

January 2013

£2 No. 345

Mascot

The Magazine 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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January Editorial

Aye-up! Here I am again after another wonderful load of Christmas and New Year's celebrations. Are you on diet too? Have you decided give up anything up this year?

My new year's resolution is to try to find ways of improving the magazine. The only problem is that I have the imagination of a tree and can't think of anything apart from the photographic competition which you will find later in this edition of *Mascot* (page 15). This will hopefully maintain the high quality of the front covers which you have seen this month and last month. But only if you send me your photographic endeavours.

Have you got any good ideas for *Mascot*, any items which you wish were included but aren't?

I don't mind radical suggestions either as long as they will be of interest to the majority of the magazine's readers. Though I don't think my idea of the scratch and sniff oil and petrol smelling pages, alongside technical articles will be either practical or cost effective. So I'll give that idea a miss.

Here are a couple of facts about *Mascot* which answer some of the questions that I've been asked.

Q. Why can't we have more pages in *Mascot*?

A. The current size of the magazine is right on the weight limit for this postage band and to increase the number of pages would significantly increase its cost.

Q. Why is the magazine A5 size rather than A4 size?

A. Again, it's a matter of cost, in addition to which the A5 size is easier to store (if you like to hold onto the magazine once you've read it). Hopefully, like our Spridgets, MASC members have

long since realised that bigger doesn't necessarily mean better.

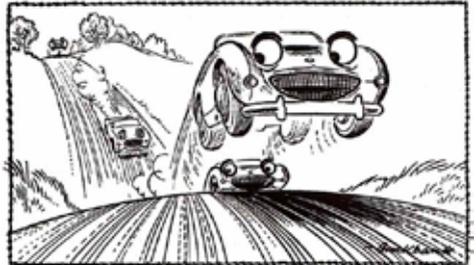
Q. I would like to advertise my company in *Mascot*

A. As space is limited, the magazine is happy to carry a small number of advertisements. We have taken the decision to only carry adverts which are Spridget-related or would be of direct benefit to our members. (We are now in the enviable position of having to refuse new adverts and have a waiting list of new advertisers).

So let's have your magazine improvement ideas as well as your photographs and articles.

Have a happy and healthy New Year.

Gary & Gaps.



This image was drawn by Brockbank, the celebrated motoring cartoonist, and was used for DMH's 1958 Christmas card"

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

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: Daniel Wood's beautifully photographed 1963 MG Midget taken on a frosty hilltop in December

Classic Car Show Report 2012



It feels quite strange sitting here writing this article just a few days after the Classic Car Show at the NEC ended, knowing that you won't get to read it until the January edition of *Mascot* hits your doormat. Christmas will also have come and gone, and we will all be looking forward to the coming year.

The club has had another successful show. We signed up 17 new members during the three days, and we hope there will be more to follow in the next few weeks.

This year's stand had a theme of "opposites and contrasts" and drew in a steady flow of visitors throughout the three days.

As always, a big thank you to all the owners of the cars on show. It takes a huge amount of effort to get each vehicle to the NEC for the duration of the show, even more so for those who are travelling from further afield. Two of the cars did not want to co-operate, and some serious work was required to ensure that they arrived on time and did not let the club down. I think we had a superb display.

Of course, getting eight cars to the show is only half the story, we also need volunteers to man the stand, deal with the visitors and encourage prospective new members to sign up, whilst answering all sorts of questions.

For the volunteers, the time commitment is actually four days, which are quite long and

tiring, so another big thank you goes to the members who gave up a significant amount of their time getting the stand equipment to the NEC, erecting the stand and being on hand during the show ensuring its success.

On the plus side, you do get to have a quick look around the show as well, so if you feel you would like to be part of this great team this year, drop me an email around September time and you too can be part of the team, and enjoy the car show experience as an exhibitor.

So all the best for the coming year, and many trouble-free miles. Maybe we will meet in November 2013; I shall look forward to it.

PS. Another thank you to Janet for the cakes. If you need any further incentive to help out, the cakes must surely be it.

Alan Pritchett
a.pritchett@btinternet.com



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
- 1st Wednesday **Devon Area** – **The Dartmoor Lodge Hotel**, Ashburton, TQ13 7JW 1930 – 2200. Please contact Dave Price for details, 01805 603133, daveprice@daveprice.plus.com
- 1st Wednesday **South Staffs & Birmingham** – Meet at **Whitacre Ex-Service & Social Club**, 66 Station Road, Nether Whitacre, Coleshill, Birmingham, West Midlands. B46 2EH, 8.30-8.45pm Contact: John Collins, Tel: 07970 213084 email: green_mx5@hotmail.com
- 1st Wednesday **Oxford Area** – Meet at the **Blackhorse Pub**, Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Grahame Gibbins at grahame_gibbins@unipart.co.uk
- 2nd Tuesday **London Area** (Congestion Zone) – Meet at **The Ace Cafe** at 7:30pm. together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696, garyfrogeye@gmail.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
- 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 Tel: 01737-552256
- 4th Thursday **Sussex** – Meet at **Bolney Stage**, Bolney, RH17 5RL from 19:00. Contact David Southcott at dandlsouthcott@btinternet.com
- 4th Thursday **Hampshire** – Meet at **The Fox and Goose**, Greywell, RG291BY. Please ring Terry or Harriet Langridge on 01252 626063 for details.
- 4th Sunday **Kent Area** – Meet at **The Angel**, Addington Green, West Malling, Kent, ME19 5BB at 12:00 for lunch. Contact Alan Anstead, Tel: 01322 384050. alan.anstead@btopenworld.com
- Last Monday **Wiltshire** – Meet at **The Barge Inn**, Seend, Nr. Devizes, about 7pm except on Bank Holiday Mondays when it will be the Bell Inn at Yatton Keynell near Castle Combe, 6.30pm. Contact Andy Cross on 01225 743554 or e-mail andy@cross743.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 or on 07850 488636.
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton sub Hamdon at 7pm for those wishing to eat or at 8pm for those not. Phone Ray Darch on 01460 72040 with any queries and to ensure we will be there!
- Northern Ireland robertholmes25@hotmail.com. If enough interest, will arrange a meeting.
- South West Wales Non regular and occasional meetings and runs arranged throughout the summer months. Please contact David Hill on 01239 811307 or email: david@hill.be

Club Website

www.midgetandspriteclub.co.uk

Members only pages: Password: Spridget (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

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

Another of My Recent Purchases

In my ever more frantic quest for Mk1 Sprite related bits and pieces, I stumbled on this card for sale on that addictive online auction site.

For those of you reading this in Black and White, the Frogeye in the image is more or less Iris Blue. The registration number looked familiar to me, well at least the VBM bit did. Then I started looking in my database of UK Registered Mk1 Sprites and found this Old image of VBM7. As you can see the Frogeye in the drawing has the registration number VBM4 but apart from the one digit difference in the registration number. The two cars look very similar. 9 stud screen, twin auxiliary lamps on the front. Even the rear view mirror mounted high on the windscreen as opposed to the normal location on the top of the dashboard. Could it be the same car? I know that I've previously seen an image of the same car racing on track with Brooklands style screen.

Does anyone have any further information on VBM7 or VBM4? If so then please let me know.

The photographic database can be found at www.frogeye.smugmug.com

If you have an image of a UK registered Mk1 Sprite which doesn't appear there, I would love to hear about it.

Gary



Letters

From the Colonies 1

Hi Gary

Attached are some photos I took last Sunday when my car club met with a pilot's group at an area airport. Also there were model A Fords at the event.



Two Bugeyes and a late U.S. spec Midget with a 1947 Piper Cub at a gathering of the British Car Club of Charleston and the East Cooper Pilots Association on Sunday, Nov. 11, 2012, at the East Cooper Airport near Charleston, South Carolina. The event takes place every year in November. In addition to the British club cars, there also were Model A Fords and a few restored military vehicles. Ten British Car Club members showed up with cars with the Sprite/Midgets having the most representation. The red Bugeye is owned by me.

Glenn Surette

Charleston, South Carolina, United States
MASC 3377

Many thanks for the photos Glenn. Even though they are quite low resolution, I still thought that it would be worthwhile reproducing them in Mascot. Gary

From the Colonies 2 (sort of).



Dear Gary

I have just renewed my membership after being a member for a year may I just say that I think *Mascot* is excellent, it is well produced, informative and living in the back of beyond (Guernsey) it is the main reason why I renewed my membership.

Attached is a picture of my daughter in her Midget. The car is built up from a Heritage Shell has a 5 speed box and 5J wire wheels. I finished the car in May this year and took it to the 24 hour race at Le Mans with no problems. The 5 speed gear box gives 20 mph per 1000 rpm in 5th.

Happy MotorinG

Howard Darby
Guernsey

Hi Howard, Sorry I missed you at Le Mans in 2012. I hope to see you there next year if you're going again. **Gary**

If you would like to contact the editor or the magazine, please email Gary at editor@midgetandspriteclub.co.uk

Or write to

Mascot Editor, 40B Hungerford Road,
London. N7 9LP

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Technical

John writes “Good picture which shows just how wet and miserable the RAC weather used to be. I think that might be Reg Venner and Paul Hawkins who worked for me at Healey Speed Equipment fettling the car which placed second overall behind Erik Carlsson and Stuart Turner’s SAAB on the 1960 RAC Rally.

This was the first appearance of the Sebring front, and that was the alloy version which was used as a mould for the W & P Fibreglass production bonnets”



John Sprinzel's PMO200 undergoing running repairs

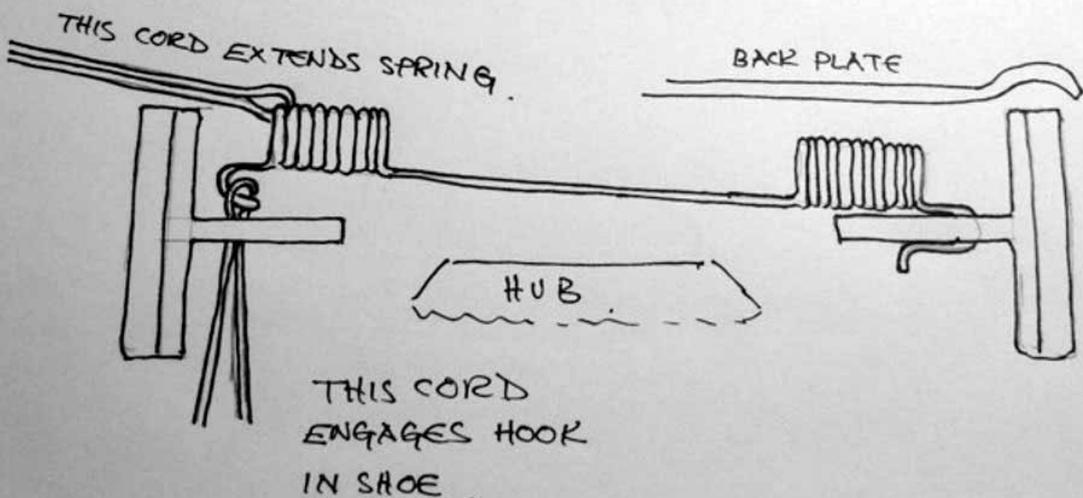
Technical Articles 2012

For those of you who like to refer to previous technical items and tips, here is a list of those which appeared in *Mascot* during 2012

Subject	Author	Edition 2012
Fixing oil leaks	Davies	February
Rear scroll oil leak	Davies	March
Ignition Coil	Gibbins	March
Frogeye Washer Bottle Holder	Anstead	April
Under Bonnet Tool Box	Anstead	April
Fuel Stability Tests (E10 Fuel)	FBHVC	May
Under Bonnet Tool Box - alternative option	Plumb	May
Converting to Electric Power	Bernett	May
Shock absorber faults	Clark	June
Bonnet Hinge	Green	June
Rotor Arms & Condensors (orig May 2009)	Anstead	June
Lead Loading	Anstead	July
Rear Axle Repair	Anstead	July
Engine Tilt	Davies	July
Trackace wheel alignment kit	Williams	October
Rust Cleaning using electrolysis	Vass	October
Fitting rear crankshaft seal	Anstead	October
Tilt a lift (engine lifting accessory)	Davies	October
On the blink (flasher unit)	Horler	November
Molegrip Vice	Anstead	November
New Tyre Labels		December

Compiled by and with thanks to Alan Anstead – Mailto: alan.anstead@btopenworld.com

Fitting Brake Shoe Return Springs



Months ago I dismantled the rear brakes of my Midget 1500. The car had been off the road for ten years before I bought it on eBay. It was clear that new shoes, slave cylinders and oil seals would be needed and I assumed that once I'd cleaned things up the new parts would go back together very easily.

How wrong can you be. Everything went well until it came to fitting the return springs. I spent several hours over a couple of days trying to pull them first with long nose pliers and then with bits of cord all to no avail.

In the end the answer was two bits of cord as shown in the drawing. Start with the funny spring at the top of the shoes. Engage the shoes with the slave cylinder and the hand brake levers. Engage the long hook in one shoe. At this point I wrapped masking tape around the circumference of the shoes to hold them in place.

The first cord is passed round the end coil of the spring and passed between shoe and back plate. This extends the spring. A wooden handle tied to the end of the cord

makes everything easier on the fingers. It is important to pass the cord through the end coil as this gives you most extension for you effort pulling the cord.

The second cord goes through the hole that the spring hooks into and then round the hook itself. Pull gently forward and the hook engages quite happily.

Once the top spring is on bring the bottom of the shoes away from the back plate and bring them as close together as possible. The lower spring goes on quite easily and then expands easily to enable the shoes to be engaged with the adjusters.

Its important to make sure the hand brake is not on and that the adjusters are turned back before starting.

My thanks to Terry Horler for very patiently taking my phone call and reassuring me that the springs could most certainly be fitted without removing the hubs.

Dick Mather
(4483)

New Members

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

4663	Benoit Bourdaire	Cambridge		
4664	Ken Bound	Warwick	Midget	
4665	Barry Bray	Leicestershire	Midget	Mk 2
4666	Roger Cubitt	Northumberland	Sprite	Mk 1
4667	Andy Harrison	Bradford	Midget	
4668	Angela & Geoff Clack	Durham	Sprite	Mk 1
4669	Anthony & Elizabeth Burrows	Carmarthen	Sprite	Mk 1
4670	Chris Hall	London	Midget	Mk 3
4671	Mark Crossley	Lancashire	Sprite	Mk 4
4672	Martin Healer	Vale Of Glamorgan	Midget	Mk 2
4673	Roger Lee	Leicester	Midget	
4674	David Tranter	Shropshire	Midget	1500
4675	Neil & Heather Marriott	Derbyshire	Midget	1500
4676	Mark Proby & Julie Pritchard	Cheshire	Midget	1500
4677	John Prince	Kent	Midget	Mk 4



4678	Michael Povall	Somerset	Sprite	Mk 1
4679	Peter Buckley	Essex	Sprite	Mk 3
4680	Roger Henderson	Cornwall	Midget	Mk 3
4681	William & Rob Taylor	Cambridgeshire	Midget	Mk 3 RWA
4682	Donna & David Williams	Wiltshire	Midget	1500
4683	Nick Winter	Herefordshire	Sprite	Mk 1
4684	Graham Bowen	Essex	Midget	Mk 1
4685	Ian Broughton	Kent	Midget	1500
4686	Simon & Jane Plain	Dorset	Midget	Mk 3
4687	John & Shirley Mansell	Somerset	Midget	Mk 1
4688	Stephen & Sheila Winstanley	Hull	Midget	Mk 3 RWA
4689	John Wheatley	Kent	Midget	Mk 3 RWA
4690	Stuart Robottom-Scott	Solihull	Midget	Mk 3



5



6



7

- 1 Mark Crossley's Sprite
- 2 From last month, Tony Keane with his Mk1 Sprite
- 3 Roger Cubitt's Frogeye
- 4 Tony Burrows with his and Elizabeth's Mk1 Sprite
- 5 Micheal Povall's Frogeye
- 6 Steve & Sheila Winstanley's MkIII Midget
- 7 Simon Plain with his and Jane's 1972 Midget

The Sprite that was used to Escape



the narrow exits in the Wall. He chose Checkpoint Charlie, and riding a borrowed motor scooter, stalled it while the guard checked his passport. Meixner managed to measure the height of the barrier. It was only 37 1/2 inches above the pavement.

Meixner began a painstaking survey of West Berlin's car rental agencies to find an automobile low enough to slip under the barrier. He selected a sports car, a red Austin-Healey Sprite. Without its windscreen the sports car measured 35 1/2 inches in height. He chose a Sunday, shortly after midnight, for his run.

I noticed this photo for sale on eBay and it shows an image of the Austin Healey Sprite used in the escape from East Berlin in 1963.

The typed words under the photo say:

(NY47 - May 7) - CAR IN WHICH TRIO ESCAPED EAST GERMANY- This is the rented English Sports car in which a lovelorn young Austrian met and defeated the Wall in divided Berlin. Heinz Meixner, 20, of Linz, Austria, hid his East German Fiancee, Margarete Thureau, 20, behind the seat and her 48-year-old mother in the trunk of the low slung car and zipped right under the last steel barrier to West Berlin at a crossing point (AP wire photo by cable from Berlin) 1963 (See AP wire story by George Doultwood)

It was a story that I'd heard before. However when I started to look into it in more depth, I discovered that the car was used successfully on two separate occasions.

Here is a bit of background on the escapes.

Heinz Meixner, an Austrian, began working in East Berlin in April, 1962. His passport enabled him to travel through Checkpoint Charlie at will. Then romance entered the picture.

One evening Meixner met Margarete Thureau at a dance in East Berlin. As love grew, they made plans for marriage, and Margarete asked permission to emigrate to Austria. East German authorities denied her request.

Undeterred, Meixner decided to drive under one of the steel beams that stretch across

A few hours before starting he removed the windscreen and, for added insurance, let some air out of the tires to lower the car even further. Margarete huddled in the tiny section behind the driver's seat. Meixner's future mother-in-law was crammed into the cramped luggage area. For protection against possible gunfire, Meixner had surrounded her with 30 bricks.

Sunday, May 5, 1963. It was time for the run. In the early-morning darkness, Meixner drove



Escape from East Berlin ... Twice!

to the first barricade on the East Berlin side of the checkpoint.

He displayed his passport to the guard, who motioned him on to the customs shed. Instead he gunned the motor, whizzed around the vertical bars and skidded past the startled guard.

Before the guards could fire their submachine guns, Meixner raced to the last steel bar, ducked his head, floored the accelerator and rocketed into West Berlin. He was traveling so fast that when he finally hit the brakes the tires left 96-foot-long skid marks.

After the American guards recovered from their shock at this apparition that had materialized out of the early-morning gloom, they welcomed Heinz Meixner, Margarete Thurau and her mother.

Meixner told the Americans, "I figured it would take the guards three seconds to draw their weapons once they knew what I was doing. I knew Margarete's mother was protected by the bricks. I felt I could make it with about three inches to spare . . . Now we can get married."

The exploit, and the Sprite, received international publicity. Several months later Norbert Konrad tried the same stunt. Although born in Germany, Konrad had an Argentine passport.

He had fallen in love with an East German woman, Helga Werner, but the authorities refused permission for her to emigrate. Although concerned that the guards at Checkpoint Charlie might be particularly suspicious of sports cars, Konrad rented an Austin-Healey Sprite at a West Berlin agency.

As Helga huddled in the trunk, Konrad drove toward the East Berlin checkpoint. En route, an East Berlin policeman stopped him; Konrad was certain he had been discovered.

He relaxed when the policeman pointed to a loose fitting on the exhaust pipe and told him to have it repaired. Konrad gladly fixed it, then resumed his drive.

At the checkpoint Konrad showed his passport, and the guard directed him to the customs office. Instead, Konrad stepped on



Checkpoint Charlie photographed in 1964

the gas, raced for the barrier, ducked his head under the 37 $\frac{1}{2}$ -inch-high horizontal pole and skidded into West Berlin.

Konrad later returned the car to the rental agency and was incredulous when he learned it was the same vehicle Heinz Meixner had used. Several weeks later Konrad and Werner were married.

The trick worked twice, but no more. To prevent a third Sprite escape, the East Germans embedded steel bars in the concrete beneath the barrier.

I believe that the reason for two different registration numbers on the cars is that the photo with Heinz, Margarete and her mother in the car, is a re-enactment.

It all seems quite probable except the part about leaving 96-foot-long skid marks!

Here is the original minimal description from the eBay advert

Vintage Press Photo 1961 1963 Austin Healy Sprite Car Berlin Wall Escape

Price:

US \$24.99 Approximately £15.71

Original Vintage Photo 1961 – 1963 Austin Healy Sprite Car Berlin Wall Escape dated 1963 on back.

Gary

How Did You Meet Her?

Jim in LCB654 at Goodwood



SCH53 in the 1960s

There are two parts to my story as I have succumbed twice to Frogeyes, separated by some twenty five years.

Part 1. In May 1958 I read the description of the new Austin Healey Sprite in *The Motor* magazine and was captivated by the car and had to have one. I had just finished my Graduate Apprenticeship at Rolls-Royce Aero Engine Division after 2 years of National Service in REME and had a proper job for the first time, with a reasonable salary. There was plenty of opportunity to work overtime, which I did, and by January 1960 had saved almost enough money to buy the brand new Sprite which was beckoning me from the showroom of the local BMC dealer. A quick trip home to borrow the last £25 from Dad and I had enough money including the trade in value of my Standard 10.

It was Old English White, registration SCH 53, with the optional extras of a heater and front bumper. The optional extras were a bit of a con because I never heard of a UK car without them. The list price was £669. I drove it in Driving Tests (now called Autotests) and the odd rally with a bit of success in local events. I was occasionally mistaken for another Jim Clark, a Scotsman, who was a bit good at motor racing.

It was my only car and it clocked up 50,00 miles in the 3 ½ years that I owned it, including a honeymoon trip to Lands End and onward to the Isles of Scilly in a de Havilland Rapide biplane. It was reliable for the standards of the day. From memory it needed a couple of decokes and valve grinds, a clutch, a differential bearing and frequent services.

The impending arrival of our first daughter meant that the Sprite had to go and it was traded in for a Mini, which was followed by a Mini Cooper. I was not too sad to see it go as it was fairly well knackered, the engine using a lot of oil and corrosion everywhere.

Part 2. Fast forward 25 years and three daughters. I was getting car withdrawal symptoms and wanting something interesting to play with. I considered a Lotus 7 type of kit car but decided that it was a bit too impractical. I was tempted by a Lotus Elan which needed a lot of restoration but the price of spares put me off. Then I was casually looking through the 'for sale' columns in the local paper one evening when I saw an advert for a Frogeye. The rest of the family were out and, having nothing better to do and nobody to dissuade me, I went to see the car, registration LCB 654. It had been parked for some years and was rough but I thought that I could make it into a tidy runner in a few months. How wrong I was! I bought it for, I think, £250 and borrowed a trailer to take it home. It got wifely approval because of romantic memories of courting days in the first car.

The more I inspected the car the worse it got and I soon came to the conclusion that it was a complete rebuild or nothing. I took the head off and there were burnt valves and pistons. The body was thoroughly rotted away apart from areas where oil leaks from the engine, gearbox and back axle had protected it. There was also some badly repaired crash damage. I stripped down the car to the bare shell and tried to repair it with my self-taught welding skills but after many

months I realised that I was not going to end up with a strong straight shell. So I took the few good panels and a steel bonnet to Brian Wheeler, who has a jig for Frogeyes, and he built up a more or less new shell around the doors and bonnet. Fast forward another 15 years to cut a long story short and the car was completely rebuilt and starting to win Concours awards. Fast forward a further 16 years to the present time and the car has done 11,000 enjoyable miles with very few problems and no breakdowns. It has been used to take two of the daughters to their weddings but unfortunately it was not rebuilt in time for the first daughter's wedding.

Continuing the wedding theme, we celebrated our Golden Wedding this year and briefly contemplated repeating our honeymoon trip to the Isles of Scilly. However, common sense prevailed at the thought of a 350 mile trip each way in our dotage and we went to Paris by Eurostar instead.

Incidentally, there is a member of the Austin Healey Club with an almost identical Frogeye story except that he managed to find his original car to restore.

Jim Clark

Notts and Derby Area

Mascot Photo Competition

As you may have noticed, this month and last month's cover shots are really great (well I think so anyway) and as the editor, I'm thrilled to be able to have such high quality images to use. Therefore I've decided to launch a photo competition. The only stipulation is that the photo must be somehow Spridget-related. It doesn't have to be an immaculate car. It doesn't even have to be a whole car, just Spridget-related.

A few of things to bear in mind:

1. It has to fit the A5 template (portrait)
2. You will have to leave room for header and footer (the blue bits at the top and bottom) as well as the magazine title *Mascot*
3. The size has to be 1.5mb or bigger (preferably over 3mb)

That's it!

You will receive a high quality pdf of your cover shot as and when it's used and my favourite will receive a special prize of your photograph on the front of *Mascot* reproduced on canvas.

(See page 10 of the December *Mascot* to get an idea)

In addition to the last two covers, here are a number of my favourites to give you and idea.



RH Specialist Insurance Offers Advice on Winter Insurance Options for Classic Cars

To Insure, or not to Insure...?

This is a question we often ask ourselves as winter approaches. Do we let our beloved classics take a well-earned rest until spring or do we keep them insured and roadworthy, ready to take us out on a crisp winter's day for a little adventure, or to our local classic car meet for Sunday brunch?

Whatever we choose, it is worth bearing in mind that uninsured isn't always best practice especially when you consider that for as little as £25.00 RH can offer a 'laid up' insurance policy which will provide up to £10,000 worth of cover. Even for higher valued classics the premiums remain affordable and excellent value for money when you consider what the cost would be to replace your classic.

In simple terms, 'laid up' means your vehicle is not driven under its own power and is insured against damage, fire and theft.

The sensible option is to keep our classics continuously insured on a comprehensive basis. This means there are no nasty shocks should the unthinkable happen behind those closed garage doors. Even padlocks, sophisticated alarms and guard dogs can't protect our cherished vehicles from fire, roof collapse, exploding paint, rodent damage, etc.

The next best option is to, at renewal, simply reduce the level of cover from comprehensive to laid up during the winter months. This option will still give you peace of mind but you won't be able to take advantage of those dry, sunny winter days when your classic is confined to the garage until spring.

As Emma Airey, Account Executive, at RH explains: Over the years I have been dismayed to hear fellow classic car owners tell me their pride and joy had fallen victim to 'GBH in the garage'. This can take many forms – from a radio falling off a shelf onto a Capri's bonnet (necessitating a front end re-spray!) to a tin of black gloss paint exploding on a warm Autumn day over a newly restored 1920s Scott motorcycle. The Scott's fate was particularly distressing for the owner because he had spent over 6 years restoring his bike to concours condition. The restoration had just been completed and he was considering getting it insured when disaster struck. Sadly he was faced with the unenviable task of dismantling the bike and stripping every component back to bare metal before re-spraying and rebuilding. To say the gentleman in question was 'unhappy' would be a gross understatement.



To leave your classic uninsured isn't really an option for the informed enthusiast and you will still need to ensure that you have declared the vehicle as SORN.

The only way to legally avoid insuring a vehicle you're not using, and that is not kept on a public road, is to officially declare it off-road by registering it as SORN. Doing so will exempt it from the compulsory insurance requirement.

The only exception to this is if your vehicle has not been taxed, insured or driven since before 31st January 1998.

Restorers Report – Part 3



The unrestored Midget

Building a Climax-Sprite replica

By Paul Webb

In last month's *Mascot* Paul continued with the description of his Climax-engined Sprite project. In Part 3 we conclude (for the time being) with the rebuild so far.

David and I have been in contact with each other on and off since Gaydon and I initially I intended to build the Sprite-Climax replica loosely based on the period photo's from the magazines but using standard Sprite disc brake setup, Metro starter motor, Lucas C39 dynamo and a Lucas D45 distributor to save money, but David and I in a recent telephone conversation decided to go the whole hog and build both cars as near as original as we could based on David's knowledge of Lotus engines, and the finding of more magazines with road tests and a previously unseen photos.

This decision was to hurt my pocket in a very bad way. Why? Well this meant changing over to a Climax starter motor. Not that simple, as this would also involve changing the flywheel and engine back plate.

A phone call to Mike Brotherhood to ask if he had a FWE flywheel available? Yes he had one on the shelf, do I need to sit down, yes you do, £380 plus VAT plus the backplate at £180 the pressure plate at £165 and the £130 driven plate plus delivery and VAT. Instantly an image of Yvette standing legs

apart, arms crossed saying NO !! came into my head. I said to Mike I would think about it and hung up. Next I phoned Peter Waller and asked if he had a suitable flywheel and backplate. After a short pause he said that the only one he might have was on the back of a Chris Rea (yes the very same pop star) engine he had taken in as part exchange for a FWA he had built for him. Peter said how about if I take back the flywheel and backplate I supplied you and re-drill the Chris Rea flywheel to take the AX clutch setup. How much I asked, £150, never look a gift horse in the face and turn it down.

This meant that the crank, new flywheel and clutch had to be balanced again.

Not trusting Parcel Force or a courier to get the crank, flywheel and clutch from Peter to me without damage I opted to drive down to Peter in East Sussex and then deliver them to Mass Racing Developments in Little Gransden, Bedfordshire for re-balancing as they could do this for me in less than a week, so I then did the reverse trip the following weekend.

The next two items to track down were the distributor and dynamo both pretty rare beasts. Jack Brabham, probably with the ease of availability at the time and a known working setup of the Lotus Elite, used the



The backplate

Lucas D3AH4 distributor and the Lucas C39 PV2 dynamo with a back plate to take a 90° rev counter angle drive.

I set about tracking down a dizzy and the first phone call was to David Bruzas. David said that he had two of the correct dizzies but one was for a customer engine and the second was for his own engine going into his Midget – Climax. His parting shot was, if you find a dizzy make sure it has a good cap as they are rarer than hen's teeth and the last one he found cost over a 100 quid. Funny how you get that sinking feeling some times !!! Next on the list to try was Peter Waller. Never actually seen one in the flesh says Peter but I'll give you a number that might be worth a try. The number he gives me is for a chap called Barry Sheraton who lives and breaths early Lotus cars but I'm warned that he can be a "funny old bugger" some times. I ring Barry later that day and the conversation goes something like, Hi is that Barry?, Yes, I've been put onto you by Peter Waller who says that you might be able to help me find a Lotus Elite distributor, cor blimey now your asking, what do you reckon then, pause, might be able to help but they don't come cheap, ring me in a day or two, not too sure about a cap though.

I ring Barry back a couple of days later, any luck Barry? yes I've got a dizzy and a good second hand cap you can have, wow !! That's great news how much are you asking, don't know you had better see it first and bring

cash. Barry lives in Uckfield East Sussex only a few miles from Peter. God I'm racking up some miles but hey ho it will all be worth it (I hope).

Arriving at Barry's I find a John Player Special Lotus Europa on the drive, two Elite's in the garage along with several part built Climax engines and Lotus twin cams and a shed of spares that he can not get into without taking out several storage boxes of parts.

This guy is a serious Lotus nut and as a result his dizzy has to be going to a good home. I gave Barry a run down on the Sprite – Climax project and the Brabham conversions which he was not aware of but out of the corner of my eye I could see the dizzy laying on the bench. I picked up the dizzy and gave it the once over, all looked good and I noted £115 written on the side in crayon. Is that what you're asking Barry, Yup. Now Barry came across to me to be the sort of guy that considered the asking price to be fair which it was and if you haggled the price then that would be the last thing he would be prepared to sell you and he was much to useful a contact to lose.

Now it would appear that the C39 PV2 dynamo with the correct type of back plate and rev counter drive was only fitted to the Elite, Climax powered Fairthorpe Electron and maybe some Lotus Elevens. This level of rarity, as you would expect, commands a high price and it did.

I have used Classic & Vintage Dynamos near Nottingham for some years.

Jim has in stock pretty well any dynamo, alternator, starter motor and regulator you could ask for, so he was my first call on the dynamo hunt. As expected he had a couple on the shelf. How much Jim ? I take it you know how rare these are ??



The dynamo

In Jim language this means you need to sit down when I tell you the price.

I'm sitting down Jim, £340 plus carriage and the VAT. Now I knew Jim would be the cheapest but I checked around for stock and prices and the next cheapest was a staggering £760 plus carriage and VAT. I ring Jim back and ask him to put a dynamo aside. Jim sets up stall at a lot of classic car events through the year so the plan was to pick up the dynamo at one of these events. I could not make the MG spares day at Stoneleigh and Jim was not going to do Race Retro due to the cost of a pitch. So I arranged to pick the dynamo up at the Triumph spares day the weekend following Race Retro.

A friend of ours Clive Cocks (Bailey Morris propshafts) had wangled Yvette and I a couple of Race Retro Friday tickets and as we walked through the sheds at Stoneleigh who is the first face we see, Jim the dynamo man and he has the dynamo with him but I have no money. Not to worry as Race Retro blurb says there is a cash point at the event, wrong !! So it's off to Leamington Spa to find a cash point.

The dynamo came without the rev counter right angle drive so would now need to source one of these. The period magazine road tests stated that the rev counter fitted was an upgraded and more accurate unit and I thought it was likely to be from the Lotus Elite. The Elite rev counter uses a 2 to 1 reduction drive and are thin on the ground with a price tag to match. I phoned Barry Sheraton but even he could not help me out on this one.

CONVERSION SPECIFICATIONS

Engine: Coventry Climax FWE 1216 cc with light alloy cylinder head and block. Four cylinders, 76.2 mm by 66.6 mm. Single chain drive overhead camshaft. Compression ratio 10:1. 83 bhp at 6400 rpm. Twin SU carburetors. Kenlow electric fan. Special 74 in clutch.

Optional Extras: Disc brakes; anti-roll bar; wire wheels; hard top; wood-rim steering wheel; 5.60 by 13 tyres; four-branch exhaust manifold.

Alternative Final Drive Ratios: 4.875; 4.55; and 3.9:1.

PERFORMANCE FIGURES

Maximum Speed in Gears: Top, 109.0 mph. 3rd, 81.2 mph. 2nd, 59.0 mph. 1st, 35.1 mph.

ACCELERATION THROUGH GEARS

0-30, 3.1 sec; 0-50, 6.5 sec; 0-60, 9.2sec; 0-70, 12.5 sec. 0-80, 17.3 sec; 0-90, 25.8 sec.

Fuel Consumption: 31-34 mpg overall during test of approximately 500 miles.

The original Brabham conversion specifications

At this time we did not have any photos of the dashboard so I opted to use a cable driven Jaeger rev counter the type that were fitted to MGAs early MGBs and Mk1 Midgets.

These use a 3 to 1 reduction drive and as luck would have it Speedograph Richfield still make the same type of dynamo reduction drive unit, so I asked them to make two with 3 to 1 gearing, why two, well it was easier to have two made at the same time as David Bruzas was going to need one as well.

It was later that more information on the rev counters came to light, but I will go into that later.

This course of events has taken us up to late February 2012.

Paul Webb, Colmworth Classic Cars



The Climax Midget as it appeared in Sports car World August 1962



It all started back in late 2007 when I decided that it was time to turn my engineering skills and a love of classic cars into reality.

Christmas came and went and with the onset of 2008 browsing the local cars for sale on the net, I came across a sad looking midget in a local classic car garage. Armed with a small annual bonus I went to inspect it.

It was a sorry looking thing, dirty, parts missing, engine bay full of leaves and straw.

Dotted around the car were boxes of random parts, some MG, some unknown. The garage owner stated that it did not run and wouldn't run without a large amount of work. It was

a challenge to say the least. With a bit of haggling and the money burning a hole in my pocket a deal was done.

Just one problem. I did not have a garage ... On the drive back to work, I had mixed views on buying this heap of rust. That evening after a few pints of liquid courage I announced the new car. Hush descended across the lounge, jaws dropped, followed by hysterical laughter.

You bought what.....

Where's it going to go.....

We don't have a garage.....

That piece of junk is not going on the driveway.....



Car prior to Purchase in 2007



Car in its cell for the next year

A Cornish Tale

Later that night after the laughter died down it was decided to build a temporary car port to house the car and prevent lowering the tone of the neighbourhood.

Delivery of the car was delayed and a frantic two weeks passed. The car arrived on the back of a truck just as the last roof panel was being screwed into place. Much to the curtain twitching neighbour's amusement it was pushed into its new home and the gates closed.

Over the course of the two weeks a suspended timber floor and rear wall were installed to keep the car dry and basically turn the car port into a garage.

The Restoration Begins

With new plugs, leads, fluids, battery and a local rewire of the ignition circuit the car bursts into life. It runs, coughs and starts pumping fuel from the carbs all over the exhaust manifold.

At least it runs!! However upon closer inspection and wiping some of the muck off the block it's a 948cc and not the 1098 as listed on the V5. That's 10Hp less, and with my pasty eating, beer drinking hobby I need all the help I can get.

The car was then stripped and the inside of the cabin de-rusted, zinc painted and top coated. This routine followed through the engine bay with all items being removed, refurbished, painted, rewired, re-plumbed and reinstalled. The engine was given a basic level of refurbishment with the sump and head removed, block painted, cleaned and new gaskets fitted. A spin on oil filter conversion and new radiator fitted, valves,



Engine bay upon inspection



Engine bay after refurbishment

springs and rocker gear were refurbished with some basic porting of the head being undertaken.

Suspension, brakes and their ancillaries were refurbished with new bushes, hoses, master cylinder and pipework replaced. The rear axle casing was holed and a replacement item was purchased.

This along with the differential, springs and dampers were overhauled. The fuel tank, sender and pump were replaced with new stainless braided hoses fitted. A Weber side draft carburettor was installed in place of the existing SU's.

A couple of weekends wire brushing and painting underseal followed and the underside of the car was complete. It took almost as long to get the dreadful stuff out of my hair.

The bumpers were scrapped due to their condition, and it was decided to run the car without (purists shock, gasp), as it is felt the car looked sportier and more purposeful with them removed.

This look was then enhanced with the period Lucas spotlight covers, reverse lamp and the custom mesh grille, made from the same material Bentley use. If it's good enough for Bentley it's good enough for my MG.

Bodywork

Thoughts then turned to the cars shabby looking bodywork. It was a bit rusty with bubbles and other blemishes in the finish. The paint was flatted back to primer and metal in places with rust treated, holes welded, filled and primed as necessary. This seemingly never ending job took some months to complete.

This depressing task was further compounded when I started seeking quotes for painting. They ranged from £1,000 for a basic no frills, no questions asked back street paint job to £4,000+ for a professional respray. With my ethos of being mainly self sufficient with this build I researched into painting the car myself.

A compressor found in the local classifieds was purchased along with the hoses, filters, guns and regulators. Books on spray painting were read. I then stumbled across a website relating to hand painting Volkswagen camper vans. "Paint your wagon for £50" was the headline. I was hooked.

170 pages of VW website forums were read and roughly understood. A DVD on the subject was bought (yes there is one). I needed to buy some Rustoleum Combi Colour paint, foam gloss rollers, white spirit and some wet and dry paper. The paint is a spirit based enamel and is used for the protection of industrial metal work. As you can imagine it generally comes in a standard industrial colour range with its red being nothing like BMC Tartan. I then came across a company who were able to mix the exact shade. 2.5 litres were purchased and a few days later a parcel arrived.

Then painting commenced. The secret is to thin the paint to a milk type consistency and apply it in thin layers in warm conditions. Allow the paint to harden 24-48 hours followed by a gentle flattening and then repeat. This process continues 8-10 times. No fumes, dust or a noisy compressor to deal with. With the proximity of my office from home, I even gave the car a coat in the sun during the odd lunchtime (Yes we do get sun in Cornwall from time to time).



Car out in the Cornish sun after initial compounding

Flattening back with 3000 grit wet and dry and then compounding gave a sprayed finish at a fraction of the cost.

Interior

The car was purchased with two seats and parts of two door cards. The seats were cleaned and repaired, the door cards were used as templates to make new ones. These were then covered with an almost identical patterned maroon vinyl to match the seats. A second hand set of interior trim panels were bought off Ebay and these were used as a basis to make new footwell, sill, tunnel and rear trim panels. A new carpet and underlay set were installed. The dashboard was painted with the gauges and switches replaced, refurbished and rewired as necessary.

A new wiring loom was installed throughout the car and despite some irregularities with the supplied item it was modified to suit the cars electrics and eventually all components worked.

A new soft top was installed as was a wood rimmed steering wheel to complete the interior.

An eBay purchase from Devon of Minilite wheels and tyres were fitted in place of the existing steel rims.

In August 2010 the car passed its MOT with almost flying colours (loose brake pipe and a stiff king pin).



Interior of car almost complete

Hardtop

A previous 2008 spur of the moment eBay purchase of an original works hard top was awaiting fitting, however upon further investigation it was found to be from a MK3 or 1500 model and would not fit my car, a bit of early naivety on my part.



Car ready to hit the open road

Then one day whilst discussing the refurbishment with my local MG specialist he mentioned that he had an original 60's Ashley hard top in his store gathering dust and would I like to purchase it. I mentioned my hard top and a swap was done. Having to get a hard top home along the gale swept north Cornish coast is not fun when it's strapped to the roof rack of a Skoda Octavia estate.

Once safely home, the roof was stripped of its fittings, glass etc and then refurbished in much the same way as the cars bodywork. There was some minor crazing to the gel coat and this was ground out and repaired with special fibreglass filler. Halfway through the painting process the interior of the roof was spray painted with Rustoleum's stone effect paint as this closely resembles the original speckled flock type finish originally applied. New glazing rubbers and the glass was refitted.

The car was completed or at least I thought so in spring 2012, however I have since

purchased a replacement 1293cc engine which I'm currently building a fast road/race unit with a Swiftune camshaft, oil catch tank and a vernier cam belt. I have also re-designed the rear suspension including a tubular shock absorber upgrade utilising mini front dampers and custom bracket and the fabrication of a panhard rod to try and eliminate lateral rear axle movement. The car's electrics have recently been modified to become negative earth with an Accuspark electronic point's kit and alternator to replace the dynamo.

I just hope that 2013 is a better year weather wise, to use what is a great little car with a great following.

Mr Daniel Wood
Membership No 4462

Ed's note. Daniel has informed me that this January marks the car's 50th Birthday as it was first registered on Jan 14th 1963. So Happy Birthday from Mascot





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Notifying DVLA of year of manufacture

Pt.1 “The Editor’s Experience”

I recently received a new V5C for my Frogeye “Gaps” and I realised that as my car was built as an export model and only imported back into the UK in 1967, there was a good chance that the DVLA would presume that the car was built in 1967. On checking the V5C, there is no section which states the year of manufacture, only the date of first registration. In my case it’s the 1st of April 1967 (no April fool’s jokes please). I know from my car’s Heritage Certificate, that it was built on the 8th of October 1958. Although I fully intend to keep the car MoT’d even though it is now not mandatory for pre-1960s cars. I was concerned that the DVLA records didn’t reflect the actual build date.



For me it was a relatively simple process. After phoning the DVLA to explain my predicament, they advised me to write to them sending in my V5C with a letter of explanation and accompanied by the BMIHT Certificate, which I did after carefully making scanned copies of everything. Two weeks later I received the new V5C and a couple of days after that (in a hand written A4 envelope), my Heritage Certificate.

While the V5C still doesn’t mention the build date, I have checked the DVLA database, which now states the build date of my Frogeye as 1958.

Below is an excerpt of the official view of the Federation of British Historic Vehicle Clubs (FBHVC).



Pt.2 “Advice from the FBHVC”

Where an owner believes that their vehicle should be exempt from the MoT due to the law change but the Vehicle Registration Certificate (V5C) does not reflect this they will need to write to DVLA to request a change. The address to write to is DVLA, Swansea, SA99 1BA.

In order to ensure the accuracy and integrity of the vehicle records held at the DVLA, it is

important that evidence provided to amend or add information already held on the DVLA system is accurate and truly reflects the vehicle for which it is issued. Therefore it has been decided by DVLA, after discussions with the Federation that for these specific cases requests will only be considered when accompanied by either an extract from the manufacturer/factory record or an extract from the appropriate Glass’s Check Book. Both these documents will have a direct link to the chassis number that should already have been accepted and recorded on the vehicle record as part of the initial registration process.

DVLA will not accept general dating certificates as evidence to amend or update the date of manufacture. However, dating certificates will continue to be accepted for other purposes such as V765 claims and requests for age related numbers for recently restored or recently imported vehicles.

The appropriate specialist club will need to make the necessary checks to confirm that the physical vehicle is the same as on the V5C. This could well involve an inspection but in any case an overall photograph of the vehicle, detailed legible photograph of the chassis/frame number, and a copy of the vehicle details on the V5C would need to be seen. It could be anticipated that the chassis/frame number as recorded by DVLA might be missing certain prefixes or suffixes, as recorded on the physical vehicle, or there are minor long standing transcription errors. E.g. ‘/’ rather than ‘1’, ‘B’ rather than ‘8’ etc. DVLA could well be already aware of these minor differences via the last MoT examiner. However, the core number should match or be contained in the number range of the legacy documentation.

In practical terms, I would anticipate that the named V765 scheme signatories for the specialist clubs as on the DVLA V765/1 List of Clubs, available from <http://www.dft.gov.uk/dvla/forms> or DVLA, will be able to assist owners in the location of the manufacturer/factory records if they still exist (in our case the contact is Terry Horler, who’s details are on page 1 of every Mascot). Where this avenue draws a blank, I would anticipate that V765 scheme signatories will have their own copies of the appropriate Glass’s Check Book.

Continuing on from pages 28 and 29 of last month's Mascot



The Castle at Weissenburg

Day 7

With the 30 cars spread across 4 hotels in the lovely walled town of Weissenburg in Bavaria, we assembled at the Kirchweihplatz for the start in dull and damp conditions. Prior to the start, the first question was 'How many years was the name Midget used by MG?' My answer was 46 – see the end of this report for the correct answer. As we were counted down to the start, we were given a sheet with a total of 20 questions comprising both observational questions and MG knowledge. The former were in a random order and the sheet had to be handed in at the afternoon stop.

On the sections between junctions Jenny recorded my answers to the MG questions [e.g. what is the major difference between the MGA and MGB]. Also we had to find the answers to the observation questions [e.g. where was the windmill in a photo].

For section 1, we headed south and included a lovely section in the Altmühl valley where we found the answers to several questions include the location of the windmill. We were looking for a full size windmill which would usually be sited on high open ground. As the route was mainly through forests and in valleys, we were not expecting to find it until later in the day. However, the windmill was a model one in a front garden in Dollnstein. The section finished at a castle ruin near Wellheim where a drink and short break were taken.

The short section 2 crossed some high ground before returning to the Altmühl valley

that lead to the lunch stop at the castle at Willibaldsburg. The approach was up a steep rough cobbled road and through an arch in the castle wall. After parking up, we lowered the hoods ready for the afternoon section as the sun was shining. A leisurely lunch was served in the dining room which had a lovely vaulted ceiling.

Section 3 started with a return of the fuel supply problem within sight of the castle. As the pump was working ok and the float chamber was empty, it appeared that the needle valve was at fault. After blowing through the valve and refitting all appeared ok. The route followed the meandering river with lovely limestone cliffs before a steep uphill minor road that lead to the Rosenburg Schloss for our next break where the arrival was timed so we could witness a superb falconry display. Although I have seen flying displays elsewhere, this one featured bird handlers standing amongst the audience and launching the massive birds just above the heads of the spectators with some birds causing people to duck as they flew so close – no Health & Safety worries here!

The answer sheets were collected over coffee and all that remained was the final 45 miles. The route, through more lovely valleys and forests, took a loop to the east before heading west for the final descent into Weissenburg and back to our hotel.

In the evening, everyone gathered for dinner and the presentations. Peter did a PowerPoint presentation with the answers to the questions which were greeted by the usual 'I got that right' or 'I didn't see that' from the audience. As the correct answers were given I thought we had a fair



Bill & Jo checking the instructions
(Photo by Juergen Ulomek)

chance of a reasonable score but it came as a complete surprise to be announced as the winners. Peter duly presented Jenny and I with a lovely trophy comprising two real fossils mounted on a marble plinth. Bill & Jo were presented with 8 [for the MG Octagon] beers specially brewed for the Munich Oktoberfest for the Best Car. Bill's next concern was "where are we going to put them in the MG"? The socialising continued long into the night for some but not for us as an early breakfast was to be the order of the day.



Jenny & Doug the trophy winners
(Photo by Karl Heinz Wagner)

Day 8

Most of the cars re assembled at the Kirchweihplatz for the driving test. This comprised driving forward halfway around an outline of cones and then reversing around the remainder of the course and crossing the finishing in a time as close to 40 seconds as possible. Some entrants used a traditional stopwatch while a popular choice was the stopwatch incorporated in a phone. We elected to use the 'human clock' with Jenny counting the time out as I drove. The first half was completed in approx 15 seconds



Doug & Jenny avoiding the cones
(Photo by Helmut Wagner)

as I expected the reversing to be slower. After pausing just before the finishing line, I crossed the line in what we thought was 40 seconds. This turned out to be 45.46 seconds compared with the winner at 40.001 seconds.

The cars then returned to park up in front of the hotel where members of the public admired a wide range of models including Bill's Magna and a rare Y type tourer. An informal lunch and presentation of the trophies for the driving test concluded the event.

Having arranged a couple of extra nights at the hotel, we visited the Roman excavation exhibition on the edge of the town and followed the wall around the town.

Day 9

With a long driving day ahead, we decided to visit Nuremberg by train. A lovely sunny day was spent visiting the old city where a festival market was in progress.

On returning to the hotel, the cars were checked over ahead of the return trip and I decided to investigate the intermittent petrol feed problem. The float chamber valves were removed and cleaned. The small amount of debris that had collected in the recesses by the outlet of each float chamber was removed which would hopefully be the last of that problem.

The answer to 'How many years was the name Midget used by MG' was 42.

Doug Plumb
Member 4071

You can read the final part in next month's Mascot

Super Sprite V8 Show Saga

Many people visit car shows and cannot fail to be impressed by the quality of the cars present – the attention to detail often borders on the obsessive! The Classic Car Show at the NEC is possibly the biggest and most prestigious and so when I was invited to put my car on the MASC stand I was both pleased and apprehensive – “It is a bit scruffy and is a road/race car really, not a show car” I said. “That’s fine” I was told by Alan Pritchard, the MASC Show organiser. So what is involved in getting a car ready for such a show?

I decided to improve the car where possible. I had built it in 1986 from a “slightly bent” 1500 Midget chassis and it had been resprayed Black, then Brown, then Green and finally, five years ago, Blue. So a quick respray was deemed sensible, I also wanted to improve the under bonnet appearance and hide wires and pipes to reduce the clutter.

I had earlier acquired 4 x 40 IDF Webers to replace the 36 IDF’s and so one of the jobs was to clean the carbs and swap them over, but first I had to file the inlet manifolds to allow the carbs to sit and seat without extra gaskets and packing...

That job was in parallel to work I was doing on an Alfa Romeo Sprint which I resprayed – refurbished, got MoT’d and sold at the beginning of November. That gave me funds to invest in the Sprite. I had arranged for a professional respray at a local spray shop (Auto Spa) who had done a very good scratch repair on our daily car and said that they could do the Sprite in the short timescale, but would keep the prep to a minimum as it “Is not a Show Car”.

I then stripped out the interior and did a lot of rubbing down and filling on the bonnet. It was very old fibreglass which had been stored outside un-loved for many years before I

bought it at the Goodwood Sprite 50th event. I also bought 2 second hand stripped doors so that I could keep my old race doors in original form. But the new doors needed holes welding up and smoothing.....

To hide the windscreen wiper motor and fuse box I decided to cut out the redundant bonnet hinge boxes and use the space created. Out with the angle grinder and the job was done. Then I needed to make two flaps to cover the holes so sheet steel and piano hinges were shaped to fit and it was off to the spray shop – Three weeks to the Show.



The engine bay

More work was done on the body and bonnet by Auto Spa. Then it was primed and rubbed down again..... Two weeks to the Show. Finally it was sprayed on November 4th with a Mazda “Black Cherry Mica”. And it was returned to our house on Thursday 8th. The paint looked amazing in the sunshine and so smooth, straight from the gun! – One week to the Show!

Whilst the car was away I had been getting a spare pair of alloy wheels re-drilled to suit the Ford back axle, then I had been busy with



New passenger door



Tristan and Bonnet



Back together and sprayed



Clean under bonnet

Autosol getting all four wheels polished. Also, with my newly acquired funds, I had ordered two new Toyo R888 tyres which arrived very promptly from Demon Tweaks – but needed fitting to the wheels. Then I wanted slightly narrower front tyres fitting as the 185 wide tyres slightly caught the front inner wings.

The Clutch and brake pipes were run from the master cylinder through new holes into the top of the footwell. The pipe runs were changed so that I could put a “Line Lock” for the front brakes inside the footwell and then the tubes run forward inside the triangular box section.

On the other side, the main loom was run inside the footwell then through the chassis leg that supported the “Rubber Bumper” – but first I had to cut through two bulkheads at the top front corner of the foot well.

My new flaps then had to be massaged to fit and operate. The drivers side had the fuse box screwed to it and on the passenger side the windscreen wiper motor was mounted adjacent to the RH wiper spindle under the scuttle (– this was put in and out four times to get the tubes cut and cable running smoothly), the flap gives access to the new, smaller, washer bottle. But now I had achieved that un-cluttered look.

Next the dashboard was tidied with the choke and heater flap controls removed to clear away the bourdon cables. The oil pressure pipe was run alongside the brake pipes into the footwell. To improve access for this I had removed the four exhaust pipes – and had to re – weld all the cracked joints where the collector had sprung the pipes during loading for transport = another unexpected job.

As the original seats were showing their age, I had bought on eBay, a pair of MX5 seats – but didn't realise they were the high back type, so I had to buy another pair of low back seats! Fortunately I resold the first pair on eBay for a modest profit!

Another job was to arrange for vinyl graphics to be put on the doors – again a local company was used “Ant Graphics” of Bedford – there was much discussion about the Sprite arrow orientation and two versions were ordered.

On Wednesday the metalworking was finished, the trim and carpets were reinstalled. The dashboard refitted, front inner wheel arches cleaned, scraped and repainted and the alloy wheels fitted.

Thursday morning saw the same being done to the rear inner wheel arches and the inside of the boot was resprayed satin black. I then collected a hired beavertail truck (having to wait whilst a tax disc was bought from the post office!).

Then the Sprite was winched up the ramps **DISASTER!!!** The car got caught underneath and the electric winch pulled off the towing bracket – complete with 4” of front chassis rail and the bonnet hinge.....I was distraught....and in despair. It was 2 pm on the day the car should be at the Show.

However with my wife's help we got the bonnet off and it sprang back into shape with just one tear by the hinge. I was able to straighten and reweld the box section and was on my way by 3 pm.

Unloading was a lot easier with the MASC team helping and finally I was on the stand by 5 pm. “Did you have to do much to get it ready for the Show?.....”

Philip Herrick



Onlookers at the show

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Vintage



Modern



American



Prestige



Household



Kent Area Report



Before the crowds at the NEC

The month started off with the Classic Car Show at the NEC, Birmingham. Alan Pritchett had taken over organisation of the MASC stand from John Platt, who had arranged it for the past six years and in doing so Alan had assembled a good selection of Spridgets. The cars on display were featured in the November *Mascot* magazine.

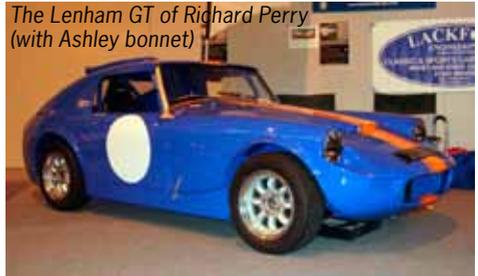
Two years ago Ian Ashfield displayed his Sebring replica on the MASC stand but unfortunately Ian died this year. Ian has left a shield (photo) to be presented to a Sebring Sprite, or replica, displayed at the NEC. With no exact criteria for the award by deceit, default, good judgement, bad judgement, or just plain good luck I was to receive the award from Ian's partner Cynthia, and return the award to Kent. Kent member Martin Ingall had been the first recipient with his well known Sebring rep JJO. You can read more and see pictures on Martin's excellent website at www.sebringssprite.com.

Also on the same weekend (18th Nov) there was a meeting, for breakfast, at Classic Cars of Kent, who are now situated near Crowborough, Sussex. I am told that the weather was stunning albeit a little fresh first thing. Those that attended, and a couple of MASC members attended, got through 170 bacon rolls! This is expected to be a quarterly event. Dependant upon how wintry the weather is. The aim is for the next event to be in February 2013. Perhaps we can have a drive out and MASC meet there?



The Sebring Sprite Memorial Shield

CCK hold, amongst others, the Lenham Fastback moulds so can supply fibreglass bodywork as seen on Richard Perry's car. In



The Lenham GT of Richard Perry (with Ashley bonnet)

period a Lenham Fastback conversion would have probably been fitted with Mk1 Ford Cortina "ban the bomb" tail lights.

What a difference a day makes! Now if only we had planned for the day after when the weather was completely different and would have been a good day for a drive in a Spridget. Our last "Old Boys" mid week run out was to have been on Wednesday 21st November. These mid week drives, to places of interest, have proven extremely popular with a good turn out of Sprites, Midgets, & derivatives. This month was meant to have been a visit to Brooklands Museum & Circuit, at Weybridge, Surrey, but due to inclement weather, and an amber Meteorological Office warning, the event was cancelled. We will have to think of a cancellation protocol as some failed to read the late cancellation e-mail, sent long after some of the old codgers bedtimes, and apparently enjoyed a cuppa & a chat at the RVP. We will perhaps do Brooklands as our season opener next year.

For next year, and doesn't time fly, Kent member Darren Tyre has suggested a *London Bridges Run* on Sunday 6th January. This season opener, for the past couple of years, has started at McD's, in downtown Deptford, then attendees, who come from all over, drive the London Bridges to Richmond in time for a pub lunch and then departure home. A suggested route is normally available at the start venue which attendees may follow if they feel road, and weather, conditions suit otherwise they are free to make their own choice of route and direction.

Hopefully the advert for the 2013 *Miglia Tour* appeared in last month's *Mascot*, it has been on the Kent website at www.masckent.org. Several interested parties have contacted me so the event will go ahead in September 2013. For those that may not be aware of this event it will be the third running (2009 & 2011) of

what has become a bi-annual event. Driving Sprites, Midgets, & Derivatives through France, Belgium, Switzerland & Italy, with like minded enthusiasts, whilst visiting varied places of interest. Interested? Contact me for more detail via the Kent Website www.masckent.org.

Whilst mentioning 2013 our "Twin" Amicale Spridget will be organising events throughout France next year. If you fancy joining them I am sure you will be most welcome. Franck Thibaud kindly captions some of their website in English so do have a look at www.spridget.free.fr

I wouldn't normally put an advert in a write up but Hey! What the Heck! A N.O.S factory reground 1098, A-Series, 2" mains Crankshaft with all bearings and thrusts still in the Leyland/BMC cardboard box. What a find! Oiro £100.



2inch Main 1098
Crankshaft

And so finally on to the Monthly meeting at the Angel .P.H. Addington Green, Kent.

In amongst the wind and rain that had been awarded a Meteorological Office amber star, there was a window of opportunity that coincided with our monthly meet. Sun and good cloud with no rain and wind forecast until 1600hrs, when I hoped to be home and watching the season finale of the F1 World Championship at Brazil on the television.

There was a predominance of red in the car park with two green Sprites adding a slight variance of colour.

Rylan arrived without a Spridget having sold his 1500 and is now looking for another. Let's hope it's not red! Also looking for a Spridget were potential new club members Martin & Leslie. Ron was to give them a test run in his

Sprite. What more can one say? A good time with friends!

Austin Healey Sprite Mk1 Frogeye owners. www.frogeye.smugmug.com is our own magazine editor's website of Frogeye photographs. Is yours there yet?

A Healey Museum opened in the Netherlands on November 24th 2012

Open from Thursday up to Sunday: 11.00 - 17.00 hrs. (Admission fee: 12 euros.)

The Museums website www.healeymuseum.nl states:

The main goal of the Healey Museum Foundation is to preserve the cultural heritage of Donald Mitchell Healey and the products of the Donald Healey Motor Company for future generations by conservation and exhibiting the rich history of the Healey brand and the people behind it. The first and only Healey Museum in the world opens its doors on November 24th 2012. In addition to very special (Austin) Healey's and special creations, the Healey Museum carries a large collection of historical material from the glory years of the Austin Healey's in race and rallying. A unique experience for young and less young lovers of (classical) sports cars

The address of the Healey Museum is: Country Estate 'Groot Kantwijk', Bergseweg 28q, 3633 AK VREELAND, THE NETHERLANDS

(Calais to Vreeland is about 217 miles). Is there interest in a four day weekend trip??

Alan Anstead

Kent Area Rep

Mailto: alan.anstead@bopenworld.com

Tel: 01322-384050 (answer phone).

A few of the cars at the Kent monthly meet. Cars are (L-R) Darren & Tracey's 2ltr Ford-engined Spridget, Ron & Marilyn's AH Sprite and Sue Judd and Bill Richards' race-engined AH Sprite.



The Sebring Sprite Memorial Cup



Cynthia with the Shield beside Alan's Sebring Replica

Two years ago Ian Ashfield proudly displayed his newly-completed blue Sebring Sprite Fastback on the Midget and Sprite Club stand at the NEC. He had built the car up with the help of Andrew Forster and the team at Archers Garage.

Sadly, it was soon after that event that Ian learned he had only a few months to live, whereupon he made the decision to get his car on the road and to use it as much as possible. This he did, but he also decided that he wanted to present a trophy to his fellow Sebring Sprite owners "to promote the marque and also so others can share in Brian's dream and his legacy to us".

The late Brian Archer initiated and carried through his plan to re-create John Sprinzel's Sebring Sprite Coupe of 30 years earlier. Ian has provided a magnificent shield, the Sebring Sprite Memorial Cup, to be awarded annually to the owner of a Sebring Sprite appearing at the NEC.

Ian did not leave any clear guidelines as to how we were to decide exactly which car should be honoured with his award, especially if there was more than one Sebring Sprite at the Show.

This year there were in fact 4 Sebring Sprites, the ex-works Mark II Sprite recently acquired in very original condition by Jonathan Whitehouse-Bird, the Archer replica Sebring Coupe owned by Alan Anstead, Tony Davis's alloy-bodied race car and Peter Seaman's standard-bodied version.

After much deliberation a conclusion was reached that Ian would have wanted the trophy to go to a Sprinzel-designed car and one from Brian Archer's stable. It also seemed appropriate that the trophy should go to a car in regular, if not daily, use and which has

been driven to a number of foreign countries.

Insert image Shield.2 "L to R Andrew Forster, Jonathan Whitehouse-Bird, and Alan Anstead with Cynthia at the MASC stand at November's Classic Car Show at the NEC"

Ian Ashfield's partner Cynthia, together with Andrew Forster from Archers, was at the show to present the award to Alan Anstead for the coming year, and I had the task of saying a few words.

Martin Ingall

www.sebringsprite.com

L to R Andrew Forster, Jonathan Whitehouse-Bird, and Alan Anstead with Cynthia at the MASC stand at November's Classic Car Show at the NEC



East Anglian Report



I hope Santa brought you everything you wanted (maybe even a few Spridget related items) and you are recovering well from the festive excesses and are starting to look forward to another brilliant year of Spridgetly adventures. As I wrote this we were on the cusp of the deadline, I had been so busy with work and things, my 95 year old Mum was in hospital and I was spending far too much time in agony (between visits to the dentist) hence I had only just thought about checking the deadline, which it turned out was the following day. The timing of the deadline was a bit unfortunate as it prevented me from reporting on our Christmas meal three days later, and since it was black and frosty outside common sense had to prevail and prevented me from taking the 75 mile round trip to December's Sprite night at Holywell. I know some people were not planning to attend as the meeting was so close to the Christmas meal gathering, however I was still planning on going, to spend the evening with a few of the stalwarts and to welcome any new members to the fold. If you fall in to any of the aforementioned categories please accept my apologies.

One bright spot, in the midst of all the gloomy cold weather was that I managed to get the rusty Rover through its MOT, with just the addition of a couple of old cocoa tins attached to her important little places with my welding stick. It is amazing how Spridgeting

skill can be usefully employed in everyday life. The MOT inspector even complimented me on the standard of the welding!

Another bright spot was our charity social event at Peterborough Greyhound stadium. The event consisted of a dozen or so of us gathering in the race view restaurant to chat, eat and drink and make merry while watching tied old dogs limp round a track in the rain as we ripped up our paper slips to help towards Peterborough becoming the recycling capital of the UK. The real point of the evening was however the vast amount of money we collectively donated to support our chosen charity, the bookmaker's benevolent fund. I think everyone enjoyed themselves without depleting their finances too much and after all, it was all in a good cause.

Not much was happening with the Spridgets in December since it was either too icy or too wet. Not even the opportunity for those brilliant little top down forays into the fens on crisp sunny dry days, to charge the battery and admire those wide blue skies. It had even been too cold to get much done in the Sprite cave, however with a bit of luck that is all about to change with a whole new year and the promise of Spring ahead of us

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

Dave Dixon
(AKA Red Leader)

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Scotland Area Report



Sprite for sale at the NEC in November

At the time of writing, we are in the last few days of the lead up to Christmas which will be followed shortly thereafter by the turn of the year. The annual pilgrimage to Birmingham and the NEC for the Classic Motor Show is past and now is the time to reflect on the past year and look forward to the next.

The level of representation in the Scottish Group has been sadly depleted this year due to many factors and, as a result, the number of activities has also suffered. We did however have a very pleasant and successful run in April in and around the Loch Tay area and a weekend away in The Lake District in June. Other runs and attendances at various shows have been accomplished in association with The Blackwood Classic Car Club. So, all things considered, there have been a reasonable number of activities over the course of the year. Unfortunately, in common with the rest of Britain, the weather has not been particularly accommodating and many of the trips have been accomplished with tops up and behind thrashing windscreen wipers.

The Classic Car Show at the NEC continues to grow and, in my mind, needs two days to be able to appreciate it fully. I have an

interest in all types of vehicle and hence want to spend time in each of the halls and look at all of the many and varied exhibits. Although we spent all of the Saturday in the show, unfortunately, we were only able to manage a couple of hours on the Sunday due to family business and speaking to others who were at the show. I now appreciate there were one or two things I missed. I am quite pleased with myself however, I didn't succumb to the temptations of the tool stores and only came away with a new copper/hide wheel hammer and

I can justify this to myself, as the old one was 12 years old and the leather end was in tatters. Among the cars for sale at the show I saw the Sprite shown in the accompanying photo and while I did not climb in and under it, it looked to be an honest car which, superficially at least, needing some work doing to it, but which could probably be treated as a rolling restoration. As you can see, the car was marked as sold and I hope its new owner enjoys the experiences of "spridgeteering".

On Sunday 9th December, ten of us comprising former and present members of the group met at Fratelli's Restaurant in Coatbridge for Christmas lunch and with it the associated banter of catching up with each other. The meal was excellent and catching up with old friends and their news very satisfying.

For the coming year we presently have no calendar formulated and I would request that any Scottish members who are reading this and wish to get involved in joint activities please make contact and let's try and arrange something.

John Pardo

Contact: 01698 814791
E-mail: jp1kg@talktalk.net

Essex Area Report

John and the ticket



“Jaguar specialists JD Classics held one of their very popular Open Mornings on Sunday 18th November at their premises in Maldon, Essex. Local MASC member Doug Plumb was fortunate to be allocated two tickets to this event and decided to hold a raffle amongst the local MASC, MGOC and MGCC members for one of the tickets. £80 was donated to the Essex Air Ambulance from the raffle with MASC Essex member John Gates emerging the winner.

Doug & John joined nearly 400 enthusiasts for an informal tour of the fabulous workshops and showrooms which included an impressive display of both road and competition cars and motor cycles. However, the highlight was a talk by motor racing legend Sir Stirling Moss OBE who was interviewed by journalist and broadcaster Simon Taylor. Stirling was both witty and informative as he retold incidents from his long career as a professional motor racing driver including how he and Denis Jenkinson planned their ‘comfort break’ during the 1955 Mille Miglia which they went on to win

at a average speed of 97.96 mph over the 992 mile course.

Following a Q&A session with the audience, octogenarian Stirling happily autographed posters, books and other memorabilia for over 30 minutes.”

I attach a photo of John Gates with his ticket.

Regards,

Doug Plumb

Essex area rep Jane Gates
igjanegates257@googlemail.com



Sir Stirling

Notts & Derby Area Annual Review



Greetings from the Sitwell Arms!

The last few weeks have been fairly quiet from the point of getting out to car events. Some are reported to be wrapping up their loved ones for hibernation like the Blue Peter tortoise. Others lucky enough to own an anti-rust Isle of Wight Frogeye have been spotted out and about with a lifebuoy attached to the boot rack.

The weather played a huge part in holding back events early in the year, but also the fact that my engine and gearbox were rebuilt over those months too meant a lack of participation. The rest of the year as a whole has felt quite busy from a personal view.

Annual favourites have included the Bicker Steam Threshing, Silverstone Classic, Ashover Rally, Renishaw Hall, a very wet Wollaton Autokarna, and a new one for us Notts+Derby folk, the Shackerstone Rally, all of which we hope to attend next year.

There are many local Classic Car meetings through the summer months in our area, and of course attendances picked up once we all dried out. Our regular Sitwell gatherings have seen a slight increase in new faces over the year.

Many articles in *Mascot* this year have referred to supposedly new parts for our cars which failed to reach the quality we would expect. I have heard stories from members in our area of new carb. needles with file marks on them; track-rod end rubbers perishing within months; incorrect pulleys on water pumps (Earlpart); engine mount rubbers so hard they shook the car (Earlpart); engine mounts of different

thicknesses; gearbox mounts out of alignment so much that a horizontal position could not be achieved.

One has to question the lack of quality control at suppliers. They seem to rely on us testing the parts before returning them at our own cost, thus increasing the price of the initial parts, as quite often they may be bought online or by mail order due to the lack of real shops nearby. I also believe these suppliers should be named – not to be shamed, but in order to feed back information and hope that the quality increases, as many of them offer an exemplary service and will do all they can to keep us happy and on the road in future (PBW). After all many of us rely on their knowledge to supply the correct parts.

Of course these are my personal views to add to everyone else's concerns.

With Christmas approaching as I write, news has reached me that unfortunately Nigel has had to pull out of the Christmas meal after experiencing a slight stroke (nothing to do with a lift in Paul's Supersprite I hope!) and we all wish him well and hope for a speedy recovery.

So here's to a very Spridgely New Year to you all from the Notts + Derby area.

Next meeting at The Sitwell Arms will be January 10th - the first meeting of 2013.

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



Yorkshire Area Report



*Tim's Sabrina with Rob's P6
on the Christmas Cracker run*

After missing the deadline (oops) for last month's entry, here's my first report as the new Yorkshire Area rep.

Some of you will know me already (or of me if you avidly read the Yorkshire reports), I drive a blue Mk 3 RWA K-midget with stripes on it (when it's not broken). The stripes were quite envy-generating at a recent K-midget meet!

(Ed's note: See Mascot June 2010's front cover)

We met on a cold and slightly drizzly day, with us nice and warm inside the pub and the pie nice and warm inside us. New members Geoff and Angela had come down from Durham and spent some time swapping Frogeye restoration notes with Steve, as they both have Frogeyes in similar states. We were also joined by Tim & Sarah and the second youngest at the meeting – baby Isla, and then by Peter and Leonie and 10 week old Henry. Must be something in the water. Ken and Julie made it over fresh from Belfast having dodged the slightly iffy situation over there.

It turns out that Geoff and Angie know one of my old chemistry teachers – so we had a fantastic conversation as we're both familiar with areas even further north than Yorkshire (yes, there are some!) Geoff used to be involved with the Durham Regatta, which has a classic car show attached, so watch this space with Sunday the 9th of June 2013 in mind.

Currently on the radar is Ken Cothliffe's Canada Run, in association with the MGCC and to which MASC has been invited, which will be on the 8th of June – this was great

fun last time we did it, on a scorching hot October day last year. The route has now been extended to more WWII airfields, including Croft. Be there or be square (arched).



Some of the cars taking part

A couple of weeks ago we went on the MG Cumbria/Wigton Motor Club Christmas Cracker run, which was great fun if a little icy. I'm afraid we went with the warm car (Rover P6) but the Midget would have been a better bet on the small and exciting roads. This normally starts around Penrith so is a good event for the more northerly among us – we'll be there next year.

I'm currently putting together a Google calendar with dates of classic car events that I'm planning to go to and other interesting things, so please get in touch if you know of anything in the Yorkshire area that you would recommend.

I hope to see you in 2013, and have a relaxing Christmas and a great New Year!

Rob Armstrong
mascyorkshire@gmail.com



Pat and Zara Kimber's Charity Run

Annually Pat and Zara Kimber organise a charity run in aid of Livability, an organisation enabling disabled people to live in the community.

The meeting point is the Robin Hood and Little John pub at Tonwell, near Ware, for lunch and then a 40 mile meander through beautiful Hertfordshire lanes following a tulip diagram of instructions

Generally there will be cars and owners from the 750 Club, The Austin Healey Club, MGOC, MGCC and MASC, all friends of Pat and Zara collected over many years of club membership and activity.

This year they will be returning to the first Sunday in August for the thirteenth CHARITY CLASSIC CAR RUN, so they hope folk will book the 4th August 2013 and hopefully keep it free to join them for the afternoon. It starts as usual at the Robin Hood & Little John at

the Hertfordshire village of Tonwell for an optional lunch, and finish at Pat and Zara's home in Ware for tea. The proceeds will go to LIVABILITY, the former Shafterbusby Society and John Grooms, for which they have raised over £2,000. Forms are available from, Pat & Zara Kimber, tel: 01920 420642 or via pat.kimber@ntlworld.com.

Maggi Byford adds

This is a very well organised event, with the route carefully chosen for interesting driving and scenery. The finish, with tea and home made cakes back at Pat & Zara's home, is always a very social occasion. Several local car clubs are invited, so there is usually an interesting mix of cars in the start car park.

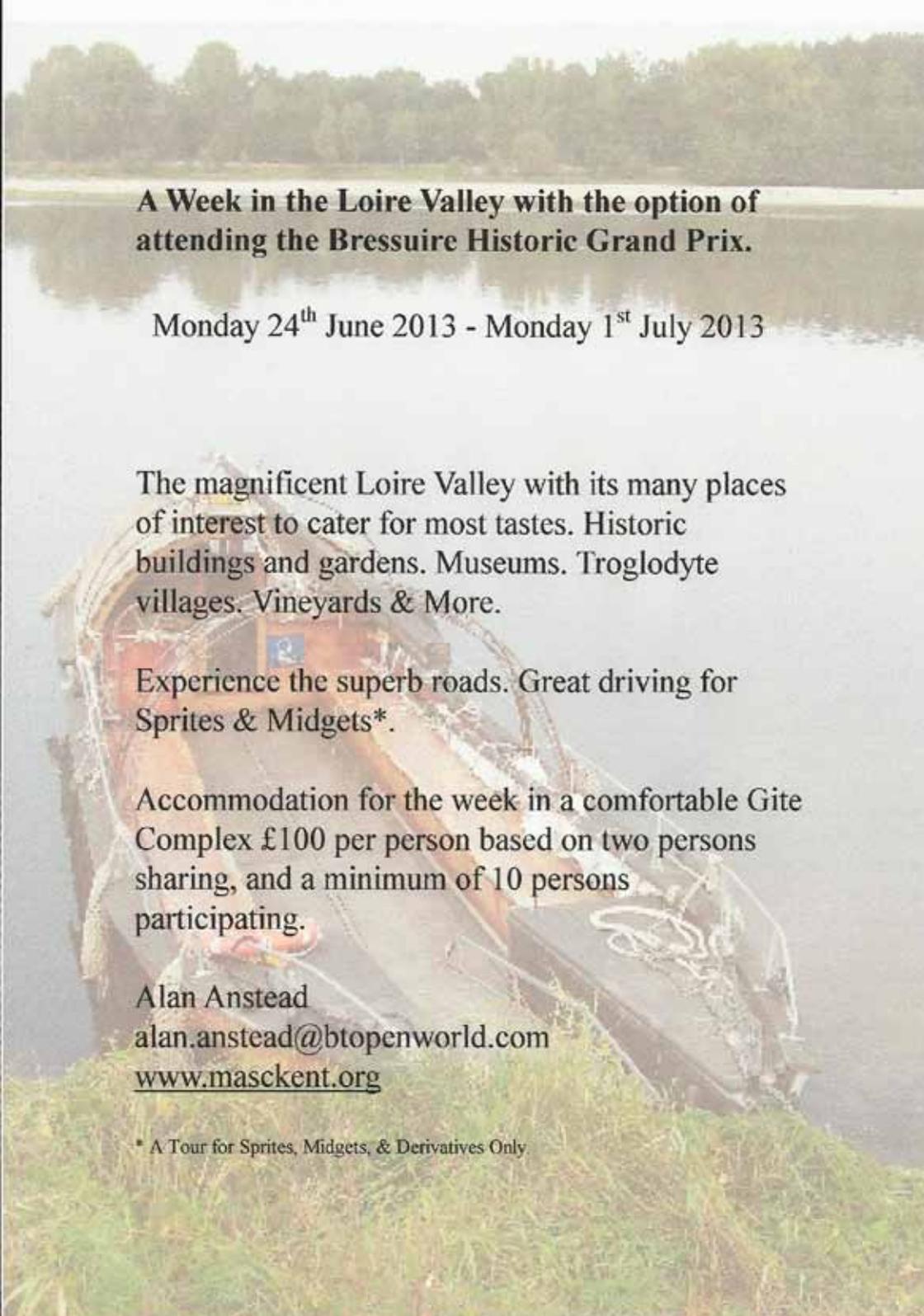
Ed's note. I have already booked to go on this event and I hope to see many MASC members there.

Market Place

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

For Sale: a new old stock 1098, A series, (Midget / Sprite / Morris Minor / A35 van / countryman) 2" mains factory reground crankshaft, with all bearings and thrust washers, still in the Leyland / BMC cardboard box. £100. Contact: alan.anstead@btopenworld.com

Wanted: Brackets for Frogeye Boot Rack. Contact Howard Wadsworth on 01282 773 108 (Burnley)

A photograph of a boat on a river in the Loire Valley, France. The boat is a traditional wooden boat with a canopy, and it is docked on a grassy bank. The background shows a wide river and a line of trees on the opposite bank.

A Week in the Loire Valley with the option of attending the Bressuire Historic Grand Prix.

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

Library image



SuperPro poly bush kit, complete car
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Leather key fobs, with logo
VARIOUS £9.95 (**AH OR MG**)



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



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



Others available

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



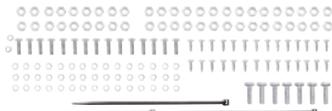
Headlamp relay kit
117-515 £32.95 (**Universal**)



Supercharger kit, 1275
150-080 **NOW** £2,694.95 (**1275cc**)



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



Hardware pack, 223 pieces
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GXE4405X £187.96 (**948,1098,1275cc**)



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386-460 £22.96



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AGPACK10 £53.95



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



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

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