

June 2013

£2 No. 351

Mascot

The Magazine of the Midget & Sprite Club



www.midgetandspriteclub.co.uk



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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	Jim Willis , Tel: 01527 402804, email: jim.willis@tiscali.co.uk
TREASURER	David King , Tel: 01453 544202, email: djs.king@virgin.net
EDITOR	Gary Lazarus , 40B Hungerford Road, London, N7 9LP. Tel: 0207700 5696 email: editor@midgetandspriteclub.co.uk
AREA REP'S DELEGATE	Mark Hall , Tel: 01296 660103 email: markdhall@aol.com
MEMBERSHIP	Stuart Watson , "Staddlestones", Thicknall Lane, Clent, Stourbridge, West Midlands. DY9 0HX Tel: 01562 883076 email: membership@midgetandspriteclub.co.uk
GENERAL MEMBER	Tim Saunders , Tel: 07968 261990 email: mothysaunders@hotmail.com Geoffrey Hunter , Tel: 01562 851544, email: hunters360@btinternet.com Kate Andrews , email: kate.andrews66@yahoo.com

OFFICERS

CLUB ARCHIVIST & TECHNICAL DOCUMENTATION	Terry Horler , 63 Littledean, Yate, Bristol, BS37 8UQ. Tel: 01454 881770 rebelwithasprite@hotmail.com
MEMBERS ADVERTISING	Alan Lo , Tel: 0117 9572617 Mob: 0775 3867806 email: alan@mobuzzing.net
MUTUAL ASSISTANCE	John Clark , 16 Barley Close, Broomfield, Herne Bay, Kent, CT6 7XG Tel: 01227 368 638 , mob: 07971 153556, email: jrclark@sky.com
CO-ORDINATOR	Stuart Watson , stuart@thewatsonz.com 01562 883 076
CAR REGISTERS	Gary Lazarus , garyfrogeye@gmail.com 020 7700 5696
SPRITES & MIDGETS (EXCEPT MK1 SPRITES)	Mike Grout , 55 Park Road, Spixworth, Norwich, NR10 3PJ. Tel: 01603 890211 email: mike@motorparts.freemove.co.uk
SPRITES MK1	Mark Boldry , email: mark26r@hotmail.com
REGALIA OFFICER	Richard Mumford , email: webmaster@midgetandspriteclub.co.uk Gary Lazarus , editor@midgetandspriteclub.co.uk 020 7700 5696
TECHNICAL ADVISOR	
WEBMASTER	
TRADE ADVERTISING	

AREA REPRESENTATIVES

BRISTOL	Terry Horler , Tel: 01454 881770 rebelwithasprite@hotmail.com
EAST ANGLIA	David Dixon , Tel: 01733 222810 email: e-dave@hotmail.co.uk
DEVON	Currently vacant
DORSET	Ian Beaver , Tel: 01722 326840 email: ian.beaver@btinternet.com
ESSEX	Jane Gates , Tel: 01255 830 509 email: jrganegates999@gmail.com
HAMPSHIRE	Terry Langridge , Tel: 01252 626063 email: friendlyfolk@midgetandsprite-hampshire.info
HOME COUNTIES	Mark Hall , Tel: 01296 660103 markdhall@aol.com
NORTH WEST	
KENT	Alan Anstead , Tel: 01322 384050 email: alan.anstead@btopenworld.com
LINCOLNSHIRE	Vacant
LONDON	Gary Lazarus , Tel: 020 7700 5696 email: garyfrogeye@gmail.com
SOUTH STAFFS & NORTH BIRMINGHAM	Area rep on rotation basis , contact ssnb.mascc@hotmail.co.uk
SCOTLAND	
NORTH WEST	John Pardo , Tel: 01698 814791 email: jp1kg@talktalk.net
NORTHERN IRELAND	Les & Diane Robinson , Tel: 01772 496594 email: les.robinson@torotrak.com
NOTTS/DERBY	Robert Holmes , Tel: 02892 689274 email: robertholmes25@hotmail.com
OXFORD	Ian Cooke , Tel: 0115 938 3838 email: ilc@bgs.ac.uk
SOMERSET	Grahame Gibbins , Tel: 01235 530456 or grahame_gibbins@hotmail.com
SOUTH WEST WALES	Ray Darch , Tel: 01460 72040 email: raymargaret@lineone.net
SURREY	David Hill , Tel: 01239 811307 email: david@hill.be
SUSSEX	Mike Gorman , mike@birchwood44.freemove.co.uk Tel: 01737-552256
HEART OF ENGLAND	David Southcott , email: dandl@southcotts.plus.com
WILTSHIRE	Dave Puzey , Tel 024 7671 2384 email davepuzey01@AOL.com
YORKSHIRE	Andy Cross , Tel: 01225 743554 email: andy@cross743.freemove.co.uk Rob Armstrong , Tel: 07889 090411 email: mascyorkshire@gmail.com & Tim Saunders , Tel: 07968 261990 email: mothysaunders@hotmail.com

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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Dateline May 15th 2013 BBC website:

- Two inches of snow has fallen in Shropshire and people have been warned to prepare for flooding.
- Winds of up to 65mph also struck the South West coast overnight with a number of trees coming down, some blocking roads.
- Western Power Distribution said homes in Cornwall were still without power after thousands were cut off overnight.

Yes, this is the British summer at the time of writing this editorial. And last night, even I, the most intrepid (in my own mind) of Spridget stalwarts, gave up any idea of driving the Frogeye to the Ace Café for the London Area's monthly meeting. A rain shower of almost biblical proportions descended on the Capital, rendering any thoughts of a pleasant drive after work into a soggy mush of rain soaked apathy. Quite sensibly, I stayed in, put the central heating on high and consoled myself with a larger than usual intake of the wrong type of calories. The weather this year has really been dismal thus far!

However, there is sunlight (literally) at the end of the tunnel. I hope to invite myself along to the Home Counties North West's "Chilterns Rally" this coming Sunday, in spite of the same BBC website informing me that we are due another wet weekend and balmy 10°C temperatures. I've made a resolution that come rain or shine! This Sunday the Frogeye and I are heading out for a drive. Even if it means that "Gaps" gets an involuntary but well overdue wash. I may even plan ahead and take a towel to wipe the inevitable drip off my left knee.

Having said that last night I "quite sensibly stayed in", I realise that owning and running Spridgets, has very little to do with being

sensible. They're small, cramped, noisy, loud, sometime too hot, often too cold and regularly infuriating. But Oh! They are so much fun and the reaction that I get from people when I'm out in "Gaps" is priceless. In fact the enjoyment that our cars give us (especially when the sun is shining) is very hard to put a value on.

So why not make a promise to yourselves. Whatever misfortune the weatherman bestows on us in June, make sure that you take the car out for a nice long drive. You won't regret it.

Once again Gaps and I will be making our annual pilgrimage to France to attend the Le Mans 24 Hour race. We hope to see some of you there.

Have a great month

Gary & "Gaps"



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

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: Seven year old Nancy keeps watch in Anthony Sands' beautiful Rubber Bumper Midget, taken in May at Biggin Hill (see the centre pages of this month's mascot)

Your Committee Needs You!

This is the time of year when nominations for your clubs committee are requested. This year, because at least one Member is standing down, there will be vacancies that need to be filled. These vacancies may leave a large hole in the structure of the committee and these posts must be filled for the committee to function. We hold approximately four meetings a year and you will be joining a group of like minded individuals whose aim is to make the club as good as it can be.

The existing committee members are just like you; male and female Midget and Sprite owners who thoroughly enjoy their cars and who want to make sure other club members get the most out of their membership. This is your opportunity to help shape the club, get involved in the introduction of club initiatives and be instrumental in delivering value for money service to our membership so, if you have an interest in the way the club is run and even if you think that you have nothing to offer, please consider applying as you'd be surprised at the many ways that you can help. This year there is the added committee role of Marketing/PR person. So if you have any previous marketing or PR skills, we would particularly keen to hear from you.

Candidates will not have to stand for a particular committee position; just register a particular area of interest. If we have two candidates for a particular role then both can be elected then the committee and candidates will decide on who does which role. In this way we hope not to lose valuable experience from the committee whilst ensuring we cover all the major roles. It also gives us the opportunity to job share

If you wish to stand for election to the committee for the following year then please complete this form. Enter your name, sign and add your membership number against your area of interest. There are up to eleven committee positions in total. All nominees, proposers and seconds must be fully paid up members; joint members are also eligible to stand.

Completed nomination forms must reach the company secretary by 9th August 2013. Some designated committee roles will also carry the extra responsibility of Directors. There are no limits to the number of directors so if you wish to volunteer as a director then please indicate on the nomination form by adding a D next to the post. Committee roles with a D attached are the designated Directorships for the coming year.

Area of Interest	Name	Signature	Membership No	Date
Chairperson				
Administration				
Company Secretary (D)				
Finance (D)				
Membership Secretary				
Editorial (D)				
Area Rep Contact				
General Member				
Web Master/Internet				
Marketing/PR				
	Proposer	Signature	Membership No	Date

Completed forms should be sent to:

Jim Willis, Walkwood farm, Morton Lane, Redditch. Works B97 5QA

Or scanned and emailed to jim.willis@tiscali.co.uk

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: jgjanegates999@gmail.com
- 1st Wednesday **Devon Area** – **The Dartmoor Lodge Hotel**, Ashburton, TQ13 7JW 1930 – 2200. Please contact Dave Price for details, 01805 603133, daveprice@daveprice.plus.com
- 1st Wednesday **South Staffs & Birmingham** – Meet at **Whitacre Ex-Service & Social Club**, 66 Station Road, Nether Whitacre, Coleshill, Birmingham, West Midlands. B46 2EH, 8.30-8.45pm Contact: John Collins, Tel: 07970 213084 email: green_mx5@hotmail.com
- 1st Wednesday **Oxford Area** – Meet at the **Blackhorse Pub**, Gozzards Ford, Nr Abingdon. 7pm for those eating or 8pm for those not. Contact Grahame Gibbins at grahame_gibbins@unipart.co.uk
- 2nd Tuesday **London Area** (Congestion Zone) – Meet at **The Ace Cafe** at 7:30pm. together with the Classic Cars Magazine night. Details: Gary Lazarus on 020 7700 5696, garyfrogeye@gmail
- 2nd Wednesday **Heart of England**, covers Worcs, Warks, West Midlands and surrounding areas – Meet at **The Green Dragon**, The Green, Sambourne, Redditch, B96 6NU, at 8.30pm as usual.
- 2nd Wednesday **North West Area** meet at **The Kilton**, turn off M6 at Jct 20 onto A50 towards Macclesfield. Pub 4 miles on left. Please note new venue.
- 2nd Wednesday **Bristol Area** will meet at **The Rose and Crown**, Pucklechurch at 8pm. All Bristol, Bath and surrounding areas members welcome. Contact Terry Horler on 01454 881770 rebelwithasprite@hotmail
- 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 **The Nags Head**, Pickhill, near Thirsk, YO7 4JG – more information at <http://yorkshireremasc.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.freemove.co.uk Tel: 01737-552256
- 4th Thursday **Sussex** – Meet at **Bolney Stage**, Bolney, RH17 5RL from 19:00. Contact David Southcott at dandl@southcotts.plus.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. Contact Andy Cross on 01225 743554 or e-mail andy@cross743.freemove.co.uk
- Last Wednesday **Home Counties North West** for members in Herts, Beds, Bucks, Berks, N. London or anyone interested! Meet at the **Chequers Inn**, Redbourn, AL3 7AD from 6:30pm. Please contact Mike or Sue Gahan on email mike@mgahan.demon.co.uk or on 07850 488636.
- Last Thursday **Somerset** – Meet at **The Lord Nelson**, Norton sub Hamdon at 7pm for those wishing to eat or at 8pm for those not. Phone Ray Darch on 01460 72040 with any queries and to ensure we will be there!
- Northern Ireland robertholmes25@hotmail.com. If enough interest, will arrange a meeting.
- South West Wales Non regular and occasional meetings and runs arranged throughout the summer months. Please contact David Hill on 01239 811307 or email: david@hill.be

Club Website

www.midgetandspriteclub.co.uk

Members Only Pages: Password: Sprinzel (which is case sensitive)

Also follow the Midget and Sprite Club on  Find us on: [facebook.](#)

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

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

- 9 June Bromley Pageant of Motoring, Norman Park, Bromley, Kent – 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
- 15–16 June MG LIVE at Silverstone Contact MG Car Club Tel: 01235 555552
- 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
- 29 June Classic & Retro Action Day Contact terry Horler 01454 881770 (after 6.00pm) or email –
rebelwithasprite@hotmail.com
- 30 June Bletchley Park Picnic. East Anglia area attending. Contact David Dixon 01733 222 810
email 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
- 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
- 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
- 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
- 1 September MASC member’s Spridgets are invited to the MGCC annual Midget Register September Run. Contact
Dennis Wharf 01296 714232 or MASC member Neil Thomas ns.tenby@hotmail.com for an application
form
- 7 September Buntingford Cassic Car Show. East Anglia area attending. Contact David Dixon 01733 222 810
email e-dave@hotmail.co.uk
- 28th–29 Sept Sywell Classic, Sywell Aerodrome, Northamptonshire – 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 or 020 7700 5696
- 20 Oct National Restoration Show and Grand British Autojumble, Stoneleigh Park, Warwickshire –
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 or 01527 402804
- 9 November Rolling Road session at CCK (Classic Cars of Kent in Sussex) and run by Daniel Lackey.
Contact: John Clarke 07760 291784 jrclark@sky.com
- 15–17 Nov Footman James Classic Motor / Motorbike Show, NEC, Birmingham – www.necclassicmotorshow.com

New Members

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

4728	Ross Hynd	Scotland	Midget	Mk 2
4729	Glyn Polly	Bristol	Austin	Sprite
4730	David Wheatley	Lancashire	Midget	Midget
4731	Chris Baston	Gloucestershire	Sprite	Mk 1
4732	Bryan Cox	Berkshire	Sprite	Mk 1
4733	Andrew Dean	Lancashire	Midget	Mk 3
4734	Richard Smith	Berkshire	Sprite	Mk 4
4735	Stephen Brook	Bedfordshire		
4736	Robert Ellis	Herefordshire	Sprite	Mk4
4737	Clive, Jane, Daniel & Adam Pakenham	Dorset		
4738	Andy Feast	Hampshire	Midge	
4739	Johnathan Frame	North Yorkshire	Midget	Mk 3
4740	Keith Bydawell	Zimbabwe	Sprite	Mk 1
4742	Alex Bowers & Jess Smale	West Sussex	Sprite	Mk 1
4743	Philip & Helen Reed	Lincolnshire	Midget	Mk 3
4744	Trevor & Kathleen Hale	Kent	Midget	Mk 3
4745	David Whittaker	Leicestershire	Sprite	Mk 1
4746	Dave Stebbing	Dorset	Sprite	Mk 2
4747	Alan Smith	West Midlands	Midget	Mk 3 RWA
4748	Steve Newton	West Midlands	Midget	Mk 2
4749	Adam Saunders	Cambridgeshire	Midget	Mk 3
4750	Gordon Higgs	Northamptonshire	Sprite	Mk 4 (Sebring Sprite Rep)



- 1 Alex Bowers & Jess Smale's Mk1 Sprite
- 2 Andy Feast's Primrose Midget
- 3 Gordon Higgs with his Beautiful Sebring Sprite Rep
- 4 David Whittaker with his soon to be stripped down (and renovated) Mk1 Sprite
- 5 The Midget based Arkley of Trevor & Kathleen Hale
- 6 Johnathan Frame's K series engined Mk3 Midget
- 7 Adam Saunders' MkIII Midget
- 8 Dave Stebbing with Boris, his 1964 AH Sprite





Car on ramps. The boards are stopping the ramps from slipping forward as the car is driven onto them

A question I often get asked, from time to time, is “Can the engine be removed from a Frogeye without the need to take the bonnet off?”

The Frogeye bonnet is a combination of a bonnet with front wings, valance, and headlamps. It is a substantial piece of steel weighing quite a lot. It is also difficult to manhandle especially if pristine paintwork is to be preserved.

The tried and tested way to remove the bonnet takes three people. One each side

supporting the bonnet by its wings and another person underneath the open bonnet to undo the hinge bolts (four per hinge) and the bonnet support struts. Fitting the bonnet is a reversal except that the bonnet alignment has to be set. Using this method it is best to lay cloths along the bulkhead should the rear bonnet edge fall against it tending to chip paintwork.

Some drill a hole through each hinge into the hinge panel so that a self tapping screw can be inserted thus locating the bonnet in correct alignment each time before the bolts are tightened.



Bonnet open ready to start

Radiator removed



Frogeye engine removal

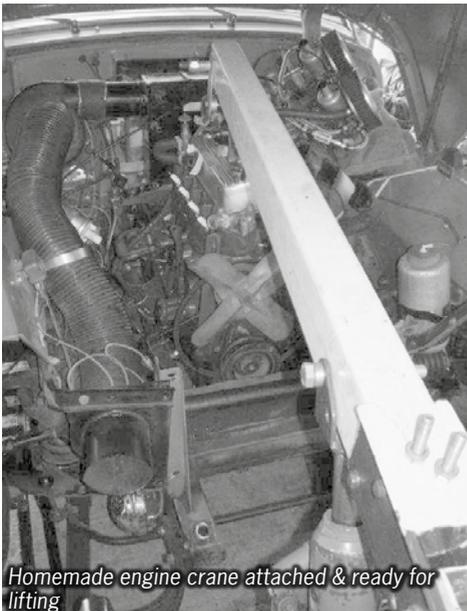


Exhaust manifold undone and carbs off, resting on Lisa's bath towel

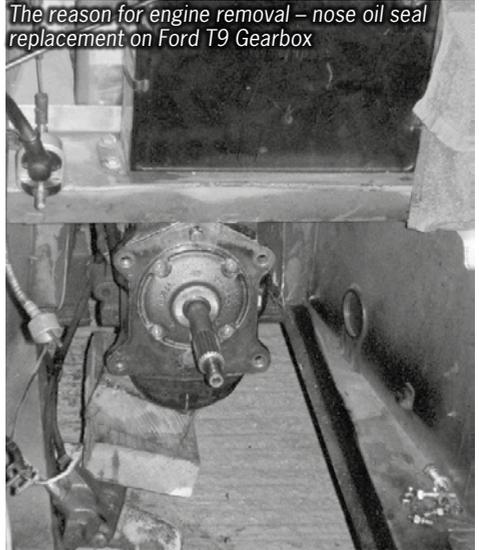
Maybe if you are like me, "Billy no mates", two volunteers, when required, are not available.

John Clark introduced me to another method that he uses, and requires, only one volunteer or pressed man. John removes the hinge pivot pins raises the bonnet supported on each side and the bonnet can literally be walked forward. Refitting is the reversal with immediate alignment.

I (nowadays) do it this way. I, some time ago, perhaps early this century, made a "stubby" engine crane. I place the car on



Homemade engine crane attached & ready for lifting



The reason for engine removal – nose oil seal replacement on Ford T9 Gearbox

ramps which allows me room to slide under to disconnect the earth strap and undo the bell housing bolts. I then use "Stubby" as one would a normal engine crane except it lifts the engine sufficiently clear for removal but is low enough not to strike the underside of the bonnet.

Pictures show recent (948) engine removal to renew the nose oil seal on the T9 five speed Ford gearbox which can be seen remaining in position in the transmission tunnel.

Alan Anstead
www.masckent.org

Engine back in. Look closely and you may see the engine held to the gearbox with a G-clamp before bolts are inserted





Anyone fancy a trip to France in 2014?

Hi

Another excellent issue of *Mascot*. If there is enthusiasm, from the Membership at large, I may be persuaded to organise another Loire Valley / Le Mans Classic Tour (28/6 – 12/7) for 2014. Your cover pic, last month, was of John Gibbons & Bethany, in their Frogeye, on our last (2012) tour.

Frogeyes were also used to parade the drivers at the 1958 Belgian Grand Prix. In the book entitled "Peter Collins" by Ed McDonough, page 244: Peter Collins is in a LHD 9-stud Frogeye waving to spectators.

I believe that Frogeyes were also used for parade purposes at that year's British GP. Peter Collins, sadly, was killed whilst racing for Ferrari, at the Nurburgring. It is said that Peter was intending to go into business with Donald Healey.

My understanding is that the new tax rules extending the privilege of not having to pay vehicles excise does not come into action / effect until 2014.

Last Christmas I had about twelve people interested in the September Miglia Tour. Time for action and we are only three (cars). I don't even have a navigator as his employers refused an application for annual leave. An Amicale Member will join us (making 4 cars) for the run into Angouleme.

I can go alone if I have to as I like the challenge but it would be nice to have a few more cars along. (See the advert in this month's *Mascot*)

The 2013 Loire Tour was looking sparse but places have been filled now although I could fit in one, maybe two, latecomers in. 24/6 – 1/7.

I would have like to have seen John Sprinzel again, at the Ace, but unfortunately I will be away on Holiday.

Alan

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



Speedwell GT

I hope you will not mind my pointing out a slight error in the Kent Area Report last month. The car you describe as a Sebring fastback replica is in fact 585 MY, an original Speedwell GT initially owned by Keith Grant and which Hardy Engineering re-discovered about 10 years or so ago, before it went to Rae Davis and was driven by Antonio Bertini at the Goodwood Revival. Today it is owned by Guy Harman. The other car in your picture, the Melchester Sprite of Mike Youles is basically a Sebring fastback replica but with a modified Frog bonnet. Sorry if you feel I'm being pedantic.

Best wishes

Martin Ingall

www.sebringsprite.com

Travelling to France this year.

The French minister of interior has announced an indefinite delay on the introduction of fines for motorists that do not carry a breathalyser kit.

The fines were due to be introduced in March 2013, having already been delayed from November 2012 due to a shortage of kits. All drivers in France, including motorcyclists, are required to carry a breathalyser kit and the £11 (about £9.50) fine for not carrying one would have been applicable to all road users, except those on mopeds.

Although a self-test breathalyser remains a requirement, the decision means there is no legislation to enforce a fine for non-compliance.

Additional items required are:



Originals (NOT photocopies) of, Passport & Driving Licence, Vehicle Insurance, Vehicle Registration (V5), Current MOT certificate.

A warning triangle and fluorescent safety vest must be carried by all motorists in France, and UK motorists and motorcyclists must display a GB plate.

The Institute of Advanced Motorists (IAM) suggests that visitors to France should also take a breathalyser kit with them.

(sources: *Telegraph* & I.A.M)

Alan Anstead.

Grommit and friend

Hi Gary,

I thought you might find this shot amusing – it has a hint of the David and Goliath about it, don't you think.

When we returned to the car park, on a more than usually eventful, ill-tempered and rammed "Soft Top Sunday" at Goodwood, we found Grommit snuggling up to a Daytona



– the owners thought it would indeed make a fun shot and posed in their car before making a run for home.

Kind regards,

Mike Ward-Sale.

General Servicing Data

I recently came across this card setting out a quick reference to servicing data which I thought might be handy for those who carry out simple daily, weekly, or monthly checks particularly where cars are not used regularly nor professionally serviced on a regular basis.



Now that you have retrieved your car from its winter hibernation it is time to give it at least "the once over"

The majority will of course know most if not all of the data by heart but newcomers and the less mechanically minded, experienced or inclined will hopefully find it useful stuck to their garage wall. When did you last check your tyre pressures? As most will now be running 155/13 tyres we have to assume that a couple more psi will be appropriate – or would it, does anyone know?

As for stroboscope timing, and advance and retard checking this is probably beyond the complete amateur but should you decide to have your car set up on a rolling road then this information will be useful to the mechanic operating the equipment.

Enjoy the season.

Geoff 2565.

Ed's note. As this is too large to reproduce in Mascot at full size, please email me and I'll forward you the original image which Geoff sent.

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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Vintage



Modern



American



Prestige



Household



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It’s common knowledge that the population is ageing. But it’s ageing well. Older drivers are fitter and more outgoing than they’ve ever been.

For classic car enthusiasts in particular, the ‘autumn of life’ can be a golden age, a time to really enjoy and lavish attention on classic vehicles.

Unfortunately, the approach to older drivers that’s now being taken by some classic car insurers is not so much autumnal as wintry. Some are withdrawing personal accident benefits from their older clients. Others are being even more blunt about it, simply stating that if you’re past 70, then you’re past insuring.

RH Classic isn’t one of these ‘anti-grey’ insurers. The Brentwood-based specialist is more than happy to consider applications for cover from individuals over 70. “Naturally, each case is assessed on its own merits, exactly as it would be for younger drivers,” says Emma Airey of RH. “But there’s no upper age limit, nor are there exclusions for kit car (Tifosi Rana and Banham Sprint) club members.

“As long as the individual and their vehicle meet RH’s standard underwriting criteria, we’ll supply a quotation.”

There are plenty of other reasons for choosing RH, as the vast majority of RH customers who stay with the company every renewal year will happily testify. Besides the competitive rates and quality service you’d expect, RH doesn’t bill administration fees for services like the short-term addition of friends or family members to the policy or supplying duplicate documentation – services for which other brokers routinely charge up to £35.

If you’re an over-70s classic car owner who’s just had a rude shock at renewal time, you might want to go to www.rhclassicinsurance.co.uk, or call RH on 01277 206911 to chat with people who believe in the classic Hugh Hefner quote “if you’re healthy, age is just a number.”

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MORE FREE ROAD TAX ...

... CORRECTION!

Further to the announcement in last month's *Mascot* concerning the revision to the Historic Vehicle taxation class – I have to admit that I goofed. The Vehicle Identification Number (VIN) should have been GAN5/144038 G. Any Midget with a VIN prior to this should qualify as a Historic Vehicle and therefore be exempt from Vehicle Excise Duty.

Please note that this does not take effect until April 2014. My apologies for the oversight.

Terry Horler

Many thanks to the many other members who contacted Mascot to correct this information. It's good to know that you are keeping a watching eye on what we publish in the magazine.



April Fool?

Have I noticed an improvement in the weather. A glimmer of sunshine! A glimmer of hope? And then the snow and cold turned to April showers. The car show season beckons and a few invites have already been received.

An invite to a car show was received. A group invite. Entry for participants £5. Entry for general public £3.

Excuse me! I pay £5 to get up early and travel some distance to park my car in a field (probably with few facilities and no doubt a host of rules & regulations dreamt up under the guise of Health & Safety), with other car enthusiasts (or should that be fools?) so that the organiser can take £3, a head, off the general public to look at my car.

No Thank You!

Alan Anstead

WANTED

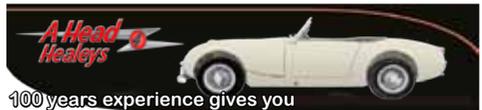
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M.G. Era at Brooklands

Brooklands Museum at Weybridge, Surrey, hosted the annual MG Era event on Sunday 7th April.. As the name implies the event was for MG's. And there were a goodly selection of MG's of all ages present.

Brooklands is a terrific location for an event. The venue is steeped in history and has many exhibits reflecting its motoring and aeronautical past. The Cobham Bus Museum has moved to Brooklands adding a new dimension. The day was blessed with sunshine and warmth.

I turned up at the Campbell Gate, as I have done previously for the event, in my Austin Healey (Frogeye) Sprite. Now I fully appreciate that a Frogeye is an Austin Healey and **not** an MG **but** the Frogeye is part of MG History, as without it the MG Midget (1962 - 1979) would not have been born.

MG Enthusiast magazine include many an article on Frogeyes, perhaps acknowledging that part played by the Mk1 Austin Healey (Frogeye) Sprite in the history of MG.

The Mk1 Midget is a re-badged development of the Frogeye. A Mk1 MG Midget is a Mk2 Austin Healey Sprite with a different badge and some cosmetic alterations. They were all, with a few exceptions, built at Abingdon. Previously I have attended this event in the Frogeye.

I drove forward to present my entry fee. "You can't come in, you're not an MG". I explained the precedent but the answer was still an emphatic "No". The organiser's decision is always final. Their event. Their decision. I was cast out into the shade. Did I see a tear slide down the bonnet from the Frogs' eye?

I phoned the organiser's office and was subsequently granted admission provided I parked "around the back".

What do the Midget & Sprite Club membership think?

Should I have been denied entry full stop or should I have been allowed to display alongside the Midgets (and two Austin Healey Sprites) by the famous Brooklands Sheds. Had the latter occurred I should have been able to display the Midget & Sprite Club Kent Area flag.

Alan Anstead



*Interesting Midget
check out the bumpers & flared wings*



An Arkley MG



One of the Sprites that made it in



Wiltshire's Spring Run

Spridgets Ready for Take-off!

Wiltshire's MASC group had a fine day for their Spring Run, destination the Boscombe Down aircraft collection. From the start at our usual home at the Barge, Andy was sent off as leader with co-pilot Gerry, and all participants had a neat set of instructions including most of the route in 'tulips', cleverly created by Jill Hansford. Cutting round Devizes we headed up over Salisbury Plain's danger areas to Chitterne. Then it was via the pretty Wylde valley villages towards Wilton and up to Old Sarum, the pre-Roman settlement before Salisbury.

Here is the airfield which is active with private owners, microlights, a flying school and groups of mad parachute jumpers. We had our own Spridget parking on the airfield itself, while we had a fine lunch in the busy café, before an exclusive introduction to the Boscombe Down Aircraft Collection.

I won't describe the collection in detail, you can look it up yourself, but for me the best part was that the cockpits can be climbed into, so most MASCers took turns in playing Top Gun with headphones on listening to the real control tower, fiddling with more switches and more dials than any living sports car.

After prising us out, thankfully without resorting to the ejector seats, it was back

in the Sprites and Midgets for a short hop to Heale Gardens for tea and cake and a competition to see who could buy the biggest plant and get it home in a small roofless car.

Thanks to Jill and Dave we all had a superb day with just the right roads and distance and of course the best weather this year so far – well done all!

P.S. We do plan another run for the summer, probably again starting at the Barge, maybe heading north this time. So look out Bristol, we might challenge you to a dogfight!

Andy Cross

andy@cross743.freeserve.co.uk



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Having taken part in, and thoroughly enjoyed, a number of navigation runs (tours) and the like over the last few years in our little Mk2 Sprite 913 ERM, I thought it was about time that I had a go at something a little more competitive. Hence an entry was submitted for the 2013 Ilkley Jubilee Run which was scheduled to take place on the 21st April which just happened to coincide with the annual "Drive it Day".

I opted for the run element of the event, rather than the main rally as my intended navigator was a complete novice and this would allow us to use the simpler Tulip roadbook but would still have all of the regularity sections and tests.

The Clerk of the Course assured me that most of the competing cars would be predominantly unmodified, standard road cars....so other than ensuring the sprite was in tip top condition mechanically we did little or no modification other than fitting some period look minilites, as I didn't fancy hunting for hubcaps if they dropped off en route!

Just to make life interesting, my original navigator had a change of heart at the least minute, but fortunately a local motor club member (Beverley & District Motor Club) Paul Kilvington decided that he would be up for taking charge of keeping me on the right road at the right pace. Keeping with the theme of "winging it", I met Paul for the first time the day before the event and he was also introduced to our trusty steed for the ensuing fun.

In the spirit of classic clubman rallying, we set off from East Yorkshire at 5.30 am for the trip over to signing on and scrutineering at Skipton. This gave Paul plenty of time to accustom himself to his "office" for the day and to play with the speedpilot for the first time. Our only issue at scrutineering turned out to be an insecure battery, which we managed to rectify with some gaffer tape and half a brick.

The day started with three special tests, all held at Craven Cattle Market. The first two were on a nice tarmac surface and the third was our first taste of gravel for the day. Whilst we didn't set a blistering pace, we managed to achieve reasonable times given that we did have one of the smallest engines on the entire event. We were also a little cautious at times as we didn't have any extra underbody protection and so didn't want to risk damaging anything under the car and end our fun prematurely.

Onwards then for the first regularity sections which, once we worked out a system, we were able to get pretty close to our scheduled times and this more than compensated for any time that we lost on the tests.



The Sprite in its element on tarmac



Note the low exhaust and other assorted dangling bits under the Sprite

Run 2013



Jon and Paul make a splash in their first event

With six tests before lunch, and another four afterwards, plus over 100 miles of navigation and regularity sections the day passed so quickly that we barely had time to catch our breath before heading onto the next section.

Highlights included the wonderful test on a gravel track around Elslack reservoir, complete with a ford (which fortunately for us was running very low on the day). It was here that we picked up our only damage of the day, a broken rear exhaust rubber. Fortunately we were able to fix this with the aid of a coke can and a zip-tie which held fast to the end of the event (and beyond).

Up until the final regularity section we were running a very creditable 9th overall and 1st in class....however, a momentary lapse of concentration sent us off on the wrong route for a mile or so with the resulting lost time dropping us down to 15th overall and 3rd in class. Not bad for a pair of total novices, at least we got to the finish !

Our little Sprite performed magnificently all day long, never missing a beat, even when faced with inclines (from a standing start) that would normally phase much bigger engine cars.

Lessons for next year include stiffer suspension (with hopefully slightly increased ground clearance), modify the exhaust to run closer to the underside of the car and add some protection to the brake lines and speedo cable.....plus carry a wire coat hanger as you never know when it could come in useful !

Jon Seth

*Photos © Pro-Rally photography
www.pro-rally.co.uk with many thanks to Phil James*



Keeping it in the Family,

At Biggin Hill in May 2013



“One day dad just took me to the garage, I think I had joked about wanting an MG, and then here I was in the Mann Egerton dealership showroom totally in shock when the salesman handed me the keys to a 1980 vermillion red MG Midget, and dad said “Happy 18th Birthday” That was my sister and this was July 1980. I was sixteen at the time when my dad and sister arrived home with “Midge”, shinning in the summer sunshine and I was stunned.

We'd only ever had old Austins, Minis and Fords and here in front of me was a new gleaming red convertible.

Little did I know then that thirty three years later she would be darting through the Kent countryside in all her former glory. My sister loved to travel and at the wheel of the MG she was off, first France then Switzerland and Germany, and for six years she continued to enjoy the MG's open top motoring. But then as she moved out of the family home and with her job she decided it was time to sell. The year was 1986 and I couldn't really afford to buy 'Midge' at £2400, but I just knew I had to some how find the deposit and fund the instalments. And so in that year, her ownership transferred to me and that begun a lifetime obsession (according to my wife !).



The original car, pre-rust

Circa 1986, I was 22 and in Brighton



the rebirth of “Midge”

I was eager to follow in her footsteps and get behind the wheel and headed to France for the first of many touring adventures, driving through Paris, down through Lyon across the Pyrenees into Provence and the French Riviera. MG Midgets are not the most comfortable of cars to go on a long journey, and the BL vinyl seats find you having to peel yourself out of them. The engine heat through the footwells never seems to go away. But her 1500 Spitfire engine never broke down nor did I ever get a puncture. However, I'm not sure they are the best of cars in a very hot climate. So the next destination was all the more cooler, the Scottish Highlands. And as anybody can tell you who has taken the A82 out of Glasgow, along the length of Loch Lomond, through Fort William and down the side of Loch Ness to Inverness, it has to be one of the best open top drives you can do and the temperature is far better suited.

I was once told that in the latter stages of MG production as they rolled the cars off the line, they were parked up in fields and then pulled out to order by the dealerships, often requiring resprays to cover surface rust that had started to set in. Now I have no idea of the truth behind this, but as time went by, the build quality of the bodywork started to show through. So slowly but very surely the rust began. The first to go was the rear wheel arches and then the infamous outer sills, and as with rising damp, steadily it began to move on up through the pillars.

At the time I had no funds for any professional coachwork and so plastic padding and filler started to replace the once gleaming paintwork. And try as I did, I knew that I was fighting a losing battle. The tough 1500 engine however remained

just that, strong and powerful for such a small car. Sure there were the usual service replacement parts but generally no real headaches. So I continued to patch and drive and keep it the best I could. I lived in London at the time and eventually gave up on locking the doors, as all that kept happening was that vandals would slash the roof or the rear vinyl window. I even returned one morning to find a crowbar wedged into the boot lid and a dent across the front wing, as further evidence of frustration from the vandal who could not get into the boot. Damage to the car however, was not always somebody else's fault. When I once found myself in thick fog in Brighton, I took a wrong turn and drove her down a flight on steps! I am not sure it did the springs a great deal of good.

By 1993 and with 100k miles clocked up, Midge was a shadow of her former self. I had just got a company car when I decided to park her up in my brothers garage put a sheet over her, and so began her 20 years in exiled silence. I got married, had children, and along came the many more pressing commitments that a loving family will bring. Far more pressing than restoring Midge. But I could not part with her, and somewhere in



Now not looking too good



Left in the garage in a sorry state

the back of mind I knew that I would like to one day bring her back. I even turned down an offer of £300 from my then girlfriend and now wife, to buy her. So she was towed from brother's garage to my own and the continued life as a storage facility, with only occasional push outs so my kids could play in the cockpit.

Fisher MG services in Sydenham South London, is about five miles from home and in 2010 I first visited Mark the owner. I was amazed at this warren of everything MG. He had MGB's, RV8's, MGA's and everything from rust buckets to concours cars being worked on.

We chatted about Midge, but the conversation never went any further. It was here that I was given my first introduction to Mark's list of priorities. As he is so inundated with work, due to his high level of craftsmanship, you first have to get on his list .. So booking in advance (like most good things) is advised !

Two years later and following a "life is too short" moment, I took the sheet off Midge and began to wonder. I went back to Fisher MG in January 2012 and arranged for Mark to give me an estimate, and what I learnt early on was his honesty, coupled with an unrivalled knowledge of everything MG. Clearly a level of restoration work can go to any length that a budget can stretch to. But a budget is what I had. My wife likes budgets and we both agreed that £5,000 was a reasonable amount to get Midge back up and running. I knew I wanted to use Midge, and so I was never going to get to concours condition on £5k. But I thought that I could at least get her back to former glory.

So once I had agreed a price, I was now on Mark's coveted list, and work began in February. Richard heads the office and has



Take me to a better place



Getting to the root of the problem

the trailer and he and I duly pushed Midge out of the dark garage and into the light to be towed to Fishers.

Most would have started with the engine and a refurb after 100k miles, but I did not have that luxury and the bodywork was always going to be the priority of the day. Its not until you begin to dismantle the outer body panels that you can really discover the level of rot that lies beneath. Outer wings, inner wings, sills, door pillars, boot lids and while you at it we may as well change the bonnet. In fact the only part that we could save was the passenger door which had previously been replaced following an accident.

Fisher had some second hand panels such as a driver's door and nearside wing in near perfect condition, so we utilised these as a way of keeping cost down. As we stripped away further we discovered the floor was rotten, the fuel tank was pitted and so the "additional" started to mount up. But you see when you get to this stage, it's a "started so I'll finish" situation, and with a new windscreen, hood and interior to factor in, it was clear that an engine refurb and engine bay paint was going to have to wait. Anyhow, summer driving miles and over winter storage meant Midge should be able to last another 30k miles with good regular service from Fisher and more frequent oil checks.

Mark had a time frame for completion of the end of May, which was in time for the Crystal Palace Classic Motor Sport show that I was going to display her at. I visited weekly, to photo record the work (although mark does this all for you as part of the service). But as the project wore on, decisions were required about smaller parts that needed replacing and those that could be kept, such as



Look No sills

interior lights, reversing lights etc (all readily available and cheaper to replace), seat belts. I sourced an original Motorola stereo on eBay to fit the housing (which is 9 inches deep, as modern audio sets are over 12 inches) and which had been converted to play an iPod, as I'm not even sure that medium wave still exists ! It was all part of keeping Midge as original as possible. I toyed with idea of painting the Rostyles with a stencil kit but the owners club has them completely restored at £50 each, so we pushed the budget to include a very important part of the finished look.

The 1500 engine is full of torque and strong for such a small lightweight car. And following a 20 year lay up, with fears that she may have long but seized, she started up first time.

Now she is not too keen at hammering along at 80mph. But she will sit and cruise happily at 65 and do so in some style. The clutch is hard work in traffic and breaking has to be thought about well in advance, as they leave a little to be desired compared to a modern car. But that view out from the tiny



Taking shape



Nice and shiny

windscreen, along the long, now gleaming red bonnet and over the curves of the wings far away, puts a smile on your face that is hard to beat.



The original unrestored engine, still going strong

And so in summary to the restoration of Midge, that my family has owned for 33 years, and which has been driven to hell and back (well a set of steps and isolation in a cold garage), is I have to say without doubt, the best decision I could have made. For when I drove her out of Fisher MG in May 2012 and off into the Kent countryside with my teenage kids, after all those years, it was like a dream come true.

Thank you dad for buying her, my sister for selling her and my wife for allowing me to restore her. Also well done British Leyland and especially to all at Fisher MG for doing such a fantastic professional job in rebuilding her. And to Ron the Frog and Gary the editor for allowing Midge to feature in MascotSo if you have a Midge in the garage being used as storage space, remember life's too short !

Anthony Sands
Kent

An Appeal



Original Red interior Upholstery material

I'm trying to complete an authentic restoration of my 1962 Mk.1 Midget "Little Red", which has appeared in *Mascot* several times. The bodywork is presently undergoing repair to set back the years. The engine, gearbox and most of the mechanicals are original, and it would be a shame not to try and bring the interior back to as close to original as I can get it. Now I need help on the seats, particularly the offside driver's seat.

I'm trying to source some of the original material, or some very similar. The existing material is almost certainly the original, according to Midget Historian, Dr. John Davies. He had some material that he thought would do the job, but it doesn't have sufficient 'grain' to provide a match.

I'm hoping that out there, there is an MG 'aficionado' who can help, or knows where there is material to match mine. The passenger seat is fine, and the rear bench seat, (which I believe is unusual) is also in good condition, so I'd like to put out an appeal in the magazine to see if there is anyone who can help?

My contact details are: kencothliff@hotmail.co.uk, or phone 0113 250 9524.

Ken Cothliff

Aviation Historian, Author, and Display Commentator.

Ed's note: I've tried to reproduce the photos of the material as well as I can here in Mascot. However if anyone would like a higher resolution copy of the photos giving greater detail, please email me editor@midgetandspriteclub.co.uk or contact Ken directly.



Heart of England

Hi from the Heart of England! Now that we have got past Easter and supposedly spring has sprung the area has been out and about at various events.
The Season kicked off with:

Drive it Day – April 21st

Although a little overcast and with the possibility of rain threatened, seven intrepid vehicles including a Healey BJ8 and a big brother “B” fresh out of winter hibernation met at the Green Dragon for a jolly to Slimbridge Wetlands Centre, administered by the Wildfowl and Wetlands Trust on the Severn estuary south west of Stroud and north of the (in)famous Bowels (aka Bristol).

Having picked up two more Heart of England Spridgets en route we were well represented. Not as well represented as the 30 or so (I lost count) Austin Sevens including several “minus Mk 2, 3, or 4 Sprites” from the late 1920s and early 1930s which we encountered just north of Cheltenham and who were just setting off on their Drive it Day jolly.

Slimbridge is well worth a visit, the variety of wildfowl homed there is fascinating including such exotic examples as flamingos, Spoon Billed Sandpipers, Kingfishers and Black Tailed Godwits. Other fascinating exhibits include Otters which are very entertaining to watch.

It is an excellent day out for young children too who are well catered for.

We were able to take advantage of the restaurant on site providing a variable fayre at modest price followed a stroll around the site before going our separate routes home.

Then we had:

Donington Historic Festival

Now a well established event with a friendly and open atmosphere even if the weather can be a bit naff at some times! The club has an area by the grandstand opposite the start/finish straight, with a sizable number of Spridgets of all shapes and sizes present throughout the three-day event.

The gazebo arrived on Friday together with some flags, so we were up and running. The racing was a lot calmer than last year and the E Types behaved themselves. The Historic Touring Cars had some new entrants this year, notable a Perana Capri mk1, basically a Ford Capri with a 302 cu. In. small block Ford V8 engine fitted. I wonder who else has one

of those in there car? Built in South Africa, it stormed off into the distance and won. Equally spectacular was the group 2 Jaguar XJ coupe replica, I remember seeing the real thing at Silverstone many, many years ago and it is an awesome piece of machinery even as a replica.

Speaking of awesome pieces of machinery at about 3.30 pm there was a faint drone in the air which turned into a massive noise as six Rolls Royce Merlin engines flew over the circuit attached to the Battle of Britain Memorial Flight's Lancaster, Spitfire & Hurricane.

Overall a great weekend, only marred by the very sad events in the last race, and our thoughts are with the family of the driver involved.

Finally there was a new event for 2013 which some members attended, albeit in other classic cars and there was a Midget there too, outrageous!!!!

Stratford Festival of Transport May 5th & 6th

A new event for 2013 was the 2 day Stratford Festival of Transport. This event based in the historic town of Stratford on Avon had an excellent drive in the morning followed by a display of cars throughout the town in the afternoon. On the Sunday the drive was over 80 miles and we visited most of the old test hills. These were steep roads that back in the early part of the 20th century car manufacturers used to test their products assuming that if these could survive driving up the various hills they could cope with everything! These days' hills such as Sun Rising, Camden and Fish Hills are still a challenge but great fun.

Monday's drive out was a little different as it was a traditional treasure hunt with a number of clues along a 50 mile route. The weather was much brighter and the hood was down, in fact I got sunburnt!

Overall this was a great event and well planned, particularly the route instructions; hopefully it will be repeated again next year.

David Puzey

Yorkshire Area Report



MG Midget at Beamish

We had a quiet meeting on the 4th of May this month, possibly because I'd changed the date. I have just changed my computer and transferred the mailing list, perhaps with limited success. If you didn't get an email with the change of date on – sorry! If you did, all well and good! If you could let me know if you didn't get one then I can chase the email sending creatures that live in my computer and start demanding answers.

June's meeting will be on the second Saturday as normal – at the Nags Head. We are doing Ken's Canada run and will be dropping off the highlighted route half way



New-ish member
Roger Cubitt with his Frogeye"

round to pop in at Pickhill, so if you arrive and we're not there then we will be soon.

The reason the meeting was changed in May was that I was showing off Yorkshire to a five-car convoy of K-series powered spridgets, some having come from as far away as Holland and south Wales. A good time was had by all – there was plenty of shower dodging but we managed most of the weekend with the roofs off.

There was also an event on at Beamish, which some of the Yorkshire members went to and got slightly damp. It looked like there were a few interesting things there, an event to remember for next May I think.

On the 7th of July there is the classic car show on in Corbridge, Northumberland, run by MG Northumbria. We went last year and it was baking hot, with lots of interesting things including a steam engine. It was so hot the queue for the ice cream van was a couple of hundred metres long!

I hope to see some of you at the Nags Head on June the 8th – there's still time to get on the Canada Run as well, and there is a short route for those who don't want to attempt to get to Stokesley and back before lunch...

Rob Armstrong
mascyorkshire@gmail.com

Kent's Drive it Day

Mel Collins organised our 'Drive it Day' run on Sunday 25th April 2013. An' the boy done good!

The event started at the viewing site at the top of Wrotham Hill. Modern cars travel freely, nowadays, up and down this hill but roll back the years and this hill was a mighty challenge. There used to be an area about midway up the hill for cars to be driven into when engine temperatures rose to startling heights. I doubt many drivers these days even cast a glance at the temperature gauge if indeed their modern 'eurobox' has such fitted.

Just after the Second World War, Wrotham was the scene of a murder investigation conducted by Robert Fabian, the famous detective of the Metropolitan Police Force at Scotland Yard. The investigation came to a successful conclusion with the villain dangling at the end of Albert Pierpoint's rope. No chance of re-offending then. The investigation is latterly the subject of a book by Diana Souhami.

Seven cars assembled in the viewing area car park at Wrotham and then, after 'signing on', Mel & Barb led us away to Harrietsham where we met up with another assemblage before again driving on toward our destination. At various places there were additions. Mel led at a constant, easy pace, which allowed addition without delay. In fact most additions were so smooth they went unnoticed. Upon arrival we numbered eighteen Spridgets, which, I believe is a Kent MASC record. The route Mel led us on was picture postcard perfect and the weather could not be bettered at this time of the year.



Halfway stop at Harrietsham



Our destination was the East Kent Railway (the Kent Colliery Line) at Shepherdswell, a once thriving industrial line serving the Kent Coalfield. The four mile round train ride is a scenic journey between the pretty villages of Shepherdswell and Eythorne. There is rolling countryside, steep chalk lined cuttings and the fascinating? (so the brochure says) Golgotha Tunnel to make the trip memorable. (www.eastkentrailway.co.uk). Well done Mel! So who is organising the next run?

Gavin later commented on the event thus:

"Hello all and what a fab' day. Some key moments for me were:- 1. I don't think the Red Arrows could have timed better the co-ordination of both groups coming off the A2 and meeting in 'Vic' formation. 2. It was amusing to see a Land Rover giving way to me on a narrow road – clearly the sight of 16 approaching Spridgets was just too much. 3. Mike Pearson gave my Boules set back to me, which I lent to him in 1983, I think it was. 4. Rylan Williams in his recently acquired Sprite. Did anyone see him get out of it during the afternoon? 5. Graeme Williams did a crafty front wheel bearing change whilst most of you were off on the train. 6. Ralph Whitmarsh bought a ticket to Ryde and not ride so he didn't get a ride even though he paid for it. 7. On the way the Southern Flight got lost twice but the Northern Flight four times. Admittedly, the South had a 'ringer' aboard as he was born & bred in Eythorne".

Alan Anstead





A dark night

East Anglian MASC Report

Sadly our Shuttleworth visit was cancelled by the organisers, I presume another casualty of our broken spring (maybe that should read unbroken winter) so still no proper car events to report on. As it happened we were in France on the 31st (when the Shuttleworth thing was intended to happen) and so would have missed out in any case, however the weather was not that much better where we were. As I write this it is a touch milder and the forecasters are at last predicting slightly warmer (but not sunny) conditions, so maybe by the time you read it spring will have redeemed herself.

The only real activity (or maybe hyperactivity) was the FBI Night, which fell on a not so nice but mainly dry evening. I must admit that I did not take that much persuading (by her who it is unwise to disobey too much) that it was not a night for a Sprite. We rolled up in the RR only to find we had been upstaged by a mighty *Midget* in pole position in the newly resurfaced car park, not only that but topless (well done Dave 3). We arrived a little late having stopped off at the Mad Cat (a place we still have a soft spot for after it serving us well as a meeting place for 10 or more years, and still serving excellent value for money food) for a meal on the way.

On entering the meeting room we were greeted by a very good turn out of regulars, a couple of new members who are sorting

out a few previous owner eccentricities on what looks like a very nice white Frog (great to see you Rachel & Nick). A couple of existing members including man of the meeting Dave 3 who we had not seen for a while (great to see you guys). We had a very lively (almost frantic) meeting, or maybe meetings, sorting out the season's events (such is the passion and enthusiasm of our great group). I think I counted 13 events (some of which are yet to be advertised) and that is after discounting ones with dates that clashed and so on. I personally think this is a few too many with a bit of a danger of spreading ourselves too thin, but there are so many great things going on and great places to see in and around East Anglia that it is very hard to choose between them.

The point was made (and rightly so) that we need a little more coordination when we have so many events to organise, so Mick has kind of taken on the mantle of events coordinator. Mick has been keeping us on the right track and coming up with great ideas for a year or two now, but I just made it official by writing it down.

Our April report got a bit lost in cyber space (or maybe slipped through one of Gary's gaps), hence I have incorporated it above.

Our first car event of the year (reported below by Diane) was a trip to Capel Manor Show; which unfortunately attracted only a



Someone left an aeroplane in the car park!

small MASC attendance, a great shame as it had the best weather of the year so far with wonderful hot sunshine.

The day was lovely and relaxed with everything from a vegetable orchestra to a falcon display and a display of classics cars promoting the vintage and classic car show which this year is on my birthday in September, the entry fee is just £6.00 a car and includes entry to the manor.

We visited some inspirational gardens from modern to classical, craft marquees, flower stalls and clothes stands, the grounds also had a large maze where we tried to encourage Nigel inside so we could lose him for an hour or so but he would not play!!

Inside the food hall there were tasters from lemon cheese to wine and our favourite the Giggly Pig Company which had a wonderful mixture of different sausage flavours. So our cars came away filled with sausages, homemade Cornish pastries and plants.

After a short diversion up the A10 so I could visit Krispy Kremes and get my American doughnut fix we made our way home.

Next was delightful Duxford, another spring show with the best sunshine of the year to date (I even got a little singed in the unexpected sunshine) and a little under attended. The event did clash with Donington, and with Mick giving birth,

Mark with his engine out, a few of the Home Counties people having to pull out at the last moment, Dave 3 driving his brave little Spridget in the wilds of Scotland and Pat Kimber's yellow Frog parked in the visitors car park, we were a little depleted (but only in quantity, definitely not in Quality).

I say delightful Duxford because it is a wonderful place to be, with its nostalgia, atmosphere and stunning exhibits, it was great to meet and chat to the Kimbers, Froggy and Bill, not to mention a few old friends. I have to admit that with all the brilliant cars on display we had little time to do justice to all the other fabulous exhibits. Mick (who missed out due to another happy event) is organising another visit to Duxford on behalf of East Anglian and greater MASC later in the year for the Sprites and Spitfires event.

While I have my typing finger out I just wanted to make mention of the fact that we had another national committee meeting on the 28th of April at Redditch, which not only gave me the opportunity for a good 200 mile topless run in the Sprite, but also confirmed that our growing club is in great shape. Appropriately we now have 1098 members and have our sprites set on 1275.

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

Dave Dixon
(AKA Red Leader)

Drive it Day

So as the snow turns to spring and there's a hint of blossom in the air, Sprigeteers are slowly crawling out from their winter retreats with an oily smudge on the nose and a trail of greasy hand prints upon each and every door they pass. The caterpillar to butterfly-like transformation which turns the dormant Spridgeteer into the social animal at this time of year, finds them resplendent in their newly washed cardigans as they revive themselves over a freshly pumped half-pint of real ale at the area meet.

The jump from hibernation to frolicking around the country lanes may seem harsh, but is aided by the invention of "Drive it Day", designed by sympathetic like minded folk to blow away the cobwebs at this delicate time of year.

The Notts + Derby area Sprigeteers gathered on Ilkeston Market Place again this year as it offers a good open space for passers-by to have a look at the cars while we decide on the final details of the run. As many of our area are also members of the Austin Healey Club, we took the opportunity to accept the offer to meet up with their Midlands area group at Doveleys Garden Centre, near Alton Towers in Staffordshire, where we would also be joined by their Northern Centre and the Ashbourne Classic Enthusiasts (ACE). Thus we formed the eastern contingent winding our way through Derbyshire.

We met up with Mel and Kev in Mel's gleaming white Frogeye at our planned coffee stop.



Sat Nav? What Sat Nav?

Unfortunately the wonderful cakes we had experienced last year were not available as the cafe was out of action for renovation work. Another refreshment stop just off the planned route meant rescheduling to drive to another garden centre at Ashbourne before picking up the final leg of the planned drive

Ilkeston Market Place



Pininfarina designed Bristol

Michelle puts on a brave face as she realises Ian only got second prize in the raffle



into Doveleys. The main Healey contingent had already arrived and we were marshalled onto the freshly mown lawns in front of the 18th century manor house. Time to meet and chat with fellow classic owners as the remaining cars arrived, the variety of Ace club cars adding to the mix, including a rare Bristol.

Those who had booked for the meal went off to the restaurant, while others picnicked or visited the gardens and shop.

One of our more recent recruits writes.....

For me, this was the first ride out with the club and I spent the day with a silly grin on my face and enjoyed every minute. To see other motorists' reactions as we drove in convoy was a fabulous experience and I felt

Nigel in his restoration Frogeye captures the spirit of Drive it Day



really proud. It also "brought club members together" and ice was broken and we experienced good company with a shared interest...picking up on hints, tips etc. Often the organiser gets no recognition and, it's not easy planning routes, getting people interested etc....so many thanks to all who made this possible. It was a brilliant day and I thoroughly enjoyed being part of it

Mel

Nigel joined us in spirit if not in person, clearly enjoying himself immensely before he ran into the gates at the end of the drive.

Don't forget – Wollaton Park Autokarna, Sunday 2nd June

Next meeting at The Sitwell Arms will be June 13th

Ian Cooke

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



Mel, Kevin & Alan break out the cucumber sandwiches

Kent Area Report

Monthly Meet

A beautiful dry and sunny day brought forth a goodly number to our monthly meet at the Angel, Addington Green, Apart from the regulars we were blessed with visitors too.

Having heard of us from our website sponsor, Trevor Hale came along to see what we were about. Trevor's car was still at our sponsor's garage for some re-commissioning. We hope that Trevor will return with his Arkley at some time in the future.

Mark, our website sponsor, from Fishers Services, paid us a visit whilst road testing a customer's car, and trying to induce an erratic fault.

Bill McDonagh, transmission expert, from *Mascot Magazine* advertiser Hardy Engineering, came in a rare Speedwell Sprite which looked, and sounded, terrific. In Speedwell Blue it made a change from the usual greens and reds. Whatever happened to Primrose Yellow & Nevada Beige? Bill had brought a differential that had been rebuilt, for our resident wheel bearing champion Graeme Williams.

Rylan Williams had enticed an MGB owning friend along. Robbie Munn had just converted from motorbikes to cars and his BGT was his first car and first drive.

John Clark arrived with Carole who not only is his nurse but now also his chauffeuse. Good to see JC out after his recent illness. After JC came JG as John Gibbons trekked over from Surrey to show a collection of, somewhat secondhand, carbon thrust bearings. JG is

looking to get a roller thrust, made by Peter May (Peter May Engineering) which would be a most interesting update for the earlier 948cc engined cars.

Has anyone previous experience of such an upgrade? Is it possible to use the tried & tested Peter May roller thrust, from a 1275, on a 948 and if so what other modifications are necessary?

The Stables where we ate were not the best location for a club gathering as folks have to sit at tables in varying size groups amidst the stalls so it is not possible to gauge conversation. That said the pub does not fall short in other matters so most, if not all, partake of the excellent food served by the ever helpful staff. However I am not privy to each and every conversation but all gave the appearance of enjoying themselves.

April "Old Boys" mid week run

9th April was the date for the "Old Boys" midweek run. On this occasion we gathered at Costa Coffee off Crossways Boulevard as it is near to the Dartford Crossing that we were to take on our journey to Whitewebbs Museum at Enfield Middlesex. Five cars, single crewed, participated in this run. Two Midget 1500's both devoid of the original 'rubber' bumpers, an AH Sprite, a Frogeye, and a Sebring rep.

Whitewebbs Museum, at Enfield, has much of interest for all ages and varied tastes. Too much to list!

We spent a good couple of hours looking at the exhibits and chatting over tea in the first floor café.

Bill's Speedwell Sprite



Old Boys at Whitewebbs Museum



At the Ace Café (eventually)

There is an auto jumble shop that would interest anyone looking for an elusive car part and which could also be the source of some cheap tools. We departed as the staff began putting on their hats & coats, pulling the curtains and turning off the lights, and drove on toward our second destination the Ace Café. Whitewebbs closes at 1600 hrs so that we had to battle our way through heavy London Traffic. Feeling that it was a tad too early to arrive at the Ace I led those that were paying attention, and following, on a scenic detour of motorway dimensions. Latterly we arrived at the Ace at a time more suited to teatime. (read between the lines if you wish).

It was good to meet up with Gary Lazarus and members of HCNW but there had just been too much excitement, on this day out, for the 'Old Boys' and we had to leave early as much needed rest and bedtime was called for.

Cross border co-operation.

With the warm weather comes activity in the garage. As soon as the mercury rose I was out in the garage making a chassis bracing kit for a Hants Chapter Midget & Sprite Club member who is amassing the parts to convert his Frogeye to a Ford Type 9 5-speed gearbox, in order to make the car more pleasurable to drive at distances abroad.

With regard to T9 Ford 5-speed conversions, and many other technical matters, there have been, in the past, many articles in the Club Magazine *Mascot*. These articles are available, to Club Members, in the 'Members' section of the main club website www.midgetandspriteclub.co.uk.

I maintain an index of the articles so members can always contact me either via the Kent Website contact page at



Ford T9 5spd gearbox with Spridget Chassis Kit

www.masckent.org or via enquiries@midgetandspriteclub.co.uk if you want to see if there is an article pertinent to your needs.

Loire Tour

As I write this there are but eight weeks until our Tour. Prestige Signs of Herne Bay deserve a 'plug' (see www.prestigesignskent.co.uk), as they have made us some superb plaques with which to adorn our cars on this Tour. Another thank you is due to Graeme Williams who has also interpreted my needs and designed a Plaque Template, complete with Kent's own logo, for future events.

Miglia 2013

The latest addition to the growing number of enthusiastic explorers accepting the challenge of the 2013 Miglia Tour and driving up hill and down dale across France, Belgium, Switzerland, & Italy this coming September is Kent's own webmaster Rylan Williams. More are welcome in their Midgets & Sprites. Interested? Have a look at the link from the Kent website at www.masckent.org and / or contact me at enquiries@midgetandspriteclub.co.uk

MASC Lecture

Date & Time T.B.C.

Graeme Williams has prepared a PowerPoint presentation on "The history of Midget Front Wheel Bearings" followed by a brief discussion entitled "Secret Shopping at Unipart"

Please RSVP to Graeme if you are interested in attending.

Alan Anstead



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NW Area Report

On 21st April Bernie, with Lynn and I went on a drive it day/ St Georges day run organised by the LAC (Lancashire Automobile Club).

Start point was at Mitton Hall near Whalley. Good turn out with lots of different types of cars. This was a very good run through the Ribble valley.

Weather was ok at the start but as always it rained half way through, but this didn't dampen our spirits. At the finish we ate at Mitton Hall, nice and cosy in front of the log fire.

Bank holiday weekend was the NW Area weekend away, this year taking in the Donington Historic Festival.

Like last year the event was organised by Neil and Shelly and once again an excellent job. On the Monday there was a run planned and organised by Fraser, by all accounts a brilliant route. Unfortunately I was unable to attend so here is a report written by Bernie.

On the May Bank Holiday weekend several members went to the Donington Historic Festival.

Lynne and Bernie, Karen and Mike, Shelley and Neil and Janet and Rob all drove down together after a lovely breakfast at Jan and Rob's house. A very pleasant drive down was made nicer when Mike found a country pub for a spot of lunch. After lunch we carried on to Donington where Neil and Rob had to pick up their tickets for the next day. That was when the fun started. Rob had forgotten to bring his proof of purchase of tickets

online, so had to buy them all over again and Bernie realised that he had left his tickets and car pass on the dressing table at home! Bernie then dropped Lynne off at the hotel in Loughborough and made the 150 mile round trip to get his tickets. He just made it back in time for a quick shower before dinner. Neil and Shelley had blagged us a good deal at the Link hotel where the accommodation and food were excellent. We were joined by David and Heather who had come down earlier to visit friends in the vicinity.

Next day we made the short drive to Donington Park where we met Fraser and Leslie. The weather was pretty good and we had a great club pitch right on the start finish straight.

We were treated to some fabulous racing from 10.30am with some very quick F2 cars and later the pre war GP racers were an awesome sight drifting round Redgate corner with their drivers sitting high in the car so you see how hard they were working, much different to today's F1 stars where only their crash helmets are visible.

The racing continued after the lunch break until disaster struck in the pre '66 touring car race at about 4pm, when there was a terrible accident at Coppice corner. The Mini Cooper S of Christian Devereaux collided with a Ford Mustang with only four minutes of the race still to run. With cars all over the track, the race was red flagged. Sadly, poor Christian succumbed to his injuries and was pronounced dead at the scene of the accident. Racing was abandoned for the day and everyone left the circuit in a very subdued manner.

Next day we went on a lovely run very ably organised by Fraser. He took us via some great roads and villages to the Bosworth Field battle centre, the place where Richard the Third was killed. After lunch we set off for home through some very picturesque Leicestershire countryside. We stopped along the way for a pee and a pint at a pub with a beer garden, after which Fraser led us through more great scenery to our final destination at the Cat an Fiddle in Derbyshire. What a beautiful place England is when the sun shines. A fantastic weekend thoroughly enjoyed by all, tainted only by the sadness of Sunday afternoon.

The group at Donington





The return run through beautiful English countryside

The following week was a car show at Arley Hall & Gardens, just three of us went. Me, Bernie with Lynn and Fraser with Lesley.

Dennis and Daniel had planned to attend but unfortunately had problems with their carbs. They did however pop along to see us and say hello.

This is the second time we have been to this event and although the location is nice enough the auto jumble was very poor. Once again the weather was ok to start with,

driving there with top down but then the rain came and it was cold – just what you expect for middle of May! In fact the weather was so bad that the event actually finished early.

There is something very English about sitting in a field, in the pouring rain, freezing cold and having a picnic – we are completely mad!

I have noticed something recently and that is every time I get my Sprite out of the garage grey clouds start to form. It's so common now that if the neighbours see my Sprite on the drive they rush out to take the washing in!

Finally, IMPORTANT NOTICE. The June meeting will be a week earlier than normal on Wednesday 5th and not the 12th (which would be the usual meeting date).

Venue will not be at the Kilton but once again will be at The Plough at Euxton (near Leyland / Chorley, just off M6 junction 28).

Hope to see you at The Plough on 5th June.

Les

MSA Spring Classic

This new event from the MSA was based at Celtic Manor in South Wales on the weekend of 27th and 28th April. There was an entry of 82 cars dating from 1936 and including 4 Frogeye Sprites and 1 MG Midget. The route was in easy to follow tulips and we covered 193 miles in Wales on the Saturday and 140 miles in the south west on Sunday.

On the Saturday morning we left Celtic Manor and headed to Hay-on-Wye and then Llandrindod for lunch. Then it was across the Epynt army ranges on roads used by the WRC cars and on to Brecon to visit the Royal

Welsh Regiment Museum and then back to Celtic Manor.

The Sunday morning saw us crossing the M48 Severn Bridge, heading down to Bristol and crossing the Avon via the Bristol Suspension Bridge and then down to Chew Valley Lake for coffee. We then drove on to the Haynes Motor Museum for lunch and a look at their wonderful motor collection, before heading to Castle Combe for some hot laps of the circuit. A brilliant classic weekend. www.msaclassics.co.uk

Dave and Jill Hansford.



Michele Hatton's newly restored 1958 AH Sprite at Chew Valley Lake



Callum Taylor's 1959 AH Sprite, from Norfolk

Scotland Area Report

In this area of Scotland, April 21st, national "Drive It day" saw a very wet early morning followed by generally drier weather, but with a few isolated heavy rain showers scudding about. I was aware of one local related activity with the combined Jaguar/Wolseley Owners Drivers Clubs meeting at an Italian restaurant a couple of miles from where I live and driving to The Summerlee Heritage Museum at Coatbridge. Summerlee is very similar to the museums at Beamish and The Black Country, being a living museum based on the traditional, and now largely departed, steel making and heavy engineering history of Glasgow and the West of Scotland area.

In addition to artefacts from these industries there is also a re-creation of typical worker's housing and a tram system with working trams. The museum has been the venue for classic car shows in the past and I attach a picture of Dave's Midget taken at a previous show there.

Unfortunately, on "Drive It Day this year, I had already made arrangements for Elspeth and myself to visit a friend of mine, from my university days, and his wife who live just outside Crieff. On our journey up the M80/M9/A9 to Gleneagles and then via Muthill to Crieff we saw only one "classic" a red Morgan Plus Four.

There were a considerable number of motorcycles on the road, including some older classic machines, but where were the cars?

Summer appeared to have arrived on Tuesday 30th April with a glorious sunny morning and warm temperatures. I took the opportunity to drop the roof on the car and set off on one of my favourite springtime runs. This takes me down the old A74, the west coast England to Scotland main road, now re-designated the B7078.

I really enjoy this stretch of road as it now boasts very little traffic and retains the character of old road alignments with bends and gradients. Unfortunately, with it now being a "minor" road it receives little or no maintenance and each winter sees deterioration in the condition of the surface, with the result that sections of it are now becoming badly broken up.

I leave this road at The Greenhillstairs and head to Moffat to turn onto the A708 to St. Mary's Loch and The Glen Café. This is a noted motorcyclist's halt and, sure enough, there were several present when I arrived. Being an ex-motorcyclist myself, and still with a deep interest in bikes, I enjoy meeting and talking with the bikers and the car certainly attracts their interest also.

Leaving the café, the route is past The Megget and Talla Reservoirs and on to Broughton. From here it is through Biggar and Lanark to home. The round trip is some 125 miles and is a great way to start the year. The next day, the Wednesday, usual service was resumed with rain falling!

This Sunday, May 19th, sees the Blackwood Club attending our first show of the year at Strathaven. I have just advised the club secretary that it is our intention to attend, so here's hoping for a fine day and a few Spridgets in attendance in order that next month's article may be more MASC related.

John Pardo

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





Hants line-up
for Drive It Day

Hampshire Happenings

Slark Race Engineering

It had been about four years since Hampshire area MASC had last visited Slark Race Engineering for a rolling road “shoot out”, so another trip was long overdue.

Saturday March 23rd was the chosen date, and the rolling road was duly booked, seven or eight members expressed an interest in attending. However, the good old British weather conspired against us, and by the Friday evening there were several cancellations due to the bad weather forecast for the next day.

Saturday morning arrived and within half an hour of getting up snow was falling in Holybourne. A quick call to Barry confirmed an inch of snow in Bracknell. Whereas Mike in Romsey had light rain, a decision was made to press on. In total four members made it to Slark’s workshop in Amesbury.

First on to the rolling road was the 1959 Frogeye of Adrian Jukes, fitted with a 1275cc engine, Swifttune cam and single SU HIF44 carb. Initial runs showed 64bhp, although after Neil had adjusted the carburettor needle and the timing, and cured an air leak in the inlet manifold, the final figure went up to 72bhp.

Next up was Barry Green driving Jenny’s 1967 Austin Healey Sprite 1275cc with K&N filters, first run showed 57bhp, Neil adjusted the timing and this put the power up to 60bhp, he also recommended that the carburettor needles be changed to BK’s.

Barry has since commented on how well the



car starts and runs since the tune up.

I was next on the rollers. Because I

Strapped down and ready to go!

had taken my car to Neil at the beginning of February for an extended tuning session, I was in my 1975 MGBGT 1800cc, initial run gave 72bhp but with some adjustment to the points and a bit more welly it reached 74bhp.

Last of all it was Mike Sleath’s turn, Mike’s MG Midget was unwell in the garage, and so just for fun he brought his 1991 Peugeot 205 1.1. Neil strapped the Pug down and we awaited the results, 57bhp @ 106mph! Quite a surprise.

After a bite to eat at the local KFC we all left (in our freshly tuned cars) for home.

John Foard

Drive It Day – Sunday Lunch & Road Run

It was a very cold evening in February when the decision was made to organise a Road Run and Sunday Lunch on Drive it Day. I am not sure if it is the case with other areas but the mention of anything that ends with a good meal is usually guaranteed to get a good response and this was no different.

So on a bright sunny morning seven cars met up at our usual watering hole (two more cars were coming up from the south coast and would meet us there) before setting off on a twenty mile run through some picturesque byways and villages of Hampshire, organised for us by Terry & Harriet.

We ended up at The Ship in Bishops Sutton for a hearty roast dinner which was accompanied by the usual banter and as usual we were the noisiest group in the place.

The run home was equally as pleasant so it was a good start to the season.

Jenny Green

Mine’s the Pork



Somerset Area Report



Since our last report we have gone into Summer Tour mode. Did I say summer? Though the sun has shone on a few days it is still b..... cold out there and as a result only a few hardy souls turned out for the St. Margaret's Hospice Classic Car gathering at the Taunton Race Course on March 24th.

Despite the cold weather a few more of us went along to the Motor Neurone's Charity show, "Classics at the Mill" on April 14th, when we were delighted to celebrate Peter & Valerie Young's 40 years of wedded bliss, some 18 of them with a Midget. As they move towards their "Golden" and celebrate 50 years will they be looking at Classic saloons or will their new Chimera see them through? It may, if it does not break down, as they experienced on "Drive it Day", when most of us made it to Portland leaving West Bay, Bridport (as seen on TV's Broadchurch) and ran along the Dorset coast through some lovely countryside, with super views and pretty villages. Gerry & Leslie were guardian angels that day and went back to make sure the Recovery service turned up eventually and then taking them home. All this hassle caused by a simple electrical relay fault in the fuel supply!

Several of our number also went along on the previous day to the Bath & West Showground, at Shepton Mallet, for the Bristol Classic Show – yes most of us are old enough to remember when Bristol was in Somerset!

Shortly a few members will be seen helping "Heroes" with a run in support of the Help the Heroes Charity and then we have the Abbey Hill Steam Rally over the early May Bank Holiday. 26th May will see us @ Pecorama in Beer once more, with a ride on the miniature "Chuffer Trains". And by the end of the month we shall have run across the Somerset Levels

to make sure they have dried out. Early June and we will have visited Seaton in East Devon for the Seaton Tramway meeting. So we are being kept quite busy! It will then not be too long before we are back on that patch for our Fish & Chip Supper run to Beer. Let's hope the evening will be a bit warmer than it was last year!

We have a new member who has joined us, namely Clive Pakenham; Clive who lives just across the border in Sherborne is still looking to buy a Spridget, so if anyone out there has a good one for sale let us know! Why he wants a Spridget when his son works at the Ariel Atom Factory heaven only knows; surely they have special deals for family! We have also been contacted by Mike Poval (4678) who lives in Minehead and who has a Frogeye, as do Anne & Dick Holland who also live nearby, so no doubt they could travel in convoy to future meetings if so inclined.

Though our official meeting venue quoted in the Mascot is shown as The Lord Nelson, Norton sub Hamdon, we may in future be moving to Ilminster and The Stonemasons, as it is possibly more convenient for those who live on the northern fringe of our patch. Our past two Club Nights have been held there and proved to be popular. Watch this space and don't forget to check where we will be if you want to come along to sample the "craic"

And so, to quote the finish of all the best cartoons..... "That's all Folks"

Ray
Somerset Area Rep, (Ex ABC Minor!)

Pete & Val Young celebrate their Ruby Wedding Anniversary



From the Bowels of Bristol

My absence from the May meeting at the Rose & Crown, regrettable though it was, had nothing to do with my comments last month. It seems that I may have inferred that some of my fellow B of B members were either old, scary, boring or any combination of all three. For those who complained, I didn't mean you, I was looking to the person on your right. I do not feel an apology is appropriate. Page space in *Mascot* is far too valuable for such feeble tripe. I can only deduce that those who complained may have felt that the cap fitted them nicely. If so, wear it with pride, and preferably, pulled down over your sad old scary faces. Anyhow, would anyone believe a sincere apology, in print, in *Mascot*, from me anyway? – of course not!

However, I must apologise for the total dog's breakfast in bringing to your attention the new 'Historic Vehicle' taxation information. I seem to have given the previous VIN cut-off date rather than the new one. Furthermore, I omitted to say that the change does not take effect until April 2014. (See elsewhere in *Mascot* for the correct info) My sincere apologies for that.

May be some places left for the Action Day at Castle Combe on the 29th of June. Please give me a ring (01454 881770) or email – rebelwithasprite@hotmail.com to find out.

As always, a warm welcome awaits (most) at the Rose and Crown at Pucklechurch on the second Wednesday of each month.

Terry Horler



Bristol Area Rep Terry Horler relaxes at the Rose & Crown, happy in the knowledge that no one realised that he was 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 set of 4 original wheels for 1976 Midget (no tyres). Some rust but otherwise in pretty good condition. **Enquires/offers to annlynes@gmail.com (Oxford)**



For Sale: Austin Healey Sprite MKII 1963. Iris Blue. Good original condition. Wire wheels with front disc brakes. Green Log Book. Rare original reverse issue number plate available at separate valuation. **£7,000.**
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