is busy getting sorted out or the big classic car show at the NEC this forthcoming weekend. Also as the clocks have gone back and autumn is well and truly here we have not been about much in the last month, so ...

As the new regional rep it was suggested that I give an update on my project! Parts of my Frogeye restoration first appeared at the Stoneleigh Spares Day earlier this year, although I acquired what was left of my Frogeye back in October 2010 through an advert on the Midget and Sprite club website.

There was not a lot left of my Sprite, it does have the original green logbook and the Heritage certificate gave the original owner's details. Over the past couple of years I have been busy collecting all sorts of bits and piece, although unlike my Sunbeam Tiger restoration where parts can from as far afield as California and Vietnam, most of my Frogeye has come from the UK.

At this point I think I have nearly all the 'unobtainium' parts, and quite a few new parts have been purchased. The latest

development gave me a probable date for the arrival of the one major missing component, namely the body shell. I thought I had better make a start on the suspension as it will be so much easier to move the car around if it is on wheels! So the first major piece of rebuilding has been completed and I have quarter elliptical sprung rear axle freshly powder coated and fitted with a 3.9:1 differential and later twin leading shoe brakes, ready to match the front disc I will be fitting. I need to go and flex my credit card next for some proper wire wheel half shafts and rear springs.

The next event for the Heart of England area will be our Christmas meal on the 12th December.

**Dave Puzey**

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*Ed's note. I would like to take the opportunity to thank the Heart of England Group who once again, organised an excellent stand comprising eight cars. A big thank you from those of us who attended, to all the volunteers and special thanks you to Alan Pritchett for putting it all together.*



# Kent Area



## The MG Show and Spares Day

At Sandown Racecourse, on 7th October 2012 was to be Kent Area's first attempt at a major indoor show.

'A disaster Dahling' as Craig Revell Horwood, the dancer and choreographer, of 'Strictly come Dancing', the television programme, would say. 'Organised' by Live Promotions Ltd the build up to the show should have alarm bells ringing.

The event 'package' arrived just a few days prior to the show, with little information, and leaving little time to send out passes to the volunteers that were to be the Club's ambassadors on the stand. So little time that I decided to hand over the passes outside the event on the day.

Set-up day was the Saturday. No mention of a possible set-up on the morning of the show. No one to meet and greet us. No one to direct us to our pitch. The three exhibitors therefore had to give up part of their Saturday and overnight, at personal expense, at a local hotel.

My Sunday morning beauty sleep, and oh do I need it, was shattered by the tones of that modern curse, the mobile phone, by two enthusiastic ambassadors who stood, before the display arena, wanting entry.

I thank them, one and all, those volunteers, for their enthusiasm and commitment but not disturbance of my slumbers on this frosty morn. With time to spare the exhibitors were on scene and passes distributed.

The show opened and we awaited the rush of enthusiastic petrol heads. Time for a brew before the hordes. Time to polish the cars. Time to rebuild the cars? In fact time to go home and mow the lawn.

The hordes never descended. Stall holders packed up early and ignoring instructions to the contrary departed closely followed, after a tannoy announced the early closing of the show, by our exhibitors our volunteers having been dismissed at an earlier hour.

To exhibitors Peter Gardiner (1500 Midget) and Roger Gray (Midget Mk something) and helpers John Clark, Ron Edwards, & Ian Clifton I thank you.

Thanks also must be given to MASC Members Geoff Hunter; Alan Couch; Stuart Watson, & Dave Parker who attended having travelled a vast distance, to the show, to form a crowd and give the event an impression of some attendance.

But where were the enthusiasts? Where were the MASC members? Where were you? The event was advertised widely. Put on a stand, at the event, next year? I don't think so!

## Looking toward 2013

(see the inside back cover of this month's Mascot)

I have planned the route for the third running of the Miglia Tour which will take place 13 - 25th September. The route will be Maubauge, Nancy, Mulhouse, Sondrio, Turin, Valence, Aurillac, Angouleme, Le Fleshe & Vernon crossing France, Belgium, Switzerland & Italy whilst visiting a race circuit (on public roads); French National Motor & Train Museums, Swiss Alpine Passes, the famous Stelvio Pass, Turin Motor Museum & a chance to visit the "Italian Job" film locations, the Vercours mountains, Chateaux, The Circuit de Remparts motor race, a motor cycle museum & more. I am looking for a 'navigator' to accompany me in my Sebring Sprite Coupe replica

Based on previous years the cost would be expected to be iro £700/£800 per person, based on two sharing, but would be 'all in' to include Hotels, Ferry, Food, Fuel etc. Crikey! If you were lucky it might also cover your bar tab.

Preceding the above from 24th June till 1st July there is the opportunity for a short Tour by the Loire Valley with the added opportunity to visit the Bressuire Historic GP. Accommodation will cost £100 per person, based on two sharing, and provided a minimum of ten people participate. Interested?

*Needless to say as with all the tours I arrange the above are for Sprites, Midgets & Derivatives Only.*

### Kent Old Boys mid week run

Wednesday 24th October started foggy but cleared to show a warm dry, and at times sunny, day. A nice day, in fact, for getting out and about in a Spridget. Kent "Old Boys" did just that. Seven Spridgets comprising two de bumpered 1500s; two Frogeyes, two Spridgets, & a Sebring rep with all the former having hoods furled. First stop was St Lawrence Church at Mereworth to view a plaque inside, and a grave outside, commemorating the holder not of the first Victoria Cross issued for gallantry in the face of the enemy, but whose exploits were the first leading to the issue of such a medal. The recipient of that award was Charles Lucas (b. 1834 d.1914), later Rear Admiral, who, when during one of the many wars in



*Old Boys midweek run*

the 1800s, picked up a shell, that had been fired and landed on his ship, and threw it overboard before it had a chance to explode and cause damage & injury.

We then made our way to trespass over the county line, in Sussex, at Bentley Wildfowl Park, its House, & Motor Museum. After a time we withdrew in good order to partake of lunch at a suitable local Pub. Refreshed we went in our different directions seeking home. These "Old Boys" mid week runs have proven so popular there are demands for one in November. (Wednesday 21st November to Brooklands Motor Museum)

### The Monthly Meet

On Sunday 28th October, at the Angel Addington Green, showed great enthusiasm with eight Spridgets in attendance. Despite the cold, and the threat of rain, several hardy folks arrived with hoods down and no doubt heaters up. I had been well and truly 'suckered' by localised tempestuous morning storms at my home address causing me to lose out on what turned out to be quite a nice afternoon for a drive in a Spridget. John Clark escorted new member Mark Mathews from East Kent enabling us to welcome Mark to the fold and 'fettle' his car in the car park.

Mel Collins has stepped forward to prevent the extinction of the Christmas Meal. 13th December is the chosen date at the Angel.

**Alan Anstead Kent Rep**  
[www.masckent.org](http://www.masckent.org)



# Home Counties/North West's Pumpkin Run

HCNW parking at coffee stop



After the first hard frost of the year, it was a cloudless sunny morning when HCNW met up in Hatfield for the start of the Pumpkin Run (named not only for the season but because many spridgets turn in to pumpkins at this time of year and start hibernation in the garage). four Midgets and Sprites and an MX5 were taking part in the run, but two other members came to say hello and offer apologies for absence as their respective co-drivers were indisposed.

Eventually we all set off, and took some lanes past the old gates to Panshanger Park, through Hertford and along the B158 to Wadesmill. Here we passed the memorial to the anti-slavery campaigner Thomas Clarkson, and drove on to Colliers End where we admired a 'man' made out of Morris Minor wheels outside a junk emporium. From there it was a short way to the coffee stop



at Pearce's Garden Shop & Cafe.

While most lingered over coffee and cakes, Maggi left to drive home along main roads and get the lunch ready.

The second part of

*The Morris Minor wheel man*

the run was through North Herts villages, with the glorious long views across the sun-lit countryside. In Shafftenhoe End we saw a sign saying "Slow Down – Free Range Children". As there was a flying day at Duxford that day we were prepared for low flying old aircraft as we crossed into Cambridgeshire, but saw none as we drove through Fowlmere and Barrington on our way to Arrington.

In Arrington we all arrived Chez Byford, where Maggi was waiting with a soup and sandwiches lunch for all. After lunch, much chatting, and inspection of Roger's latest acquisition – a red '71 Spridget – it was time for the drive home. Possibly the last Sunday outing of 2012, but with the glorious autumn colours on the trees, sunshine and good company, a nice way to round off the season.

**Roger & Maggi**



# Rawles Open Day 2012

October 13th 2012 and another mouth-watering collection of cars were to be found at Andrew Cluett's Rawles Motorsport 5th Annual Open Day at Upper Froyle near Alton in Hampshire. Big Healeys were predominant as is to be expected but a good selection of other marques - some stunning Jaguars, a very interesting ERA Mini, Ferrari, MG, Porsche and many others were there to be admired and discussed with their owners.

A small selection of Sprites and Midgets from the "Hampshire Chapter" were to be seen including a very attractive 1959 Ashley GT Mk 1 Sprite in Primrose Yellow. There were also a couple of Sprites hidden away if you knew where to look!

As always we had free access to Andrew's workshop facilities and the staff were on hand for a chat and advice. Graham's skills in re-upholstery are second to none, using his Dad's old heavy duty Singer Sewing machine to transform the interior of anything from a Bubble Car to a Rolls Royce.

The sight of all of these wonderful cars gave everyone a hearty appetite so if the coffee and delicious biscuits weren't enough then the BBQ of very tasty beefburgers was sure to satisfy the taste buds. Thanks to Andrew, Debs, Tommy, Tris and all the staff at Rawles. A warm welcome is always guaranteed and this was a great way to round off the summer.

*Jill Hansford*



## Market Place

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

**Wanted:** Good 1275cc engine with or without ancillaries. Richard Homer. email [willowsmere@btinternet.com](mailto:willowsmere@btinternet.com) or call 07714 233840.

**For Sale:** 1958 Frogeye Sprite in need of rebuild but some work done - email Ken

Cooper (non member) at [thecoopers110@blueyonder.co.uk](mailto:thecoopers110@blueyonder.co.uk)

**For Sale:** 1958 Frogeye Sprite in need of rebuild but some work done - email Ken Cooper (non member) at [thecoopers110@blueyonder.co.uk](mailto:thecoopers110@blueyonder.co.uk)

# 2013 Miglia Tour

13<sup>th</sup> - 25<sup>th</sup> September 2013

*The 2013 Miglia Tour will be the third running of what has become a biannual Tour. The Tour attempts to take participants along interesting routes with visits to interesting places. Arras Town Centre; Vimy Ridge Canadian War Memorial; Chimay Race Circuit (Public Roads); Ardennes Forest; French National Motor Museum & nearby Railway Museum; Alpine Passes and the famous Stelvio Pass; Lake Como; an overnight at Turin with an "Italian Job" Theme, On to the Town of Gap of Alpine Rally fame; thence to Vercours and through the volcanic region to Angouleme for the Circuit des Remparts Motor Race weekend (with an optional tour and visit to a motor cycle museum on the Saturday) before turning for home along more excellent French Roads. All this & more!*

*Costs, based on previous tours, are approx £7-800, per person, based on two sharing to cover Hotels, Ferries, Food & Fuel. It might even cover your bar tab!*

*\*\*\* The Tour is for Sprites, Midgets, & Derivatives Only.*

*Interested?*

*Alan Anstead*

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*Tel: 01322-384050 (answer phone)*

*[www.mackenz.org](http://www.mackenz.org)*

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