

May 2013

£2 No. 350

# **Mascot**

***The Magazine of the Midget & Sprite Club***



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



# MIDGETS & SPRITES ON TOUR

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OR SEE OUR WEBSITE - WWW.SCENICCARTOURS.COM**



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

## COMMITTEE

### CHAIRMAN

**David Dixon**, Tel: 01733 222810, email: e-dave@hotmail.co.uk

### GENERAL SECRETARY

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**Stuart Watson**, "Staddlestones", Thicknall Lane, Clent, Stourbridge, West Midlands.  
DY9 0HX Tel: 01562 883076 email: membership@midgetandspriteclub.co.uk

### GENERAL MEMBER

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**Kate Andrews**, email: kate.andrews66@yahoo.com

## OFFICERS

### CLUB ARCHIVIST &

### TECHNICAL DOCUMENTATION

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rebelwithasprite@hotmail.com

### MEMBERS ADVERTISING

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### CAR REGISTERS

### SPRITES & MIDGETS

**Stuart Watson**, stuart@thewatsonz.com 01562 883 076

### (EXCEPT MK1 SPRITES)

### SPRITES MK1

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### REGALIA OFFICER

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### TRADE ADVERTISING

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## AREA REPRESENTATIVES

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**Vacant**

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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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# May Editorial

If this month's magazine has popped through your door as planned, you should just about have time to read it before the club's first major event of the year. This weekend (actually starting on Friday the 3rd) sees the third Donington Historic Festival. You may just about have time to get tickets for the event by quoting the club's special reference number MIDSPRDFH13.

It should be an exciting three days of classic historic racing, running over the 3rd, 4th and 5th of May.

If you've missed the Donington Historic Festival, there is another chance to join other MASC members and their cars, at the Silverstone Classic. Taking place over the weekend of 26th to 28th of July, the club will have its largest annual outdoor event at this famous motor racing circuit. There is even the possibility of getting a lap of the track on the Saturday evening. The booking code to quote when ordering tickets for the Silverstone Classic is C13245.

I, along with most other members of the committee, will be at both events. Talking of the committee, on page 13 of this month's *Mascot*, you will see details of the Club's AGM. Which this year takes place on Sunday 27th October. And has moved to the Gaydon Motor Heritage Centre CV3 50B in Warwickshire. If you are intending to attend, you'd better get in quick as there is free entry to the museum limited to 30 people only!

The final national club event of 2013 will be on the 15th to 17th of November where the club will have its stand at the Classic Motor / Motorbike Show at the NEC, Birmingham.

These larger events are only a small part of the full diary of drives, visits and meetings which the various MASC areas are putting

on throughout the year. If you've never come along to any of the club events, why not pop along and meet some like minded (and in some cases) quite normal Spridget loving people. We don't have room to list them all in *Mascot*, but if you turn to pages 4 and 5 of the magazine, you will see a list of the various areas' regular monthly club meetings as well as the events diary. We would really love to welcome you along, especially if you've never attended before. Most of us don't bite!

*Mascot* would like to thank *Classic Car Weekly* (and Alan Lo for bringing it to my attention) for once again voting *Mascot* as their magazine of the week. It's nice to know that the magazine is appreciated outside of the club. But my thanks as always, goes to the many members who contribute their articles, observations and reports to *Mascot*. It would simply be blank pages or photos of my car without your input.

Have a great (and sunny) month.

**Gary & Gaps**

*(now thankfully back on the road).*



*Mascot's appearance in Classic Car Weekly, rescued from Alan Lo's recycling bin!*

**The deadline for articles and reports for inclusion in June's edition of Mascot is Tuesday 14th of May**

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**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.**

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Cover image: A reminder of summer last year on MASC's tour of the Loir at Parçay les Pins, France. Thanks to Andy Cross for the photo

# London Area Midget & Sprite Club

## Special Announcement



John Sprinzel with  
PM0200 at Goodwood  
© Paul Woolmer

## John Sprinzel is coming to Town (at the Ace Café)

**Tuesday 8th of October 2013**

I am delighted to announce that all being well, John Sprinzel will be joining us at the Ace Café on the evening of Tuesday 8th of October 2013. It may only be a flying visit, but the intention is to get there rather earlier than usual (hopefully around 5.00pm) to enable us to fill the car park with Spridgets before other classic cars arrive.

The second Tuesday of each month is *Classic Car Magazines* "Classic Car" night at the Ace Café. It would be great to get as many Spridgets and their owners along to join in the fun. Please contact me if you intend to come along so that I can give the Ace Café some idea of likely numbers of cars. Although the car park can hold many cars (and ours are only small ones), I suspect that the popularity of John's visit may mean that we'll overflow into the road outside.

Many of you will be aware of John Sprinzel's Sebring Sprite Coupés, of which only about six examples were produced by John's London tuning business, and which were raced and rallied by him and other enthusiasts, in the 1960's. The rarity of these cars means that even if one should come up for sale, they would be way above the means of most of us. However the Sebring Sprite Replica kits produced since 1993 by Archers Garage now numbers close to 100, although not all kits supplied have yet been assembled. It would be great to celebrate John's visit as well as the 20th Anniversary of the first Archer Sebring Replica, by having as many of them present as possible. In addition there is a plan to celebrate the 20th Anniversary alongside the 30 year celebration of the Midget and Sprite Club at the Silverstone Classic over the weekend of July 26-28.

I can be contacted by email at [garyfrogeye@gmail.com](mailto:garyfrogeye@gmail.com)



# Club Nights

1st Tuesday	<b>Essex Area</b> – Now meet at <b>The Green Man</b> , Green Man Lane, Kelvedon Road, Little Braxted, Essex CM8 3BL. For further details contact Jane Gates Tel: 01255830 509 or email: <a href="mailto:jgianegates999@gmail.com">jgianegates999@gmail.com</a>
1st Wednesday	<b>Devon Area</b> – <b>The Dartmoor Lodge Hotel</b> , Ashburton, TQ13 7JW 1930 – 2200. Please contact Dave Price for details, 01805 603133, <a href="mailto:daveprice@daveprice.plus.com">daveprice@daveprice.plus.com</a>
1st Wednesday	<b>South Staffs &amp; Birmingham</b> – Meet at <b>Whitacre Ex-Service &amp; Social Club</b> , 66 Station Road, Nether Whitacre, Coleshill, Birmingham, West Midlands. B46 2EH, 8.30-8.45pm Contact: John Collins, Tel: 07970 213084 email: <a href="mailto:green_mx5@hotmail.com">green_mx5@hotmail.com</a>
1st Wednesday	<b>Oxford Area</b> – Meet at the <b>Blackhorse Pub</b> , Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Grahame Gibbins at <a href="mailto:grahame_gibbins@unipart.co.uk">grahame_gibbins@unipart.co.uk</a>
2nd Tuesday	<b>London Area</b> (Congestion Zone) – Meet at <b>The Ace Cafe</b> at 7:30pm. together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696, <a href="mailto:garyfrogeye@gmail.com">garyfrogeye@gmail.com</a>
2nd Wednesday	<b>Heart of England</b> , covers Worcs, Warks, West Midlands and surrounding areas – Meet at <b>The Green Dragon</b> , The Green, Sambourne, Redditch, B96 6NU, at 8.30pm as usual.
2nd Wednesday	<b>North West Area</b> meet at <b>The Kilton</b> , turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
2nd Wednesday	<b>Bristol Area</b> will meet at <b>The Rose and Crown</b> , Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Terry Horler on 01454 881770 <a href="mailto:rebelwithasprite@hotmail.com">rebelwithasprite@hotmail.com</a>
2nd Thursday	<b>Notts/Derby border Area</b> at the <b>Sitwell Arms</b> 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 <a href="mailto:ilc@bgs.ac.uk">ilc@bgs.ac.uk</a>
2nd Thursday	<b>East Anglian Area</b> . Previously the Cambridgeshire Area meet at <b>The Ferry Boat</b> , at Holywell, 8pm
2nd Saturday	<b>Yorkshire Area</b> – meet each month at lunchtime from 12:30pm at <b>The Nags Head</b> , Pickhill, near Thirsk, YO7 4JG – more information at <a href="http://yorkshiremasc.blogspot.com/">http://yorkshiremasc.blogspot.com/</a>
3rd Monday	<b>Dorset</b> – Meet at <b>St. Peter's Finger</b> , Lytchett Minster, Poole, BH16 6JE 7.30pm
3rd Tuesday	<b>Scotland</b> – Meet at <b>The Windmill Tavern</b> , 4 Thorniewood Road, Uddingston G71 5QQ at 8pm. Contact John Pardo on 01698 814791
3rd Tuesday	<b>Surrey</b> – Meet at <b>The Chequers</b> , Chequers Lane, Walton-on-the-Hill, Surrey KT20 7SF. 7.00pm onwards. Contact Mike Gorman, <a href="mailto:mike@birchwood44.freemove.co.uk">mike@birchwood44.freemove.co.uk</a> Tel: 01737-552256
4th Thursday	<b>Sussex</b> – Meet at <b>Bolney Stage</b> , Bolney, RH17 5RL from 19:00. Contact David Southcott at <a href="mailto:dandl@southcotts.plus.com">dandl@southcotts.plus.com</a>
4th Thursday	<b>Hampshire</b> – Meet at <b>The Fox and Goose</b> , Greywell, RG291BY. Please ring Terry or Harriet Langridge on 01252 626063 for details.
4th Sunday	<b>Kent Area</b> – Meet at <b>The Angel</b> , Addington Green, West Malling, Kent, ME19 5BB at 12:00 for lunch. Contact Alan Anstead, Tel: 01322 384050. <a href="mailto:alan.anstead@btopenworld.com">alan.anstead@btopenworld.com</a>
Last Monday	<b>Wiltshire</b> – Meet at <b>The Barge Inn</b> , Seend, Nr. Devizes, about 7pm. Contact Andy Cross on 01225 743554 or e-mail <a href="mailto:andy@cross743.freemove.co.uk">andy@cross743.freemove.co.uk</a>
Last Wednesday	<b>Home Counties North West</b> for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the <b>Chequers Inn</b> , Redbourn, AL3 7AD from 6:30pm. Please contact Mike or Sue Gahan on email <a href="mailto:mike@mgahan.demon.co.uk">mike@mgahan.demon.co.uk</a> or on 07850 488636.
Last Thursday	<b>Somerset</b> – Meet at <b>The Lord Nelson</b> , 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	<a href="mailto:robertholmes25@hotmail.com">robertholmes25@hotmail.com</a> . 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: <a href="mailto:david@hill.be">david@hill.be</a>

# Club Website

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

**Members only pages: Password: Dipstick** (which is case sensitive)

## Events

Area reps please make Gary Lazarus aware of any events already in your diaries for 2013, so that they can be added to this "Events" section of the magazine and the website.

For the magazine Gary can be contacted at [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)

For the website Richard Mumford can be contacted at [richardmumford@me.com](mailto:richardmumford@me.com)

- 3rd, 4th & 5th May MASC at 2013 Donington Historic Festival. [www.doningtonhistoric.com](http://www.doningtonhistoric.com) Contact MASC member Alan East-Jones for details: [alan.east-jones@ntlworld.com](mailto:alan.east-jones@ntlworld.com)
- 5 May Duxford Car Spring Show. East Anglia (and HCNW) area attending. Contact David Dixon 01733 222 810 email [e-dave@hotmail.co.uk](mailto:e-dave@hotmail.co.uk)
- 18/19 May Bill Targett Rally, Highbridge Farm, Highbridge Road, Eastleigh SO50 6HN Hants area attending. Contact John Foard Tel: 01420 87947 [events@midgetandsprite-hampshire.info](mailto:events@midgetandsprite-hampshire.info)
- 25 May Enfield Pageant of Transport. East Anglia area attending. Contact David Dixon 01733 222 810 email [e-dave@hotmail.co.uk](mailto:e-dave@hotmail.co.uk)
- 26 May The Hazelmere Classic Car Show, Surrey Area attending. Contact Hilary Stephens [HStevens@aqa.org.uk](mailto:HStevens@aqa.org.uk)
- 9 June Bromley Pageant of Motoring, Norman Park, Bromley, Kent – [www.bromleypageant.co.uk](http://www.bromleypageant.co.uk)
- 9 June Sherringham Fish Shop Fun Run. East Anglia area attending. Contact David Dixon 01733 222 810 email [e-dave@hotmail.co.uk](mailto:e-dave@hotmail.co.uk)
- 22/23 June The Dene Steam and Vintage Rally, Ropley SO24 9SQ Hants area attending. Contact John Foard Tel: 01420 87947 [events@midgetandsprite-hampshire.info](mailto:events@midgetandsprite-hampshire.info)
- 29 June Classic & Retro Action Day Contact terry Horler 01454 881770 (after 6.00pm) or email – [rebelwithasprite@hotmail.com](mailto:rebelwithasprite@hotmail.com)
- 30 June Bletchley Park Picnic. East Anglia area attending. Contact David Dixon 01733 222 810 email [e-dave@hotmail.co.uk](mailto:e-dave@hotmail.co.uk)
- 14 July Kimbolton Charity Classic. East Anglia area attending. Contact David Dixon 01733 222 810 email [e-dave@hotmail.co.uk](mailto:e-dave@hotmail.co.uk)
- 13/14 July Steam and Vintage Gathering, Barr Field, Farnham Road, Liss GU33 6LA Hants area attending. Contact John Foard Tel: 01420 87947 [events@midgetandsprite-hampshire.info](mailto:events@midgetandsprite-hampshire.info)
- 21 July Classic Car Summer Picnic, Amberley Museum & Heritage Centre, nr Arundel BN18 9LT Hants area attending. Contact John Foard Tel: 01420 87947 [events@midgetandsprite-hampshire.info](mailto:events@midgetandsprite-hampshire.info)
- 26 to 28 July MASC National Event Silverstone Classic. See details in Mascot. Contact David Dixon 01733 222 810 email [e-dave@hotmail.co.uk](mailto:e-dave@hotmail.co.uk)
- 7 September Buntingford Cassic Car Show. East Anglia area attending. Contact David Dixon 01733 222 810 email [e-dave@hotmail.co.uk](mailto:e-dave@hotmail.co.uk)
- 28–29 Sept Sywell Classic, Sywell Aerodrome, Northamptonshire – [www.sywellclassic.com](http://www.sywellclassic.com) (coming soon)
- 8 October John Sprinzel joining London Area MASC at the Ace Café London, Stonebridge NW10 7UD Contact Gary Lazarus for details [garyfrogeye@gmail.com](mailto:garyfrogeye@gmail.com) or 020 7700 5696
- 20 October National Restoration Show and Grand British Autojumble, Stoneleigh Park, Warwickshire – [www.restoration-show.co.uk](http://www.restoration-show.co.uk)
- 27 Oct MASC AGM at Heritage Motor Centre, Banbury Road, Gaydon, Warwickshire, CV35 0BJ Contact Club General Secretary Jim Willis [jim.willis@tiscali.co.uk](mailto:jim.willis@tiscali.co.uk) or 01527 402804
- 15–17 Nov Footman James Classic Motor / Motorbike Show, NEC, Birmingham – [www.necclassicmotorshow.com](http://www.necclassicmotorshow.com)

# New Members Mar-Apr 2013

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

4721	Rachel & Nicholas & Patricia Eagle	Bedfordshire	Sprite	Mk1
4723	Martin & Marie Cunningham	Ireland	Midget	Mk 1
4724	Mike & Jane Starnes	Cambridgeshire	Midget	Mk 3 RWA
4726	Bill McDonough	Surrey	Speedwell	GT
4727	Murray & Clare Ward	Gloucestershire	Sprite	Mk 1



1. From last month – Don Westcott with his and Alice's Frogeye

2. The Westcott's Frogeye

3. Murray and Clare Ward's Mk1 Sprite

4. Mike Starnes with his and Jane's Midget. Also see the Letters page

5. Bill McDonough's Speedwell GT (in its previous colour scheme)





# Midget & Sprite Insurance



*Policy benefits can include:*

- Agreed Value
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The Mystery Sprite

## The Mystery car on page 27 of April's Mascot

Hi Gary,

I believe that what we have here may be an extremely rare "factory development" hybrid prototype. These cars were known, in house, as Austin Healey Sprite Mk "One and a half" models – i.e.; Clay bucks that had made it through to "The Metal".

I have some almost identical photos – probably of slightly earlier incarnations, with the same round side lights and an A40 style grille insert. There is also a slightly shallower radius to the top of the grille, with the final production type bumper and over-rider set-up fitted.

At this stage, the new front end was still being mounted onto an otherwise original Mk 1 body shell and running gear. Later shots show the adoption of the MGB style rear light arrangement and boot – presumably to simplify spares costs and unify the 'parts bin' situation. At that time, if you were lucky (and I was), you could see these various incarnations and others being road tested near the various BMC production plants.

As a budding teenage petrolhead, I used to bore my parents rigid with yells of; "Oh look, that must be the new Austin Thingamibod, Morris Whatsit" or whatever, from the back seat of our beloved Rover 16. Anyway,

nuff said, I think that just about solves the mystery, unless someone knows otherwise.

Regards,

**Mike Ward-Sale**

Ed's reply.

*I'm personally not convinced that it's a Sprite Mk "One and a half" Model. I think that it may well be a "Williams & Pritchard" type aftermarket front which has been customised. Does any one know different?*

Mk 1½ image © Eric Dymock The Sprites and Midgets A Collectors Guide" Published by Motor Racing Publications Ltd ISBN 0 900549 53X Reproduced her for review purposes only, all rights acknowledged.

## New Members but not new to Midgets

Hi Gary,

We have recently joined the club and I have attached a few photos of my Midgets (see the new member's page).

The black Midget (known as "Madge") is fully restored and on the road. The bracken Midget (WYV 616M) is currently in the slow process of restoration in my garage. I have owned this one since 1975 and it has seen service in Germany for four years as well as a trip to the Mediterranean and back. The picture dates from about 1984 when the car was my only transport (and still had a slimline driver!). Unfortunately I cannot find a picture of Jane with the cars, but it may be of interest that she also has a black MG6 as her daily use car.



Mike and the  
Bracken Midget in  
1984/2

**Mike Starnes**



Madge

## Propeller Shaft Reply

I was particularly interested in the article in the April issue of *Mascot* entitled "On Installing the Propeller Shaft". Returning from a trip to Poole Quay last summer, in the pouring rain, my Frogeye developed a horrible noise and vibration coming somewhere from the direction of the transmission tunnel.

A couple of weeks later I decided to investigate and after removing the propeller shaft realised that it was in fact the needle bearings in the front yolk that had disintegrated and liberally spread themselves within the tunnel, so after extracting various bits of shrapnel from all of my orifices set about the repair.

I was horrified to see in the article about holes being cut in the floor, and I never even thought of using the lubricating hole on the side of the transmission tunnel as suggested. Instead I opted for Jenny sat, legs akimbo, across the transmission tunnel one foot in each floor pan with a length of string threaded through the gear level opening, supporting the floppy end!, whilst I pushed the Prop shaft in from the rear from under the car. Within about five minutes and a little huffing and puffing, it all lined up and bingo, didn't even need to take the seat squab out.

PS Although we enjoy our *Mascot*, I think £20 is a little excessive, or was that just the April issue?

**Barry Green**, Hampshire

## Sender Units and Float Chambers

Hi Gary,

An observation from Philip Sellen troubleshooting tank sender units regarding floats full of petrol. I had exactly the same problem and the southam dealer thought it was quite acceptable within four years for this to happen and were not at all concerned about the quality or otherwise of their suppliers. The same applies to their electronic fuel pump (replaced mechanical years ago) it packed up after about 5000 miles.

Regards,

**Alan Spiers**

## MG Midget UPG190M where are you?

Hi Gary,

In 1981 I purchased my first car a 1974 Harvest Gold MG Midget UPG190M for £1000. I loved the car and spent lots of money doing it up. Times changed and I found myself needing the deposit for a house so the car was sold. It was a very sad day.

I sold the car to a garage in Richmond on Thames near the tube station in about June 1984. A very sad day for me. Now, many years later I find myself retired and wandering what happened to my little car, and could I possibly get it back? I did a Tax check and to my delight find that it still taxed and therefore hopefully still running somewhere although it is now shown as a white car. I wonder if it would be possible for you to check your club records and see if this car is currently with one of your members. If so please could you pass on my details to them and ask if they could get in touch with me. Attached is a picture of me and my husband in the car in the early 1980's

Lorraine and her husband in UPG190M



**Lorraine Pullen**, Barton on Sea

*Membership Secretary Stuart replied:*  
*Hi Lorraine, UPG 190M, unfortunately, does not appear to have ever belonged to a present or past club member (that's 4700 cars) or indeed been on the club car register. That's a shame but hopefully a mention in the magazine may bring some information forward. Best Regards, Stuart Watson*

So here we are mentioning it in the magazine. Does anyone have information about Lorraine's Midget?

Please let the editor know.

If you would like to contact the editor or the magazine, please email Gary at [editor@midgetandspriteclub.co.uk](mailto:editor@midgetandspriteclub.co.uk)

Or write to *Mascot* Editor, 40B Hungerford Road, London. N7 9LP



Neil's New LSD

Having finished the first stages of conversion of my 1964 Mk2 1.8K Series Midget three years ago, I had a number of further upgrades I wanted to make. As many of you will know, a conversion never finishes, it is simply a continuing process.

The most recent development of mine has been the upgrade of the back axle. Whilst my upgrades would not be sufficient for serious motorsport events, I wanted to feel somewhat reassured that the 154ftlb of torque I was putting through my rear axle would at least give me some freedom to drive it as I had hoped to on occasion.

Hence my wish to have an LSD (Limited Slip Differential) and uprated halfshafts. I must say at this stage that I am not a trained mechanic but am completely self taught so for the engineers and mechanics amongst you, have some understanding. Now, new, some of the better types of LSD can cost up to £1000. However a friend of mine had one under his bench which he had removed from his Frogeye some years earlier as he had come to the conclusion that he had no real need for it and agreed to sell it to me for a very reasonable price.

This particular LSD had originally belonged to a mutual friend of ours, Mike Halliday, who had campaigned his own Frogeye in various autotests in the south west. Mike had bought the LSD new and as far as I was aware it was still in good condition. The LSD itself is an



The old halfshafts

original Leyland tuning accessory known as a Powr Lok. It is a Salisbury plate type LSD and came already attached to a 4.5 differential. I was fortunate to be given a number of spare plates too. Swapping the diff was a simple process. My car has a wire wheel axle so first it meant draining the axle oil, removing the wheels, brake drums, undoing the single screw that holds the hub in place and withdrawing the halfshaft.

This was repeated on the other side too. Wire wheel halfshafts are different to the ones used for bolt on wheels. With the latter, the halfshaft forms an integral part of the hub whilst with a wire wheel axle, the halfshafts are separate and are pressed on to the hub. But more of this later. With the halfshafts removed I then undid the four bolts holding the propshaft to the flange on the diff. The alignment of these flanges should be marked by scribing a line across the flanges or using some similar method prior to removal so that they can be lined up again afterwards.

This ensures the balance of the propshaft is maintained. Pushing the propshaft back out



Wire wheel hub and halfshaft



# to Rear End

of the way I then removed the bolt that holds the brake pipe union to the top of the diff casing. Next I undid the eight nuts that hold the diff to the axle casing. The next stage was to carefully separate the diff from the axle housing. This needed some persuasion as the diff gasket and sealant initially resisted my efforts. It did separate however. The diff is quite heavy.

With the diff removed I then cleaned out the axle casing of any leftover oil residue. The reason for this is that an LSD requires a different type of oil to a standard diff. I was going to use Castrol B373. My LSD was already attached to a 4.5 diff so I thought I would give it a go with this. I have had both a standard 4.2 and a 3.9 diff in the back axle previously. Fitting the diff into the axle casing was simply a reversal of the removal sequence. I used a new paper gasket and applied some wellseal for belt and braces. A leaking diff drives me crazy.

In order to fit my newly purchased uprated halfshafts, which incidentally I had purchased from Kim at Magic Midget, I first had to get the old halfshafts pressed out of the hubs. Now some people will buy new hubs to fit to their new halfshafts but I choose to stick with my existing ones. Not having a press I asked a local engineer to remove the old hubs and install the new halfshafts into the hubs.

To do this, they first had to remove the Welch plugs in the end of the hubs. These prevent the axle oil seeping out of the end of the halfshafts and on to the brake linings. These are simply removed by piercing the plug and prising them out. Welch plugs are a bit like core plugs. I have read of various techniques that people have employed to fit new halfshafts, including placing the halfshafts in the freezer and the hubs in the oven before fitting but according to the chap that fitted mine, this is not necessary.

He described the science behind the halfshafts as being of a semi floating design with some movement after fitting to be expected. I was not in a position to challenge him. Having received the newly fitted halfshafts back, I picked up a couple of new Welch plugs from AH Spares and fitted them in myself. I used a socket of the same diameter to drive the plugs into position. I also applied some Wellseal around the edge

Welch plug in  
end of hub



of the plug too. The next step was to reinstall the halfshafts. I didn't need to replace the 'O' ring next to the bearing and neither did I change the paper gaskets. I simply cleaned any oil residue off before applying some Wellseal to the flange faces. I inserted the hub and halfshaft and replaced the screw. The hubs were next and the wheel. I repeated the same process on the other side.

Having replaced the drain plug in the diff I removed the filler plug and filled the diff with the new LSD oil. Once satisfied with the oil level I replaced the filler plug.

For me the new upgrade in the rear axle has transformed my use of the car. I am no longer worried about the odd enthusiastic quick start from the line. Also on trackdays, the traction is awesome. I love the feeling of it. This will hopefully inspire others to take on this relatively simple procedure.

**Neil Thomas 3617**



Neil and his K Series engined Sprite at a recent damp track day

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# Midget and Sprite Club AGM 2013

at the Gaydon Motor Heritage Centre

Banbury Road, Gaydon, Warwickshire, CV35 0B

Sunday 27th October 1:30pm for 2:00pm Start

After holding the AGM at the Coventry Transport Museum for the last four years, this year's MASC AGM will see a change of venue. The Gaydon Motor Heritage Centre in Warwickshire has been chosen for 2013.

You will be able to meet the incoming Committee and say goodbye to the old committee, ask questions about how the club is run and more importantly get to hear about the past twelve months.

The Heritage Motor Centre is home to the world's largest collection of British Cars; it boasts nearly 300 cars in its collection which span the classic, vintage and veteran eras and is a mecca for car enthusiasts. The Heritage Motor Centre is situated just off junction 12 of the M40. The building itself is a spectacular piece of architecture with an art deco design, and stands proudly in a beautifully landscaped setting of 65 acres, which rolls out onto the Warwickshire countryside.

In addition, entry to the Museum will be free to MASC members attending but is limited to 30 free tickets. So please contact Club General Secretary Jim Willis as early as possible to avoid disappointment. His details are [jim.willis@tiscali.co.uk](mailto:jim.willis@tiscali.co.uk) or 01527 402804

Why not spend the morning looking around the Heritage Centre and join us at 2:00pm for the AGM

## Gaydon Motor Heritage Centre

Banbury Road, Gaydon, Warwickshire, CV35 0B

Sunday 27th October 1:30pm for 2:00pm Start.

*Just some of the exhibits in the museum*





# Mascot needs your Rubber Bumper 1500 Midgets

I'm appealing to members who own rubber bumper 1500cc Midgets, as I'm aware that although many of you own the final incarnation of the Spridget line, very few of them seem to get into the pages of *Mascot*, except perhaps when there is a outing and your 1500 is sat in the group photo.

I can't remember the last time that *Mascot* featured a technical article about them. Maybe they never go wrong or need any attention? Perhaps your Rubber Bumper owners are a shy bunch who don't like to brag about your car's increased torque figures, compared to the A series engined Spridgets.

What ever the reason, I don't think that you receive fair representation in *Mascot*. So here is a challenge. I'd like to feature your car on the front cover. The last time one appeared was in September 2012, and that was in a group photo.

Previous to that, a solitary Rubber Bumpered Midget graced the cover back in May 2012, but even then, it was in the USA and had an electric motor. Hardly a standard 1500!

So as Delia Smith famously shouted one Saturday afternoon "Where are you ... let be having you!"

Except we'd precede that with "Please".



USA spec 1979 Midget

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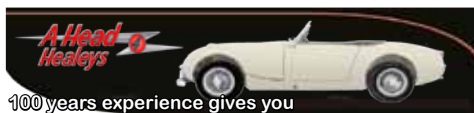
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The recent budget threw up a nice bonus for classic vehicle owners in the form of an extension to the 'HISTORICAL VEHICLE' taxation class.

The qualifying date is now for vehicles built before the 1st of January 1974. Should your Midget have a Car Number (VIN) prior to GAN5/129950 G, then you should no longer have to pay for road tax (VED). You will have to apply to DVLA for a new V5C document along with the proof of date of build.

This can be obtained from either a BRITISH MOTOR INDUSTRY HERITAGE TRUST production trace certificate, or, from the club. The club can provide a Declaration of date of build letter which should also be acceptable to DVLA to issue a revised V5C.

For the latter, please contact Terry Horler (*front page for details*).

The club charges a £5 fee for this service.

## Sprites at the Australian Grand Prix

My thanks to HCNW area Rep Mark Hall and Jonathan Whitehouse-Bird for letting me know about these images taken during the Driver's Parade at this year's Australian Formula 1 Grand Prix.

Twenty-eight (plus 2 spare!) Mk.1 Sprites were centre stage at the 2013 Formula 1 ® Rolex Australian Grand Prix!

Drivers in both Formula 1 and V8 Supercars were driven round the track by members of the Austin Healey Sprite Drivers' Club Inc. of Victoria. Our congratulations to them for pulling it off!

Vettel, Button, Hamilton.

(Photos: Brandon Malone REUTERS)



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# "K Series" Snowdonia Weekend



It was destination Beddgelert, situated right in the midst of the Snowdonia National Park, for our second ever K Series weekend which took place back in October 2012. This event was open to anyone with K series MG Midgets & Sprites or MGB's only. Our hotel for the weekend was the splendid Bryn Eglwys Hotel located overlooking the River Glaslyn and Gelerts Grave. In Welsh folklore, Gelert was a dog owned by Prince Llywelyn. Having gone out hunting leaving Gelert at home to protect his young son, Llywelyn discovered upon his return that his

son's cot was empty and the bed clothes smeared in blood. Gelert then appeared covered in blood and thinking the dog had killed his son, Llywelyn plunged his sword into Gelert. Llewellyn then heard his son crying and when he found him he saw a wolf lying dead by his side. Gelert had protected the child. It is said that Prince Llewellyn was so distraught that he never smiled again. The same can't be said for the crowd that joined in on this weekend! There were smiles all weekend.







During the Friday, the eight K Midgets had headed up to Beddgelert coming from the four corners of the land, well almost, certainly Yorkshire, Lincolnshire, Worcestershire, Ceredigion and Pembrokeshire.

Friday evening involved drinks in the bar followed by a meal in the hotel. Some even took the opportunity to pop down to the pub in the village for a nightcap or two!

The location of the hotel is best described as idyllic and Saturday morning saw the surrounding mountains bathed in sunshine showing off the best of the Autumn colours. It was soon hoods down and with yours truly leading the way we headed out of the village and up the Nant Gwynant Valley towards the Pen Y Gwrd Hotel. The views were stunning. Turning left we followed the road up the mountain passing Pen y Pass, the starting point for those walking up to then summit of Yr Wyddfa (Snowdon) via the Pig Track and Miners Track. We weren't walking this day. We were enjoying our K's. Heading down the Llanberris pass with the knife edge Crib Goch to our left and the Glyders to our right we soon arrived at Llanberris. Unfortunately



a heavy shower of rain forced us to raise the hoods but this didn't deter from the enjoyment of the journey. Our destination was Llandudno and the Great Orme. We had to detour through the picturesque town of Conwy resplendent with castle and still intact town walls as it was too nice to miss out.

Llandudno, the 'Queen of the Welsh Resorts' is a typical lovely seaside town with an impressive promenade and grand Georgian buildings along the sea front. We stopped on the front to take in the splendour of the place before heading for the toll road and the one way system along Marine Drive around the Great Orme. At the top we stopped at the 'Rest and Be Thankful Cafe' for a much needed cuppa and some cake. Before moving off it was hoods down as the sun was shining again. Driving down from the Great Orme provided amazing views of the coast towards Anglesey and the Snowdon Mountain Range.

Our next destination was Betws y Coed. Our route there was via the A55 and the tunnels that formed part of the official European Highway. Now tunnels and 8 K series Midgets with loud exhausts make for an interesting sound. It certainly made an impression on the other motorists in the tunnel at the same time who had the same wide grins on their faces as the drivers of the K's. I'm not saying it was loud but ear plugs and ear defenders would have been advantageous. Kids the lot of us. Tunnels over we headed for the Ogwen valley via Bethesda passing the mighty Tryfan Mountain on our right with Adam and Eve on the summit, before arriving at Capel Curig at the top of the pass. The Plas y Brenin Outdoor Education Establishment here is a brilliant centre for all sorts of outdoor activities. The road we travelled was quiet with fantastic sweeping bends which made





it a pleasure to drive. Of course this time of year, the roads were almost deserted. A few miles down the road we passed the famous Swallow Falls before arriving at Betws Y Coed. A short shower forced us to raise the hoods. Finding a place to park the cars side by side, we headed for a local hostelry to get some lunch.

Following our refuelling it was back to the road and a short drive to the Pen Y Gwyrd Hotel. The hotel was full of character with small snugs and wonderful period photos on the walls. The hot mulled wine that they served was very nice so I am told. The hotel's most notable mountaineering connections are largely due the first successful Everest expedition in 1953 and the Kangchenjunga expedition in 1955, where training and testing of oxygen equipment for those expeditions took place, at Helyg near Capel Curig. On the right at the hotel entrance there is a Tyrolean style Stuberl with the signatures, written on the ceiling, of the team that did the first ascent of Everest in 1953 and of the successful first ascent of Kangchenjunga in 1955, these include Sir Edmund Hillary and Tenzing Norgay. Following our short stop we headed back to Beddgelert, parked the cars at the Hotel and took the short stroll over the bridge into the village and to the Tanronnen Inn. Very nice too apart from a telling off from a disgruntled resident for blocking the fire exit! Dinner was soon beckoning so time to head back and eat again! Welsh Black beef in the form of a steak was the preferred option for most. Tender or what? Drinks followed in the hotel bar.

Sunday morning was sunny and we were soon dropping the hoods and heading off, well after push starting one of the K's! Name not disclosed here J. We headed up the Nant Gwynant Valley again and upon reaching



Capel Curig we came up behind the annual Triathlon event. I almost felt guilty driving in a warm car compared to the contestants taking part in the chilling swim in Llynau Mymbyr, lengthy bike ride and challenging run. Carefully negotiating the numerous competitors we made progress along the A5 heading for the Evo Triangle. The EVO Triangle's name comes from the writers at the EVO Magazine. This route is what the writers use to test drive the cars for magazine features. The route has become very popular among driving enthusiasts and seems to be one of the most talked about routes in the UK. The route starts on the A543 (just off the A5) heading North along tight sweeping bends and great scenery. You then turn right onto the B4501 which takes you on some nice long sweeping bends with views of the Llyn Brenig Lake. From here we headed for Llangollen before hanging a left up over the Horeshoe Pass. Spectacular. A great photo opportunity too. Next destination was Bala and our Sunday lunch stop at the Plas Yn Dre. Sadly, following lunch, we all said our goodbyes and split up to make our respective ways home. Whilst a few headed north for Chester, four of us headed for the hills to the south of Bala before dropping down to the shores of Lake Vyrnwy. This was simply stunning scenery. Upon reaching Welshpool we split up and headed off to our various homes.

This second K series weekend had been a splendid success. It was fantastic to see eight MG Midgets complete with K series engines making the most of the North Wales roads. They drew a lot of attention everywhere they went and it was great to showcase the Midget mark. Roll on the next weekend away for K series Midgets and B's.

**Neil Thomas**  
Tenby, Pembrokeshire





On my garage wall, there is a board listing the jobs to do on my acquired Spridgets. Two weeks after I crossed out the last item on my 'K' engine Midget, I received an email from Graham Storry wanting to advertise his Isle of Wight Frogeye for sale. Some of you may be aware that I have been after one for a few years; I missed an opportunity once and I was determined to get one eventually. After reading the email one more time, I was pondering quite a few questions including how to tell (ask) my wife I want to buy another Spridget; and why on earth it should come up for sale after I have just finished setting up the "K" the way I wanted and had it resprayed just two weeks ago!

Once the discussion (negotiation) with my wife was complete, I promptly arranged a visit to see the Frogeye. Packed with Terry Horler's MG Midget & A-H Sprite Essential Buyer's Guide (available from any good book

store) and just in case there is something not written, I packed Terry in the car too.

After a warm welcome and a tour of Graham's collection, the Frogeye was found sitting in one of the garages looking smart in Ecurie Ecosse blue. A quick examination of the car made me realise there was no point taking Terry's book or Terry for the visit; the only recognisable Sprite parts are the windscreen and the lights. It has an A-series engine but it is usually found in a Morris Marina. The car set up is unique, although some parts are somewhat recognisable but they do not belong to a MK1 Sprite. Graham gave us a quick demonstration of the Sprite's superb handling with his equally superb driving skill; I was convinced someone had carefully tuned the set up for the chassis. It is difficult to put a price on such a unique car, not even Terry could help, but Graham already had a price in his mind; I just had to agree to it!

There was not much information on the build and history of the car, so I sent off a request to DVLA tracing history of the registration. After going through 30 odd pages of history including many changes of the registration and owners, I managed to identify and got in touch with one of the previous owners, John Foden, who commissioned the restoration. In the 80s, John had a MK1 Sprite needing restoration; after discussing with his friend Roger Dowson owner of the Roger Dowson Engineering (RDE) at Silverstone, they decided to build an improved Sprite using the Frogeye Car Company's restoration assembly; chassis number 114 was bought with a replica hardtop. RDE was specialised in building and preparing competition cars in the 80s.



That Book!



The Frogeye Car Company build plaque carrying Geoffrey Healey's seal of approval

I also visited Paul Mead of Meacam Spridgets who used to be the mainland agent for the Frogeye Car Company. Paul has a collection of interesting facts and build information about the I.O.W. Frogeyes. Do you know the factory assemblies used bonnet catch from Renault 5? Or windscreen demisting vents from MGA, or radiator from Fiesta? All from spare parts found around Frogeye Car Company's yard. Paul keeps a record of the cars he is aware of; there were at least 182 of kit and factory assembled cars not including the 50 Super Sprites that went to Japan (but that is another story!). He did a quick visual inspection of the Frogeye but did not recognise any of the mechanical parts being from the factory, only the galvanised chassis and the body kit. The body has a slightly shallower tub indicating it is an early production; and the replica hardtop was made by Jenson.

Roger Dowson passed away earlier this year, John managed to track down RDE's former foreman David Hart. From John and David's description, many of the period parts came from John's MK1 Sprite; the rear wire wheel axle, wire wheels hubs, the disc brakes and some instruments were from a MK3 Sprite. Triumph Spitfire/ GT6 parts were also used. The restoration completed in July 1991 and won a second place in a concourse at Silverstone historic race meeting.

The front suspension is a double wishbone set up, utilising standard Spridget lower wishbone with coil-over-shock linking to modified Spitfire top wishbone; it allows adjusting for negative camber. The rear suspension is provided by a modified



*The front suspension*



*The rear suspension*

wire wheel axle located by parallel upper and lower trailing links. New brackets being welded to the Sprite casing for the mountings and attachment of the adjustable coil over shock absorber units. Lateral axle location is controlled by a diagonal mounted Panhard rod. The front of the rod is pivoted close to the front of the offside lower trailing link. The rear of the rod to the nearside end of the axle case.

Howley near Manchester supplied the engine. From the information that is on the World Wide Web, Howley Racing was Rover's own race development division. Howley used to supply competition engines and sponsored racing in the 80s. The engine was a Marina 1300cc block bored out to 1380cc; 11 stud head; Howley's own Metro Challenge race cam. The engine was fully balanced and tuned for competition use. It is producing 108bhp at 6,500rpm at the flywheel, 93lbft torque. The gearbox is a Toyota T50 series five speed all alloy unit weights 26kg; a Dellow Automotive developed conversion kit was used. It is a "notchy" gearbox but good gear ratio matching the 3.7:1 Quaife LSD.

The Frog is surprisingly more responsive and better at cornering than the "K" Midget fitted with Frontline suspension. Wheel spin is well controlled due to the bespoke rear suspension set up and the 3.7:1 diff ratio. Although it does not have the same power and acceleration as the 145bhp "K", it makes up for grip and handling. The only drawback of the car is the lack of torque at low rev due to the competition cam set up.

The car has covered just over 4,000 miles since it was restored; many components





*The Marina block bored out to 1380cc*

required immediate attentions such as leaking master brake cylinder, oil coming through the half shaft, holes in the exhaust, erratic idling etc.; a new job list was created. Near to the top of the list was tuning the Weber carburettor, but I added fuel pump above it when the fuel pump packed in while I was on my way to Mek Motorsports at Cheltenham for a session on the rolling road. After that, it was changing the dashboard from John Foden's ergonomic layout (later switches and instruments) back to period Sprite layout and covering it with vinyl. I.O.W. Frogeyes have fibreglass dashboards with a simulated vinyl pattern. The early restoration dashboard has a coarse pattern that looks unnatural; and the instrument backlights shine through the thin skin making the dash glow in the dark. Another interesting installation was a new stainless steel exhaust system; it had to be tailor made as the standard one for Sprite does not fit the under profile of this car. When I was asked how I want it, I innocently said underneath the car



*The newly refurbished dashboard*

please. The question was actually asking how I want the exhaust note to sound; I then answered loud!!

I am still working through the list; I just recently changed the windscreen glass and steering column bushes. Although I am working through the new to-do list quite quickly, I will not be crossing out the last item for some time; I may leave that to my son to cross out.

#### **A Footnote from Terry Horler.**

Does Alan infer that both my book and presence was a waste of space when viewing Graham Storry's Sprite? Had this been so, then Alan would still be starting the Sprite by pulling the heater control out which Graham had thought was the choke control! Graham was unaware that the Sprite even had a heater – a small item neatly hidden beneath the dashboard. Having a Webber DCOE carb, then no choke was required to start the engine from cold. Graham had happily been starting the Sprite for the last six years or so by tugging on the heater water valve. I may not know much about I.O.W. Frogeyes, but I know the difference between a heater and carburettor!

*Soon to be seen in a field near you!*





# My Classic Car *called* Froggy



Bill and Froggy

In 2010 London Underground announced that as a result of the current climate and money restraints there will be a major re-organisation with a reduction of managers. Voluntary severance was on the table, and as I had been working for them for nearly 42 years (22 years as a manager), when I made enquiries, it was an offer that I couldn't refuse. They wanted to keep me on a few months longer to train the new managers, and I eventually left the company in July 2011 into retirement.

One of my ex colleagues (Richard) who also left London Underground at the same time, had for some years owned a old restored classic car being a Triumph TR2 nicknamed 'Noddy.' Prior to my retirement, I attended many Classic Car shows, (mostly with Richard in his Noddy) and thought this is what I want to do as a hobby. To buy and maintain a classic car of my own and then exhibit it at Classic Car shows and events, this would be good as well as keeping myself busy.

Now that I had retired there was nothing stopping me to achieve that goal and set out in investigating what model would be best, the cost and the feasibility of maintaining a car fifty or sixty years old. The classic car

models that I became interested in were the MGA, the Sprite (Frogeye) and the Triumph TR series; basically it was the British Sports car of that era.

In October 2011, both Richard and I went to a classic car dealer who had two Mk1 Austin Healey Sprites for sale, just for enquiry purposes. There was a primrose yellow one that was absolutely immaculate and a cherry red one that had a couple of dents and a few imperfections and was a few thousand pounds cheaper as a result. I would have purchased the primrose yellow one but unfortunately for me, someone had made enquiries to that car before I did and the dealer honoured that, fair enough.

What did draw me towards the cherry red one was the availability of a folder that had the complete history of the car, including pictures of the total restoration between 2007 and 2009, all the receipts and even copies of the original log book. The primrose yellow Sprite did not have such a complete folder. My next question to the dealer was; "how much extra would it cost me to have this cherry red car look like the primrose yellow one, if the previous person buys that car?"



*Froggy and Noddy with their respective owners*

As they had decided to purchase the primrose yellow Sprite Mark 1, I ended up buying the cherry red one, but only after it had repairs and a full re-spray. It turned out to be still cheaper than the primrose yellow car, but only just.

The Sprite was in prime concourse condition when I picked it up in November 2011, the trick now is to keep it in that condition ready to be shown in the Classic Car season of 2012. As Richard's car is nicknamed "Noddy", we decided to nickname my Austin Healey Sprite "Froggy". I set out to get the car ready to be shown for the start of the season in 2012. As I live in South Buckinghamshire, in December 2011 I joined the Midget and Sprite club's Home Counties North West area. There were little things that needed sorting out on Froggy, the horn didn't work, there was an oil leak that appeared

to be coming from the oil filter, and the handbrake was slipping from its latch.

A neighbour called Lewis was between jobs and was available to help me with some of those problems on the car and being he is an ex mechanic, came in handy. In April 2011 I took part in a club's fun run event and at the end of the run the engine died. I then had problems in re-starting it. I discovered that the carburettor plate was over heating and causing vaporisation of the fuel into the carburettors. This was confirmed when the engine cooled down a little and it started first time with no problem.

I sorted this out after fitting new contact breakers, distributor cap, rotary arm and spark plugs. I painted the manifold heat resistant plate with a special paint that can withstand and reflect very high temperatures and there have not been any problems with fuel vaporisation since. With Richard's help we sorted out the handbrake problem by fitting a new handbrake cable and mechanism. However, we found that the problem was more that the ratchet was not in line with the teeth on the mounting plate and as a result was slipping off. We adapted the mechanism so that it was then aligned and that did the trick.

The seals, plate, spring and a new filter were changed on the oil filter bowl, but there was still an oil leak coming from the bowl, especially when the engine heated up. So I fitted a spin on oil filter adapter directly



*Lined up alongside other Home County North West MASC members cars*

to the side of the engine. Apart from being having better oil filtration, it stopped the oil leak. A little accident in my garage caused a small dent and a scratch to the side of car's bonnet, so I had that repaired. My little classic sports car was polished and made into immaculate concours condition ready to be proudly exhibited at the booked classic car events at the start of the 2012 season.

What I didn't bargain for was the non-stop rain in the months of March, April, May and most of June. As a result of waterlogged fields, a few classic car events were cancelled; not a good start. Towards the end of the season especially the months of July, August and September the sun came out occasionally and I attended classic car events with Froggy. I also attended some evening classic car events, at pubs and the Ace Café. However, some were rained off or became a non event because of the bad weather.

I have always been involved with car maintenance and pottering around cars since I was a teenager, as a result I do have a plethora of tools. However, I had to increase my tool range with some more specialised classic car restoration tools. This included scissor jacks, a hydraulic jack, axle stands and more.

When I bought my Sprite I wanted to keep it as original and as close to a production line car as possible, so I had no intention of installing seat belts. All my club members seemed to have seats belts fitted in their classic cars and there was a good case that safety should supersede any desire to keep the car original. This was highlighted when one of the members told me that he banged his head on the windscreen once, and if he'd had belts fitted at the time it wouldn't have happened. Additionally, Emma my daughter in law, quite rightly was not happy with me giving my grandchildren a ride in the car without seat belts, so for safety reasons, I fitted seat belts into Froggy.

In October last year I attended an Ace Cafe classic car evening and on arrival, there was a strong smell of petrol coming from under the bonnet. On investigation it was found that some petrol was dripping from the underside of one of the carburettors onto the heat resistant plate. I took the car into a garage and it was found that one of the jets was blocked and the petrol was coming through



*At the Ace Café,  
London.*

the bleed hole at the top of the carburettor and then finding its way to the underside. Both the carburettors were cleaned out and restored with new jets fitted, and then balanced and tuned. Since I have had new jets installed, the car seems to run smoother and better, money well spent on Froggy.

Although it had a complete re-spray in 2011, late in the season on one of the rare hot days, some blisters in the paintwork appeared along the seam at the rear of the car. As they were soft and full of air it appeared not to be rust. It was the paintwork coming away from body with poor adhesion. Probably along that seam the undercoat wasn't completely dry before the top coat was applied. I have recently had the blisters professionally remove and the paintwork restored in that area, which now shows no evidence of any paintwork problem at all.

So Froggy is now ready for the start of the Classic Car season for 2013. We do want the weather to get a little warmer as it is now April and it appears that we are still in winter's mode. Last year I kept the attendance of Classic Car events more locally. However, as I have my classic car running well and with me having more confidence, this year I can go a little further afield. I have already booked up and have been accepted to five events. This is in addition to the events organised by MASC members, who have made me welcome and have become friends. They also provide good advice and share ideas in keeping a Spridget. My retirement so far is going well and owning a classic car and being a MASC member is a good part of it.

**Bill Harding**  
Chesham, Bucks





*The Kent Old Boys extricate themselves at Goodwood*

## 'Old Boys' Mid week run

**M**onday 4th March was the date for the Historic Racing Drivers Club test day at Goodwood Motor Racing Circuit. Once a WW2 airfield it became a Motor Racing circuit following the end of hostilities.

Five cars assembled at the Grasshopper Inn outside Westerham; three Frogeyes, a 1500, and a Spridget. Luckily on this cold day the Inn was open (from 0700Hrs) to provide warmth, from a log fire, sanctuary, and refreshment. Next time I might try breakfast.

Ron led the group away at a brisk pace. There was no prescribed route leaving each and everyone personal choice as to what road they used but all seemed either to rely on Ron's lead or perhaps 'great minds think alike', and by coincidence, each and everyone chose the same roads, at the same pace, and at the same time?

Some may have regretted the stowed hoods, as temperatures dropped across the South Downs, but the sun came out and the mercury rose when we reached our destination.

Out on circuit amongst the fast and furious were a Sebring fastback replica and the Melchester Sprite and some rare sights such as a Borgward Isabella and Tornado



*The Melchester Sprite*

*The Sebring Replica*

Talisman. Whilst there I met with MASC members from other areas but all were sans Spridgets.

Lunch was taken from a NAAFI van. Quite a nice burger and a good cup o' char. The clear blue sky really demanded a Spitfire, a Hurricane, or historic aircraft but none were seen; other than a lone Tiger Moth.

A really good day! Our departure was a starburst as each had his own destination and route. Even the route home can become a good part of an excellent day as Chris describes:

*Many thanks to yourself and whoever else organised yesterday's Goodwood run. It was an excellent venue that would make a good regular run when such track days are on, organised group or not. With such a variety of cars, I'm sure there would be something different and perhaps something special there to see each time. So if there is any whisper of another event, then count me in as a possible, if I'm available!*

*Brian and I had a good run back via Slindon, Arundel, Amberley (event in the MASC calendar), Storrington, Coolham and along the A272 to Maresfield and a trip across the Ashdown forest toward Groombridge and Tunbridge Wells. The only low point was the traffic in Tonbridge, which was all but gridlocked due to road works in town and a road closure in Tunbridge Wells diverted us from wholesale skirting of the area, as intended. All could have been avoided if I'd known in advance; must make a socket to power the sat nav, but my Wife had commandeered it this time; well it is hers actually! It's a very pleasant route to ring the changes another time, but I also thoroughly enjoyed Ron's route down too, especially the latter part.*

*Fancy coming on our "Old Boys" mid week runs? You don't have to be a Kent Area MASC member. Just get in touch.*

## Lost but now found

Wednesday 6th March 2013 found me driving my Frogeye to Slade Green Marshes to meet Dave Pratt and view his collection of restoration projects.

Strange places Marshes! This marshland, if it could talk, could tell many a tale. On a good





*Although they know how to park them, the Kent Old Boys have yet to master, getting them all into one photograph!"*

day a Marsh can be quite appealing; on an overcast day they can take on a different persona. On this Marsh near to where I was to meet Dave was the site of the Trench Warfare Filling Factory. Following WW1 firework manufacture took place but in 1924 an explosion took the lives of eleven young women and their foreman. Also nearby is the moated manor of Sir Cloudesley Shovel. It would take some searching to locate the derelict property and many a newcomer may not know its location but I played on these marshes as a child. Shovel was Admiral of the fleet in 1700's. Shipwrecked and washed ashore he was murdered for his jewellery. Perhaps the Marshes are haunted! Anyone who has seen the original David Lean Film adaptation of Dickens 'Great Expectations' (1946) may be wary of the Marshes as Finlay Currie's portrayal of the convict Abel Magwitch, accosting Pip (John Mills) in the churchyard on the Marsh, certainly sent shivers down my spine.

Today there was no haunting, nor cause for trepidation, as I took the road onto the Marsh.

Dave is trying to shoehorn a V8 into a Sebring rep, but that was at home some distance away. Today he showed me a 1958 Frogeye in need of much restoration and a collection of Spridgets also needing work. I had taken some old Mascots for Dave but when I presented them I found that he was already a Kent MASC member. He is better known as the owner of the newspaper covered car that appeared at the Olympic Games (reported in Mascot issue 342 of September 2012). I had no knowledge, of Dave's MASC membership, so at last we can welcome him in from 'out in the cold'.



*Dave and his Frogeye at the Olympic ceremony*

## Monthly Meet

There was one Spridget in the car park of the Angel, Addington Green, Kent for the monthly meet. That was one more than expected as snow, grit, & cold blight what should be Spring. Well done to Mike Pearson for using his car on such a day. Also well done to the Landlord of the pub for allowing us to use the enclosed veranda as our clubroom. Mel pressed / encouraged more into joining our Drive it Day event – a drive to the East Kent Railway whilst Ron, & I, planned a route for the Loire Tour in June. Discussions varied: the expansion of the waiver for Vehicle Excise to now include cars manufactured in 1973, SORN now not restricted to 12 months, to plays by Alan Bennett, and stained glass windows whilst Graeme enthralled all on his recently expanded expertise on Spridget front wheel bearings. Graeme has offered to lecture on this subject if an audience / location can be found.

Anyone know if the recently restored Cobham Mausoleum is available?

Our Webmaster Rylan was most disappointed on two points (1) that he was unable to drive his recently acquired Sprite due to the weather (2) he had to leave early to do his ironing which his mother (unreasonably I feel) refused to do. I did suggest that on point (2) he might ask some of the MASC ladies gathered but shyness, or was it fear, prevailed. So, for and on behalf, of Rylan a wanted advertisement

Young, unattached, male with Austin Healey Sprite WLTm young female (20-25yrs), into S+M, with cooking and ironing skills, for lasting club membership. Applications may be forwarded. (In this case I believe S+M refers to Sprite & Midget although any offers will be considered).

**Alan Anstead**

# DONINGTON HISTORIC FESTIVAL

FRI 3<sup>RD</sup> SAT 4<sup>TH</sup>  
SUN 5<sup>TH</sup> MAY  
2013



# MASC Members Travelling to France

**Bargain  
Deal**

Offered by MASC member Norman Verona

I thought some members may be interested in the offer of renting our gites.

We are situated in the north of the Loire Valley, very close to the Brittany border. We have two gites, the Lotus Suite and the MG Suite.

We previously let the gites (2006–2010) commercially at £395 per week at high season. This included 60€ of provisions.

We no longer run the gites on a commercial basis (due to health problems) but feel they could be of use to club members.

So, we calculated the cost including the cleaning by a local lady, would be **£85 per week**.

The gites sleep two each and have bedding and towels, tea, coffee and toilet rolls and soap.

You can see all the details on **[www.FrenchBlat.com](http://www.FrenchBlat.com)**

*Look forward to seeing some members over the summer*

**Norman Verona**  
**Member Number 4121**  
**La Foie, 49520, Noellet, France**  
**France Mobile 0033(0)7 70 70 23 79**  
**Home: 0033(0) 2 41 92 73 44**



# Yorkshire Area Report



*Andy Harrison's low 1500 Midget. It has a Frontline front end (springs and top link kit) and lowering blocks on the back*

This month was (finally!!) warm and sunny and full of new members, current members who we haven't seen for a while, members we have seen and some extras who just turned up.

This meeting had more K-powered MGs than anything else, with a few of our members turning up in Fs or TFs. Perhaps this is the next logical step while retaining Spridget ownership; however I don't think I have space for any more cars!

This month saw three new members: John & Carl who have a Frogeye in a similar state to Steve's (i.e. in many parts), and Colin, a long time MG owner who has a shell and plans to join the dark side of K-midget ownership. We were also joined by Jason and Michelle (with their Sprite in the car hospital having a cooling system refresh), John and Debbie

in Debbie's rather nice re-shelled MGF, Peter and Dorothy in their very well restored white Frogeye, Tim in a very new (to him) MGTF, Sarah and Isla in the safety car and Jonathan, who turned up to see what the pub was like without knowing what excellent company there would be.

Ken and Julie came along with plenty of Canada run forms for everyone (see details opposite), and by the time you read this you're likely to have one of your very own sent to you through the magic of the internet. By all accounts last weekend's Daffodil run was a success, despite the lack of actual daffodils.

I've been informed that there is an event on at Beamish open air museum on May the 12th, it is the Tyne-Tees Centre of the MGCC 50th Anniversary Celebration Event, and MASC have been invited. We won't be able to make it, but Beamish is a great place to go even if there are not MGs there, so we'd definitely recommend it!

I've had details of a couple more 1500 Midgets up for sale, so if anyone's after one let me know. One is a 1977 1500 in Tahiti blue up for £2950 (it's got full details in the back of the April Mascot), another is a 1980 final 500 run with <30K miles on it, up for £4450.

And a final note to say we're back at the Nag's Head on the first Saturday of May (which is the 4th), as we're busy on the 11th, I'll send plenty of reminders out.

**Rob Armstrong**

mascyorkshire@gmail.com

*Yorkshire area Spridgets and MGFS*





# Canada Run

## **MG Car Club Yorkshire Centre**



**Open to all Members of MGCC, Midget and Sprite Club,  
and MG Owners Club.**

## **Saturday 8th June 2013**

### **Starting at 9.30 am.**

**Carvery available at reduced price at end of run.**

**Run begins at Anchor Inn, Whixley  
between Knaresborough and York.**

**OS ref: Map 99**

**Pre-registration required to help Catering**

**Entry forms download from: [www.mgccyorkshire.co.uk](http://www.mgccyorkshire.co.uk)**

**Or contact: [kencothliff@hotmail.co.uk](mailto:kencothliff@hotmail.co.uk)**

**Entry £15.00 per car. Proceeds in aid of "Help for Heroes" Charity**

The run will include a course around the World War Two: 6(RCAF) Bomber Group airfields in the Vale of York, with the opportunity to visit 'watering holes' and memorials on, or near, the airfields.





MASC Surrey at the Clandon Park Estate in 2012

## Surrey Area Notes

Hi Mascoteers

Hope you have had a happy Easter and now that spring is here that you will be getting your cars out of hibernation.

Our next Surrey meeting is on Tuesday 21st May at the Chequers. All are welcome and the food is good as is the selection of beers.

In the meantime I list below details of some popular local events lined up for the summer:-

- 26th May Haslemere Classic Car Show and Tour. Hills has this in hand and I understand 5 of our number are already attending.
- 13th & 14th July Ardingly Vintage & Classic Vehicle Show.
- 14th July Macmillan Classic Motor Show and Family Fun Day. 3rd & 4th August Lingfield Steam Show. Details available on [www.lingfieldsteamshow.co.uk](http://www.lingfieldsteamshow.co.uk)
- 18th August The Cranleigh Lions Classic Car Show. Online registration for individuals and clubs has been available since mid April. Their website is [www.cranleighlions.org](http://www.cranleighlions.org)
- 8th September, The MG Owners Club South Downs Run.

Application forms for these events are available from me at [gorman698@btinternet.com](mailto:gorman698@btinternet.com)

Unfortunately July 14th presents a clash of two events both of which in the past have been supported by Surrey members, namely the Ardingly Vintage & Classic Vehicle Show and Macmillan Classic Motor Show. Perhaps we can, at our monthly meetings see who is going to which.

I have listed those I have details of but there are no doubt many more. If of any you think our members will be interested in attending please let me have the details for distribution.

Happy motoring

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

# Trials and Tribulations

## Chapter 3

Now you will remember that this amateur and highly un-skilled mechanic could not get the clutch of the 950 engine to perform as it should. The knowledgeable amongst you will have submitted the solution to our worthy editor on the back of a 2nd class postage stamp. Others like me, don't be shy, put your hands up, will still be wondering or will have come to the conclusion that I should not have bothered and gone instead for one of Uncle Henry's type nines. However conscious of budgetary constraints and still telling myself I like a challenge I persevered.

Somebody, forgive me, I am unable to remember who, suggested I speak to Peter May as there is nothing he doesn't know about BMC A type engines and gearboxes. Peter and his company (Peter May Engineering) are at the rear of Midland Classics on the A449 between Hartlebury and Ombersley (Worcs.) a mere 9 miles away. I'll go and see him says I, brimming with hope in anticipation of imminent good fortune. Lo and behold he has the answer in an instant. Not only does he have the answer but also the necessary item to solve the problem. Now with that clue have you also cracked the problem? No, well fret ye not because you are unlikely to need this superior knowledge after reading this sad tome as you will surely go an entirely different route if faced with the same problem.

So to relieve those still holding their breath in uncontrollable anticipation the answer is  
**THE FLYWHEEL.**

"Would you believe it?" said I and Victor Meldrew together. On creating the 1098 engine those parsimonious engineers at Longbridge engine development plant used a thinner flywheel with the same bolt centres as on the 950 crank. They probably used the same crank too, but very soon afterwards changed to the proper flywheel and 1:75 inch crank to be followed eventually with the 2 inch crank with the bolt centres to match. These original flywheels I am told are now very rare long since confined to some now extinct furnace or China, so if you are riding around in a very early Spridget with a 1098 motor treat it gently.

So with high spirits we return to my garage, having been relieved of a further pile of our



*Borg & Beck Clutches, not only for 948 engines!*

gracious majesty's portrait and attach the prized heavy metal disc to the crank. Next the clutch but of course the 950 clutch now doesn't fit the flywheel does it? Of course not stupid, use the one from the 1098 engine. On closer inspection I note that the friction plate is worn. Well it was bound to be wasn't it, as those who have followed this enthralling saga from the beginning will remember, the 1098 engine was shot to ribbons so why would the clutch plate be any good? Onward to Abingdon parts at Oldbury-out of stock – try next door the Morris Minor Centre.

Thank you Sir that will be £31, and back home to finally conquer the problem which, if you remember, started with the relatively simple loss of engine coolant.

Everything followed smoothly thereafter and using the head from the 1098 motor the engine ran sweetly with a noticeable increase in power. *The End*

(Thank God and the more knowledgeable amongst us did I hear you say)

**Geoff Hunter**



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the only solution to your  
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# Hampshire Happenings



Hants MASC at Sir Harold Hillier Gardens

## Cobweb Spin

On Sunday 7th March four cars from Hampshire joined the annual Cobweb Spin organised by Winchester MGOC to the Sir Harold Hillier Gardens near Romsey.

After parking up and a cup of hot chocolate we had a good walk around the extensive grounds where, despite the cold weather we have had, there were a surprising number of plants and shrubs in bloom.

While browsing around the shop Barry came across a book which at first glance seemed a strange title for a garden centre, especially as the strapline was 'Erotica for the not too Modern Male' however, on closer inspection the title read 'Fifty Sheds of Grey' and it turned out to be exactly that, a collection of 50 black & white photos of sheds, disappointed, Barry returned the book to the shelf and we adjourned to the restaurant for some comfort eating before another stroll



Underneath the Arches



Midgets and MGs, a recurring theme in this month's Mascot

through the gardens, returning to the cars for a leisurely drive home.

**Jenny Green**

## White Lion Antiques & Lifestyle Centre

Situated on the A30 on the outskirts of Hartley Wintney, the White Lion is a Grade II listed former Coaching Inn. The building was opened in 2005 as an Antique Centre after an extensive refurbishment, the building having spent most of its life as a Hostelry and Inn.

The White Lion has been hosting a Classic Car Breakfast Meeting on certain Sundays throughout the year (exact dates are available within the on line Calendar).

John and I have been a couple of times this year, the last time there was a turnout of some 40 cars and as it is a breakfast

*Out in the Cold and not a Spridget in sight – On this side of the car park*



meeting they do a really scrumptious Bacon Baguette and a great range of cream cakes, although starting at 8.00 in the morning is a little early for cream cakes.

More information from  
[www.whitelionantiques.co.uk](http://www.whitelionantiques.co.uk)

**Barry Green**

## Take a Brake!

Not sure if anyone is interested or is even still running drum brakes on their Frogs at the front but if you need new brake shoes in an emergency MG Rover ones are the same pattern as long as you get the 177mm type used on cars between 62 – 78? (not too sure about the last date), the only difference is they have only one snail cam cut out, this

can easily be resolved with a 6mm drill, a junior hacksaw, and a careful bit of filing. The new pads are also bonded so there are no issues with copper rivets ruining your drums. New wheel cylinders are also available on e-bay at £27.00 + postage total £32 for the cylinders genuine old stock QH parts, the pads were £16. The actual shoes appear to be available from AH Spares but that doesn't help if you need them immediately.

No doubt you can tell what I was doing this weekend!

I also took the time to face up the drums on the lathe. This has stopped the pulsating of the brakes which was a result of the drum being ever so slightly oval. Frog now ready for MOT this Saturday.

See you soon – if I just drive past then the brakes were not as good as I thought!

I quite like the snail cams as it makes for easy removal when the drums have corroded on the inner rim and it also means that if you have adjusted them regularly then you never have any of the wheel cylinder piston exposed.

As an update the car had 78% efficiency on the front drums and it shot out of the rolling road. The tester said it probably didn't have that since new. There was no imbalance and the drums didn't fluctuate as they had before so I had managed to take any ovalness out by facing up the inside of the drum. Pretty good result!



## This is the story of the Midget that came and went and ended up in Poland – Part Two

.....so I bought another Midget

When Terry and I went to Oxford in early December to view a '72 1275 Mk 2 Midget, the weather had been wet and /or cold for weeks. The condition of the car was a pleasant surprise. On first sight it looked 'straight' and it looked very promising but when the car failed to start, the vendor blamed it on the cold and damp weather. ("It was running well earlier in the week, mate") We came to a compromise that he would get the car running that week and we would return for another viewing. A couple of days later, he rang to say that he had got the car running and it "sounds great". Two weeks later, in Harriet's Landrover and with a borrowed trailer, we set out to pick up the car. To our dismay, again, it wouldn't fire up. "I took it round the block the other day and it ran fine", we were assured. Terry tried everything i.e. distributor, points, plugs but little success. Harriet was suspicious that there wasn't fuel in the vehicle (!) Her brother had a can of petrol in his car and this was duly put in the tank. We rocked the car and, though it started it wouldn't continue to run. Decision time. Take a chance or walk away. I decided to risk it and the car was returned to Hampshire.

A month later and the vehicle has just been returned to me by the garage I use. It turns out the fuel pump was installed with a kinked hose, causing fuel starvation. I had electronic ignition fitted and the headlights converted to halogen operation.

Next stop, the meal at The Jolly Farmer....No! It wouldn't start. It turns out the negative battery lead was brittle and failing. The battery was not fixed to the body at all and when I got the car to run the battery vibrated somewhat too – not great!! Hopefully, with battery lead replaced and the battery fixed with new fixing kit, it's all systems go !!

Thanks to all of you for your (continued!) help and advice.

**Andy Bufton**

**Rolf**

# From the Bowels of Bristol

Is it safe to come out now? It's been a long hibernation period for us down here in the West Country. It's been too cold, wet, salty and windy to drive our Spridgley things. Too cold in the garage to hold a spanner – but at least we have still been able to talk about our cars at our monthly gatherings at the Rose and Crown at Pucklechurch.

The winter meetings on the second Wednesday of the month have been going well with very few entries in the accident book or readings of the riot act. In fact, we have all been very well behaved, even to the extent of not dropping big black puddles of oil in the car park, cause our Spridgley things have stayed at home needless to say.

Hopefully, we may be able to welcome some new faces to the area, no; I have not been on a Plastic Surgery evening course over the winter months (although some of us look as though a nip and a tuck might help a bit). Actually, the April meeting did consider what impression our elderly gathering might give to any 'youngsters' meeting us for the first time. 'Fairly scary' I seem to recall. I did mention that the very first meeting that led to the formation of the Club was in April 1983, both my multi shades of red Frogeye and me have survived those 30 years, which has survived the best is difficult to determine – OK, it's the Frogeye then.

We are being very cautious about planning any events, will it be another summer of discontent weatherise? We will take it as it comes and seize any opportunities that



Bristol members, not as scary as they look!

appear. One we do have is the **CLASSIC & RETRO ACTION DAY** at Castle Combe on Saturday 29th of June. (See below for details). We may also spring a few surprise attacks upon our Wiltshire based chums. As always, keep in touch to find out what is going on and a very warm welcome to any new members. (Cause I'm bored rigid with the old ones!)

## CLASSIC & RETRO ACTION DAY

**CASTLE COMBE CIRCUIT – Saturday  
29th June**

*Your invitation* – Once again, MASC will have a club space in the paddock for members to display their Spridgley things. Entry is free for car and driver with an entry pass. We have 15 passes to give away on a first come, first served basis. To apply for a pass, please send a SAE to –

**Terry Horler, 63 Littledean, Yate,  
Bristol BS37 8UQ.**

As per usual, all sorts of Classic and Sports cars will be in the paddock and out on the circuit. We normally get to take part in the parade laps (sedate and free) but if you want to go a lot faster, then a 5 lap session can be purchased for £25 (pre booked) or £35 (on the day). I can supply more details about the Track sessions upon request. For further information contact me at 01454 881770 (after 6.00pm) or email – [rebelwithasprite@hotmail.com](mailto:rebelwithasprite@hotmail.com)

This is a great day out whether you just want to stroll around looking at all the cars or have a few quick laps on the circuit. Great atmosphere, loads of action and a warm welcome at the Midget and Sprite Club stand. I must stress that the organisers only want to see the 'proper' cars on the appropriate club stands. Please be sure that your Spridgley thing and yourself will be available before applying for a pass.

Look forward to seeing you there,

**Terry Horler**

# Scotland Area Report

## Scotland visits Germany

The past month has seen the start of the classic car year as far as my personal activities are concerned. On 17th March the annual Biggar Albion Foundation autojumble was held in the Municipal Hall in Biggar. Although this is a relatively small event, it does mark the start of the year and enables people from the classic car fraternity to re-establish existing contacts or meet new people. I spotted several Spridget related items on the various stalls including the later style (1275 and 1500) rear lamp assemblies, a selection of Austin Healey/MG grille badges and sew-on or pin badges in addition to the usual service items – plugs, points, filters etc. Unfortunately (or possibly fortunately) I had completed all the scheduled work for my car and came away empty handed there being no parts I need and having managed to resist all other temptations.



*Frogeye on display at Essen*

This last weekend (11-14 April) saw the 25th Anniversary of The Techno Classica Show being held in Essen. This year also marks the 50th anniversary of the Porsche 911 and, accordingly there was a special display dedicated to this sports car and the various guises in which this iconic number has appeared over the intervening years.

A party of nine comprising members and families from The Blackwood Classic Car Club flew from Edinburgh on the Thursday to Weeze in Germany where we collected hire cars and drove to Düsseldorf which was to be our base for three nights. The Thursday evening was spent in Düsseldorf having a meal and sightseeing with Friday comprising a drive to Essen for the show.



*This Midget for Sale at the Techno Classica*

The scale of this show is difficult to put into words, not only in respect of its physical size but also the quality of many of the exhibits. The headline numbers are 130.000m<sup>2</sup> of show area divided into 20 halls and four open air areas, some 1250 exhibitors from 30 countries, 2500 cars on display and in excess of 180,000 visitors over the duration of the show from 40 plus countries.

Many of the vehicles on show are from the major manufacturers own museums and include design studies and prototypes that for various reasons never made it into production. However, alongside the ethereal models are displayed the more everyday and it was good to see a fair representation of cars from British manufacturers. There were several Spridgets present, both in the display hall and in the cars for sale section.

Following the show we had dinner in a Greek restaurant in Essen which we have used for several years and where we are now known. The Saturday was spent in Cologne, taking a tour of the cathedral followed by a trip on the River Rhine. Saturday night was back in Düsseldorf for the final dinner before a very early start on Sunday morning for the drive back to Weeze and the flight home to Edinburgh. This is the second time that I have attended this show, although others in the group are now into double figures, and I would heartily recommend it to anyone who has the opportunity to attend.

**John Pardo**

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



# NW Area Report



*Club stand at Manchester show*

**F**or March club night at the Kilton, Dennis arranged with his work colleague Peter Jones to do a presentation on the subject of Liverpool's Urban Traffic Control Systems. Mike was particularly interested in this as in his younger days he worked on a project to connect Liverpool's traffic signals to a central computer.

Dennis introduced Peter's presentation with a short history of Liverpool's Traffic Signals. The presentation covered the systems which are all linked to a central control room and a controlled through a Computerised Management System. This collects data, monitors and dynamically controls the traffic and transport systems equipment on street. It also covered how traffic management strategies are built and implemented to override normal traffic signal settings for incidents and big sudden volumes of traffic such as Football Match days. It ended with trials being carried out in Liverpool using new technologies to provide additional data to assist in the traffic control such as environmental monitors to improve air quality and blue tooth detectors to detect occupancy of buses and significant increases in pedestrians to be used to introduce traffic controls to assist in bus priority and alter timings to favour pedestrians.

The presentation was really well received. Everyone stayed awake and even some of our ladies stayed in for it and asked questions. It was so well received Peter had a job to get away at 10pm due to the interest and questions. Unfortunately I missed it all as I was away on holiday, isn't that just typical!

On 5/6 April we again had a club stand at the indoor classic car show at Event City Manchester – located next door to every

man's nightmare, the Trafford Centre shopping centre.

We had six cars on display: my Mk2 Sprite, Bernie's Mk3 Sprite, Fraser's Midget 1500, Dennis's Mk3 Sprite, Alan's Frogeye and Bernie's '73 Midget restoration project.

Bernie's suggestion to take his restoration project was a brilliant idea – it got loads of attention, including from Classic Car weekly who took pictures and plan to write an article about it. Also Classic Motor and Autojumbler showed an interest plus MG Enthusiast who talked to him and took a number of pictures for a potential article. Alan was a late entry, mainly because I forgot that he wanted to attend! Anyway we were lucky enough to be able to get him booked in as we arrived.

Dennis and Daniels car was the first showing of their home made auxiliary switch panel which houses hazard flashers, 12v power socket, clock, rear fog light switch and reversing light switch. This is located directly below the dash panel and looks very professional. This is a good show with a wide variety of cars on display and lots of interest in our cars.

April club night was intended to be an event planning session but unfortunately I wasn't feeling too well so didn't attend. Anyway there was some discussion and hopefully we can get some events sorted.

First weekend of May is our weekend away, this year going to the Donington Historic Festival. Organised by Neil and Shelly (and Alan East-Jones for the National Club) this looks like being an excellent occasion. Full report to follow in next month's magazine.

That's it for now. See you at the Kilton on 8th May



*Bernie's wreck attracted a lot of attention*



*Dennis & Daniel switch panel*

# CLASSIC & RETRO ACTION DAY

## CASTLE COMBE CIRCUIT

### Saturday 29th June

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Look forward to seeing you there,

**Terry Horler**

## Market Place

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

**Clearance Sale:** Many parts from scrapped Mk4 Sprite, doors, bonnet, boot lid, w'sceen, instruments ,wiper/heater motors etc. Midget 1500 engine and gearbox. Frogeye ¼ elliptical springs (used), grille, luggage rack. Contact Roger for further details 01684 833379 (Worcs) [rorgill01@btinternet.com](mailto:rorgill01@btinternet.com)

**For sale:** Windscreen and surround off about a D reg Midget, good alloy with centre bar and mirror – £25. Haynes manuals one 1958-80 one 58-74 and Sprite mark 111 drivers handbook – £5 each. A box of spares comprising of: a pair of front springs thought to be new, 25mm shorter than standard – pair of front dampers – timing cover – crank sprocket and pulley – gearbox mounting complete – alloy gearknob – rockershaft with rocker arms and camshaft – fan blades – steering arms – a few other bits and bobs – £40 the lot. Contact Bob; Sheffield Tel: 01142466361 Mobile: 07962974424 (If no answer please leave a message).

**Wanted:** I'm trying to source a replacement bonnet for my MKIII MG Midget (1973). Ian Adams 07954 176017



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